

# **2010/2011 NSW Lease Annual Condition Report**

<b>Executive Summary</b> .....	<b>3</b>
(a) <i>Material Changes in Condition</i> .....	3
(b) <i>Performance against KPI's</i> .....	3
(c) <i>Register of ARTC Infrastructure</i> .....	6
<b>1. Material Changes in Condition</b> .....	<b>7</b>
<b>2. Performance Against KPI's.</b> .....	<b>7</b>
(a) <i>Total Transit Time Delay, by KPI Region, by month</i> .....	7
(b) <i>Five Year Rolling Average of Total Transit Time Delay</i> .....	9
i. <i>Geometry Values</i> .....	11
ii. <i>Five Year Rolling Average for each Top Value, Line Value, Twist Value, and Gauge Value.</i> .....	12
iii. <i>Trending Graphs</i> .....	13
(c) <i>Three-Year Rolling Average of Large Rail Defects</i> .....	17
Large Rail Defects.....	17
(d) <i>Cumulative Number of Sleepers replaced</i> .....	18
i. <i>New Sleepers installed on the four regions of the KPI Network excluding the Hunter Valley (Schedule 7, CI 2.2(e)).</i> .....	18
ii. <i>Sleeper Type on the four regions of the KPI Network on the last day of the ACR period (including sleepers replaced during the reporting period)</i> .....	18
(e) <i>Bridges</i> .....	19
i. <i>Length of Bridges Replaced during Annual Condition Reporting period</i> .....	19
ii. <i>Percentage of Bridges for which repair work warrants a Temporary Speed Restriction, or a reduction in permitted axle load on the last day of the ACR period.</i> .....	19
iii. <i>Bridge Type on the entire KPI Network on the last day of the ACR period.</i> .....	19
(f) <i>Signal failures, by month</i> .....	20
i. <i>Total signal failures per month for the KPI Network (excluding level crossings)</i> .....	20
(g) <i>Percentage of Healthy Trains Achieving On-Time Exit, on the KPI Network, by month</i> .....	21
i. <i>Scope of Measured Services (5.1)</i> .....	21
ii. <i>Measurement and Calculation (5.2)</i> .....	21
(h) <i>Maximum allowable speed and axle load combination applying on the KPI Network</i> .....	24
(i) <i>Permitted Permanent Speed Restrictions</i> .....	25
<b>3. Register of ARTC Infrastructure.</b> .....	<b>27</b>
(a) <i>Building Works added to Assets Register during 2010/11</i> .....	27
<b>4. Infrastructure Investment Program - Major Works</b> .....	<b>28</b>
(b) <i>Major Works Investment Program</i> .....	28
(c) <i>Corridor Works Summary</i> .....	28
(d) <i>Major Works Underway - Indicative Cash Flow</i> .....	29

## Executive Summary

In accordance with the lease, this document presents the Annual Condition Report for NSW Lease Assets. This seventh report covers the period July 2010 to June 2011. September 2004 being the commencement of the lease.

### **(a) Material Changes in Condition**

There have been no adverse changes in the general condition of the Land, the Infrastructure and the ARTC Infrastructure during the period covered by this Annual Condition Report.

### **(b) Performance against KPI's**

#### **Total Transit Time Delay, by KPI region, by month (Schedule 7, CI 2.2(a))**

The Annual Limit was met for nine of the fifteen KPI Network train categories except the Hunter Valley and the South after adjustments due to Force Majeure\* or increased maintenance in the KPI limits.

57 adjustments were required due to Force Majeure incidents or increased maintenance restrictions to the results for 2010/11.

Where applicable, adjustments are made to account for Force Majeure or increased maintenance when KPI's are exceeded, otherwise these impacts have been ignored. A review of the results where the five year limits have not been achieved has identified additional allowable adjustments due to increased maintenance. These adjustments have been made to the appropriate tables.

#### **Five Year Rolling Average of Total Transit Time Delay (Schedule 7, CI 2.2(b))**

The five year rolling average of Total Transit time delay is now available for 5 five complete financial years. The limits were met in 13 of the 15 categories after adjustments due to Force Majeure or increased maintenance in the KPI limits. The targets were exceeded in the XPT category for the Hunter, South and West regions before any adjustments. Adjustments due to Force Majeure or increased maintenance have resulted in the XPT category for the West region meeting the limit with only the Hunter and the South exceeding the limit.

The annual limits for the Hunter Valley were based on a data set which was at a historical low. These limits should be revised considering the significant increase in coal traffic now being experienced in the Hunter Valley.

The limit for the South was exceeded due to mudholes. Remedial works to rectify this are currently being undertaken with further work also planned.

\* As defined in Schedule 7 Clause 1.2(k)

### **Track Geometry (Schedule 7, CI 2.2(c))**

No Geometry measures for Top, Twist, Line and Gauge exceeded the Annual Limits, calculated as per Schedule 7, section 4.1 and 4.2.

The Five Year Rolling Average of the Track Geometry measures was met in all 16 categories.

### **Three-Year Rolling Average of Large Rail Defects (Schedule 7, CI 2.2(d))**

The Three-Year Rolling Average for Large Rail Defects was 29.3. This is within the limit of 48.86, calculated as per Schedule 7, section 11.4 and as per correspondence of October 2005.

### **New Sleepers on KPI Network, excluding the Hunter Valley (Schedule 7, CI 2.2(e))**

A total of 236,041 sleepers (Timber – 100; Steel – 19,410; Concrete – 216,531 and Other - 0) were installed during the reporting period. The Network including the sleepers replaced, now consists of Timber 41.0%, Steel 7.9%, Concrete 51.1% and Other 0.0%.

### **Bridges (Schedule 7, CI 2.2(f))**

2 steel bridges totalling 42.02m have been replaced with 2 concrete structure totalling 42.02m and 1 concrete girder bridge totalling 17.0m has been replaced with 1 concrete box culvert structure totalling 17.0m during the reporting period. This has resulted in a net change to the bridge type and length, from the original list supplied at the date of commencement of the lease.

Currently 6 Bridges are under restriction, which is below the Bridge Limit of 20

### **Signals (Schedule 7, CI 2.2(g))**

The total number of signal failures on the KPI network for each month has been provided.

### **Percentage of Healthy Trains Achieving On-Time Exit, by month (Schedule 7, CI 2.2(h))**

As required by clause 5.2, ARTC has measured the full journey performance of services on the ARTC network (including the NSW Lease network).

The measurement of ARTC's service reliability has been calculated to reflect -

1. the full journey performance of all services (including performance on the CRN network); and
2. the full journey performance of all services (excluding those originating or terminating on the CRN Network)

The YTD Monthly Average % of Healthy Services Achieving On-time Exit (July 2010 – June 2011) is:

1. 96.1% (including CRN Network performance) against a Service Reliability limit of 91.6%. This result is calculated as per lease schedule 7.3 (a) 'Service Reliability Limit' as being the monthly average of Percentage of Healthy Trains Achieving on Time Exit for the year ending 12 months after the lease commencement date (September 2004 to August 2005).
2. 97.3% (excluding CRN Network originating/terminating services) against a Service Reliability limit of 94.0%. As above, the limit is calculated as per lease schedule 7.3 (a) 'Service Reliability Limit'.

### **Maximum allowable speed and axle load combinations applying to the KPI Network (Schedule 7, CI 2.2(i))**

Since the commencement of the Lease there has been no reduction in the maximum allowable speed and axle load combinations on the KPI network. During 2010/11, the maximum allowable speed and axle load combinations were increased between Cootamundra and Parkes.

### **Permitted Permanent Speed Restrictions (Schedule 7, CI 2.2(j))**

5 Permanent Speed notifications were issued between July 2010 and June 2011. 4 are regarded as Permitted Permanent Speed Restrictions. These changes have the effect of reducing the Base Transit Time on the KPI network. The 5th was issued at the request of CountryLink to manage the risks at level crossings with the resumption of 160km/h speeds.

**(c) Register of ARTC Infrastructure**

**Building Works**

During the reporting period, no new Building Works were added to the asset register.

**Infrastructure Investment Programme and Major Works**

A total of \$490,988,000 was invested on the Major Works Investment Program during the reporting period.

A total of \$183,559,965 has been invested in Corridor Works (including RCRM, MPM and Corridor Capital Works) during the reporting period.

During the first seven years of the lease, ARTC has invested a total of \$3,459,295,000 in Major Works, Corridor MPM and Capital Works.

A further \$1,701,389,000 is planned to be invested on Major Works in future years.

