

# **2012/2013 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 ninth report covers the period July 2012 to June 2013. 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 nine 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.

59 adjustments were required due to Force Majeure incidents or planned maintenance restrictions to the results for 2012/13.

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. Since 2004, there have been significant increases in the coal traffic but the limits have not been revised to reflect this.

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 54.0. This exceeds 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 111,860 sleepers (Timber –0; Steel – 15,500; Concrete – 96,360 and Other - 0) were installed during the reporting period. The Network including the sleepers replaced, now consists of Timber 25.1%, Steel 9.3%, Concrete 65.6% and Other 0.0%.

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

7 nominated steel bridges totalling 161.79m have been replaced with 7 concrete structures totalling 123.79m 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 1 Bridge is 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 -

- the full journey performance of all services travelling on the NSW Lease network.

Previous reports included CRN performance. This will no longer be reported as ARTC does not capture CRN performance data.

The YTD Monthly Average % of Healthy Services Achieving On-time Exit (July 2012 – June 2013) is:

- 89.8% 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))**

Four Permanent Speed restriction notifications were issued between July 2012 and June 2013. All four 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 \$317,250.70 of Building Works was completed.

**Infrastructure Investment Programme and Major Works**

A total of \$539,004,097 was invested on the Major Works Investment Program during the reporting period.

A total of \$192,058,794 has been invested in Corridor Works (including RCRM, MPM and Corridor Capital Works) during the reporting period.

During the first nine years of the lease, ARTC has invested a total of \$5,084,690,000 in Major Works, Corridor MPM and Capital Works.

A further \$2,630,671,359 is forecast 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)	2011/12 (\$'000)	2012/13 (\$'000)	Total (\$'000)
Major Works Investment	\$5,695	\$83,518	\$324,507	\$514,022	\$517,500	\$615,278	\$490,988	\$843,678	\$539,004	\$3,934,190
Corridor MPM & Capital	\$58,869	\$97,234	\$94,685	\$142,763	\$164,839	\$120,159	\$140,461	\$139,431	\$192,059	\$1,150,500
<b>Total</b>	<b>\$64,564</b>	<b>\$180,752</b>	<b>\$419,192</b>	<b>\$656,785</b>	<b>\$682,339</b>	<b>\$735,437</b>	<b>\$631,449</b>	<b>\$983,109</b>	<b>\$731,063</b>	<b>\$5,084,690</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-2012	Aug-2012	Sep-2012	Oct-2012	Nov-2012	Dec-2012	Jan-2013	Feb-2013	Mar-2013	Apr-2013	May-2013	Jun-2013	10/11 Period Avg	11/12 Period Avg	12/13 Period Avg	Annual Limit*
<b>Hunter Valley</b>																
Freight	28.5	16.8	15.4	10.6	20.6	13.3	14.8	27.4	29.9	30.6	19.7	26.8	17.8	26.3	21.2	11.9*
Super Freight	46.6	30.4	30.5	23.5	34.2	24.9	28.0	46.1	55.3	55.3	33.2	47.0	30.5	45.8	37.9	20.9*
XPT	17.9	12.6	12.7	9.1	6.0	7.7	9.1	15.0	15.4	13.7	5.7	11.2	8.9	11.8	11.3	3.5*
<b>North Coast</b>																
Freight	8.8	5.1	6.0	4.2	5.8	3.7	5.5	9.2	11.6	10.2	9.9	6.9	5.1	9.8	7.3	39.5*
Super Freight	14.0	9.1	10.8	8.4	11.2	7.4	10.1	15.6	19.0	16.9	17.1	10.8	9.6	15.8	12.5	62.5*
XPT	5.1	2.8	3.9	3.1	4.5	2.9	4.3	4.8	5.7	4.8	4.9	2.6	3.7	5.9	4.1	19.5*
<b>South</b>																
Freight	56.6	33.4	25.5	23.4	11.0	6.6	11.7	9.0	8.4	9.9	10.9	12.1	17.9	43.6	18.2	14.5*
Super Freight	101.3	61.0	49.2	46.6	23.3	15.1	25.5	20.3	20.6	24.8	23.5	25.3	35.7	87.3	36.4	25.3*
XPT	37.8	23.6	17.1	15.7	10.1	6.9	10.1	9.0	8.3	8.5	7.0	7.8	14.1	37.6	13.5	8.0*
<b>West</b>																
Freight	71.6	27.3	23.9	30.3	31.6	6.0	5.2	15.0	2.2	9.0	6.6	7.3	23.6	26.1	19.7	23.3*
Super Freight	142.6	68.1	54.9	62.5	56.2	16.1	14.7	25.8	6.4	21.7	11.8	16.1	43.7	65.6	41.4	39.8*
XPT	84.6	34.1	23.1	15.3	8.4	2.0	1.8	8.3	2.3	1.3	2.5	2.9	19.2	37.4	15.5	10.3*
<b>Totals</b>																
Freight	165.4	82.7	70.8	68.5	68.9	29.6	37.2	60.6	52.1	59.7	47.1	53.2	64.5	105.8	66.3	89.3*
Super Freight	304.5	168.6	145.3	141.0	124.9	63.5	78.3	107.8	101.3	118.7	85.6	99.2	119.5	214.5	128.2	148.6*
XPT	145.3	73.1	56.8	43.2	29.0	19.5	25.3	37.1	31.7	28.2	20.0	24.4	46.0	92.6	44.5	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-2012	Aug-2012	Sep-2012	Oct-2012	Nov-2012	Dec-2012	Jan-2013	Feb-2013	Mar-2013	Apr-2013	May-2013	Jun-2013	10/11 Period Avg	11/12 Period Avg	12/13 Period Avg	Annual Limit*
<b>Hunter Valley</b>																
Freight	28.5	16.8	15.4	10.6	20.6	13.3	14.8	27.4	29.9	30.6	19.7	26.8	16.4	25.8	<b>21.2</b>	11.9*
Super Freight	46.6	30.4	30.5	23.5	34.2	24.9	28.0	46.1	55.3	55.3	33.2	47.0	28.2	45.1	<b>37.9</b>	20.9*
XPT	17.9	12.6	12.7	9.1	6.0	7.7	9.1	15.0	15.4	13.7	5.7	11.2	7.9	11.6	<b>11.3</b>	3.5*
<b>North Coast</b>																
Freight	5.5	5.1	5.1	3.3	4.8	2.7	5.5	3.1	10.8	10.2	9.9	6.9	3.1	5.4	6.1	39.5*
Super Freight	9.7	9.1	8.8	6.5	9.3	5.4	10.1	6.3	17.9	16.9	17.1	10.8	5.8	9.6	10.7	62.5*
XPT	2.8	2.8	2.7	1.9	3.3	1.7	4.3	1.7	5.1	4.8	4.9	2.6	2.0	3.2	3.2	19.5*
<b>South</b>																
Freight	52.9	33.4	25.5	23.4	11.0	6.6	11.7	9.0	8.4	9.9	10.9	12.1	17.5	43.5	<b>17.9</b>	14.5*
Super Freight	95.2	61.0	49.2	46.6	23.3	15.1	25.5	20.3	20.6	24.8	23.5	25.3	35.1	87.1	<b>35.9</b>	25.3*
XPT	36.0	23.6	17.1	15.7	10.1	6.9	10.1	9.0	8.3	8.5	7.0	7.8	14.0	37.5	<b>13.3</b>	8.0*
<b>West</b>																
Freight	13.6	8.5	4.6	9.0	9.7	5.3	4.5	7.0	2.2	4.0	6.6	5.1	11.3	10.8	6.7	23.3*
Super Freight	24.7	19.1	9.0	18.6	16.6	10.5	9.9	10.9	4.1	11.4	11.0	10.9	23.4	21.0	13.1	39.8*
XPT	0.3	1.0	0.0	0.0	2.9	0.8	0.9	0.0	0.0	0.8	2.0	2.9	2.3	3.0	1.0	10.3*
<b>Totals</b>																
Freight	100.5	63.9	50.6	46.2	46.1	28.0	36.5	46.6	51.2	54.8	47.1	51.0	48.3	85.5	51.9	89.3*
Super Freight	176.2	119.6	97.5	95.2	83.4	56.0	73.5	83.6	98.0	108.4	84.8	94.1	92.5	162.7	97.5	148.6*
XPT	57.0	40.0	32.5	26.7	22.4	17.2	24.3	25.8	28.8	27.8	19.6	24.4	26.2	55.2	28.9	41.3*

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

The Annual Limit has been met in nine of the 15 categories for the KPI Network for all train categories except the Hunter Valley and the South. 59 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 2012/13.

