

2009/2010 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 sixth report covers the period July 2009 to June 2010. September 2004 being the commencement of the lease.

(a) Material Changes in Condition

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

(b) Performance against KPI's

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

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

36 adjustments were required due to Force Majeure incidents or increased maintenance restrictions to the results for 2009/10.

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

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

The five year rolling average of Total Transit time delay is now available for 5 five complete financial years. The limits were met in 14 of the 15 categories after adjustments due to Force Majeure or increased maintenance in the KPI limits. The targets were exceeded in the XPT category for the Hunter, South and West regions before any adjustments. Adjustments due to Force Majeure or increased maintenance have resulted in the XPT category for the South and West regions meeting the limit with only the Hunter exceeding the limit.

The annual limits for the Hunter Valley were based on historical data which were at a low. The limits have not been revised considering the significant increase in coal traffic now being experienced in the Hunter Valley.

The five year limits set for NSW as a whole have been complied with.

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 15 of the 16 categories. The target limit of 5.84 for gauge on the Inland route was exceeded with 5.86 being recorded. This is largely due to the sleeper conditions in 05/06 and 06/07.

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

The Three-Year Rolling Average for Large Rail Defects was 22.0. This is within the limit of 48.86, calculated as per Schedule 7, section 11.4

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

A total of 360,106 sleepers (Timber – 2,036; Steel – 1,147; Concrete – 356,923 and Other - 0) were installed during the reporting period. The Network including the sleepers replaced, now consists of Timber 42.9%, Steel 7.5%, Concrete 49.6% and Other 0.0%.

Bridges (Schedule 7, CI 2.2(f))

1 steel bridge totalling 11.7m has been replaced with 1 concrete structure totalling 11.7m 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 5 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 2009 – June 2010) is:

1. 97.3% (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. 98.0% (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 change in the maximum allowable speed and axle load combinations on the KPI network.

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

12 Permanent Speed notifications were issued between July 2009 and June 2010. They are regarded as Permitted Permanent Speed Restrictions. These changes have the effect of reducing the Base Transit Time on the KPI network.

(c) Register of ARTC Infrastructure

Building Works

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

Infrastructure Investment Programme and Major Works

A total of \$615,278,000 was invested on the Major Works Investment Program during the reporting period. The following Project is included in the total spend and were commenced during the period covered by this report;

- Nation Building

A total of \$155,837,387 has been invested in Corridor Works (including RCRM, MPM and Corridor Capital Works) during the reporting period.

During the first six years of the lease, ARTC has invested a total of \$2,774,747,000 in Major Works, Corridor MPM and Capital Works.

A further \$1,759,060,000 will 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)	Total
Major Works Investment	\$5,695	\$83,518	\$324,507	\$514,022	\$517,500	\$615,278	\$2,060,520,000
Corridor MPM & Capital	\$58,869	\$97,234	\$94,685	\$142,763	\$164,839	\$155,837	\$714,227,000
Total	\$64,564	\$180,752	\$419,192	\$656,785	\$682,339	\$771,115	\$2,774,747,000

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 top 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 for the XPT category in the Hunter Valley and the South.