<b>Summary of Major Works Investment and Corridor MPM &amp; Capital since lease commencement</b>								
	2004 / 05 (\$'000)	2005/06 (\$'000)	2006/07 (\$'000)	2007/08 (\$'000)	2008/09 (\$'000)	2009/10 (\$'000)	2010/11 (\$'000)	Total
Major Works Investment	\$5,695	\$83,518	\$324,507	\$514,022	\$517,500	\$615,278	\$490,988	\$2,551,508,000
Corridor MPM & Capital	\$58,869	\$97,234	\$94,685	\$142,763	\$164,839	\$155,837	\$183,560	\$897,787,000
<b>Total</b>	<b>\$64,564</b>	<b>\$180,752</b>	<b>\$419,192</b>	<b>\$656,785</b>	<b>\$682,339</b>	<b>\$771,115</b>	<b>\$674,548</b>	<b>\$3,459,295,000</b>

## 1. Material Changes in Condition

There have been no adverse changes in the general condition of the Land, the Infrastructure and the ARTC Infrastructure during the period covered by this Annual Condition Report.

## 2. Performance Against KPI's.

### (a) Total Transit Time Delay, by KPI Region, by month

This section deals with transit time reporting as required under Schedule 7, section 2.2(a) of the lease. The information has been presented in two tables. The first table includes all Temporary Speed Restrictions. The second table excludes abnormal events identified as Force Majeure and temporary speed restrictions or temporary disturbance to track geometry arising out of maintenance or works as planned. The Final Annual Limit (as agreed with ARTC and RIC), has been met for the KPI Network for all categories except in the Hunter Valley and the South.

Including Force Majeure																
Category	Jul-2010	Aug-2010	Sep-2010	Oct-2010	Nov-2010	Dec-2010	Jan-2011	Feb-2011	Mar-2011	Apr-2011	May-2011	Jun-2011	08/09 Period Avg	09/10 Period Avg	10/11 Period Avg	Annual Limit*
<b>Hunter Valley</b>																
Freight	8.6	11.5	18.2	14.0	13.2	26.6	39.2	14.8	12.7	13.8	19.0	21.8	3.0	7.8	17.8	11.9*
Super Freight	14.6	17.6	30.7	25.9	24.3	46.0	59.6	25.4	21.3	25.2	33.3	42.1	5.0	13.3	30.5	20.9*
XPT	4.0	6.2	5.8	9.2	7.9	15.8	15.7	8.9	6.7	5.4	10.2	11.5	2.4	4.7	8.9	3.5*
<b>North Coast</b>																
Freight	3.4	1.6	1.7	5.1	2.7	2.7	5.6	5.7	8.8	8.7	12.0	3.8	3.4	4.9	5.1	39.5*
Super Freight	6.7	2.2	3.6	8.4	5.1	5.1	11.0	10.5	16.7	16.8	22.0	7.2	6.7	8.9	9.6	62.5*
XPT	1.9	0.7	1.0	2.5	1.9	1.9	5.8	5.7	7.9	5.6	7.4	2.4	2.6	3.9	3.7	19.5*
<b>South</b>																
Freight	13.7	15.2	30.4	14.5	9.9	13.0	14.2	13.6	22.1	28.3	25.2	15.0	10.2	11.5	17.9	14.5*
Super Freight	29.5	31.5	57.5	33.2	20.0	26.7	27.9	27.3	42.7	49.4	43.3	39.4	18.8	24.9	35.7	25.3*
XPT	11.5	12.9	22.4	11.6	6.5	8.7	9.0	9.8	17.0	24.3	18.8	16.4	6.4	8.6	14.1	8.0*
<b>West</b>																
Freight	0.0	0.0	0.0	21.4	15.1	21.6	41.3	34.8	26.0	59.3	41.3	22.5	8.2	10.9	23.6	23.3*
Super Freight	0.0	0.0	0.0	35.9	33.6	47.1	72.5	67.6	46.8	89	80.1	51.9	20.4	20.0	43.7	39.8*
XPT	0.0	0.0	0.0	3.5	3.3	6.0	22.4	14.2	20.6	69.5	62.3	28.5	12.1	4.0	19.2	10.3*
<b>Totals</b>																
Freight	25.7	28.3	50.3	55.0	41.0	63.9	100.3	69.0	69.7	110.0	97.5	63.1	24.8	35.0	64.5	89.3*
Super Freight	50.8	51.3	91.8	103.4	83.1	124.9	171.0	130.7	127.6	180.3	178.6	140.7	50.8	57.1	119.5	148.6*
XPT	17.5	19.9	29.2	26.7	19.7	32.4	52.9	38.7	52.2	104.8	98.7	58.9	23.4	21.2	46.0	41.3*

 Indicates months that have been affected by a Force Majeure

\* Annual Limit as agreed between ARTC and RIC after the first three years of the term.

Excluding Force Majeure																
Category	Jul-2010	Aug-2010	Sep-2010	Oct-2010	Nov-2010	Dec-2010	Jan-2011	Feb-2011	Mar-2011	Apr-2011	May-2011	Jun-2011	08/09 Period Avg	09/10 Period Avg	10/11 Period Avg	Annual Limit*
<b>Hunter Valley</b>																
Freight	8.6	6.2	18.2	14.0	10.6	26.6	37.9	14.8	10.1	13.8	14.0	21.8	3.0	6.7	16.8	11.9*
Super Freight	14.6	10.1	30.7	25.9	19.6	46.0	57.4	25.4	17.0	25.2	24.7	42.1	5.0	11.3	28.9	20.9*
XPT	4.0	1.4	5.8	9.2	5.3	15.8	15.7	8.9	4.2	5.4	7.9	11.5	2.4	3.8	8.1	3.5*
<b>North Coast</b>																
Freight	3.4	1.6	1.7	1.7	2.7	1.1	2.6	2.3	5.4	5.2	8.5	1.4	3.4	4.3	3.1	39.5*
Super Freight	6.7	2.2	3.6	3.6	5.1	1.8	4.6	3.4	10.5	10.6	15.1	2.7	5.4	7.7	5.8	62.5*
XPT	1.9	0.7	1.0	1.0	1.9	0.5	1.6	1.3	5.4	3.1	4.8	0.7	1.9	3.5	2.0	19.5*
<b>South</b>																
Freight	10.4	15.2	30.4	14.5	9.9	13.0	12.4	13.6	22.1	28.3	25.2	15.0	6.3	9.3	17.5	14.5*
Super Freight	24.7	31.5	57.5	33.2	20.0	26.7	25.2	27.3	42.7	49.4	43.3	39.4	13.4	21.6	35.1	25.3*
XPT	10.8	12.9	22.4	11.6	6.5	8.7	8.3	9.8	17.0	24.3	18.8	16.4	4.9	8.1	14.0	8.0*
<b>West</b>																
Freight	0.0	0.0	0.0	20.0	13.8	20.2	22.2	23.4	9.1	7.9	8.1	11.2	8.2	7.5	11.5	23.3*
Super Freight	0.0	0.0	0.0	32.8	30.5	44.0	47.8	47.5	19.9	17.2	18.8	22.5	15.7	14.4	23.7	39.8*
XPT	0.0	0.0	0.0	2.5	2.4	5.0	5.7	3.0	1.8	2.1	3.2	1.9	7.9	1.6	2.3	10.3*
<b>Totals</b>																
Freight	22.3	23.1	50.3	50.2	37.1	60.9	75.1	55.7	46.7	55.2	60.7	49.4	21.7	27.7	48.9	89.3*
Super Freight	46.0	43.8	91.8	95.4	75.2	118.6	135.0	106.9	90.1	102.3	110.5	106.8	44.9	55.0	93.5	148.6*
XPT	16.7	15.1	29.2	24.3	16.0	30.1	31.3	23.0	28.5	35.0	36.9	30.5	18.5	17.0	26.4	41.3*

 Indicates months that have been affected by a Force Majeure

\* Annual Limit as agreed between ARTC and RIC after the first three years of the term.

The Annual Limit has been met for the KPI Network for all train categories except the Hunter Valley and the South. Adjustments due to Force Majeure incidents and temporary speed restrictions or temporary disturbance to track geometry arising out of maintenance or works as planned were made to the results for 2010/11 as highlighted above.

The annual limits for the Hunter Valley were based on a data set which was at a historical low. These limits should be revised considering the significant increase in coal traffic now being experienced in the Hunter Valley.

The limit for the South was exceeded due to mudholes. Remedial works to rectify this are currently being undertaken with further work also planned.



**(b) Five Year Rolling Average of Total Transit Time Delay**

The limit for the Five Year Rolling Average of Total Transit Time Delay is met for the KPI network for all train categories except for the XPT category in the Hunter Valley, South and West (before any adjustments have been applied).