The annual limits for the Hunter Valley were based on a data set which was at a historical low. Since 2004, there have been significant increases in the coal traffic but the limits have not been revised to reflect this.

The annual performance limits for the south were exceeded. There was however a vast reduction in transit time lost compared to the previous year and additionally as at June 2013, the monthly limits have been met in all three categories. A Cure Plan as requested has been implemented and with the attainment of results now being within performance parameters its withdrawal is proposed.



### Gap to Moree

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

10 adjustments were required due to Force Majeure\* incidents or increased maintenance\*\* restrictions to the results for 2012/13. 96,000 concrete sleepers have recently been installed between Gunnedah and Turrawan.

Including Force Majeure															
Category	Jul-2012	Aug-2012	Sep-2012	Oct-2012	Nov-2012	Dec-2012	Jan-2013	Feb-2013	Mar-2013	Apr-2013	May-2013	Jun-2013	11/12 Period Avg	12/13 Period Avg	Annual Limit*
<b>Gap Moree</b>															
Freight	15.1	13.4	13.9	13.9	11.3	22.5	41.8	39.9	30.1	41.1	37.9	19.3	16.9	25.0	23.3*
XPT	12.3	10.3	11.3	11.3	8.6	21.8	45.2	42.9	29.9	37.0	39.1	22.2	14.7	24.3	20.5*



*Indicates months that have been affected by a Force Majeure*

Excluding Force Majeure															
Category	Jul-2012	Aug-2012	Sep-2012	Oct-2012	Nov-2012	Dec-2012	Jan-2013	Feb-2013	Mar-2013	Apr-2013	May-2013	Jun-2013	11/12 Period Avg	12/13 Period Avg	Annual Limit*
<b>Gap Moree</b>															
Freight	13.7	13.4	13.9	13.9	11.3	22.5	41.8	39.9	30.1	38.0	22.8	17.9	14.9	23.3	23.3*
XPT	11.1	10.3	11.3	11.3	8.6	21.8	45.2	42.9	29.9	33.4	18.9	14.0	12.7	21.5	20.5*

\* 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	08/09 Period Avg	09/10 Period Avg	10/11 Period Avg	11/12 Period Avg	12/13 Period Avg	08/09 – 12/13 Five Year Rolling Average	Five Year Limit*
<b>Hunter Valley</b>							
Freight	3.0	7.8	17.8	26.3	21.2	15.2	10.8*
Super Freight	5.0	13.3	30.5	45.8	37.9	26.5	19.0*
XPT	2.4	4.7	8.9	11.8	11.3	7.8	3.2*
<b>North Coast</b>							
Freight	3.4	4.9	5.1	9.8	7.3	6.1	35.9*
Super Freight	6.7	8.9	9.6	15.8	12.5	10.7	56.9*
XPT	2.6	3.9	3.7	5.9	4.1	4.0	17.7*
<b>South</b>							
Freight	10.2	11.5	17.9	43.6	18.2	20.3	13.2*
Super Freight	18.8	24.9	35.7	87.3	36.4	40.6	23.0*
XPT	6.4	8.6	14.1	37.6	13.5	16.0	7.3*
<b>West</b>							
Freight	8.2	10.9	23.6	26.1	19.7	17.7	21.2*
Super Freight	20.4	20.0	43.7	65.6	41.4	38.2	36.2*
XPT	12.1	4.0	19.2	37.4	15.5	17.6	9.3*
<b>Totals</b>							
Freight	24.8	35.0	64.5	105.8	66.3	59.3	81.1*
Super Freight	50.8	67.1	119.5	214.5	128.2	116.0	135.0*
XPT	23.4	21.2	46.0	92.6	44.5	45.5	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.

<b>Excluding Force Majeure</b>							
<b>Category</b>	<b>08/09 Period Avg</b>	<b>09/10 Period Avg</b>	<b>10/11 Period Avg</b>	<b>11/12 Period Avg</b>	<b>12/13 Period Avg</b>	<b>08/09 – 12/13 Five Year Rolling Average</b>	<b>Five Year Limit*</b>
<b>Hunter Valley</b>							
Freight	3.0	6.7	16.4	25.8	21.2	14.6	10.8*
Super Freight	5.0	11.3	28.2	45.1	37.9	25.5	19.0*
XPT	2.4	3.8	7.9	11.6	11.3	7.4	3.2*
<b>North Coast</b>							
Freight	2.4	4.3	3.1	5.4	6.1	4.3	35.9*
Super Freight	5.4	7.7	5.8	9.6	10.7	7.8	56.9*
XPT	1.9	3.5	2.0	3.2	3.2	2.8	17.7*
<b>South</b>							
Freight	6.3	9.3	17.5	43.5	17.9	18.9	13.2*
Super Freight	13.4	21.6	35.1	87.1	35.9	38.6	23.0*
XPT	4.9	8.1	14.0	37.5	13.3	15.6	7.3*
<b>West</b>							
Freight	6.0	7.5	11.3	10.8	6.7	8.5	21.2*
Super Freight	15.7	14.4	23.4	21.0	13.1	17.5	36.2*
XPT	7.9	1.6	2.3	3.0	1.0	3.1	9.3*
<b>Totals</b>							
Freight	17.8	27.7	48.3	85.5	51.9	46.2	81.1*
Super Freight	39.5	55.0	92.5	162.7	97.5	89.5	135.0*
XPT	17.0	17.0	26.2	55.2	28.9	28.9	37.5*

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

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.

Track Geometry

**i. Geometry Values**

No geometry measures exceeded the Annual Limits. Track geometry improved in 9 of the 16 measures during 2012/13.

South

<i>Region</i>	<i>Measure</i>	<i>Annual Limit *</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>12/13 vs Annual Limit</i>
<b>South</b>	<b>Top</b>	10.62	7.67	8.24	8.57	8.67	7.73	<b>TARGET MET</b>
	<b>Twist</b>	6.69	5.77	5.95	6.32	6.26	5.65	<b>TARGET MET</b>
	<b>Line</b>	10.20	7.81	7.90	7.92	7.93	7.73	<b>TARGET MET</b>
	<b>Gauge</b>	6.48	4.56	4.52	4.51	4.59	4.57	<b>TARGET MET</b>

North Coast

<i>Region</i>	<i>Measure</i>	<i>Annual Limit *</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>12/13 vs Annual Limit</i>
<b>North</b>	<b>Top</b>	9.11	5.86	6.36	6.92	7.30	7.54	<b>TARGET MET</b>
	<b>Twist</b>	6.55	4.14	4.70	4.79	4.92	4.98	<b>TARGET MET</b>
	<b>Line</b>	13.52	10.93	10.99	11.12	11.17	11.22	<b>TARGET MET</b>
	<b>Gauge</b>	6.89	5.47	5.47	5.62	5.73	5.86	<b>TARGET MET</b>

West

<i>Region</i>	<i>Measure</i>	<i>Annual Limit *</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>12/13 vs Annual Limit</i>
<b>West</b>	<b>Top</b>	11.17	10.33	9.34	9.62	8.43	5.87	<b>TARGET MET</b>
	<b>Twist</b>	6.89	5.70	5.71	5.71	5.04	4.19	<b>TARGET MET</b>
	<b>Line</b>	8.31	5.66	5.46	5.48	4.99	4.32	<b>TARGET MET</b>
	<b>Gauge</b>	5.83	4.36	4.36	4.36	4.21	4.07	<b>TARGET MET</b>

Inland Route

<i>Region</i>	<i>Measure</i>	<i>Annual Limit *</i>	<i>08/09</i>	<i>09/10</i>	<i>10/11</i>	<i>11/12</i>	<i>12/13</i>	<i>12/13 vs Annual Limit</i>
<b>Inland</b>	<b>Top</b>	12.46	11.24	11.57	11.13	11.28	11.29	<b>TARGET MET</b>
	<b>Twist</b>	8.06	6.94	7.89	7.15	7.33	7.62	<b>TARGET MET</b>
	<b>Line</b>	10.79	8.68	8.63	8.13	8.01	7.88	<b>TARGET MET</b>
	<b>Gauge</b>	6.46	5.66	5.81	5.43	5.34	5.25	<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>08/09 - 12/13 Average</i>	<i>08/09 - 12/13 vs 5 Year Limit</i>
<b>South</b>	<b>Top</b>	9.44	8.18	<b>TARGET MET</b>
	<b>Twist</b>	6.30	5.99	<b>TARGET MET</b>
	<b>Line</b>	8.91	7.86	<b>TARGET MET</b>
	<b>Gauge</b>	5.94	4.55	<b>TARGET MET</b>

