

Network Key Performance Indicator	In accordance with Schedule D of the Hunter Valley Coal Network Access Undertaking				
	Performance Measures	Total	Zone 1	Zone 2	Zone 3
		Network			
	Network Performance		Avg Speed	Avg Speed	Avg Speed
1	Transit Time - Infrastructure Configuration Capability				
	Hunter Valley Mines to Newcastle Ports (UP)		47.2	54.7	55.2
	Newcastle Ports to Hunter Valley Mines (DOWN)		67.1	58.8	71.5
2	Transit Time - Infrastructure Practical Capability				
	Mines to Newcastle Ports (UP)		40.2	54.1	23.6
	Newcastle Ports to Hunter Valley Mines (DOWN)		63.6	58.0	43.2
			Tonnes/Axle	Tonnes/Axle	Tonnes/Axle
3	Maximum Axle Load		30.0	30.0	30.0
			kph	kph	kph
4	Maximum Speed		80.0	80.0	80.0
			Metres	Metres	Metres
5	Train Length		1,543	1,543	1,330
	System Performance		Avg Speed	Avg Speed	Avg Speed
6	Transit Time - Scheduled (kph) Overall		33.5	33.3	29.8
	Transit Time - Actual (kph) Overall		28.7	30.0	27.4
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		29.2	29.7	28.3
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		26.4	26.2	27.2
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		39.6	38.0	31.7
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		31.7	35.1	27.7
			Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		912	173	185
8	Coal Chain Losses - ARTC Cause	126			
9	Coal Chain Losses - Non ARTC Cause	455			
	Workable Alignment	Million Tonnes			
10	Coal Throughput - Actual	40.7			
	Coal Throughput - Planned	44.9			
	Rail Capacity Group	Days			
11	Project Implementation Delays (not Prudent)				
	Track Condition		Zone 1	Zone 2	Zone 3
12	Track Quality Measured by Index		19.4	22.0	21.7
Notes:					
1	As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla.				
2	Pricing Zone 1 excludes port arrival/departure roads.				
6	Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time.				
8	Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events,				
12	Pricing Zone 1 excludes port arrival/departure roads.				
	From June 2014 onwards, Zone 3 figures reflect the inclusion of The Gap to Narrabri Coal Junction into Pricing Zone 3.				