Including Force Majeure							
Category	06/07 Period Avg	07/08 Period Avg	08/09 Period Avg	09/10 Period Avg	10/11 Period Avg	06/07 – 10/11 Five Year Rolling Average	Five Year Limit*
<b>Hunter Valley</b>							
Freight	7.5	9.1	3.0	7.8	17.8	9.0	10.8*
Super Freight	12.4	16.4	5.0	13.3	30.5	15.5	19.0*
XPT	3.4	4.6	2.4	4.7	8.9	4.8	3.2*
<b>North Coast</b>							
Freight	10.4	9.4	3.4	4.9	5.1	6.7	35.9*
Super Freight	18.6	14.6	6.7	8.9	9.6	11.7	56.9*
XPT	7.6	6.0	2.6	3.9	3.7	4.8	17.7*
<b>South</b>							
Freight	9.4	10.7	10.2	11.5	17.9	11.9	13.2*
Super Freight	16.4	19.0	18.8	24.9	35.7	23.0	23.0*
XPT	6.3	6.7	6.4	8.6	14.1	8.4	7.3*
<b>West</b>							
Freight	17.2	8.0	8.2	10.9	23.6	13.6	21.2*
Super Freight	35.3	16.4	20.4	20.0	43.7	27.2	36.2*
XPT	11.4	6.5	12.1	4.0	19.2	10.6	9.3*
<b>Totals</b>							
Freight	44.6	37.3	24.8	35.0	64.5	41.2	81.1*
Super Freight	82.8	66.3	50.8	67.1	119.5	77.3	135.0*
XPT	28.7	23.7	23.4	21.2	46.0	28.6	37.5*

 Indicates months that have been affected by a Force Majeure

\* Five Year Limit as agreed between ARTC and RIC after the first three years of the term.

Excluding Force Majeure							
Category	06/07 Period Avg	07/08 Period Avg	08/09 Period Avg	09/10 Period Avg	10/11 Period Avg	06/07 – 10/11 Five Year Rolling Average	Five Year Limit*
<b>Hunter Valley</b>							
Freight	7.5	9.0	3.0	6.7	16.4	8.5	10.8*
Super Freight	12.4	16.0	5.0	11.3	28.2	14.6	19.0*
XPT	3.4	4.4	2.4	3.8	7.9	4.4	3.2*
<b>North Coast</b>							
Freight	10.4	9.4	2.4	4.3	3.1	5.9	35.9*
Super Freight	18.6	14.6	5.4	7.7	5.8	10.4	56.9*
XPT	7.6	6.0	1.9	3.5	2.0	4.2	17.7*
<b>South</b>							
Freight	9.4	10.7	6.3	9.3	17.5	10.6	13.2*
Super Freight	16.4	19.0	13.4	21.6	35.1	21.1	23.0*
XPT	6.3	6.7	4.9	8.1	14.0	8.0	7.3*
<b>West</b>							
Freight	17.2	8.0	6.0	7.5	11.3	10.0	21.2*
Super Freight	35.3	16.4	15.7	14.4	23.4	21.0	36.2*
XPT	11.4	6.5	7.9	1.6	2.3	5.9	9.3*
<b>Totals</b>							
Freight	44.6	37.1	17.8	27.7	48.3	35.1	81.1*
Super Freight	82.8	66.0	39.5	55.0	92.5	67.2	135.0*
XPT	28.7	23.6	17.0	17.0	26.2	22.5	37.5*

\* Five Year Limit as agreed between ARTC and RIC after the first three years of the term.



Indicates months that have been affected by a Force Majeure

The Five Year Limit has been met for the KPI Network for all train categories except for the XPT category in the Hunter Valley and the South. Adjustments due to Force Majeure incidents and temporary speed restrictions or temporary disturbance top track geometry arising out of maintenance or works as planned were made to the results for 2010/11 as highlighted above.

## Track Geometry

### i. Geometry Values

No geometry measures exceeded the Annual Limits. Track geometry improved in 5 of the 16 measures during 2010/11.

#### South

Region	Measure	Annual Limit *	06/07	07/08	08/09	09/10	10/11	10/11 vs Annual Limit
<b>South</b>	<b>Top</b>	10.62	8.79	8.06	7.67	8.24	8.57	<b>TARGET MET</b>
	<b>Twist</b>	6.69	6.20	5.81	5.77	5.95	6.32	<b>TARGET MET</b>
	<b>Line</b>	10.20	9.05	8.51	7.81	7.90	7.92	<b>TARGET MET</b>
	<b>Gauge</b>	6.48	5.90	5.33	4.56	4.52	4.51	<b>TARGET MET</b>

#### North Coast

Region	Measure	Annual Limit *	06/07	07/08	08/09	09/10	10/11	10/11 vs Annual Limit
<b>North</b>	<b>Top</b>	9.11	7.09	6.32	5.86	6.36	6.92	<b>TARGET MET</b>
	<b>Twist</b>	6.55	5.03	4.76	4.14	4.70	4.79	<b>TARGET MET</b>
	<b>Line</b>	13.52	11.61	11.20	10.93	10.99	11.12	<b>TARGET MET</b>
	<b>Gauge</b>	6.89	6.47	5.85	5.47	5.47	5.62	<b>TARGET MET</b>

#### West

Region	Measure	Annual Limit *	06/07	07/08	08/09	09/10	10/11	10/11 vs Annual Limit
<b>West</b>	<b>Top</b>	11.17	10.34	10.29	10.33	9.34	9.62	<b>TARGET MET</b>
	<b>Twist</b>	6.89	6.22	5.62	5.70	5.71	5.71	<b>TARGET MET</b>
	<b>Line</b>	8.31	7.01	6.12	5.66	5.46	5.48	<b>TARGET MET</b>
	<b>Gauge</b>	5.83	4.57	4.32	4.36	4.36	4.36	<b>TARGET MET</b>

#### Inland Route

Region	Measure	Annual Limit *	06/07	07/08	08/09	09/10	10/11	10/11 vs Annual Limit
<b>Inland</b>	<b>Top</b>	12.46	10.92	11.11	11.24	11.57	11.13	<b>TARGET MET</b>
	<b>Twist</b>	8.06	7.45	7.55	6.94	7.89	7.15	<b>TARGET MET</b>
	<b>Line</b>	10.79	8.88	8.95	8.68	8.63	8.13	<b>TARGET MET</b>
	<b>Gauge</b>	6.46	5.99	5.80	5.66	5.81	5.43	<b>TARGET MET</b>

\* Annual Limit as requested in 06/07 report addendum.

ii. **Five Year Rolling Average for each Top Value, Line Value, Twist Value, and Gauge Value.**

The Five Year Rolling Average Track Geometry limit was met in all 16 measures.

South

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>06/07 - 10/11 Average</i>	<i>06/07 - 10/11 vs 5 Year Limit</i>
<b>South</b>	<b>Top</b>	9.44	8.27	<b>TARGET MET</b>
	<b>Twist</b>	6.30	6.01	<b>TARGET MET</b>
	<b>Line</b>	8.91	8.24	<b>TARGET MET</b>
	<b>Gauge</b>	5.94	4.96	<b>TARGET MET</b>

North Coast

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>06/07 - 10/11 Average</i>	<i>06/07 - 10/11 vs 5 Year Limit</i>
<b>North</b>	<b>Top</b>	7.99	6.51	<b>TARGET MET</b>
	<b>Twist</b>	5.90	4.68	<b>TARGET MET</b>
	<b>Line</b>	11.92	11.17	<b>TARGET MET</b>
	<b>Gauge</b>	6.64	5.78	<b>TARGET MET</b>

West

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>06/07 - 10/11 Average</i>	<i>06/07 - 10/11 vs 5 Year Limit</i>
<b>North</b>	<b>Top</b>	10.52	9.98	<b>TARGET MET</b>
	<b>Twist</b>	6.74	5.79	<b>TARGET MET</b>
	<b>Line</b>	6.45	5.95	<b>TARGET MET</b>
	<b>Gauge</b>	4.66	4.39	<b>TARGET MET</b>

Inland Route

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>06/07 - 10/11 Average</i>	<i>06/07 - 10/11 vs 5 Year Limit</i>
<b>North</b>	<b>Top</b>	11.30	11.20	<b>TARGET MET</b>
	<b>Twist</b>	7.75	7.40	<b>TARGET MET</b>
	<b>Line</b>	9.22	8.66	<b>TARGET MET</b>
	<b>Gauge</b>	5.84	5.74	<b>TARGET MET</b>