**North Coast**

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>08/09 - 12/13 Average</i>	<i>08/09 - 12/13 vs 5 Year Limit</i>
<b>North</b>	<b>Top</b>	7.99	6.80	<b>TARGET MET</b>
	<b>Twist</b>	5.90	4.71	<b>TARGET MET</b>
	<b>Line</b>	11.92	11.09	<b>TARGET MET</b>
	<b>Gauge</b>	6.64	5.63	<b>TARGET MET</b>

**West**

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>08/09 - 12/13 Average</i>	<i>08/09 - 12/13 vs 5 Year Limit</i>
<b>West</b>	<b>Top</b>	10.52	8.72	<b>TARGET MET</b>
	<b>Twist</b>	6.74	5.27	<b>TARGET MET</b>
	<b>Line</b>	6.45	5.18	<b>TARGET MET</b>
	<b>Gauge</b>	4.66	4.27	<b>TARGET MET</b>

**Inland Route**

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>08/09 - 12/13 Average</i>	<i>08/09 - 12/13 vs 5 Year Limit</i>
<b>Inland</b>	<b>Top</b>	11.30	11.30	<b>TARGET MET</b>
	<b>Twist</b>	7.75	7.39	<b>TARGET MET</b>
	<b>Line</b>	9.22	8.25	<b>TARGET MET</b>
	<b>Gauge</b>	5.84	5.49	<b>TARGET MET</b>

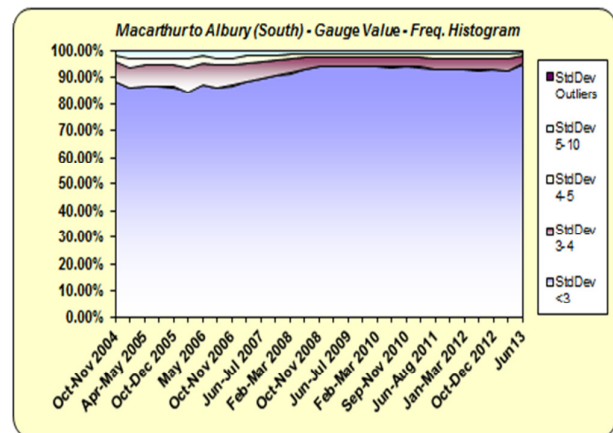
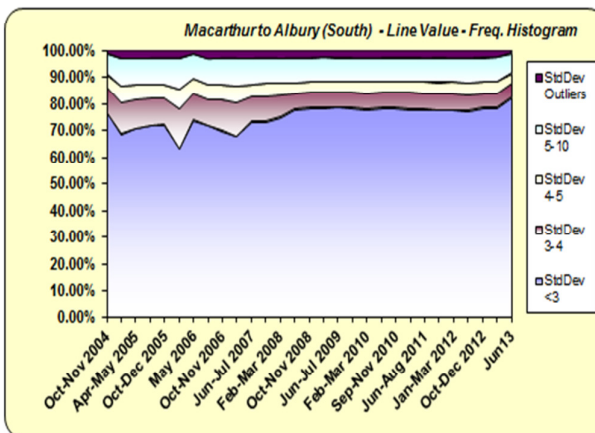
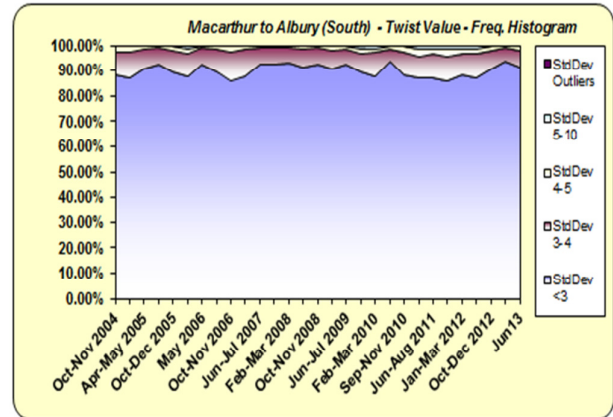
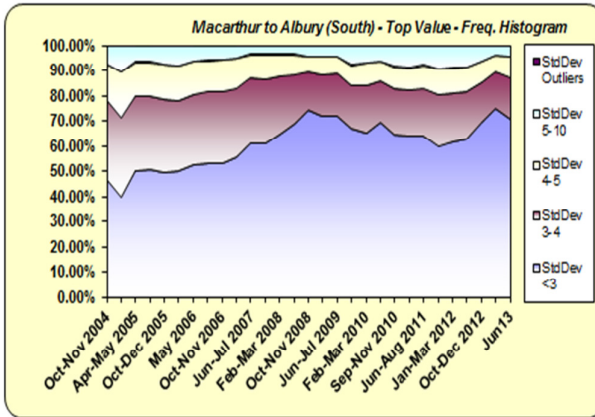
\* 5 Year Limit as requested in 07/08 report addendum.

### iii. Trending Graphs

The trending graphs consist of all geometry readings taken for a KPI region up to 30 June 2013. A rising slope in the graph shows an improvement in track geometry.

#### South (July 2012 to June 2013)

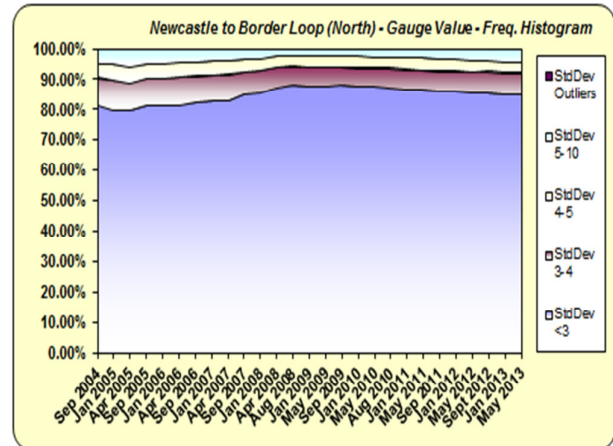
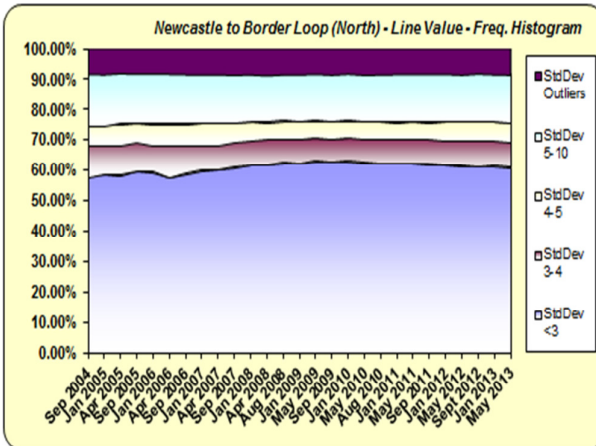
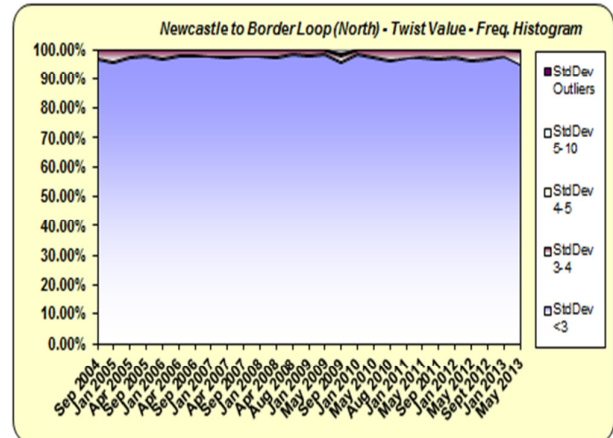
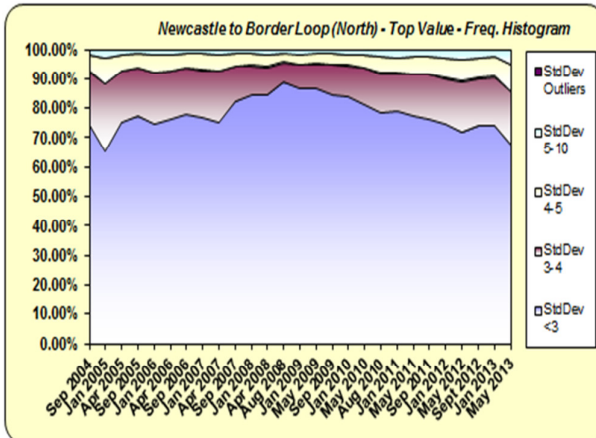
South (Jun 13)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	70.67%	16.72%	8.18%	4.43%	0.00%
Twist	90.78%	7.20%	1.77%	0.25%	0.00%
Versine	82.50%	5.35%	3.82%	7.40%	0.93%
Gauge	94.81%	3.28%	1.19%	0.73%	0.00%





