

2011/2012 NSW Lease Annual Condition Report

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Executive Summary

In accordance with the lease, this document presents the Annual Condition Report for NSW Lease Assets. This eighth report covers the period July 2011 to June 2012. September 2004 being the commencement of the lease. This report also includes the Inland Route which ARTC took control of during the beginning of 2012.

(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 seven of the 15 KPI Network train categories except the Hunter Valley and the South after adjustments due to Force Majeure* or planned maintenance** in the KPI limits.

135 adjustments were required due to Force Majeure incidents or planned maintenance restrictions to the results for 2011/12.

Where applicable, adjustments are made to account for Force Majeure or planned maintenance when KPI's are exceeded; otherwise these impacts have been ignored.

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

The limits for the five year rolling average of total transit time delay were met in nine of the 15 categories after adjustments due to Force Majeure or increased maintenance in the KPI limits. 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 in all train categories.

The annual limits for the Hunter Valley were based on a data set which was at a historical low. Given the significant increase in coal traffic experienced in the Hunter Valley, appropriate limits are being investigated and when finalised, ARTC will prepare and submit a proposal.

The limit for the South was exceeded and remedial works to rectify this are currently being undertaken.

* As defined in Schedule 7 Clause 1.2(k)

** As defined in Schedule 7 Clause 2.3(b)(iii)

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 41.0. 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 814,280 sleepers (Timber – 1,040; Steel – 9,956; Concrete – 803,284 and Other - 0) were installed during the reporting period. The Network including the sleepers replaced, now consists of Timber 23.1%, Steel 8.4%, Concrete 68.5% and Other 0.0%.

Bridges (Schedule 7, CI 2.2(f))

No nominated bridges have been replaced during the reporting period and have not resulted in any change to the bridge type and length, from the original list supplied at the date of commencement of the lease.

Currently 4 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 2011 – June 2012) is:

1. 95.8% (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. 96.7% (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.

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

Two Permanent Speed notifications were issued between July 2011 and June 2012. 2 are regarded as Permitted Permanent Speed Restrictions. These changes are necessary in ARTC's reasonable opinion as a result of an infrastructure configuration change which has been endorsed by all Access Purchasers who have regular access to, or use of, that part of the KPI Network.

(c) Register of ARTC Infrastructure

Building Works

During the reporting period, a total of \$444,266.17 of Building Works was completed.

Infrastructure Investment Programme and Major Works

A total of \$843,677,920 was invested on the Major Works Investment Program during the reporting period.

A total of \$200,001,654 has been invested in Corridor Works (including RCRM, MPM and Corridor Capital Works) during the reporting period.

During the first eight years of the lease, ARTC has invested a total of \$4,492,975,000 in Major Works, Corridor MPM and Capital Works.

A further \$1,107,806,278 is forecast to be invested on Major Works in future years.

Summary of Major Works Investment and Corridor MPM & Capital since lease commencement									
	2004/05 (\$'000)	2005/06 (\$'000)	2006/07 (\$'000)	2007/08 (\$'000)	2008/09 (\$'000)	2009/10 (\$'000)	2010/11 (\$'000)	2011/12 (\$'000)	Total
Major Works Investment	\$5,695	\$83,518	\$324,507	\$514,022	\$517,500	\$615,278	\$490,988	\$843,678	\$3,395,186,000
Corridor MPM & Capital	\$58,869	\$97,234	\$94,685	\$142,763	\$164,839	\$155,837	\$183,560	\$200,002	\$1,097,789,000
Total	\$64,564	\$180,752	\$419,192	\$656,785	\$682,339	\$771,115	\$674,548	\$1,043,680	\$4,492,975,000

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-2011	Aug-2011	Sep-2011	Oct-2011	Nov-2011	Dec-2011	Jan-2012	Feb-2012	Mar-2012	Apr-2012	May-2012	Jun-2012	09/10 Period Avg	10/11 Period Avg	11/12 Period Avg	Annual Limit*
Hunter Valley																
Freight	33.0	12.4	24.9	25.6	29.6	15.6	23.2	28.2	40.6	33.4	19.3	29.4	7.8	17.8	26.3	11.9*
Super Freight	56.5	21.5	42.8	43.9	52.3	29.3	42.9	52.3	68.7	59.3	33.6	47.0	13.3	30.5	45.8	20.9*
XPT	16.9	5.3	7.4	7.9	16.6	7.5	10.3	13.0	20.9	19.4	9.5	6.2	4.7	8.9	11.8	3.5*
North Coast																
Freight	2.2	2.2	7.0	3.6	11.1	10.6	17.6	6.9	8.9	14.7	16.2	16.9	4.9	5.1	9.8	39.5*
Super Freight	3.9	3.9	10.8	5.9	17.9	15.5	28.7	11.3	15.4	25.8	25.8	24.4	8.9	9.6	15.8	62.5*
XPT	1.0	1.0	4.0	1.6	8.2	6.3	9.0	4.3	5.4	9.3	9.4	11.5	3.9	3.7	5.9	19.5*
South																
Freight	17.0	31.3	45.0	28.1	39.6	36.8	37.2	50.7	60.5	57.3	65.9	53.6	11.5	17.9	43.6	14.5*
Super Freight	39.8	73.8	100.8	65.1	85.9	80.7	77.6	99.6	105.9	104.1	114.2	99.4	24.9	35.7	87.3	25.3*
XPT	18.1	30.0	43.7	28.3	43.2	39.1	36.8	47.4	44.5	39.0	42.0	39.0	8.6	14.1	37.6	8.0*
West																
Freight	15.8	24.8	15.4	32.5	33.8	29.4	24.9	21.1	24.9	23.1	19.2	48.2	10.9	23.6	26.1	23.3*
Super Freight	44.9	54.2	42.7	67.0	76.2	72.0	56.0	54.9	79.9	68.2	65.9	105.7	20.0	43.7	65.6	39.8*
XPT	34.6	34.0	31.4	25.2	28.7	22.2	31.9	32.4	53.8	44.8	42.6	66.5	4.0	19.2	37.4	10.3*
Totals																
Freight	68.1	70.7	92.3	89.7	114.2	92.3	102.9	106.9	134.9	128.5	120.6	148.2	35.0	64.5	105.8	89.3*
Super Freight	145.1	153.4	197.1	181.8	232.3	197.5	205.2	218.1	269.9	257.4	239.5	276.5	57.1	119.5	214.5	148.6*
XPT	70.6	70.3	86.5	63.0	96.6	75.1	88.0	97.0	124.7	112.5	103.5	123.3	21.2	46.0	92.6	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-2011	Aug-2011	Sep-2011	Oct-2011	Nov-2011	Dec-2011	Jan-2012	Feb-2012	Mar-2012	Apr-2012	May-2012	Jun-2012	09/10 Period Avg	10/11 Period Avg	11/12 Period Avg	Annual Limit*
Hunter Valley																
Freight	30.7	12.4	24.9	25.6	29.6	14.4	23.2	28.2	40.6	33.4	17.2	29.4	6.7	16.4	25.8	11.9*
Super Freight	52.7	21.5	42.8	43.9	52.3	26.5	42.9	52.3	68.7	59.3	31.0	47.0	11.3	28.2	45.1	20.9*
XPT	15.5	5.3	7.4	7.9	16.6	6.6	10.3	13.0	20.9	19.4	9.5	6.2	3.8	7.9	11.6	3.5*
North Coast																
Freight	1.4	1.4	2.7	2.7	7.6	3.8	9.8	3.8	7.4	10.2	9.7	4.6	4.3	3.1	5.4	39.5*
Super Freight	2.7	2.7	4.7	4.7	13.2	6.5	17.2	6.5	13.3	18.4	16.6	8.4	7.7	5.8	9.6	62.5*
XPT	0.7	0.7	1.2	1.2	6.0	2.1	6.1	2.1	4.4	6.5	5.2	2.4	3.5	2.0	3.2	19.5*
South																
Freight	17.0	31.3	45.0	28.1	39.2	36.8	37.2	50.0	60.5	57.3	65.9	53.6	9.3	17.5	43.5	14.5*
Super Freight	39.8	73.8	100.8	65.1	84.5	80.7	77.6	98.7	105.9	104.1	114.2	99.4	21.6	35.1	87.1	25.3*
XPT	18.1	30.0	43.7	28.3	42.4	39.1	36.8	47.0	44.5	39.0	42.0	39.0	8.1	14.0	37.5	8.0*
West																
Freight	5.6	7.5	4.9	9.9	19.1	22.3	10.4	6.5	16.9	9.3	8.3	8.9	7.5	11.3	10.8	23.3*
Super Freight	9.0	17.4	9.6	18.9	36.8	42.7	20.4	14.2	29.5	19.1	16.4	18.5	14.4	23.4	21.0	39.8*
XPT	1.6	2.2	1.3	1.3	2.2	2.2	1.9	2.3	17.2	1.7	1.7	0.3	1.6	2.3	3.0	10.3*
Totals																
Freight	54.7	52.6	77.5	66.2	95.5	77.2	80.7	88.5	125.4	110.1	101.1	96.6	27.7	48.9	85.5	89.3*
Super Freight	104.3	115.4	157.9	132.5	186.8	156.4	158.1	171.7	217.4	200.8	178.2	173.3	55.0	93.5	162.7	148.6*
XPT	35.8	38.2	53.6	38.7	67.2	50.1	55.1	64.4	87.0	66.6	58.4	48.0	17.0	26.4	55.2	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 2011/12 as highlighted above.