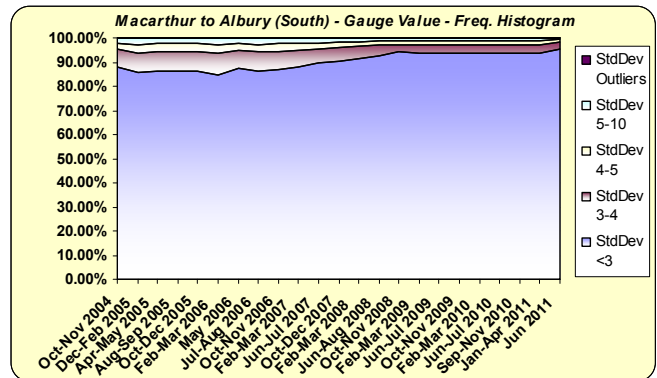
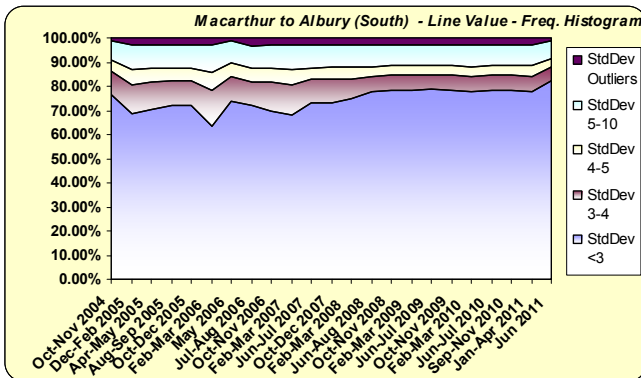
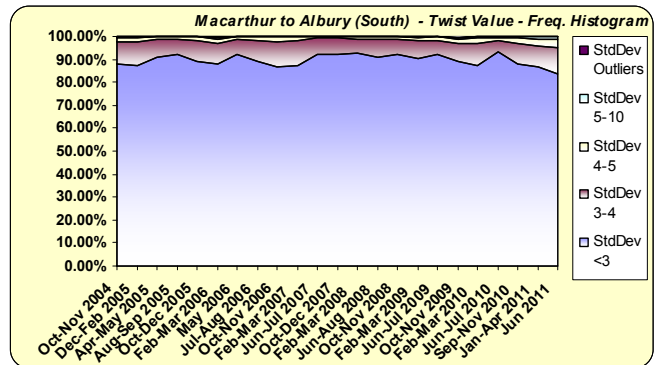
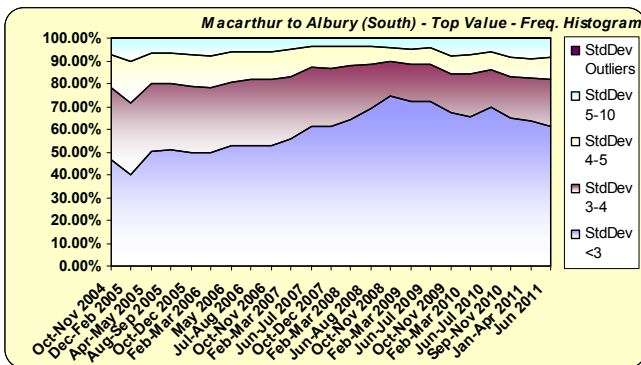
\* 5 Year Limit as requested in 07/08 report addendum.

### iii. Trending Graphs

The trending graphs consist of all geometry readings taken for a KPI region up to 30 June 2011. A rising slope in the graph shows an improvement in track geometry.

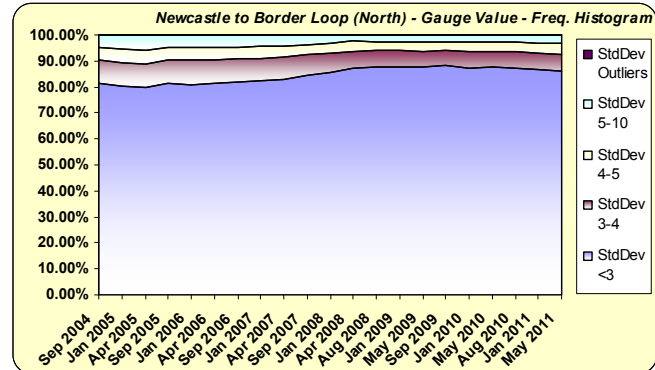
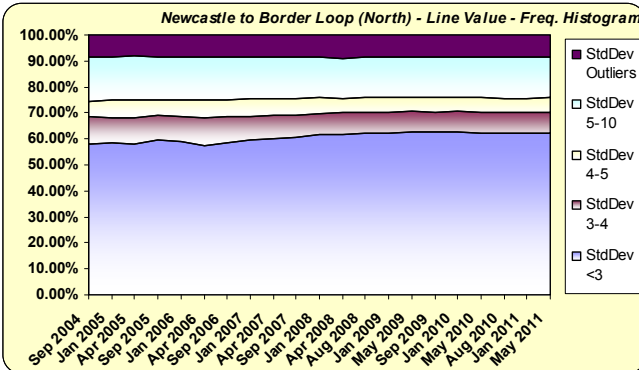
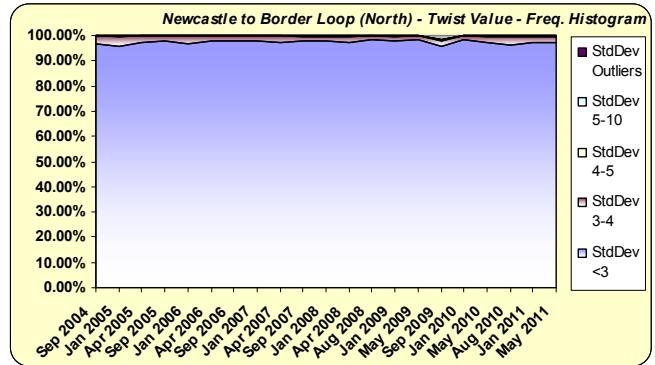
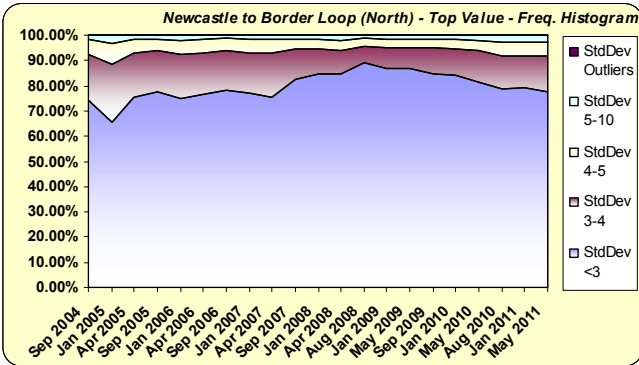
#### South (July 2010 to June 2011)

South (Jun 11)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
<b>Top</b>	<b>60.95%</b>	<b>21.01%</b>	<b>9.59%</b>	<b>8.40%</b>	<b>0.05%</b>
<b>Twist</b>	<b>83.78%</b>	<b>11.52%</b>	<b>3.25%</b>	<b>1.43%</b>	<b>0.00%</b>
<b>Versine</b>	<b>82.11%</b>	<b>5.78%</b>	<b>3.82%</b>	<b>7.41%</b>	<b>0.89%</b>
<b>Gauge</b>	<b>95.30%</b>	<b>3.07%</b>	<b>1.01%</b>	<b>0.63%</b>	<b>0.00%</b>