**North Coast (July 2012 to June 2013)**

North Coast (May 13)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
<b>Top</b>	<b>67.51%</b>	<b>18.43%</b>	<b>9.01%</b>	<b>5.05%</b>	<b>0.00%</b>
<b>Twist</b>	<b>95.28%</b>	<b>4.14%</b>	<b>0.53%</b>	<b>0.05%</b>	<b>0.00%</b>
<b>Versine</b>	<b>60.69%</b>	<b>8.62%</b>	<b>6.14%</b>	<b>15.95%</b>	<b>8.61%</b>
<b>Gauge</b>	<b>84.84%</b>	<b>6.98%</b>	<b>3.80%</b>	<b>4.38%</b>	<b>0.00%</b>

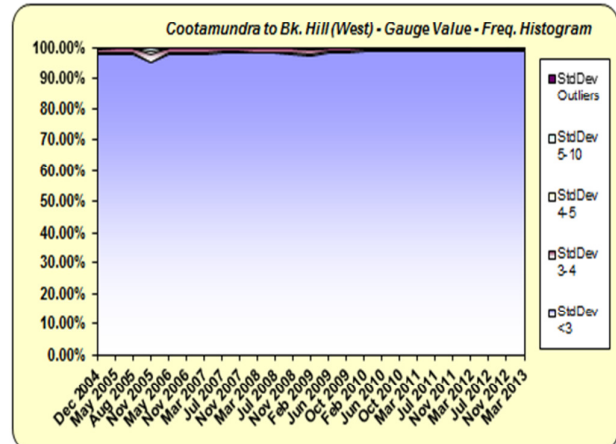
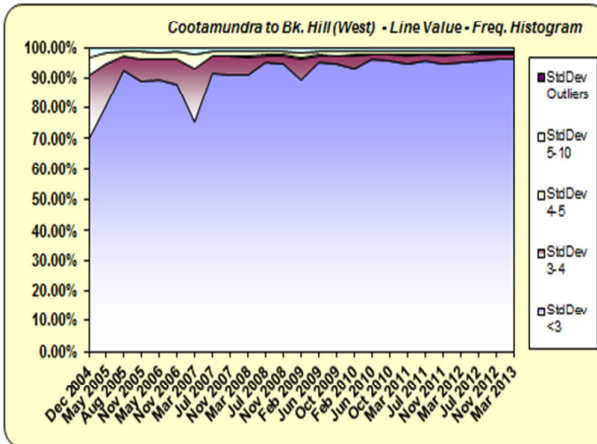
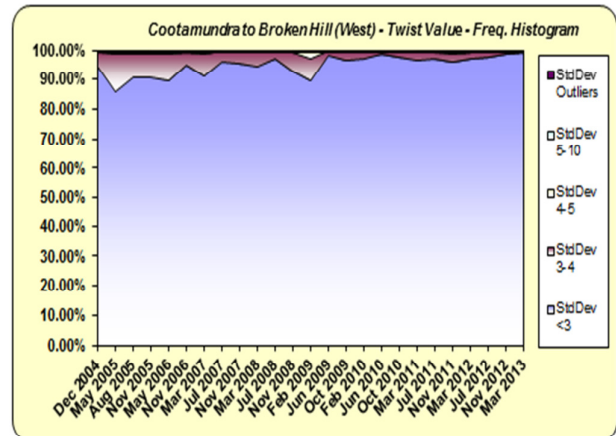
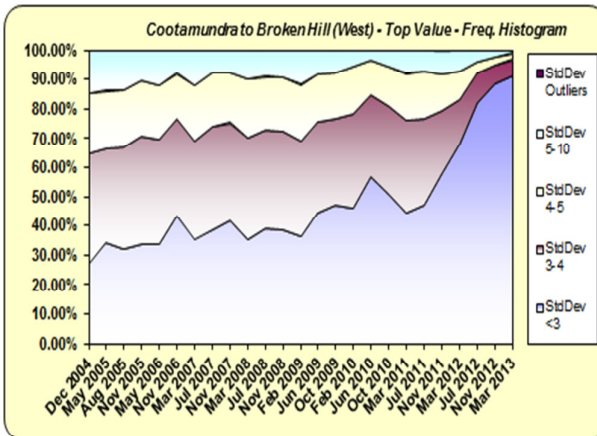




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West (July 2012 to June 2013)

West (Mar 13)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	91.52%	5.41%	2.06%	0.98%	0.03%
Twist	99.23%	0.65%	0.08%	0.03%	0.00%
Versine	96.25%	1.85%	0.78%	1.02%	0.10%
Gauge	99.22%	0.55%	0.14%	0.09%	0.00%

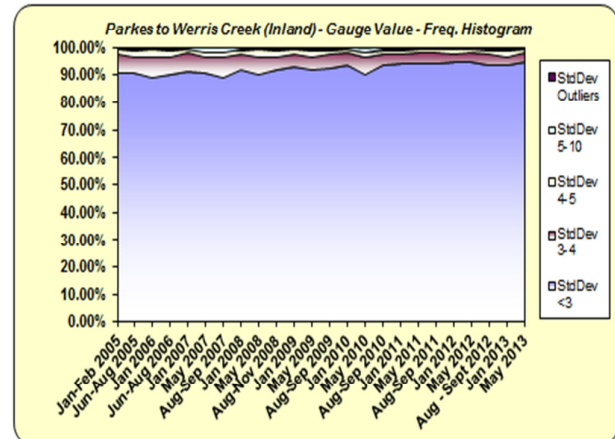
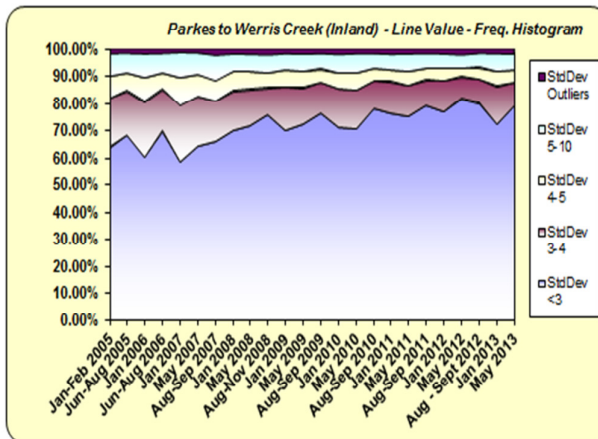
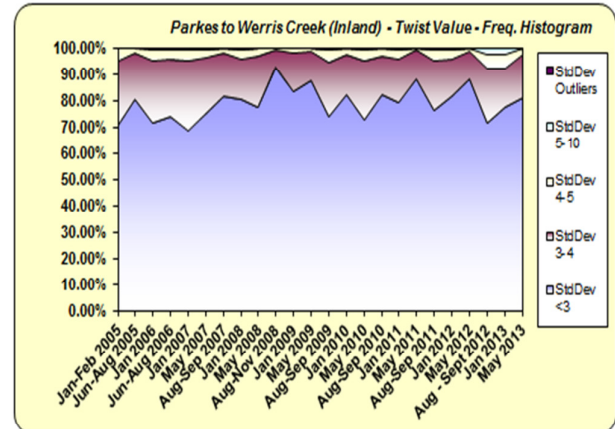
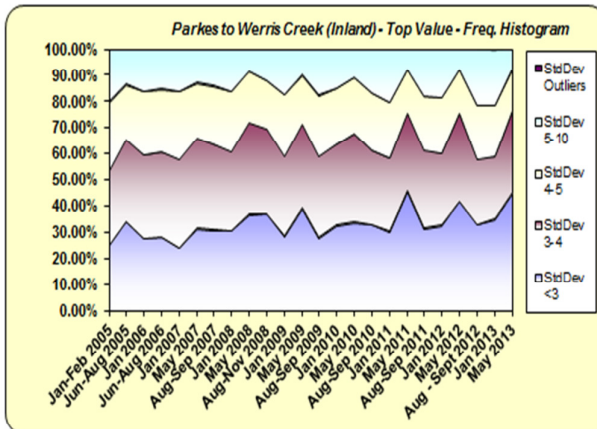






**Inland Route (July 2012 to June 2013)**

Inland (May 13)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
<b>Top</b>	<b>44.83%</b>	<b>31.91%</b>	<b>15.70%</b>	<b>7.56%</b>	<b>0.00%</b>
<b>Twist</b>	<b>80.35%</b>	<b>17.10%</b>	<b>2.31%</b>	<b>0.22%</b>	<b>0.00%</b>
<b>Versine</b>	<b>79.22%</b>	<b>8.63%</b>	<b>4.12%</b>	<b>6.07%</b>	<b>1.95%</b>
<b>Gauge</b>	<b>94.78%</b>	<b>3.52%</b>	<b>1.10%</b>	<b>0.55%</b>	<b>0.05%</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 exceeded due to an increase in reported Vertical Split Head defects during the past 2 years.