The annual limits for the Hunter Valley were based on a data set which was at a historical low. Given the significant increase in coal traffic experienced in the Hunter Valley, appropriate limits are being investigated and when finalised, ARTC will prepare and submit a proposal.

The limit for the South was exceeded and remedial works to rectify this are currently being undertaken.

Gap to Moree

The Annual Limit for total transit time delay has been met for the Gap to Moree section.

Nine adjustments were required due to Force Majeure* incidents or increased maintenance** restrictions to the results for 2011/12.

Including Force Majeure														
Category	Jul-2011	Aug-2011	Sep-2011	Oct-2011	Nov-2011	Dec-2011	Jan-2012	Feb-2012	Mar-2012	Apr-2012	May-2012	Jun-2012	11/12 Period Avg	Annual Limit*
Gap Moree														
Freight	11.8	14.3	16.4	16.7	14.6	9.9	12.5	25.6	34.9	13.2	14.9	17.4	16.9	23.3*
XPT	11.7	14.3	15.5	15.6	12.5	7.1	10.5	21.2	29.5	11.9	12.2	14.0	14.7	20.5*

Excluding Force Majeure														
Category	Jul-2011	Aug-2011	Sep-2011	Oct-2011	Nov-2011	Dec-2011	Jan-2012	Feb-2012	Mar-2012	Apr-2012	May-2012	Jun-2012	11/12 Period Avg	Annual Limit*
Gap Moree														
Freight	11.8	14.3	16.4	16.7	13.9	8.4	12.5	16.2	25.5	13.2	13.5	16.0	14.9	23.3*
XPT	11.7	14.3	15.5	15.6	11.9	6.0	10.5	11.8	20.1	11.9	11.0	12.8	12.7	20.5*



Indicates months that have been affected by a Force Majeure

* As defined in Schedule 7 Clause 1.2(k)

** As defined in Schedule 7 Clause 2.3(b)(iii)

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

The limit for the Five Year Rolling Average of Total Transit Time Delay has not been met for the KPI network for all train categories in the Hunter Valley and the South and for the XPT category in the West (before any adjustments have been applied).

Including Force Majeure							
Category	07/08 Period Avg	08/09 Period Avg	09/10 Period Avg	10/11 Period Avg	11/12 Period Avg	07/08 – 11/12 Five Year Rolling Average	Five Year Limit*
Hunter Valley							
Freight	9.1	3.0	7.8	17.8	26.3	12.8	10.8*
Super Freight	16.4	5.0	13.3	30.5	45.8	22.2	19.0*
XPT	4.6	2.4	4.7	8.9	11.8	6.5	3.2*
North Coast							
Freight	9.4	3.4	4.9	5.1	9.8	6.5	35.9*
Super Freight	14.6	6.7	8.9	9.6	15.8	11.1	56.9*
XPT	6.0	2.6	3.9	3.7	5.9	4.4	17.7*
South							
Freight	10.7	10.2	11.5	17.9	43.6	18.8	13.2*
Super Freight	19.0	18.8	24.9	35.7	87.3	37.1	23.0*
XPT	6.7	6.4	8.6	14.1	37.6	14.7	7.3*
West							
Freight	8.0	8.2	10.9	23.6	26.1	15.4	21.2*
Super Freight	16.4	20.4	20.0	43.7	65.6	33.2	36.2*
XPT	6.5	12.1	4.0	19.2	37.4	15.8	9.3*
Totals							
Freight	37.3	24.8	35.0	64.5	105.8	53.5	81.1*
Super Freight	66.3	50.8	67.1	119.5	214.5	103.7	135.0*
XPT	23.7	23.4	21.2	46.0	92.6	41.4	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	07/08 Period Avg	08/09 Period Avg	09/10 Period Avg	10/11 Period Avg	11/12 Period Avg	07/08 – 11/12 Five Year Rolling Average	Five Year Limit*
Hunter Valley							
Freight	9.0	3.0	6.7	16.4	25.8	12.2	10.8*
Super Freight	16.0	5.0	11.3	28.2	45.1	21.1	19.0*
XPT	4.4	2.4	3.8	7.9	11.6	6.0	3.2*
North Coast							
Freight	9.4	2.4	4.3	3.1	5.4	4.9	35.9*
Super Freight	14.6	5.4	7.7	5.8	9.6	8.6	56.9*
XPT	6.0	1.9	3.5	2.0	3.2	3.3	17.7*
South							
Freight	10.7	6.3	9.3	17.5	43.5	17.5	13.2*
Super Freight	19.0	13.4	21.6	35.1	87.1	35.2	23.0*
XPT	6.7	4.9	8.1	14.0	37.5	14.2	7.3*
West							
Freight	8.0	6.0	7.5	11.3	10.8	8.7	21.2*
Super Freight	16.4	15.7	14.4	23.4	21.0	18.2	36.2*
XPT	6.5	7.9	1.6	2.3	3.0	4.2	9.3*
Totals							
Freight	37.1	17.8	27.7	48.3	85.5	43.3	81.1*
Super Freight	66.0	39.5	55.0	92.5	162.7	83.1	135.0*
XPT	23.6	17.0	17.0	26.2	55.2	27.8	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 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 2011/12 as highlighted above.