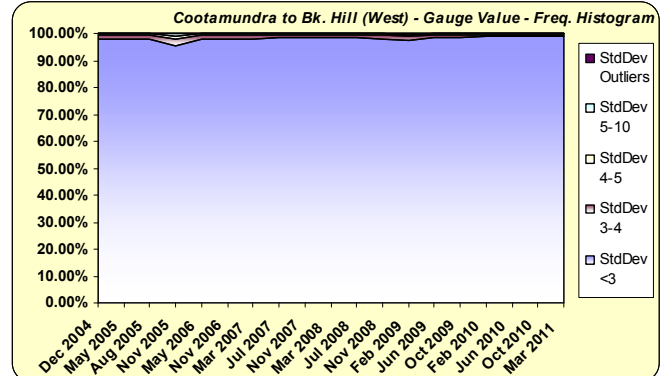
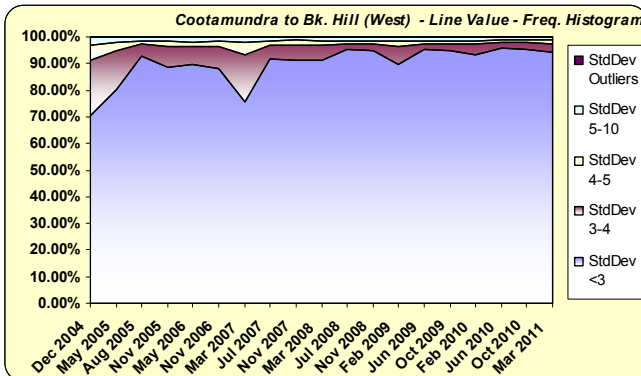
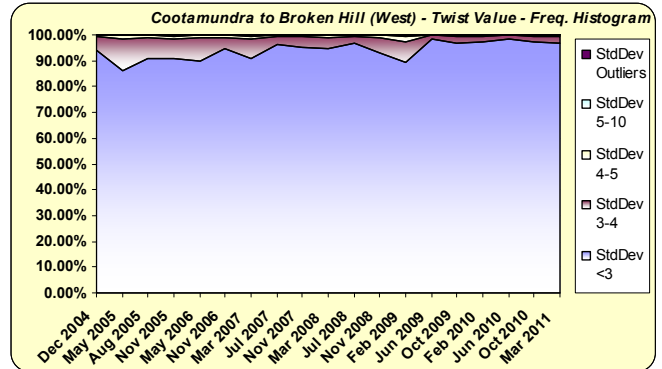
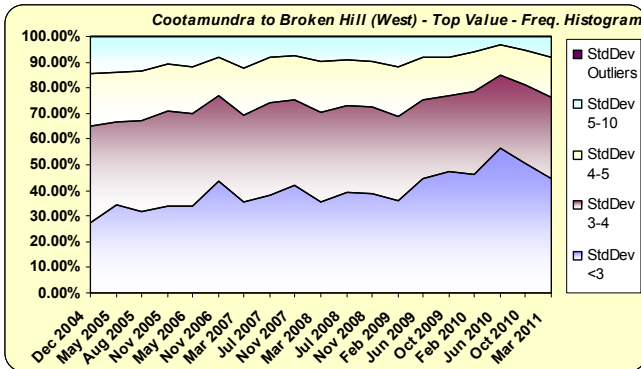
**North Coast (July 2010 to June 2011)**

North Coast (May 11)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	77.60%	14.09%	5.62%	2.68%	0.01%
Twist	97.21%	2.43%	0.34%	0.03%	0.00%
Versine	62.03%	8.02%	5376%	15.85%	8.34%
Gauge	86.33%	6.43%	4.11%	3.13%	0.00%



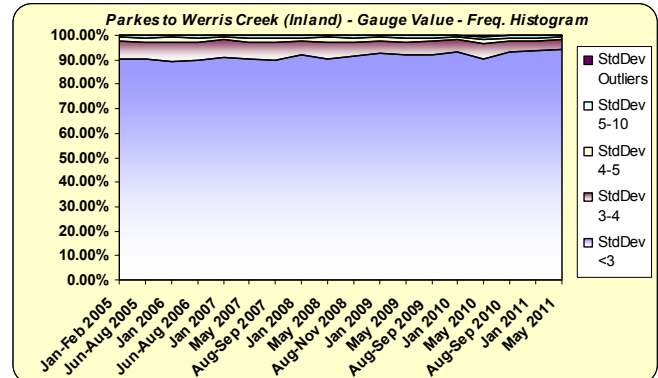
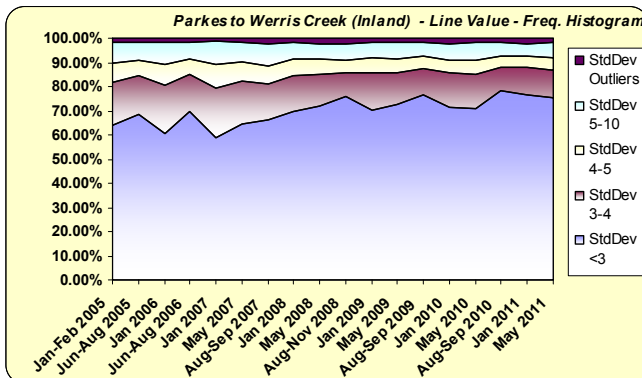
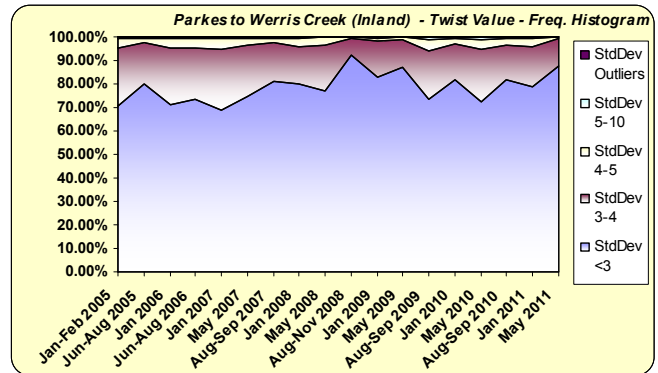
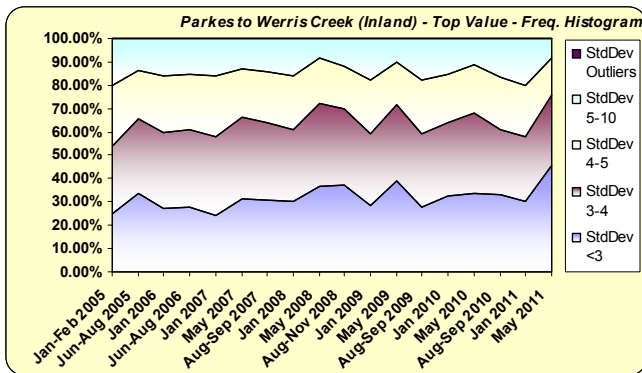
**West (July 2010 to June 2011)**

West (Mar 11)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	44.40%	31.83%	15.74%	7.95%	0.08%
Twist	96.63%	2.63%	0.52%	0.22%	0.00%
Versine	94.50%	3.09%	1.21%	1.09%	0.11%
Gauge	98.75%	0.80%	0.33%	0.13%	0.00%



**Inland Route (July 2010 to June 2011)**

Inland (May 11)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
<b>Top</b>	<b>45.71%</b>	<b>30.13%</b>	<b>16.08%</b>	<b>8.08%</b>	<b>0.00%</b>
<b>Twist</b>	<b>87.80%</b>	<b>11.32%</b>	<b>0.80%</b>	<b>0.08%</b>	<b>0.00%</b>
<b>Versine</b>	<b>75.40%</b>	<b>11.27%</b>	<b>5.06%</b>	<b>6.40%</b>	<b>1.87%</b>
<b>Gauge</b>	<b>94.20%</b>	<b>4.01%</b>	<b>1.04%</b>	<b>0.74%</b>	<b>0.00%</b>





**(c) Three-Year Rolling Average of Large Rail Defects**

**Large Rail Defects**

Shown below is the Three Year Rolling Average of Large Rail Defects occurring on the four KPI regions. All years record the non-Vertical and Vertical Split Head defects. The large rail defect limit of 48.86 (as per correspondence of October 2005) was not exceeded.

	04/05	05/06	06/07	07/08	08/09	09/10	10/11	3 Year Rolling Average
<b>Inland</b>	1	4	0	3	2	8	2	4.0
<b>North</b>	9	11	14	10	16	5	8	9.7
<b>South</b>	25	18	31	7	1	5	27	11.0
<b>West</b>	0	1	4	3	4	2	8	4.7
<b>Total</b>	35	34	49	23	23	20	45	29.3

The three year rolling average of 29.3 during 2010/11 is well below the large rail defect limit of 48.86

**(d) Cumulative Number of Sleepers replaced**

**i. New Sleepers installed on the four regions of the KPI Network excluding the Hunter Valley (Schedule 7, CI 2.2(e))**

	04/05	05/06	06/07	07/08	08/09	09/10	10/11
<b>Timber</b>	49,678	181,872	127,497	70,603	18,132	2,036	100
<b>Steel</b>	2,618	6,768	22,958	19,592	1,175	1,147	19,410
<b>Concrete</b>	532	11,622	209,335	945,901	446,672	356,923	216,531
<b>Other</b>	0	0	0	0	0	0	0

**ii. Sleeper Type on the four regions of the KPI Network on the last day of the ACR period (including sleepers replaced during the reporting period)**

	04/05	05/06	06/07	07/08	08/09	09/10	10/11
<b>Timber</b>	67.4%	67.3%	63.6%	55.5%	49.1%	42.9%	41.0%
<b>Steel</b>	11.1%	11.0%	10.9%	7.5%	7.8%	7.5%	7.9%
<b>Concrete</b>	21.5%	21.7%	25.5%	37.5%	43.1%	49.6%	51.1%
<b>Other</b>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

**(e) Bridges**

**i. Length of Bridges Replaced during Annual Condition Reporting period**

2 steel bridges totalling 42.02m have been replaced with 2 concrete structure totalling 42.02m and 1 concrete girder bridge totalling 17.0m has been replaced with 1 concrete box culvert structure totalling 17.0m during the reporting period. This has resulted in a net change to the bridge type and length, from the original list supplied at the date of commencement of the lease.