	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	<b>3 Year Rolling Average</b>
<b>Inland</b>	1	4	0	3	2	8	2	1	5	<b>2.7</b>
<b>North</b>	9	11	14	10	16	5	8	16	10	<b>11.3</b>
<b>South</b>	25	18	31	7	1	5	27	41	41	<b>36.3</b>
<b>West</b>	0	1	4	3	4	2	8	0	3	<b>3.7</b>
<b>Total</b>	35	34	49	23	23	20	45	58	59	<b>54.0</b>

The three year rolling average of 54.0 during 2012/13 is above the large rail defect limit of 48.86. This is the first instance that the limit has not been met since the commencement of the lease.

50 of the 59 Large rail defects reported during 2012/13 were Vertical Split Head defects and 37 of these were located in the South.

**(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	12/13
<b>Timber</b>	49,678	181,872	127,497	70,603	18,132	2,036	100	1040	0
<b>Steel</b>	2,618	6,768	22,958	19,592	1,175	1,147	19,410	9956	15,500
<b>Concrete</b>	532	11,622	209,335	945,901	446,672	356,923	216,531	803,284	96,360
<b>Other</b>	0	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	12/13
<b>Timber</b>	67.4%	67.3%	63.6%	55.5%	49.1%	42.9%	41.0%	23.1%	25.1%
<b>Steel</b>	11.1%	11.0%	10.9%	7.5%	7.8%	7.5%	7.9%	8.4%	9.3%
<b>Concrete</b>	21.5%	21.7%	25.5%	37.5%	43.1%	49.6%	51.1%	68.5%	65.6%
<b>Other</b>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

The table above was revised in 2012/13 to include the sleeper numbers for the Gap to North Star line.

## (e) Bridges

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

7 nominated steel bridges totalling 161.79m have been replaced with 7 concrete structures totalling 123.79m 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 1 Bridge and is below the Bridge Limit of 20.

Number of Speed Restricted Bridges							
	10/11 Total Length(m)	10/11 No of Bridges:	11/12 Total Length(m)	11/12 No of Bridges:	12/13 Total Length(m)	12/13 No of Bridges:	% of Bridges:
Timber	0	0	0	0	0	0	0
Iron	145.2	1	0	0	0	0	0
Masonry	0	0	0	0	0	0	0
Steel	574.1	4	138.5	4	21.42	1	0.13%
Concrete	0	0	0	0	0	0	0
Other (incl. brick)	70.65	1	0	0	0	0	0
Total	789.95	6	138.5	4	21.42	1	0.09%

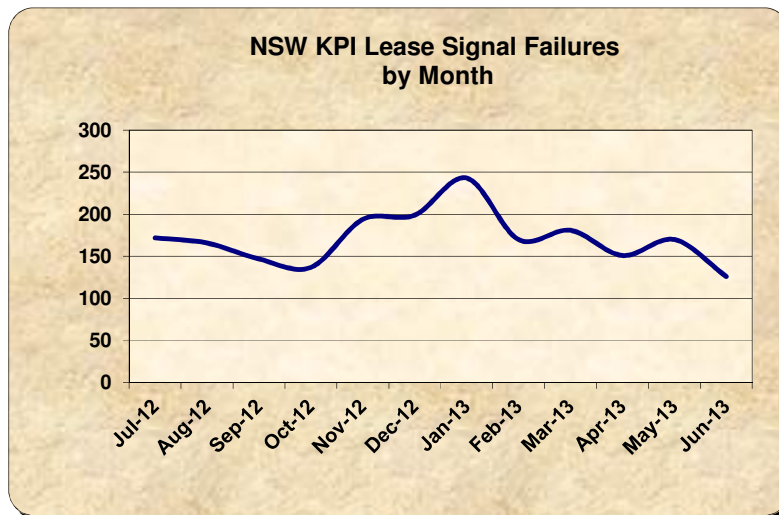
### iii. Bridge Type on the entire KPI Network on the last day of the ACR period.

Summary of KPI Network Bridge Types						
	10/11 Total Length(m)	10/11 No of Bridges:	11/12 Total Length(m)	11/12 No of Bridges:	12/13 Total Length(m)	12/13 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	16,524.30	327	16,524.30	327	16,362.51	320
Concrete	5,504.40	426	5,504.40	426	5,628.19	433
Other (incl. brick)	946.6	24	946.6	24	946.6	24
Total	23,555.4	798	23,555.4	798	23,517.4	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	12/13
<b>July</b>	-	106	104	176	150	136	150	153	172
<b>Aug</b>	-	88	123	202	158	116	164	132	166
<b>Sept</b>	44	86	131	264	135	149	183	152	147
<b>Oct</b>	89	124	126	274	209	184	163	148	137
<b>Nov</b>	93	130	165	234	167	230	142	210	194
<b>Dec</b>	117	143	189	239	174	206	179	139	199
<b>Jan</b>	115	179	191	224	224	255	163	215	243
<b>Feb</b>	115	155	229	204	177	189	176	182	170
<b>Mar</b>	107	113	222	197	179	209	146	172	181
<b>Apr</b>	74	110	179	195	175	239	122	164	151
<b>May</b>	115	116	162	151	154	146	144	178	170
<b>Jun</b>	94	125	161	141	111	128	86	112	126



**(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 Graph 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 graph below illustrates the KPI performance for July 2012 – June 2013.*

*Graph 1: shows the full journey performance of all services.*

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

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

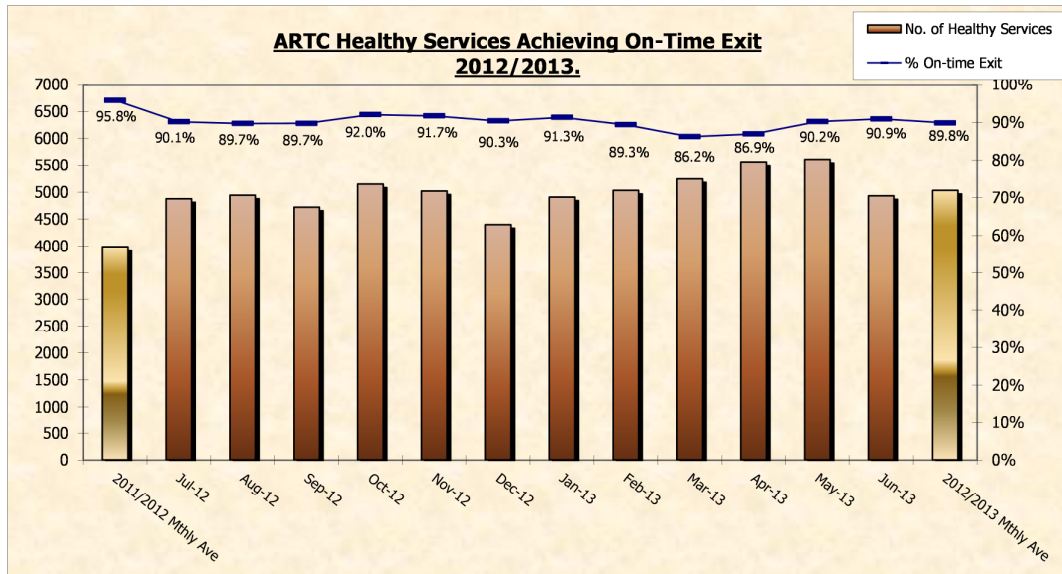
*The % of Healthy Services achieving On-time Exit has been calculated in line with the above formula.*

- The parties acknowledge that definition of Healthy Train in this clause 5 is intended to be consistent with 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:**



The monthly average for 2012/13 of 89.8% is below the Service Reliability limit of 94.0%. 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).

The monthly average number of healthy services during 2011/12 was 3988 trains but has increased significantly during 2012/13 to 5033. As the number of services increase, the ability for a delayed service to recover lost time becomes more difficult.

Previous reports included CRN performance. This will no longer be reported as ARTC does not capture CRN performance data.



***(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.

<b>KPI Region</b>	<b>Segment</b>	<b>General Freight</b>	<b>Super Freighter</b>	<b>XPT</b>
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) Four Permanent Speed restriction notifications were issued between July 2012 and June 2013.
- All four permanent speed restriction notifications 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.