Track Geometry

i. Geometry Values

No geometry measures exceeded the Annual Limits. Track geometry improved in 7 of the 16 measures during 2011/12.

South

Region	Measure	Annual Limit *	07/08	08/09	09/10	10/11	11/12	11/12 vs Annual Limit
South	Top	10.62	8.06	7.67	8.24	8.57	8.67	TARGET MET
	Twist	6.69	5.81	5.77	5.95	6.32	6.26	TARGET MET
	Line	10.20	8.51	7.81	7.90	7.92	7.93	TARGET MET
	Gauge	6.48	5.33	4.56	4.52	4.51	4.59	TARGET MET

North Coast

Region	Measure	Annual Limit *	07/08	08/09	09/10	10/11	11/12	11/12 vs Annual Limit
North	Top	9.11	6.32	5.86	6.36	6.92	7.30	TARGET MET
	Twist	6.55	4.76	4.14	4.70	4.79	4.92	TARGET MET
	Line	13.52	11.20	10.93	10.99	11.12	11.17	TARGET MET
	Gauge	6.89	5.85	5.47	5.47	5.62	5.73	TARGET MET

West

Region	Measure	Annual Limit *	07/08	08/09	09/10	10/11	11/12	11/12 vs Annual Limit
West	Top	11.17	10.29	10.33	9.34	9.62	8.43	TARGET MET
	Twist	6.89	5.62	5.70	5.71	5.71	5.04	TARGET MET
	Line	8.31	6.12	5.66	5.46	5.48	4.99	TARGET MET
	Gauge	5.83	4.32	4.36	4.36	4.36	4.21	TARGET MET

Inland Route

Region	Measure	Annual Limit *	07/08	08/09	09/10	10/11	11/12	11/12 vs Annual Limit
Inland	Top	12.46	11.11	11.24	11.57	11.13	11.28	TARGET MET
	Twist	8.06	7.55	6.94	7.89	7.15	7.33	TARGET MET
	Line	10.79	8.95	8.68	8.63	8.13	8.01	TARGET MET
	Gauge	6.46	5.80	5.66	5.81	5.43	5.34	TARGET MET

* 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>07/08 - 11/12 Average</i>	<i>07/08 - 11/12 vs 5 Year Limit</i>
South	Top	9.44	8.24	TARGET MET
	Twist	6.30	6.02	TARGET MET
	Line	8.91	8.01	TARGET MET
	Gauge	5.94	4.70	TARGET MET

North Coast

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>07/08 - 11/12 Average</i>	<i>07/08 - 11/12 vs 5 Year Limit</i>
North	Top	7.99	6.55	TARGET MET
	Twist	5.90	4.66	TARGET MET
	Line	11.92	11.08	TARGET MET
	Gauge	6.64	5.63	TARGET MET

West

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>07/08 - 11/12 Average</i>	<i>07/08 - 11/12 vs 5 Year Limit</i>
West	Top	10.52	9.60	TARGET MET
	Twist	6.74	5.55	TARGET MET
	Line	6.45	5.54	TARGET MET
	Gauge	4.66	4.32	TARGET MET

Inland Route

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>07/08 - 11/12 Average</i>	<i>07/08 - 11/12 vs 5 Year Limit</i>
Inland	Top	11.30	11.27	TARGET MET
	Twist	7.75	7.37	TARGET MET
	Line	9.22	8.48	TARGET MET
	Gauge	5.84	5.61	TARGET MET

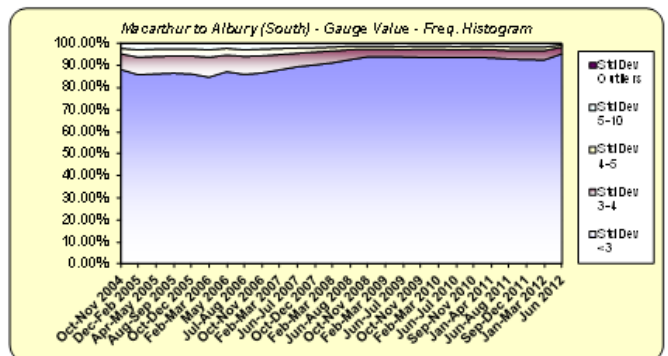
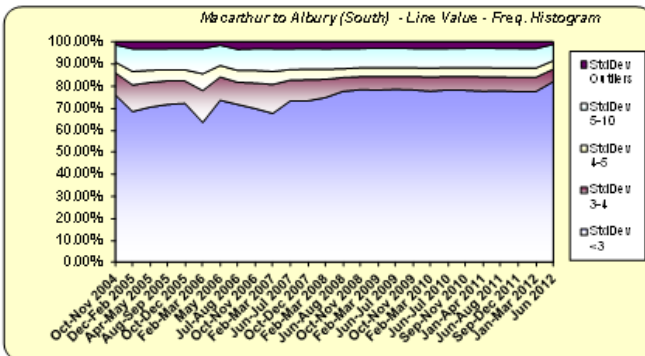
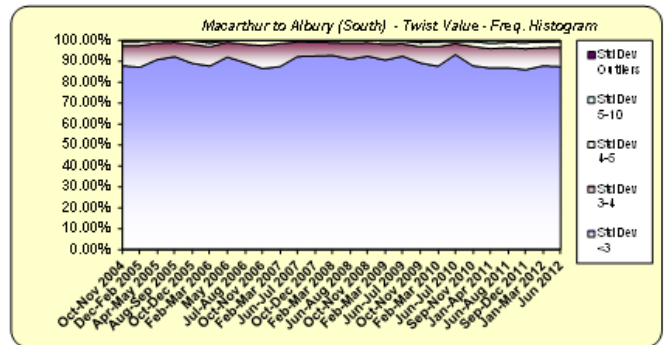
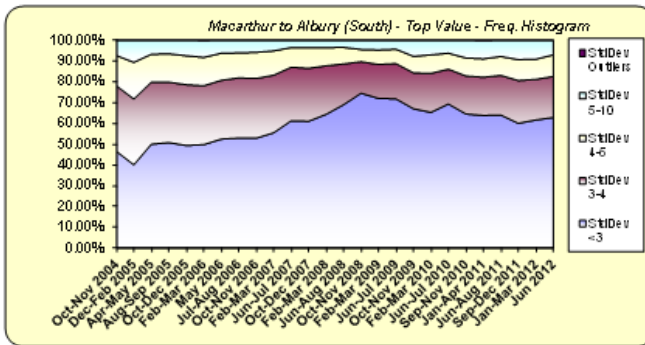
* 5 Year Limit as requested in 07/08 report addendum.

iii. Trending Graphs

The trending graphs consist of all geometry readings taken for a KPI region up to 30 June 2012. A rising slope in the graph shows an improvement in track geometry.