**ii. Percentage of Bridges for which repair work warrants a Temporary Speed Restriction, or a reduction in permitted axle load on the last day of the ACR period.**

Temporary Speed Restrictions are applied to 6 Bridges, well below the Bridge Limit of 20.

<b>Number of Speed Restricted Bridges</b>							
	08/09 Total Length(m)	08/09 No of Bridges:	09/10 Total Length(m)	09/10 No of Bridges:	10/11 Total Length(m)	10/11 No of Bridges:	% of Bridges:
Timber	0	0	0	0	0	0	0
Iron	145.2	1	145.2	1	145.2	1	33.33%
Masonry	0	0	0	0	0	0	0
Steel	210.3	1	198.8	3	574.1	4	3.47%
Concrete	0	0	0	0	0	0	0
Other (incl. brick)	70.65	1	70.65	1	70.65	1	4.17%
<b>Total</b>	<b>426.2</b>	<b>3</b>	<b>414.65</b>	<b>5</b>	<b>789.95</b>	<b>6</b>	<b>3.35%</b>

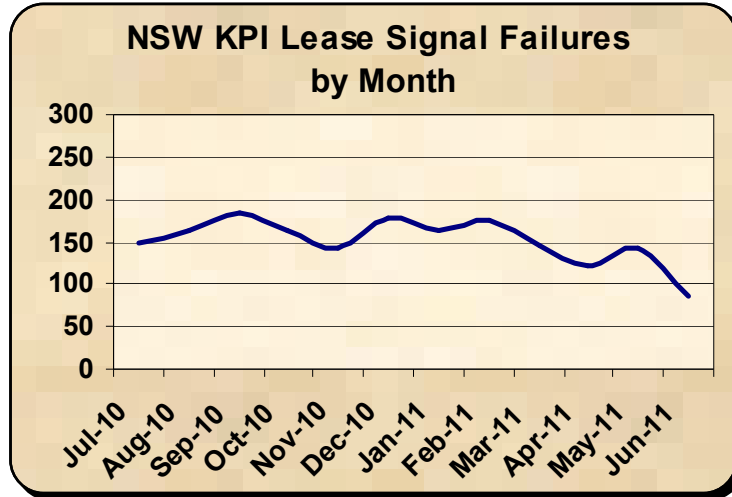
**iii. Bridge Type on the entire KPI Network on the last day of the ACR period.**

<b>Summary of KPI Network Bridge Types</b>						
	08/09 Total Length(m)	08/09 No of Bridges:	09/10 Total Length(m)	09/10 No of Bridges:	10/11 Total Length(m)	10/11 No of Bridges:
Timber	264.7	17	264.7	17	264.7	17
Iron	260.5	3	260.5	3	260.5	3
Masonry	54.9	1	54.9	1	54.9	1
Steel	16,578.02	330	16,566.32	329	16,524.30	327
Concrete	5,450.68	423	5,462.38	424	5,504.40	426
Other (incl. brick)	946.6	24	946.6	24	946.6	24
<b>Total</b>	<b>23,555.4</b>	<b>798</b>	<b>23,555.4</b>	<b>798</b>	<b>23,555.4</b>	<b>798</b>

**(f) Signal failures, by month**

**i. Total signal failures per month for the KPI Network (excluding level crossings)**

	04/05	05/06	06/07	07/08	08/09	09/10	10/11
<b>July</b>	-	106	104	176	150	136	150
<b>Aug</b>	-	88	123	202	158	116	164
<b>Sept</b>	44	86	131	264	135	149	183
<b>Oct</b>	89	124	126	274	209	184	163
<b>Nov</b>	93	130	165	234	167	230	142
<b>Dec</b>	117	143	189	239	174	206	179
<b>Jan</b>	115	179	191	224	224	255	163
<b>Feb</b>	115	155	229	204	177	189	176
<b>Mar</b>	107	113	222	197	179	209	146
<b>Apr</b>	74	110	179	195	175	239	122
<b>May</b>	115	116	162	151	154	146	144
<b>Jun</b>	94	125	161	141	111	128	86



**(g) Percentage of Healthy Trains Achieving On-Time Exit, on the KPI Network, by month**

**i. Scope of Measured Services (5.1)**

- Application of this clause 5 will be to all Trains that are contracted to a scheduled train path and which pass across a part of the KPI Network.  
*All scheduled ARTC services which pass across a part of the KPI Network, (ie the South, West, Inland route and North Coast regions) have been included in the report.*
- Trains contracted to a scheduled train path are those that have a network entry and exit location and time specified in an Access Agreement.  
*ARTC contracted scheduled services that have a network entry/exit location and time specified have been included in the report.*
- Trains operating under cyclic arrangements such as those carrying coal are not subject to the application of this measure.  
*The cyclical services referred to in clause 5.1 (c) have been excluded from the measurement.*

**ii. Measurement and Calculation (5.2)**

- (a) For each month, ARTC will, in accordance with clause 5.2(b), identify Trains as a Healthy Train or otherwise and Healthy Trains as achieving On Time exit or otherwise. ARTC will calculate Percentage of Healthy Trains Achieving On Time Exit in accordance with clause 5.2(f) of this Schedule 7.  
*Refer to the Graphs below.*
- A "**Healthy Train**" means a Train that, having regard to the Daily Train Plan applicable on the day:
  - presents to the ARTC network On Time, is configured to operate to its schedule and operates in a way that it remains able to maintain its schedule;
  - or
  - is running late only due to causes within the ARTC network but only where the root cause is not due to:
    - any act or omission of an Access Purchaser; or
    - any defect, breakdown or other failure of any Train or Rolling Stock; or
    - is running On Time, regardless of previous delays.

*The services measured meet the criteria of a Healthy Train service as per clause 5.2 (b).*

- **"On Time"** means scheduled time at a location including a fifteen minute tolerance.  
*On-time performance for all services measured are in accordance with the definition of 'On-time'*
- Measurement will be undertaken using ARTC's access management system.  
*The services measured have been calculated using ARTC's access management system*
- The identification of a Train as a Healthy Train or otherwise, and the identification of a Healthy Train as achieving On Time Exit will be made having regard to performance with respect to a scheduled train path as it exists over the whole of the ARTC network, including that subject to this Deed. As such, exit performance of a Train will be measured at the location where the Train exits the ARTC network, including that subject to this Deed.  
*As defined by clause 5.2 (e), ARTC has measured the full journey performance of services on the ARTC network (incl the NSW Lease network).  
For example, a Sydney – Melbourne service is considered to exit the ARTC Network at Dynon and conversely will enter the ARTC Network at Dynon for Melbourne – Sydney services.*

*The graphs below illustrate the KPI performance for July 2010 – June 2011.*

*Graph 1: shows the full journey performance of all services (including performance on the CRN network),*

*Graph 2: shows the full journey performance of all services (excluding those originating or terminating on the CRN Network)*

- **(b) "Percentage of Healthy Trains Achieving On-Time Exit"** for a month will be calculated as:

$$\frac{\text{Number of Healthy Trains achieving On Time exit for a month}}{\text{Number of Healthy Trains for a month.}} \times 100$$

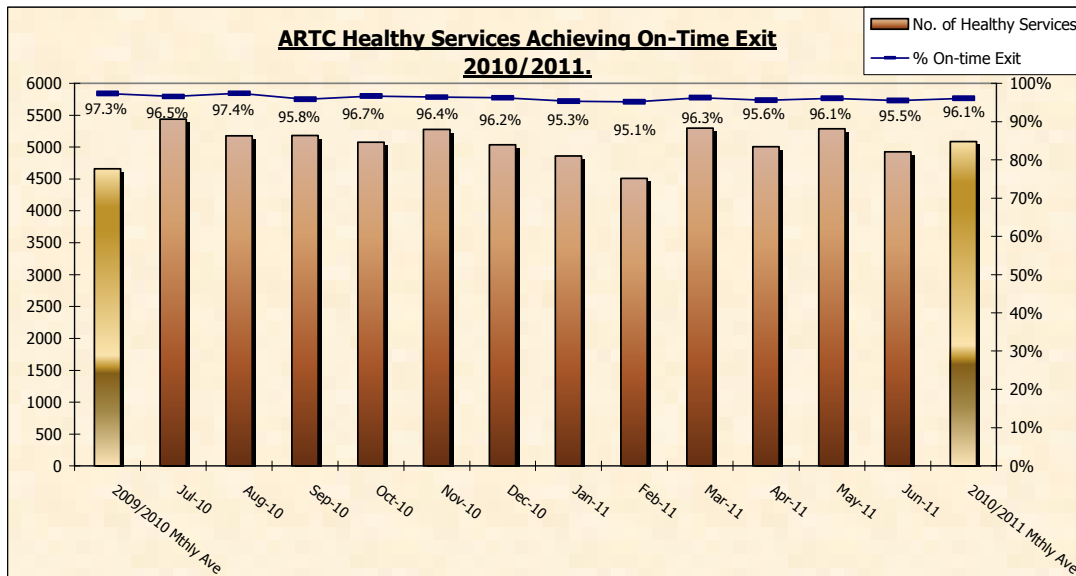
*The % of Healthy Services achieving On-time Exit has been calculated in line with the above formula.*

- The parties acknowledge that definition of Healthy Train in this clause 5 is intended to be consistent the definition of Healthy Train as contemplated in Access Agreements. If there is a material change in the definition of Healthy Train as contemplated in Access Agreements, ARTC and the Lessor will review the definition of Healthy Train in this clause 5.