Hunter

<b>North - Broadmeadow to Werris Creek Section 3.</b>					
The following speeds were revised on 15 November 2012 at Branxton as a result of the new Maitland to Minimbah 3rd track and bi-directional signalling on the Up & Down Mains.					
km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
211.810			105	115	no change
<b>214.120</b>			<b>115</b>	<b>130</b>	<b>insert</b>
<b>214.120</b>			<b>115</b>	<b>135</b>	<b>delete</b>
<b>215.015</b>			<b>115</b>	<b>140</b>	<b>insert</b>
215.554					Branxton
217.000			115	140	no change

South

<b>Illawarra - Port Kembla to Moss Vale Section 2.</b>					
The following speeds were revised on 21 August 2012 at Calwalla as a result of the level crossing upgrade with Sheep Wash Road.					
km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
133.680	115	..			no change
139.366					Calwalla
140.150	<b>100</b>	..	<b>115</b>	..	<b>insert</b>
140.580	<b>115</b>	..	<b>100</b>	..	<b>insert</b>
149.850	50	..	115	..	no change
150.330			50	..	no change
150.898					Moss Vale



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**West**

<b>West - Parkes to Broken Hill Section 1C.</b>					
The following speeds were revised on 22 August 2012 in preparation of resumption of normal speeds for Countrylink services.					
km	Normal	XPT	Normal	XPT	Comments
445.505					Parkes
445.707			40	40	no change
445.900			X25	X25	no change
446.160	70	70	40	40	no change
448.302					Goobang Junction
448.320	115	115	70	70	no change
453.342			115	115	no change
453.417	115	145			no change
453.423		<b>120</b>		<b>145</b>	<b>insert</b>
453.523		<b>145</b>		<b>120</b>	<b>insert</b>
456.662		<b>120</b>		<b>145</b>	<b>insert</b>
458.762		<b>145</b>		<b>120</b>	<b>insert</b>
458.271		<b>120</b>		<b>145</b>	<b>insert</b>
458.371		<b>145</b>		<b>120</b>	<b>insert</b>
459.579		<b>120</b>		<b>145</b>	<b>insert</b>
459.679		<b>145</b>		<b>120</b>	<b>insert</b>
462.475		120		145	no change
462.575		<b>145</b>		<b>120</b>	<b>insert</b>
464.400			115	145	no change
464.475	115	120			no change
470.631					Gunningbland
470.962	30 #	30 #			no change
471.162	115	115			no change
472.859			115	120	no change
472.959	115	120			no change
480.580			115	115	no change
480.655	115	145			no change
481.697		<b>120</b>		<b>145</b>	<b>insert</b>
481.797		<b>145</b>		<b>120</b>	<b>insert</b>
482.200	115 *	115 *			no change
483.247					Bogan Gate
484.311			115 *	115 *	no change
486.902		<b>120</b>		<b>145</b>	<b>insert</b>
487.002		<b>145</b>		<b>120</b>	<b>insert</b>
490.412		<b>120</b>		<b>145</b>	<b>insert</b>
490.512		<b>145</b>		<b>120</b>	<b>insert</b>
494.421		<b>120</b>		<b>145</b>	<b>insert</b>
494.521		<b>145</b>		<b>120</b>	<b>insert</b>
499.881			115	145	no change
499.956	115	140			no change
500.622	115	145			no change
504.358			115	140	no change
504.558			30 #	30 #	no change
505.427					Yarrabandi
513.612		<b>120</b>		<b>145</b>	<b>insert</b>
513.712		<b>145</b>		<b>120</b>	<b>insert</b>
513.876			115	145	no change
513.951	115	115			no change
515.670			115	115	no change
515.870	90	105			no change
517.345	115	115	90	105	no change
517.403					Ootha
525.512			115	120	no change
525.587	115	145			no change
526.547		<b>120</b>		<b>145</b>	<b>insert</b>

<b>West - Parkes to Broken Hill Section 1C (cont).</b>					
526.647		<b>145</b>		<b>120</b>	<b>insert</b>
528.579			60 #	60 #	no change
528.580					Derriwong
530.832		<b>120</b>		<b>145</b>	<b>insert</b>
530.932		<b>145</b>		<b>120</b>	<b>insert</b>
533.427		<b>120</b>		<b>145</b>	<b>insert</b>
533.527		<b>145</b>		<b>120</b>	<b>insert</b>
535.452			115	145	no change
535.527	115	120			no change
535.864			115	120	no change
535.939	115	135			no change
539.424	115	115			no change
540.267			115	135	no change
540.367	115	120			no change
541.373			115	115	no change
541.445	115	130			no change
542.714		<b>120</b>		<b>130</b>	<b>insert</b>
542.814		<b>130</b>		<b>120</b>	<b>insert</b>
544.023	85	85			no change
544.473				<b>130</b>	<b>insert</b>
544.573				<b>120</b>	<b>insert</b>
545.230	60	65	115	130	no change
546.258					Condobolin
546.750			60	65	no change
547.160	115	115			no change
549.038				<b>145</b>	<b>insert</b>
549.045			115	120	no change
549.138	115	145			no change
549.138				<b>120</b>	<b>insert</b>
552.558		<b>120</b>		<b>145</b>	<b>insert</b>
552.658		<b>145</b>		<b>120</b>	<b>insert</b>
555.395		<b>120</b>		<b>145</b>	<b>insert</b>
555.495		<b>145</b>		<b>120</b>	<b>insert</b>
559.881		<b>120</b>		<b>145</b>	<b>insert</b>
559.981		<b>145</b>		<b>120</b>	<b>insert</b>
565.011		<b>120</b>		<b>145</b>	<b>insert</b>
565.111		<b>145</b>		<b>120</b>	<b>insert</b>
571.150		<b>120</b>		<b>145</b>	<b>insert</b>
571.250		<b>145</b>		<b>120</b>	<b>insert</b>
578.108					Kiacatoo
578.710		<b>120</b>		<b>145</b>	<b>insert</b>
578.810		<b>145</b>		<b>120</b>	<b>insert</b>
589.484			80 *	80 *	no change
591.303		<b>120</b>		<b>145</b>	<b>insert</b>
591.403		<b>145</b>		<b>120</b>	<b>insert</b>
595.468		<b>120</b>		<b>145</b>	<b>insert</b>
595.568		<b>145</b>		<b>120</b>	<b>insert</b>
618.179		<b>120</b>		<b>145</b>	<b>insert</b>
618.279		<b>145</b>		<b>120</b>	<b>insert</b>
618.456	115 *	115 *			no change
619.182					Euabalong West
620.560			115*	115 *	no change
633.070			115	145	no change
633.580	105	115			no change
634.045			105	115	no change
634.550	115	145			no change
635.882		<b>120</b>		<b>145</b>	<b>insert</b>
635.982		<b>145</b>		<b>120</b>	<b>insert</b>



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West cont.

West - Parkes to Broken Hill Section 1C (cont).				
664.745	115 *	115 *		no change
665.860				Matakana
666.930			115 *	115 *
706.980				Roto
707.190		<b>120</b>		<b>145 insert</b>
707.290		<b>145</b>		<b>120 insert</b>
721.540		<b>120</b>		<b>145 insert</b>
721.640		<b>145</b>		<b>120 insert</b>
749.800	70	70	115	115 no change
750.700	115	145	70	70 no change
751.482				Trida
815.273	115	115		no change
816.048			115	115 no change
816.402				Ivanhoe
818.985	115	145		no change
819.400			115	115 no change
827.455		<b>120</b>		<b>145 insert</b>
827.555		<b>145</b>		<b>120 insert</b>
858.736		<b>120</b>		<b>145 insert</b>
858.836		<b>145</b>		<b>120 insert</b>
864.107		<b>120</b>		<b>145 insert</b>
864.207		<b>145</b>		<b>120 insert</b>
866.763		<b>120</b>		<b>145 insert</b>
866.863		<b>145</b>		<b>120 insert</b>
880.663				Darnick
880.680		<b>120</b>		<b>145 insert</b>
880.780		<b>145</b>		<b>120 insert</b>
882.575		<b>120</b>		<b>145 insert</b>
882.675		<b>145</b>		<b>120 insert</b>
887.040	115	130	115	145 no change
887.851	115	145	115	130 no change
899.778		<b>120</b>		<b>145 insert</b>
899.878		<b>145</b>		<b>120 insert</b>
902.071	115	130	115	145 no change
902.481	115	145	115	130 no change
909.652		<b>120</b>		<b>145 insert</b>
909.752		<b>145</b>		<b>120 insert</b>
916.900	115 *	115 *		no change
917.900			115 *	115 * no change
917.357		<b>120</b>		<b>145 insert</b>
907.457		<b>145</b>		<b>120 insert</b>
927.455		<b>120</b>		<b>145 insert</b>
927.555		<b>145</b>		<b>120 insert</b>
934.000	115	135	115	145 no change
934.500	115	145	115	135 no change
942.900	60	65	115	145 no change
944.100	115	145	60	65 no change
944.925				Kaleentha
951.595		<b>120</b>		<b>145 insert</b>
951.695		<b>145</b>		<b>120 insert</b>
985.655			115	145 no change
986.730	115	135		no change
987.646			115	135 no change
987.746	115	145		no change
987.750		<b>120</b>		<b>145 insert</b>
987.850		<b>145</b>		<b>120 insert</b>
991.912			115	145 no change
991.987	115	125		no change