Including Force Majeure																
Category	Jul-2009	Aug-2009	Sep-2009	Oct-2009	Nov-2009	Dec-2009	Jan-2010	Feb-2010	Mar-2010	Apr-2010	May-2010	Jun-2010	07/08 Period Avg	08/09 Period Avg	09/10 Period Avg	Annual Limit*
Hunter Valley																
Freight	13.0	0.7	0.7	9.2	17.9	6.4	12.1	6.1	3.1	6.4	8.9	8.7	9.1	3.0	7.8	11.9*
Super Freight	21.6	1.0	1.0	15.7	28.5	10.2	21.3	12.3	6.1	11.3	14.3	16.2	16.4	5.0	13.3	20.9*
XPT	9.3	0.4	0.4	5.8	12.1	2.5	5.4	3.3	3.1	4.1	2.8	7.1	4.6	2.4	4.7	3.5*
North Coast																
Freight	1.7	3.8	1.7	4.3	3.8	1.7	1.7	7.5	8.5	9.0	7.6	7.4	9.4	3.4	4.9	39.5*
Super Freight	4.4	7.3	4.4	9.1	7.0	4.4	4.4	12.5	14.2	14.7	12.1	12.4	14.6	6.7	8.9	62.5*
XPT	1.5	2.6	1.5	2.7	2.8	1.5	1.5	6.3	7.0	7.4	6.0	6.1	6.0	2.6	3.9	19.5*
South																
Freight	10.2	9.7	6.9	9.2	12.3	5.3	7.2	8.2	17.8	17.8	14.8	18.1	10.7	10.2	11.5	14.5*
Super Freight	19.5	17.9	13.8	20.3	25.2	10.6	15.5	17.8	40.1	41.6	37.0	39.7	19.0	18.8	24.9	25.3*
XPT	6.2	5.6	3.8	7.8	8.7	2.6	5.2	4.6	14.7	16.2	13.2	14.5	6.7	6.4	8.6	8.0*
West																
Freight	4.3	4.9	4.3	5.6	44.7	11.7	9.4	8.9	12.4	10.9	10.0	3.8	8.0	8.2	10.9	23.3*
Super Freight	10.0	12.1	10.9	7.5	64.1	21.4	22.1	22.7	21.4	19.2	21.4	7.50	16.4	20.4	20.0	39.8*
XPT	6.9	7.3	7.3	0.3	12.3	1.7	3.3	2.5	2.2	0.5	3.7	0.0	6.5	12.1	4.0	10.3*
Totals																
Freight	29.2	19.0	13.6	28.4	78.7	25.1	30.3	30.7	41.8	44.1	41.4	38.0	37.3	24.8	35.0	89.3*
Super Freight	55.6	38.2	30.1	52.7	124.8	46.7	63.2	65.2	81.8	86.8	84.7	75.7	66.3	50.8	67.1	148.6*
XPT	23.9	15.9	12.9	16.7	35.9	8.3	15.5	16.7	27.0	28.2	25.7	27.7	23.7	23.4	21.2	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.

Excluding Force Majeure																
Category	Jul-2009	Aug-2009	Sep-2009	Oct-2009	Nov-2009	Dec-2009	Jan-2010	Feb-2010	Mar-2010	Apr-2010	May-2010	Jun-2010	07/08 Period Avg	08/09 Period Avg	09/10 Period Avg	Annual Limit*
Hunter Valley																
Freight	10.9	0.7	0.7	9.2	12.2	6.4	12.1	6.1	1.2	6.4	6.6	7.9	9.0	3.0	6.7	11.9*
Super Freight	18.3	1.0	1.0	15.7	18.1	9.9	20.9	11.9	2.4	10.9	11.4	14.6	16.0	5.0	11.3	20.9*
XPT	7.6	0.4	0.4	5.8	6.9	2.3	5.3	3.1	0.8	4.0	2.8	6.5	4.4	2.4	3.8	3.5*
North Coast																
Freight	0.7	0.7	0.7	3.0	3.8	1.7	1.7	6.2	8.5	9.0	7.6	7.4	9.4	3.4	4.3	39.5*
Super Freight	2.0	2.0	2.0	6.6	7.0	4.4	4.4	10.7	14.2	14.7	12.1	12.4	14.6	5.4	7.7	62.5*
XPT	0.8	0.8	0.8	2.0	2.8	1.5	1.5	5.6	7.0	7.4	6.0	6.1	6.0	1.9	3.5	19.5*
South																
Freight	6.5	6.0	5.2	7.5	10.6	3.6	4.6	6.5	15.0	16.1	13.1	16.4	10.7	6.3	9.3	14.5*
Super Freight	14.3	12.7	11.2	17.8	22.6	8.1	11.8	15.3	34.5	39.1	34.4	37.1	19.0	13.4	21.6	25.3*
XPT	4.8	4.3	3.8	7.8	8.7	2.6	4.0	4.6	12.8	16.2	13.2	14.5	6.7	4.9	8.1	8.0*
West																
Freight	0.9	0.9	0.9	5.6	14.4	11.7	9.4	8.5	12.4	10.9	10.0	3.8	8.0	8.2	7.5	23.3*
Super Freight	2.6	3.5	3.5	7.5	25.3	21.4	19.4	19.9	21.4	19.2	21.4	7.5	16.4	15.7	14.4	39.8*
XPT	0.3	0.6	0.6	0.3	7.6	1.7	0.8	0.8	2.2	0.5	3.7	0.0	6.5	7.9	1.6	10.3*
Totals																
Freight	19.1	8.3	7.6	25.4	41.0	23.4	27.7	27.3	37.1	42.4	37.4	35.6	37.1	21.7	27.7	89.3*
Super Freight	37.2	19.2	17.7	47.6	73.0	43.7	56.4	57.7	72.5	83.8	79.2	71.6	66.0	44.9	55.0	148.6*
XPT	13.5	6.4	5.6	15.9	25.9	8.2	11.6	14.1	22.8	28.1	25.7	27.1	23.6	18.5	17.0	41.3*