*There has been no change to the definition of a Healthy Service as contemplated in clause 5 of the Access Agreement.*

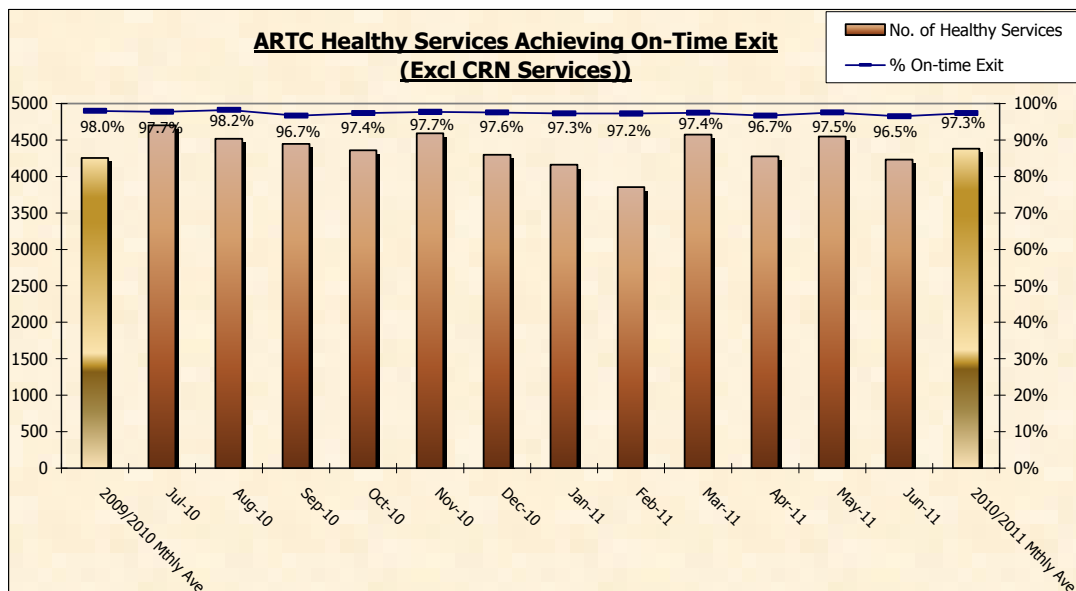
The CityRail Southern Highlands passenger services have been included in the on time exit of healthy services calculation since December 2005.

**Graph 1 - All Healthy Services with an On-time Exit (including CRN Network performance):**



The monthly average including CRN services for 10/11 of 96.1% exceeds the Service Reliability limit of 91.6%. The result is calculated as per lease schedule 7.3 (a) 'Service Reliability Limit as being the monthly average of Percentage of Healthy Trains Achieving on Time Exit for the year ending 12 months after the lease commencement date (September 2004 to August 2005).

**Graph 2 - All Healthy Services with an On-time Exit (excluding CRN Network originating/terminating services):**



The monthly average excluding CRN services for 10/11 of 97.3% exceeds the Service Reliability limit of 94.0%. The limit is calculated as per lease schedule 7.3 (a) 'Service Reliability Limit' as being the monthly average of Percentage of Healthy Trains Achieving on Time Exit for the year ending 12 months after the lease commencement date (September 2004 to August 2005).

**(h) Maximum allowable speed and axle load combination applying on the KPI Network**

As per lease schedule 7 clause 2.1 (d) (ii), the maximum allowable speed and axle load combinations applying from the lease commencement date to five years after the commencement date were not less than that at commencement date.

The table below describes the maximum allowable speed and axle load combination on the KPI network as at the final business day of the reporting period.

KPI Region	Segment	General Freight	Super Freighter	XPT
Inland Route	Werris Creek to The Gap	80kph @ 23 TAL	115kph @ 19.5 TAL	160kph @ 19 TAL
North Coast	Maitland to Qld Border	80kph @ 23 TAL	115kph @ 21 TAL	160kph @ 19 TAL
South	Macarthur to Albury	80kph @ 23 TAL	115kph @ 21 TAL	160kph @ 19 TAL
South	Moss Vale to Unanderra	80kph @ 23 TAL	115kph @ 19.5 TAL	NA
West	Parkes (Goobang) to Broken Hill	80kph @ 23 TAL	115kph @ 21 TAL	145kph @ 19 TAL
West	Cootamundra to Stockinbingal, Stockinbingal to Parkes (Goobang)	<sup>(a)</sup> 80kph @ 23 TAL	<sup>(b)</sup> 115kph @ 21 TAL	NA
Inland Route	Parkes (Goobang) to Narromine Narromine to Dubbo Dubbo to Merrygoen Gulgong to Merrygoen	80kph @ 21 TAL	100kph @ 19.5 TAL	NA
Inland Route	Merrygoen to Binnaway Binnaway to The Gap	80kph @ 21 TAL	100kph @ 19.5 TAL	100kph @ 19 TAL

Maximum allowable speed and axle load combinations for the KPI network are not less than that as at the commencement date.

<sup>(a)</sup> 80kph @ 21 TAL increased to 80kph @ 23 TAL on 11 March 2011

<sup>(b)</sup> 100kph @ 19.5 TAL increased to 115kph @ 21 TAL on 11 March 2011



**(i) Permitted Permanent Speed Restrictions**

- i) 5 Permanent Speed restrictions were changed between July 2010 and June 2011.
- 4 of the 5 permanent speed restrictions are regarded as permitted as per Schedule 7, section 1.2(aa) (i) as they have the effect of reducing the Base Transit Time.
  - The revised speeds from 24 November (North) were issued at the request of CountryLink to manage the risks at level crossings with the resumption of 160km/h speeds.

Permanent speed restrictions were changed as a result of the following Major Works:

- Installation of signalled level crossing equipment
- Track upgrade

All of these works have the effect of reducing transit time.

North

North - Broadmeadow to Werris Creek Section 3..					
The following speeds were revised on 9 September 2010 at Drayton Junction as a result of the introduction of Bi-directional working.					
km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
271.810			115	150	existing
<b>271.880</b>	<b>X40</b>				<b>inserted</b>
<b>271.987</b>			<b>X40</b>	<b>X40</b>	<b>inserted Up sign on Down Main</b>
<b>272.030</b>	<b>110</b>	<b>120</b>			<b>amended</b>
			<b>X40</b>		<b>inserted on departure loop</b>
<b>272.930</b>	<b>X40</b>				<b>inserted on departure loop</b>

North - Broadmeadow to Werris Creek Section 3..					
The following speeds were revised on 23 November 2010 at Parkville as a result of the loop extension.					
km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
321.500			115	160	existing
<b>321.540</b>	<b>X45</b>	<b>X45</b>			<b>amended</b>
<b>321.660</b>	<b>50</b>	<b>50</b>	<b>X45</b>	<b>X45</b>	<b>inserted on loop</b>
<b>321.750</b>			<b>60</b>	<b>60</b>	<b>deleted</b>
<b>323.090</b>	<b>X50</b>	<b>X50</b>	<b>50</b>	<b>50</b>	<b>inserted on loop</b>
<b>322.690</b>			<b>X40</b>	<b>X40</b>	<b>deleted</b>
<b>322.690</b>			<b>X40</b>	<b>X45</b>	<b>inserted</b>
323.500			115	160	existing

North - Broadmeadow to Werris Creek Section 3..					
The following speeds were revised on 24 November 2010 as a result of the resumption of 160km/h track speeds for CountryLink services.					
km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
<b>236.322</b>		<b>120</b>		<b>150</b>	<b>inserted</b>
<b>236.422</b>		<b>130</b>		<b>120</b>	<b>inserted</b>
<b>308.562</b>		<b>120</b>		<b>160</b>	<b>inserted</b>
<b>308.662</b>		<b>160</b>		<b>120</b>	<b>inserted</b>
<b>317.091</b>		<b>120</b>		<b>160</b>	<b>inserted</b>
<b>317.191</b>		<b>160</b>		<b>120</b>	<b>inserted</b>
<b>323.589</b>		<b>120</b>			<b>inserted</b>
<b>323.689</b>		<b>160</b>		<b>120</b>	<b>inserted</b>
<b>327.23</b>		<b>120</b>		<b>135</b>	<b>inserted</b>
<b>327.33</b>				<b>120</b>	<b>inserted</b>
<b>375.33</b>				<b>150</b>	<b>inserted</b>
<b>375.43</b>				<b>140</b>	<b>inserted</b>
<b>386.297</b>		<b>120</b>		<b>160</b>	<b>inserted</b>
<b>386.397</b>		<b>160</b>		<b>120</b>	<b>inserted</b>
<b>387.963</b>		<b>120</b>		<b>160</b>	<b>inserted</b>
<b>388.063</b>		<b>160</b>		<b>120</b>	<b>inserted</b>

North - Broadmeadow to Werris Creek Section 3..					
The following speeds were revised on 10 May 2011 at Parkville as a result of the loop extension.					
km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
321.500			115	160	existing
<b>322.690</b>			<b>X50</b>	<b>X50</b>	<b>amended</b>
323.500			115	160	existing

West

**West - Parkes to Broken Hill Section 1c.**

The following speeds were revised on 10 August 2010 due to level crossing upgrades.