South (July 2011 to June 2012)

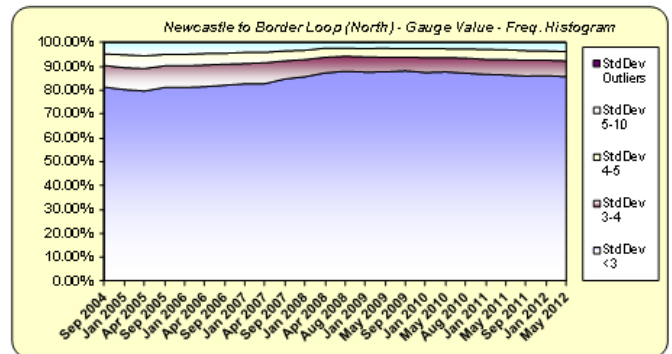
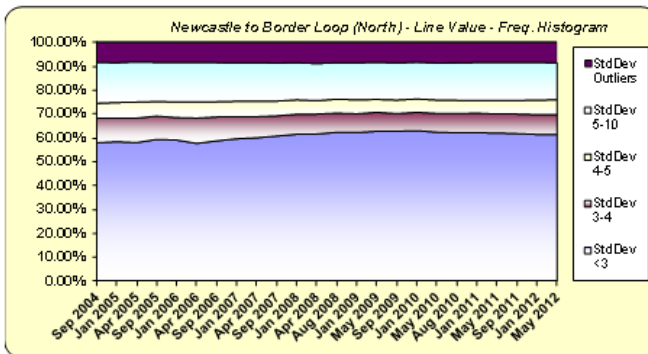
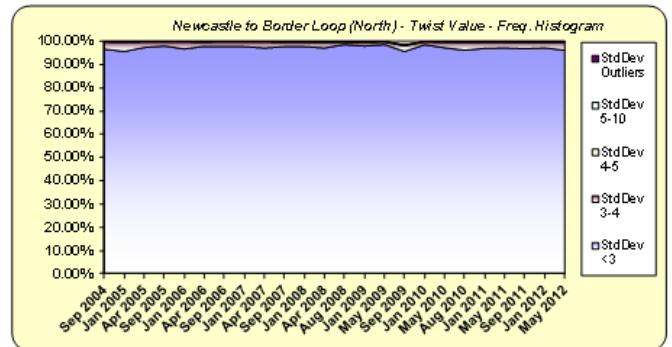
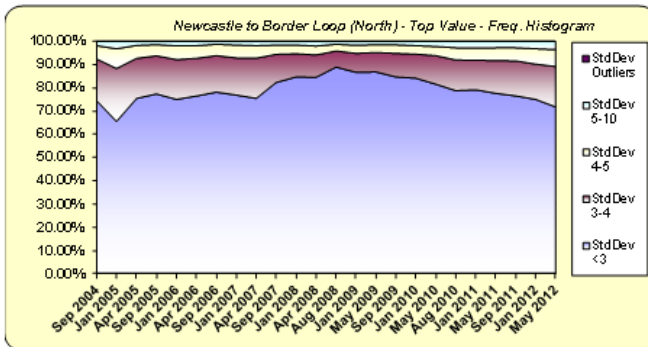
South (Jun 12)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	62.85%	19.81%	10.33%	7.01%	0.00%
Twist	87.38%	9.29%	2.73%	0.60%	0.00%
Versine	82.10%	5.69%	3.85%	7.42%	0.94%
Gauge	95.26%	3.14%	0.97%	0.63%	0.00%





North Coast (July 2011 to June 2012)

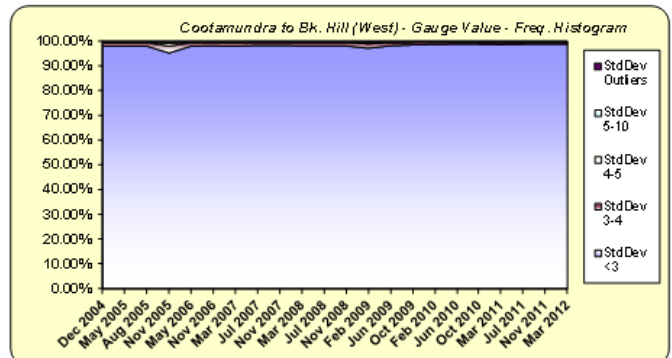
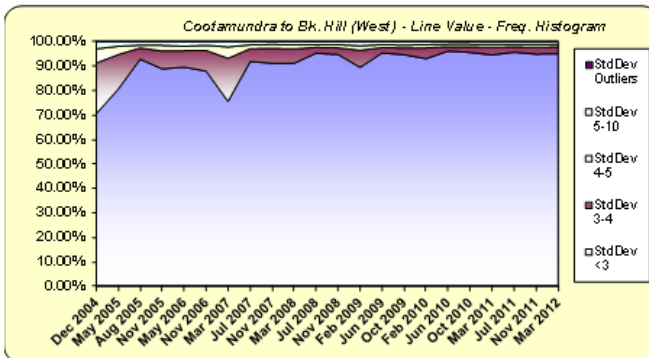
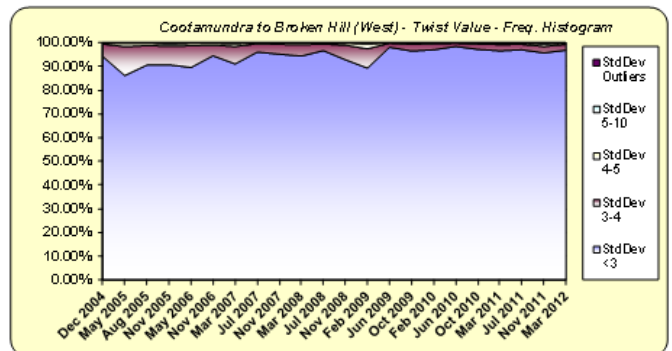
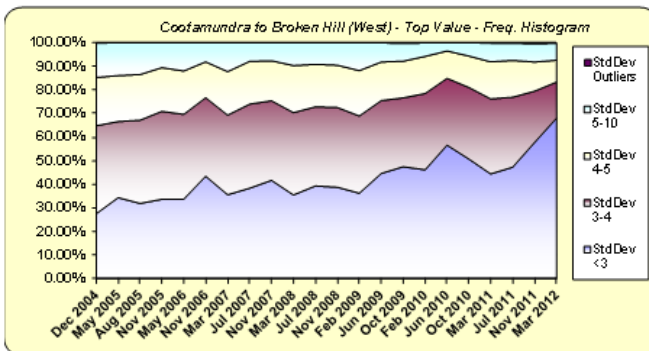
North Coast (May 12)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	71.81%	17.42%	7.25%	3.50%	0.01%
Twist	96.19%	3.36%	0.44%	0.01%	0.00%
Versine	61.38%	8.37%	6.23%	15.42%	8.61%
Gauge	85.61%	6.68%	3.83%	3.87%	0.01%