West - Parkes to Broken Hill Section 1C (cont).				
992.924	115	145		no change
994.766		<b>120</b>		<b>125 insert</b>
994.866		<b>145</b>		<b>120 insert</b>
995.283	115	125		no change
995.826			115	125 no change
995.901	115	145		no change
1001.637			115	145 no change
1001.712	115	120		no change
1004.623				<b>125 insert</b>
1004.723				<b>120 insert</b>
1005.725			115	125 no change
1005.740	30	60		no change
1006.582				Menindee
1006.860			30	60 no change
1006.960	80	85		no change
1007.570			80	85 no change
1007.990	115	115		no change
1009.069			115	145 no change
1009.169	115	145		no change
1010.102			115	115 no change
1011.141		<b>120</b>		<b>125 insert</b>
1011.241		<b>145</b>		<b>120 insert</b>
1011.167			115	145 no change
1011.242	115	125		no change
1012.209			115	125 no change
1012.284	115	145		no change
1019.115		<b>120</b>		<b>145 insert</b>
1019.215		<b>125</b>		<b>120 insert</b>
1023.442	115 *	115 *		no change
1025.092			115 *	115 * no change
1035.120		<b>120</b>		<b>145 insert</b>
1035.220		<b>145</b>		<b>120 insert</b>
1061.634		<b>120</b>		<b>145 insert</b>
1061.734		<b>125</b>		<b>120 insert</b>
1062.650		<b>120</b>		<b>145 insert</b>
1062.750		<b>125</b>		<b>120 insert</b>
1065.502				Kinalung
1068.796		<b>120</b>		<b>145 insert</b>
1068.896		<b>125</b>		<b>120 insert</b>
1095.883			115	145 no change
1095.958	115	125		no change
1097.230			115	125 no change
1097.241		<b>120</b>		<b>insert</b>
1097.341		<b>125</b>		<b>insert</b>
1097.610	70	80		no change
1109.780	115	120		no change
1110.100			70	80 no change
1118.393	115	115		no change
1119.168			115	120 no change
1120.043			115	115 no change
1120.280	70	70		no change
1123.986	40	40	70	70 no change
1124.801				Broken Hill
1125.900	X25	X25		no change
1126.050			X25	X25 no change
1126.650			40	40
# denotes speed when loop is occumied				
* denotes speed due to level crossing reduced sighting				

West cont.

**West - Muswellbrook to Dubbo Section 5.**

The following speeds were revised on 23 August 2012 due to the completion of Wilpinjong Loop.

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
418.600			85		no change
418.900	100				no change
420.260	<b>X70</b>		<b>100</b>		<b>insert</b>
420.500	<b># 80</b>		<b>X70</b>		<b>insert</b>
421.245					Wilpinjong Loop
421.720	<b>80</b>		<b>100</b>		<b>insert</b>
422.000			<b>100</b>		<b>delete</b>
422.100	<b>X80</b>		<b># 80</b>		<b>insert</b>
422.250			<b>X80</b>		<b>insert</b>
422.287			<b>80</b>		<b>insert</b>
422.502	95				no change
423.336			95		no change

# denotes speed on loop

### 3. Register of ARTC Infrastructure.

#### *(a) Building Works added to Assets Register during 2012/13*

Location	Asset No	Asset	Cost
Port Waratah	0017286	Colorbond Awnings	\$19,715.45
Port Waratah	0017287	Asphalt seal car park	\$90,530.00
Coffs Harbour	0018496	Improvements to old office building	\$60,264.64
Coffs Harbour	0018497	Improvements to main prov centre building	\$18,980.00
Coffs Harbour	0018498	Improvements to team prov centre building	\$12,600.00
Narrabri	0018925	Electrical work to prov centre building	\$7,998.79
Ivanhoe	0019632	Lift and level amenities building	\$1,780.00
Ivanhoe	0019634	relocate cool room quarters	\$12,954.55
Ivanhoe	0019637	Improvements to barracks	\$92,427.27
<b>TOTAL</b>			<b>\$317,250.70</b>

## 4. Infrastructure Investment Program - Major Works

### (b) Major Works Investment Program

Major Project	2012/13	Planned Expenditure beyond 2012/13	Total Forecast
Southern Sydney Freight Line	\$176,435,275	\$20,098,872	\$959,259,063
Hunter Valley	\$255,085,798	\$2,211,571,823	\$3,519,939,981
Early Start Works #	\$1,225		\$40,202,895
Productivity Package #	\$45,837,575	\$19,339,202	\$476,131,396
Ballast Remediation Program #	\$30,781,916	\$15,069,329	\$59,768,675
Metropolitan Freight Network	\$27,995,699	\$95,759,559	\$191,877,801
Wayside #	-\$35,359		\$3,256,622
Third Party Work #	\$2,279,306	\$257,575	\$7,942,807
Interstate Future Capacity #		\$268,574,998	\$268,574,998
North Coast Improvement Works	\$622,660		\$276,091,720
<b>Major Works Program Total</b>	<b>\$539,004,097</b>	<b>\$2,630,671,359</b>	<b>\$5,803,045,960</b>

# Project costs for NSW only have been used

### (c) Corridor Works Summary

	2009/10	2010/11	2011/12	2012/13
Corridor RCRM	\$38,992,990	\$38,127,167	\$45,799,573	\$44,574,327
Corridor MPM	\$43,056,601	\$51,269,850	\$54,472,626	\$70,448,228
Corridor Capital	\$38,109,144	\$51,064,281	\$39,158,642	\$77,036,238
<b>Corridor Works Program Total</b>	<b>\$120,158,735</b>	<b>\$140,461,298</b>	<b>\$139,430,840</b>	<b>\$192,058,794</b>

Historical data in the above table has been revised as it also included spending for Qld. The data is now for NSW only.

***(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:

<b>Project</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
<b>Southern Sydney Freight Line</b>			
South Sydney Freight Line	\$175,960,448	\$17,490,000	\$626,812,600
SSFL Finalisation Works	\$474,828	\$1,322,872	\$1,797,700
<b>South Sydney Freight Line Total</b>	<b>\$176,435,275</b>	<b>\$20,098,872</b>	<b>\$959,259,063</b>

<b>Hunter Valley</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
Maitland to Minimbah Third Road - Stage 1	\$1,040,897	\$420,877	\$143,015,497
St Helliers to Muswellbrook Duplication	\$15,193		\$31,057,575
Bengalla Crossing Loop	\$48,838	\$625,339	\$19,300,000
Koolbury Passing Loop	\$11,881	\$222,875	\$16,774,749
Liverpool Range Duplication	\$48,437	\$3,575,195	\$9,044,101
Maitland to Minimbah Third Road - Stage 2	\$99,679,394	\$12,607,985	\$359,376,897
Scone Reconfiguration	\$289,971	\$6,018,922	\$7,628,167
Aerosol (Murrumbo) Valley Loop - 370km	-\$6,295	\$616,002	\$15,300,000
Radio Hut (Yarrawa) loop - 319 km	\$316,734	\$422,070	\$15,477,594
Wingen Passing Loop - 332 km	\$102,316	\$25,848,609	\$25,999,999
Widden Creek Loop (353km Loop)	\$1,243,418	\$41,001,537	\$42,920,000
Wilpinjong Loop	\$39,299	\$248,232	\$18,031,040
Bylong Loop Extension	\$11,511,110	\$1,782,835	\$27,474,112
Nundah – Third Track	\$31,156,492	\$1,363,606	\$82,631,708
Hexham Relief Roads Stage 1	\$13,056,159	\$142,052,621	\$162,440,106
Bells Gate Passing Loop	\$643,245	\$56,354	\$20,697,491
Pages River Passing Loop	\$5,276,861	\$149,325	\$22,788,007
Chilcotts Creek Passing Loop	\$23,238,461	\$1,656,119	\$30,773,898
Burilda Passing Loop	\$8,957	\$60,790	\$12,999,517
Muswellbrook Junction Upgrade	\$1,091,888	\$70,689,434	\$72,099,999
Drayton Junction Upgrade (Capital)	\$15,569,897	\$264,954	\$20,620,223
Watermark Loop	\$16,877,062	\$1,398,063	\$19,504,638
South Gunnedah Loop	\$1,315,546	\$19,636,233	\$22,165,138
Kooragang Departure Roads	\$690,432	\$34,860,655	\$35,561,996
Bylong East Duplication	\$1,940,403	\$104,359,595	\$106,299,998
Aberdeen Loop Extension	\$149,821	\$24,600,000	\$24,749,821