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
<del>*749.6</del>			<del>*40</del>	<del>*40</del>	<del>deleted</del>
<del>*880.72</del>	<del>*40</del>	<del>*40</del>			<del>deleted</del>
<del>880.878</del>			<del>*40</del>	<del>*40</del>	<del>deleted</del>
<del>*1006.759</del>	<del>*20</del>	<del>*20</del>			<del>deleted</del>
<del>*1007.35</del>			<del>*20</del>	<del>*20</del>	<del>deleted</del>

\* when loop occupied

### 3. Register of ARTC Infrastructure.

**(a) Building Works added to Assets Register during 2010/11**

Location	Asset No	Asset	Cost
No new building works were added to the asset register during 2010/11			
TOTAL			\$0

## 4. Infrastructure Investment Program - Major Works

### (b) Major Works Investment Program

Major Project	2010/11	Planned Expenditure	Total Budget
Southern Sydney Freight Lines	\$190,770,000	\$439,867,000	\$960,000,000
Early Start Works	\$7,828,000	\$5,909,000	\$125,804,000
Hunter Valley Major Works	\$140,499,000	\$846,772,000	\$1,542,992,000
Train Control Consolidation	\$311,000		\$97,075,000
Wayside	\$398,000	\$1,663,000	\$2,807,000
Productivity Package	\$127,162,000	\$335,578,000	\$463,026,000
Level Crossings Program	\$2,802,000		\$28,185,000
Metropolitan Freight Network	\$21,218,000	\$83,187,000	\$124,033,000
<b>Major Works Program Total</b>	<b>\$490,988,000</b>	<b>\$1,701,389,000</b>	<b>\$3,343,922,000</b>

### (c) Corridor Works Summary

	2007/08	2008/09	2009/10	2010/11
Corridor RCRM	\$39,361,441	\$39,197,540	\$39,447,222	\$38,591,981
Corridor MPM	\$68,944,252	\$56,078,882	\$44,269,212	\$52,099,643
Corridor Capital	\$34,457,937	\$69,563,460	\$72,120,953	\$92,868,341
<b>Corridor Works Program Total</b>	<b>\$142,763,630</b>	<b>\$164,839,882</b>	<b>\$155,837,387</b>	<b>\$183,559,965</b>

**(d) Major Works Underway - Indicative Cash Flow**

The indicative year to year cash flows for the Major Works Investment Program is detailed in the following table:

Project	2011/12	Beyond 2012	Total Forecast
<b>Hunter</b>			
Maitland to Minimbah Third Road - Stage 1	\$5,191,000		\$5,191,000
Maitland to Minimbah Third Road - Stage 2	\$215,948,000	\$47,884,000	\$263,832,000
Maitland Junction/CBI	\$253,000		\$253,000
Port Holding Roads Stage 1	\$8,064,000	\$64,196,000	\$72,260,000
Re-instatement of 104 Points Hexham	\$44,000		\$44,000
Port Holding Roads Stage 2		\$21,022,000	\$21,022,000
Newdell Junction Upgrade	\$117,000		\$117,000
St Helliers to Muswellbrook Duplication	\$331,000		\$331,000
Nundah – Third Track	\$49,570,000	\$22,890,000	\$72,460,000
Muswellbrook Junction Bypass	\$3,030,000	\$39,493,000	\$42,523,000
Drayton Junction Upgrade (Capital)	\$5,889,000	\$11,327,000	\$17,216,000
Koolbury Passing Loop	\$4,523,000		\$4,523,000
Liverpool Range Duplication	\$63,130,000		\$63,130,000
Scone Reconfiguration	\$2,008,000		\$2,008,000
Parkville Loop Extension	\$115,000	(\$42,000)	\$115,000
Braefield Passing Loop - 386 km	\$127,000		\$127,000
Bells Gate Passing Loop	\$17,491,000		\$17,491,000
Pages River Passing Loop	\$16,037,000	\$5,917,000	\$21,954,000
Chilcotts Creek Passing Loop	\$12,269,000	\$8,682,000	\$20,951,000
Burilda Passing Loop	\$11,191,000		\$11,191,000
Watermark Loop	\$1,916,000	\$11,344,000	\$13,260,000
South Gunnedah Loop	\$1,916,000	\$11,344,000	\$13,260,000
Bengalla Crossing Loop	\$5,231,000		\$5,231,000
Aerosol (Murrumbo) Valley Loop - 370km	\$347,000		\$347,000
Worondi (Baerami) Loop - 348 km	\$18,000		\$18,000
Bylong - Tunnel Ventilation Investigations	\$2,918,000	\$21,826,000	\$24,744,000
Radio Hut (Yarrawa) loop - 319 km	\$513,000		\$513,000
Loop - 353 km	\$2,315,000	\$33,216,000	\$35,531,000
Willipinjong Loop	\$11,723,000		\$11,723,000
Loop - 404 km	\$58,000		\$58,000
Bylong Loop Extension	\$12,736,000	\$13,695,000	\$26,431,000



**Australian Rail Track Corporation Ltd.**  
NSW Annual Condition Report (July 10 to June 11)

Project	2011/12	Beyond 2012	Total Forecast
<b>Hunter cont.</b>			
337km Passing Loop	\$61,000		\$61,000
Loop - 378 km - Murrumbo Extension	\$3,500,000	\$38,793,000	\$42,293,000
Bengalla Loop Extension	\$1,651,000	\$34,912,000	\$36,563,000
<b>Hunter Valley Total</b>	<b>\$460,231,000</b>	<b>\$386,541,000</b>	<b>\$846,772,000</b>

Southern Sydney Freight Lines	2011/12	Beyond 2012	Total Forecast
South Sydney Freight Line	\$89,289,000		\$89,289,000
SSFL - Stage 2 Completion	\$186,920,000	\$163,658,000	\$350,578,000
<b>Main South Total</b>	<b>\$276,209,000</b>	<b>\$163,658,000</b>	<b>\$439,867,000</b>

Early Start Works	2011/12	Beyond 2012	Total Forecast
Main South Passing Lanes	\$5,909,000		\$5,909,000
<b>Early Start Works Total</b>	<b>\$5,909,000</b>		<b>\$5,909,000</b>

Wayside	2011/12	Beyond 2012	Total Forecast
Wayside Pool - Equipment Installation	\$1,663,000		\$1,663,000
<b>Wayside Total</b>	<b>\$1,663,000</b>		<b>\$1,663,000</b>

Productivity Package	2011/12	Beyond 2012	Total Forecast
North Coast Curve Easing	\$92,793,000	\$55,362,000	\$148,155,000
Maldon, Moss Vale and Glenlee Double Track Passing Lanes	\$12,365,000		\$12,365,000
Concrete Resleepering Parkes-Broken Hill	\$158,270,000	\$16,788,000	\$262,598,000
<b>Productivity Package Total</b>	<b>\$263,428,000</b>	<b>\$72,150,000</b>	<b>\$335,578,000</b>

Metropolitan Freight Network	2011/12	Beyond 2012	Total Forecast
Metropolitan Freight Network	\$1,207,000		\$1,207,000
Port Botany Rail Upgrade - Stage 2	\$25,005,000	\$56,975,000	\$81,980,000
<b>Metropolitan Freight Network Total</b>	<b>\$26,212,000</b>	<b>\$56,975,000</b>	<b>\$83,187,000</b>
<b>TOTAL</b>	<b>\$1,033,652,000</b>	<b>\$679,324,000</b>	<b>\$1,712,976,000</b>