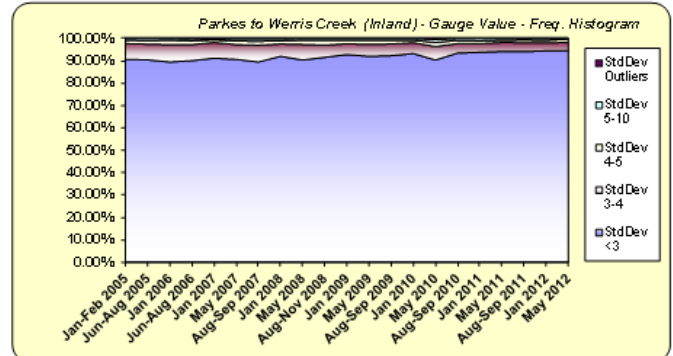
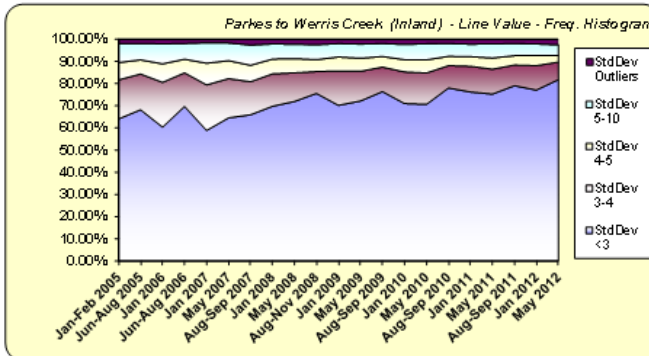
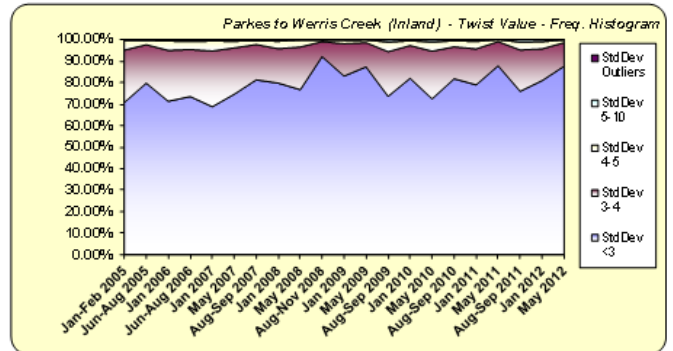
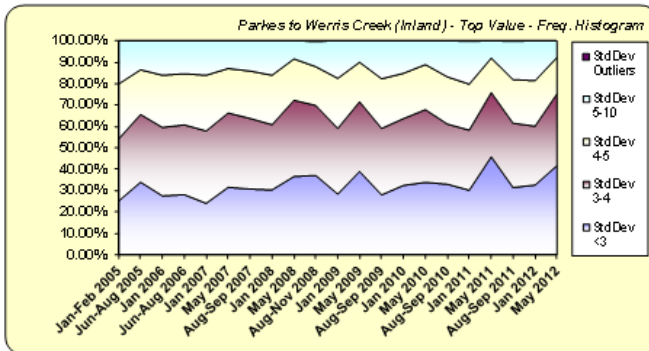
West (July 2011 to June 2012)

West (Mar 12)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	68.06%	15.33%	9.29%	7.18%	0.15%
Twist	96.91%	2.40%	0.52%	0.14%	0.02%
Versine	95.07%	2.68%	1.13%	1.05%	0.08%
Gauge	98.84%	0.87%	0.21%	0.09%	0.00%



Inland Route (July 2011 to June 2012)

Inland (May 12)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	41.65%	33.64%	16.94%	7.72%	0.04%
Twist	87.62%	10.96%	1.25%	0.17%	0.00%
Versine	81.94%	7.93%	2.95%	4.90%	2.28%
Gauge	94.44%	3.86%	1.41%	0.29%	0.00%



(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	11/12	3 Year Rolling Average
Inland	1	4	0	3	2	8	2	1	3.7
North	9	11	14	10	16	5	8	16	9.7
South	25	18	31	7	1	5	27	41	24.3
West	0	1	4	3	4	2	8	0	3.3
Total	35	34	49	23	23	20	45	58	41.0

The three year rolling average of 41.0 during 2011/12 is 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	11/12
Timber	49,678	181,872	127,497	70,603	18,132	2,036	100	1040
Steel	2,618	6,768	22,958	19,592	1,175	1,147	19,410	9956
Concrete	532	11,622	209,335	945,901	446,672	356,923	216,531	803,284
Other	0	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	11/12
Timber	67.4%	67.3%	63.6%	55.5%	49.1%	42.9%	41.0%	23.1%
Steel	11.1%	11.0%	10.9%	7.5%	7.8%	7.5%	7.9%	8.4%
Concrete	21.5%	21.7%	25.5%	37.5%	43.1%	49.6%	51.1%	68.5%
Other	0.0%	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

No nominated bridges have been replaced during the reporting period. This has resulted in no 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 4 Bridges, well below the Bridge Limit of 20.