 Indicates months that have been affected by a Force Majeure

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

The Annual Limit has been met for the KPI Network for all train categories except for the XPT category in the Hunter Valley and the South. Adjustments due to Force Majeure incidents and temporary speed restrictions or temporary disturbance top track geometry arising out of maintenance or works as planned were made to the results for 2009/10 as highlighted above.

The annual limits for the Hunter Valley were based on historical data which were at a low. The limits have not been revised considering the significant increase in coal traffic now being experienced in the Hunter Valley.

The limit for the South was exceeded due to mudholes. Remedial works to rectify this are planned.

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

The limit for the Five Year Rolling Average of Total Transit Time Delay is met for the KPI network for all train categories except for the XPT category in the Hunter Valley, South and West.

Including Force Majeure							
Category	05/06 Period Avg	06/07 Period Avg	07/08 Period Avg	08/09 Period Avg	09/10 Period Avg	05/06 – 09/10 Five Year Rolling Average	Five Year Limit*
Hunter Valley							
Freight	7.4	7.5	9.1	3.0	7.8	7.0	10.8*
Super Freight	10.6	12.4	16.4	5.0	13.3	11.5	19.0*
XPT	5.2	3.4	4.6	2.4	4.7	4.0	3.2*
North Coast							
Freight	12.2	10.4	9.4	3.4	4.9	8.1	35.9*
Super Freight	21.9	18.6	14.6	6.7	8.9	14.1	56.9*
XPT	8.1	7.6	6.0	2.6	3.9	5.6	17.7*
South							
Freight	11.4	9.4	10.7	10.2	11.5	10.6	13.2*
Super Freight	21.2	16.4	19.0	18.8	24.9	20.1	23.0*
XPT	9.5	6.3	6.7	6.4	8.6	7.5	7.3*
West							
Freight	20.9	17.2	8.0	8.2	10.9	13.0	21.2*
Super Freight	42.5	35.3	16.4	20.4	20.0	26.9	36.2*
XPT	17.0	11.4	6.5	12.1	4.0	10.2	9.3*
Totals							
Freight	51.9	44.6	37.3	24.8	34.6	38.6	81.1*
Super Freight	96.2	82.8	66.3	50.8	66.6	72.5	135.0*
XPT	39.8	28.7	23.7	23.4	21.2	27.4	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	05/06 Period Avg	06/07 Period Avg	07/08 Period Avg	08/09 Period Avg	09/10 Period Avg	05/06 – 09/10 Five Year Rolling Average	Five Year Limit*
Hunter Valley							
Freight	7.4	7.5	9.0	3.0	6.7	6.7	10.8*
Super Freight	10.6	12.4	16.0	5.0	11.3	11.1	19.0*
XPT	5.2	3.4	4.4	2.4	3.8	3.8	3.2*
North Coast							
Freight	12.2	10.4	9.4	2.4	4.3	7.7	35.9*
Super Freight	21.9	18.6	14.6	5.4	7.7	13.6	56.9*
XPT	8.1	7.6	6.0	1.9	3.5	5.4	17.7*
South							
Freight	11.4	9.4	10.7	6.3	9.3	9.4	13.2*
Super Freight	21.2	16.4	19.0	13.4	21.6	18.3	23.0*
XPT	9.5	6.3	6.7	4.9	8.1	7.1	7.3*
West							
Freight	20.9	17.2	8.0	6.0	7.5	11.9	21.2*
Super Freight	42.5	35.3	16.4	15.7	14.4	24.8	36.2*
XPT	17.0	11.4	6.5	7.9	1.6	8.9	9.3*
Totals							
Freight	51.9	44.6	37.1	21.7	27.7	36.6	81.1*
Super Freight	96.2	82.8	66.0	44.9	55.0	69.0	135.0*
XPT	39.8	28.7	23.6	18.5	17.0	25.5	37.5*