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<b>Project</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
<b>Hunter Valley cont.</b>			
Blandford Loop	\$152,378	\$32,847,622	\$33,000,000
Bells Gate South	\$206,292	\$48,193,708	\$48,400,000
Collygra Loop	\$118,560	\$33,681,440	\$33,800,000
Hexham to Kooragang 3rd Track	\$793,187	\$327,206,813	\$328,000,000
Togar Nth Loop Extension	\$201,142	\$69,298,604	\$69,499,746
Gulgong-Tallawang Upgrade		\$43,000,000	\$43,000,000
Ulan-Gulgong Upgrade		\$66,000,000	\$66,000,000
Gulgong to Tallawang CTC		\$16,000,000	\$16,000,000
Gulgong Loop		\$24,000,000	\$24,000,000
Train Stabling (Cobbora)		\$60,000,000	\$60,000,000
No.3 Departure Road at KCT	\$26,461,571	\$4,963,429	\$31,425,000
Kooragang Arrival Roads Stage 2	\$1,096,371	\$28,903,629	\$30,000,000
Gunnedah Yard Upgrade	\$219,746	\$14,780,282	\$15,000,027
Drayton Down Relief Hub	\$129,757	\$32,796,243	\$32,926,000
Whittingham Down Relief Hub	\$459,102	\$41,724,065	\$42,183,167
Breeza Loop Extension		\$51,600,000	\$51,600,000
Ardglen to Kankool Duplication	\$1,435	\$69,234,865	\$69,236,300
Pages River to Pangela Duplication	\$1,396	\$79,363,204	\$79,364,600
Train Park Up		\$111,000,000	\$111,000,000
Upper Hunter Relief Hub		\$93,333,333	\$93,333,333
Ulan Line Relief Hub		\$93,333,333	\$93,333,333
Central Hunter Relief Hub		\$93,333,333	\$93,333,333
North West Train Park Up		\$111,000,000	\$111,000,000
Ulan Train Park Up		\$111,000,000	\$111,000,000
Kooragang Arrival Roads Stage 3		\$60,000,000	\$60,000,000
Other Hunter Valley Projects	-\$111,556	\$439,690	\$408,772,865
<b>Hunter Valley Total</b>	<b>\$255,085,798</b>	<b>\$2,211,571,823</b>	<b>\$3,519,939,981</b>



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<b>Early Start Works</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
North Coast Crossing Loops	\$1,225		\$40,202,895
<b>Early Start Works Total</b>	<b>\$1,225</b>		<b>\$40,202,895</b>

<b>Productivity Package</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
North Coast Curve Easing	\$14,029,121	\$6,229,951	\$108,848,054
Maldon, Moss Vale and Glenlee Double Track Passing Lanes	\$31,895		\$24,938,371
Concrete Resleepering Parkes-Broken Hill	\$31,566,477	\$10,215,278	\$260,243,697
Albury - Melbourne Rerailing	\$210,083	\$2,893,973	\$82,101,274
<b>Productivity Package Total</b>	<b>\$45,837,575</b>	<b>\$19,339,202</b>	<b>\$476,131,396</b>

<b>Ballast Remediation Program</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
Moss Vale - CAP	\$0	\$0	\$877,358
Ballast Remediation Project Management	\$1,217,066	\$1,620,000	\$3,292,410
Cootamundra – CAP			\$233,120
Goulburn – CAP	-\$2,646		\$723,952
BRP - Overheads	\$805,766	\$66,829	\$1,104,281
MacArthur - Picton	\$212,047	\$0	\$212,047
Picton - Mittagong Jct	\$1,031,160	\$38,500	\$1,161,215
Mittagong Jct - Moss Vale Jct	\$379,626		\$399,214
Moss Vale Jct - Marulan	\$1,886,376		\$3,667,845
Marulan - Joppa Jct	\$2,936,516		\$3,062,836
Joppa Jct - Yass	\$7,247,598	\$10,500	\$7,715,229
Yass - Demondrille	\$3,802,493	\$0	\$5,615,646
Demondrille - Cootamundra	\$2,068,467	\$20,000	\$5,233,689
Cootamundra - Junee	\$2,246,389	\$38,500	\$2,951,193
Junee - The Rock	\$1,446,216	\$3,187,500	\$7,446,776
The Rock - Albury	\$5,504,266	\$87,500	\$6,071,289
BRP - Program Funding	\$577	\$10,000,000	\$10,000,577
<b>Ballast Remediation Program Total</b>	<b>\$30,781,916</b>	<b>\$15,069,329</b>	<b>\$59,768,675</b>



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<b>Metropolitan Freight Network</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
Port Botany Rail Upgrade	\$253	\$0	\$6,000,299
Metropolitan Freight Network	\$50,000		\$21,159,701
Northern Sydney Freight Corridor	-\$3,000		
Port Botany Rail Upgrade - Stage 2	\$26,412,036	\$43,219,468	\$96,873,100
Hexham Loop	\$1,536,411	\$40,091	\$15,344,701
Port Botany Stage 3		\$52,500,000	\$52,500,000
<b>Metropolitan Freight Network Total</b>	<b>\$27,995,699</b>	<b>\$95,759,559</b>	<b>\$191,877,801</b>

<b>Wayside</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
Metford Main	-\$29,413		\$338,921
Exeter - WILD	-\$17,683		\$520,784
Metford Main - RailBAM	\$11,737		\$471,702
Other Wayside			\$1,925,216
<b>WAYSIDE Total</b>	<b>-\$35,359</b>		<b>\$3,256,622</b>

<b>Third Party Works</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
Philip St, Gloucester, L/Xing, RTA	\$334,303	\$207,575	\$751,693
Primrose St, Wingham L/Xing - RTA	\$569,968		\$904,265
Nammoona LCIP RTA 809.010KM	\$289,138		\$340,933
Koolhan LCIP RTA 706.321Km	\$71,347		\$89,377
Coffs, Mackays Rd, LCIP RTA 613.598km	\$125,234		\$1,059,525
Macksville LCIP RTA 552.758Km	\$8,056		\$995,485
Clearfield,LCIP RTA 769.651Km	\$1,114		\$14,170
Rossglen LCIP RTA 428.407km	\$125,721		\$214,151
Martins Creek Rd, LCIP RTA 218.680km	\$103,123		\$103,123
NC LCIP Minor Upgrade Sites	\$51,293		\$51,293
Henty West Track Upgrade	\$995,586	\$50,000	\$1,045,586
Other Third Party Works	-\$395,577		\$2,373,206
<b>Third Party Works Total</b>	<b>\$2,279,306</b>	<b>\$257,575</b>	<b>\$7,942,807</b>



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<b>Interstate Future Capacity (NSW)</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
Camira Creek loop extension		\$17,910,784	\$17,910,784
Grafton City loop extension		\$18,448,108	\$18,448,108
Coramba loop extension		\$16,882,632	\$16,882,632
Landrigans loop extension		\$17,389,111	\$17,389,111
Raleigh loop extension		\$17,389,111	\$17,389,111
Tamban loop extension		\$19,001,551	\$19,001,551
Kundabung loop extension		\$19,571,598	\$19,571,598
Kendall loop extension		\$20,158,746	\$20,158,746
Cooperook loop extension		\$16,882,632	\$16,882,632
Gloucester loop extension		\$17,910,784	\$17,910,784
Weismantals loop extension		\$18,448,108	\$18,448,108
Ingleburn loop		\$16,390,905	\$16,390,905
Passing Lane 2 northern extension		\$52,190,927	\$52,190,927
<b>Interstate Future Capacity Total</b>		<b>\$268,574,998</b>	<b>\$268,574,998</b>

<b>North Coast Improvement Works</b>	<b>2012/13</b>	<b>Beyond 2013</b>	<b>Total Forecast</b>
Crossing Loop Extentions	\$506,803		\$71,971,479
Bridge Rehabilitation	\$115,858		\$7,959,029
Other North Coast Improvement Works			\$196,161,212
<b>North Coast Improvement Works Total</b>	<b>\$622,660</b>		<b>\$276,091,720</b>
<b>TOTAL</b>	<b>\$539,004,097</b>	<b>\$2,630,671,359</b>	<b>\$5,803,045,960</b>