Number of Speed Restricted Bridges							
	09/10 Total Length(m)	09/10 No of Bridges:	10/11 Total Length(m)	10/11 No of Bridges:	11/12 Total Length(m)	11/12 No of Bridges:	% of Bridges:
Timber	0	0	0	0	0	0	0
Iron	145.2	1	145.2	1	0	0	0
Masonry	0	0	0	0	0	0	0
Steel	198.8	3	574.1	4	138.5	4	1.22%
Concrete	0	0	0	0	0	0	0
Other (incl. brick)	70.65	1	70.65	1	0	0	0
Total	414.65	5	789.95	6	138.5	4	0.50%

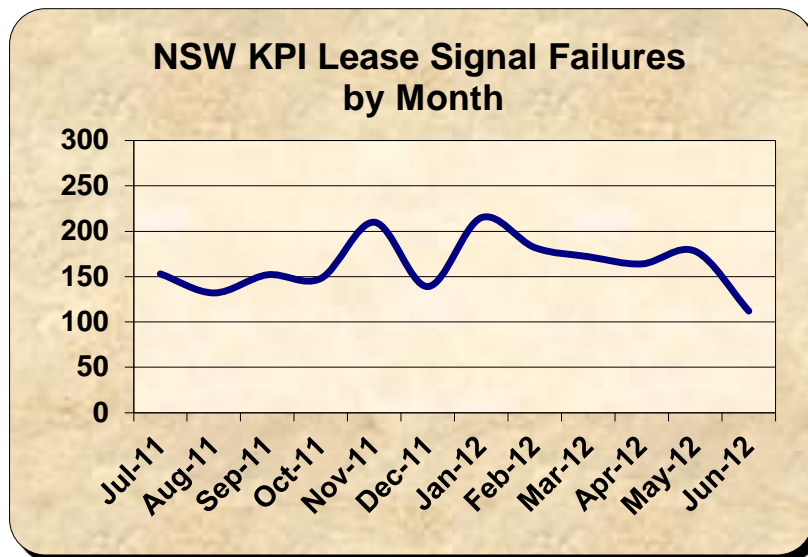
iii. Bridge Type on the entire KPI Network on the last day of the ACR period.

Summary of KPI Network Bridge Types						
	09/10 Total Length(m)	09/10 No of Bridges:	10/11 Total Length(m)	10/11 No of Bridges:	11/12 Total Length(m)	11/12 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	16,566.32	329	16,524.30	327	16,524.30	327
Concrete	5,462.38	424	5,504.40	426	5,504.40	426
Other (incl. brick)	946.6	24	946.6	24	946.6	24
Total	23,555.4	798	23,555.4	798	23,555.4	798

(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	11/12
July	-	106	104	176	150	136	150	153
Aug	-	88	123	202	158	116	164	132
Sept	44	86	131	264	135	149	183	152
Oct	89	124	126	274	209	184	163	148
Nov	93	130	165	234	167	230	142	210
Dec	117	143	189	239	174	206	179	139
Jan	115	179	191	224	224	255	163	215
Feb	115	155	229	204	177	189	176	182
Mar	107	113	222	197	179	209	146	172
Apr	74	110	179	195	175	239	122	164
May	115	116	162	151	154	146	144	178
Jun	94	125	161	141	111	128	86	112



(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 2011 – June 2012.

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:

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

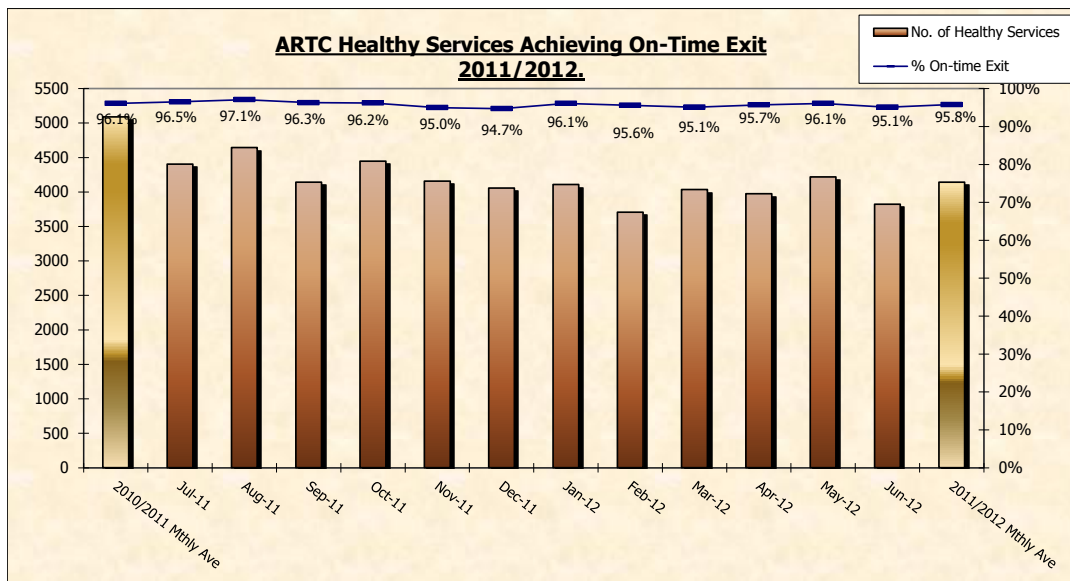
The % of Healthy Services achieving On-time Exit has been calculated in line with the above formula.

- 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.

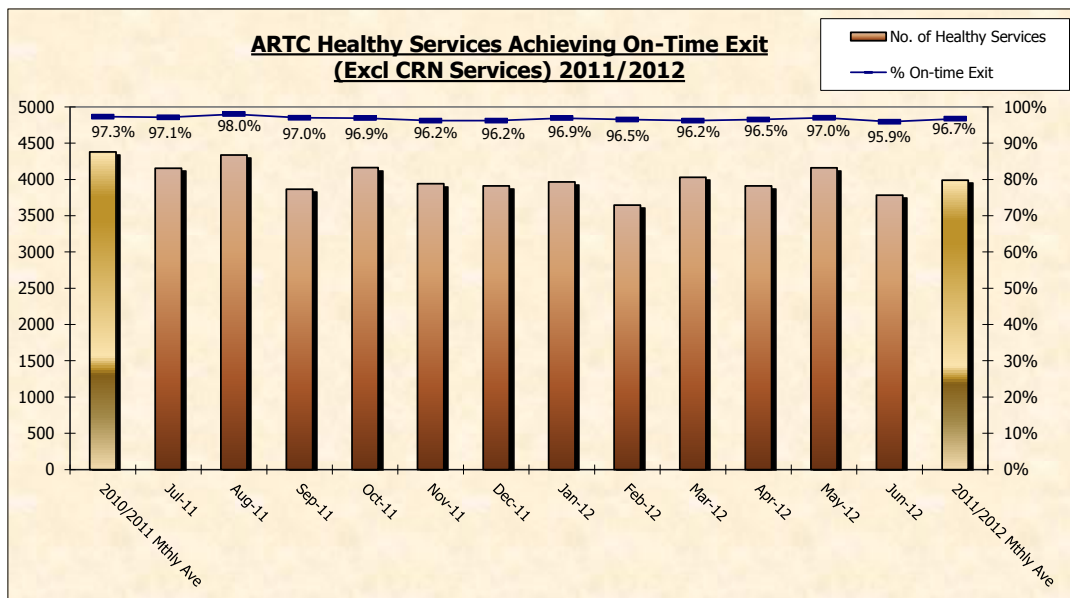
The CityRail Southern Highlands passenger services have been included in the on time exit of healthy services calculation since December 2005.

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



The monthly average including CRN services for 11/12 of 95.8% 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 11/12 of 96.7% 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)	^(a) 80kph @ 23 TAL	^(b) 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.

^(a) 80kph @ 21 TAL increased to 80kph @ 23 TAL on 11 March 2011

^(b) 100kph @ 19.5 TAL increased to 115kph @ 21 TAL on 11 March 2011

(i) Permitted Permanent Speed Restrictions

- i) Two Permanent Speed restrictions were changed between July 2011 and June 2012.
- Both permanent speed restrictions are regarded as permitted as per Schedule 7, section 1.2(aa) (iv) as they are necessary in ARTC's reasonable opinion as a result of an infrastructure configuration change which has been endorsed by all Access Purchasers who have regular access to, or use of, that part of the KPI Network.

North

North - Newcastle Regional Area Section 1C.					
The following speeds were revised on 21 November 2011. All XPT speed signs have been removed from the Up & Down Coal lines.					
km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
164.000	40	45			
164.905	35				
164.940	40		35		
165.964					Waratah
166.080	X25	X25			
166.290			X25	X25	
167.510	105	110	40	45	
167.658					Hanbury Junction
167.980	115	135	105	110	
168.685					Warabrook
170.340	90	110	115	135	
170.509					Sandgate
171.335			X55		
171.363			90	110	
171.502			X70		
171.520	X70				
171.635	100				
171.700	X70				
172.095	115	160			
172.462			100	120	
173.102					
174.774			115	160	
175.530					Hexham
177.180	115	140			Delete
176.000			80	160	
177.890			115	140	Delete
178.114	95		115	140	
178.390	115		90	95	
182.038	70		115	140	
182.194					Thornton
182.439	115	160	70	70	
186.414			115	160	
186.883	95	80			
187.757			95	115	
188.388	105	125	85	95	
190.199	100	100			
190.544			90	100	
191.130	100	115			
191.800	70	55	100	115	
192.050	X25	X25			
192.548					Maitland
192.700			70	55	
192.740	25				
192.800	X25				
193.320	25				
193.400			50		

All XPT speedboards on the Up & Down Coals have been removed. If XPTs are routed onto the Coal lines then they must observe "normal" speed signs.

North - Broadmeadow to Werris Creek Section 3.					
The following speeds were revised on 5 August 2011 at Koolbury as a result of a new crossing loop.					
km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
294.800			115	150	
294.740			115	160	insert
295.430			80	95	no change

3. Register of ARTC Infrastructure.

(a) Building Works added to Assets Register during 2011/12

Location	Asset No	Asset	Cost
Coffs Harbour	15048	Office refurbishment	\$56,690.91
Mittagong	15993	Car park reseal	\$38,270.64
Mittagong	15994	Concrete apron entrance	\$32,803.40
Mittagong	15995	Water tank & connections	\$7,654.13
Mittagong	15996	Colorbond shed	\$79,274.89
Mittagong	15997	Truck Facilities	\$24,602.55
Mittagong	15998	New office block	\$204,969.65
TOTAL			\$444,266.170

4. Infrastructure Investment Program - Major Works

(b) Major Works Investment Program

Major Project	2011/12	Planned Expenditure beyond 2011/12	Total Forecast
Southern Sydney Freight Line	\$242,315,000	\$272,675,000	\$1,035,400,000
Hunter Valley Major Works Program	\$345,568,000	\$586,132,000	\$1,639,690,000
Early Start Works	\$5,271,920	\$286,278	\$108,143,791
Productivity Package	\$204,425,000	\$61,260,000	\$393,132,000
Ballast Remediation Program	\$13,981,000	\$115,200,000	\$129,181,000
Metropolitan Freight Network	\$26,990,000	\$71,283,000	\$139,405,000
Wayside	\$1,536,000		\$4,507,000
Third Party Works	\$3,591,000	\$970,000	\$6,382,000
Major Works Program Total	\$843,677,920	\$1,107,806,278	\$3,455,840,791

(c) Corridor Works Summary

	2008/09	2009/10	2010/11	2011/12
Corridor RCRM	\$39,197,540	\$39,447,222	\$38,591,981	\$46,126,260
Corridor MPM	\$56,078,882	\$44,269,212	\$52,099,643	\$54,997,648
Corridor Capital	\$69,563,460	\$72,120,953	\$92,868,341	\$98,877,746
Corridor Works Program Total	\$164,839,882	\$155,837,387	\$183,559,965	\$200,001,654

(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
Southern Sydney Freight Line			
South Sydney Freight Line	\$242,315,000	\$272,675,000	\$1,035,400,000
South Sydney Freight Line Total	\$242,315,000	\$272,675,000	\$1,035,400,000

Hunter	2011/12	Beyond 2012	Total Forecast
Maitland to Minimbah Third Road - Stage 1	\$2,028,700	\$2,376,237	\$143,929,960
Maitland to Minimbah Third Road - Stage 2	\$148,118,985	\$110,404,973	\$357,494,491
Hexham Relief Roads Stage 1	\$6,190,594	\$132,033,278	\$139,364,605
Kooragang Departure Roads	\$10,909	\$1,523,091	\$1,534,000
St Helliers to Muswellbrook Duplication	\$253,827		\$30,942,381
Nundah – Third Track	\$39,199,347	\$31,660,727	\$81,772,338
Muswellbrook Junction Upgrade	\$297,369	\$42,225,324	\$42,544,001
Drayton Junction Upgrade (Capital)	\$4,545,392	\$15,219,761	\$20,005,133
Koolbury Passing Loop	\$3,543,054	\$980,020	\$17,520,013
Liverpool Range Duplication	\$3,495,941	\$40,181,969	\$45,602,438
Parkville Loop Extension	\$21,564	\$52,046	\$10,702,900
Wingen Passing Loop - 332 km		\$100,953	\$150,027
Bells Gate Passing Loop	\$15,888,721	\$887,599	\$20,885,490
Pages River Passing Loop	\$15,682,917	\$6,261,856	\$23,623,677
Chilcotts Creek Passing Loop	\$5,301,996	\$24,894,569	\$30,773,887
Burilda Passing Loop	\$12,591,470	\$396,454	\$13,326,224
Werris Creek Bypass (Capital)		\$400,000	\$400,000
Watermark Loop	\$1,223,600	\$21,377,414	\$22,606,927
South Gunnedah Loop	\$1,207,286	\$21,951,410	\$23,164,769
Bengalla Crossing Loop	\$4,356,654	\$874,176	\$19,500,000
Aerosol (Murrumbo) Valley Loop - 370km	\$37,731	\$209,707	\$14,900,000
Bylong - Tunnel Ventilation Investigations	\$219,249	\$3,922	\$2,399,894
Radio Hut (Yarrawa) loop - 319 km	\$42,053	\$738,804	\$15,477,594
Widden Creek Loop (353km Loop)	\$565,036	\$42,244,955	\$42,920,000
Willipinjong Loop	\$11,366,597	\$356,492	\$18,100,001
Bylong Loop Extension	\$13,611,603	\$15,719,832	\$29,900,000



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Project	2011/12	Beyond 2012	Total Forecast
Hunter cont.			
Loop - 378 km - Murrumbo Extension	\$1,338,904	\$42,654,092	\$44,099,999
Bengalla Loop Extension	\$859,558	\$23,917,378	\$24,787,999
Bylong East Duplication		\$6,453,132	\$6,453,132
2 Kings Road Broadmeadow - Office Relocation	\$627,251		\$645,584
CRIA Gunnedah Basin Loan	\$59,192,124		\$59,192,124
Hunter Valley Congestion Projects	\$300,106	\$549,996	\$850,102
Bengalla West Loop Extension		\$300,000	\$300,000
324km Loop		\$150,000	\$150,000
Coggan Creek West		\$300,000	\$300,000
Gulgong to T'Wang Track Upgrade		\$200,000	\$200,000
Aberdeen Loop Extension		\$150,000	\$150,000
Blandford Loop		\$150,000	\$150,000
Braefield North		\$200,000	\$200,000
Bells Gate South		\$200,000	\$200,000
Collygra Loop		\$150,000	\$150,000
Hexham to Kooragang 3rd Track		\$950,000	\$950,000
Farley to Maitland 3rd Track		\$900,000	\$900,000
Nundah 3rd Track Extension		\$300,000	\$300,000
Drayton to Whittingham Bi-Di		\$150,000	\$150,000
Mininbah Bank Re-Signalling		\$100,000	\$100,000
M'brook to Drayton Re-Signalling		\$100,000	\$100,000
Togar Nth Loop Extension		\$200,000	\$200,000
Werris Creek South		\$150,000	\$150,000
Werris Creek North		\$350,000	\$350,000
Burilda North		\$200,000	\$200,000
486km Loop		\$150,000	\$150,000
Hunter Valley Total	\$345,568,000	\$586,132,000	\$1,639,690,000

Early Start Works	2011/12	Beyond 2012	Total Forecast
North Coast Crossing Loops	\$29,000		\$40,201,670
Main South Passing Lanes	\$4,684,059		\$35,588,682
Cootamundra - Crystal Brook Loops	\$558,861	\$286,278	\$32,353,439
Early Start Works Total	\$5,271,920	\$286,278	\$108,143,791



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Productivity Package	2011/12	Beyond 2012	Total Forecast
North Coast Curve Easing	\$60,316,000	\$17,039,000	\$105,628,000
Maldon, Moss Vale and Glenlee Double Track Passing Lanes	\$13,272,000		\$24,906,000
Concrete Re-sleepering Parkes-Broken Hill	\$130,837,000	\$44,221,000	\$262,598,000
Productivity Package Total	\$204,425,000	\$61,260,000	\$393,132,000

Ballast Remediation Program	2011/12	Beyond 2012	Total Forecast
Moss Vale - CAP	\$877,000		\$877,000
Ballast Remediation Project Management	\$455,000		\$455,000
Cootamundra – CAP	\$233,000		\$233,000
Goulburn – CAP	\$727,000		\$727,000
BRP - Overheads	\$261,000		\$261,000
Picton - Mittagong Jct	\$92,000		\$92,000
Mittagong Jct - Moss Vale Jct	\$20,000		\$20,000
Moss Vale Jct - Marulan	\$1,789,000		\$1,789,000
Marulan - Joppa Jct	\$126,000		\$126,000
Joppa Jct - Yass	\$457,000		\$457,000
Yass - Demondrille	\$1,830,000		\$1,830,000
Demondrille - Cootamundra	\$3,145,000		\$3,145,000
Cootamundra - Junee	\$676,000		\$676,000
Junee - The Rock	\$2,813,000		\$2,813,000
The Rock - Albury	\$480,000		\$480,000
Proposed Future Works		\$115,200,000	\$115,200,000
Ballast Remediation Program Total	\$13,981,000	\$115,200,000	\$129,181,000

Metropolitan Freight Network	2011/12	Beyond 2012	Total Forecast
Metropolitan Freight Network	\$1,156,000	\$50,000	\$21,160,000
Port Botany Rail Upgrade - Stage 2	\$12,348,000	\$69,632,000	\$96,873,000
Hexham Loop	\$13,768,000	\$1,601,000	\$15,369,000
Metropolitan Freight Network Total	\$26,990,000	\$71,283,000	\$139,405,000

Wayside	2011/12	Beyond 2012	Total Forecast
Wayside Pool - Equipment Installation	\$1,536,000		\$4,507,000
Wayside Total	\$1,536,000		\$4,507,000



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Third Party Works	2011/12	Beyond 2012	Total Forecast
Lansdowne Rd, L/Xing-387.409Km,RTA	\$177,000		\$1,399,000
Hulbert St, Sawtell L/Xing 600.889Km RTA	\$572,000	\$70,000	\$1,227,000
ALCAM L/Xing Assessments	\$59,000		\$59,000
Installation of Speed Boards	\$9,000		\$23,000
LCIP-RTA Hoddle St Robertson	\$19,000		\$19,000
LCIP-RTA Williams Crossing Henty	\$28,000		\$28,000
LCIP-RTA Parkesbourne Rd Breadalbane	\$24,000		\$24,000
Philip St, Gloucester, L/Xing, RTA	\$210,000		\$210,000
Primrose St, Wingham L/Xing - RTA	\$334,000	\$900,000	\$1,234,000
Back Brawlin Rd, LED Upgrade 431.777km	\$7,000		\$7,000
Bethungra LED upgrade 456.661Km	\$6,000		\$6,000
Nammoona LCIP RTA 809.010KM	\$52,000		\$52,000
Koolhan LCIP RTA 706.321Km	\$18,000		\$18,000
Camira Creek Yard LCIP RTA 756.686Km	\$10,000		\$10,000
Coffs, Mackays Rd, LCIP RTA 613.598km	\$934,000		\$934,000
Macksville LCIP RTA 552.758Km	\$987,000		\$987,000
Whian Rd Rappville LCIP RTA 774.996Km	\$12,000		\$12,000
Clearfield,LCIP RTA 769.651Km	\$13,000		\$13,000
Coombell Rd, LCIP RTA 785.36Km	\$11,000		\$11,000
Webbs Rd Kyogle LCIP RTA 828.27Km	\$10,000		\$10,000
Golf Club Kyogle LCIP RTA 834.948Km	\$11,000		\$11,000
Rossglen LCIP RTA 428.407km	\$88,000		\$88,000
Third Party Works Total	\$3,591,000	\$970,000	\$6,382,000
TOTAL	\$843,677,920	\$1,107,806,278	\$3,455,840,791