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



Indicates months that have been affected by a Force Majeure

The Five Year Limit has been met for the KPI Network for all train categories except for the XPT category in the Hunter Valley and the South. Adjustments due to Force Majeure incidents and temporary speed restrictions or temporary disturbance top track geometry arising out of maintenance or works as planned were made to the results for 2009/10 as highlighted above.

The two categories where the five year limit was exceeded show an improving trend in recent years from initial high in the first year.

Track Geometry

i. Geometry Values

No geometry measures exceeded the Annual Limits. Track geometry improved in 3 of the 16 measures during 2009/10.

South

Region	Measure	Annual Limit *	05/06	06/07	07/08	08/09	09/10	09/10 vs Annual Limit
South	Top	10.62	9.17	8.79	8.06	7.67	8.24	TARGET MET
	Twist	6.69	6.26	6.20	5.81	5.77	5.95	TARGET MET
	Line	10.20	9.15	9.05	8.51	7.81	7.90	TARGET MET
	Gauge	6.48	6.03	5.90	5.33	4.56	4.52	TARGET MET

North Coast

Region	Measure	Annual Limit *	05/06	06/07	07/08	08/09	09/10	09/10 vs Annual Limit
North	Top	9.11	7.18	7.09	6.32	5.86	6.36	TARGET MET
	Twist	6.55	5.04	5.03	4.76	4.14	4.70	TARGET MET
	Line	13.52	11.68	11.61	11.20	10.93	10.99	TARGET MET
	Gauge	6.89	6.62	6.47	5.85	5.47	5.47	TARGET MET

West

Region	Measure	Annual Limit *	05/06	06/07	07/08	08/09	09/10	09/10 vs Annual Limit
West	Top	11.17	10.88	10.34	10.29	10.33	9.34	TARGET MET
	Twist	6.89	6.86	6.22	5.62	5.70	5.71	TARGET MET
	Line	8.31	6.35	7.01	6.12	5.66	5.46	TARGET MET
	Gauge	5.83	4.60	4.57	4.32	4.36	4.36	TARGET MET

Inland Route

Region	Measure	Annual Limit *	05/06	06/07	07/08	08/09	09/10	09/10 vs Annual Limit
Inland	Top	12.46	11.20	10.92	11.11	11.24	11.57	TARGET MET
	Twist	8.06	7.61	7.45	7.55	6.94	7.89	TARGET MET
	Line	10.79	9.00	8.88	8.95	8.68	8.63	TARGET MET
	Gauge	6.46	6.04	5.99	5.80	5.66	5.81	TARGET MET

* Annual Limit as requested in 07/08 report addendum.

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

The Five Year Rolling Average of Track Geometry limit was met for all measures except for gauge on the Inland route, which is 0.3% above the limit. This variation is also within the tolerance of the AK car measurement system. This is largely due to the sleeper conditions in 05/06 and 06/07. The measured values for the last 3 years have been below the five year limit and this is expected to continue for the 10/11 financial year.

South

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>05/06 - 09/10 Average</i>	<i>05/06 - 09/10 vs 5 Year Limit</i>
South	Top	9.44	8.39	TARGET MET
	Twist	6.30	6.00	TARGET MET
	Line	8.91	8.48	TARGET MET
	Gauge	5.94	5.27	TARGET MET

North Coast

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>05/06 - 09/10 Average</i>	<i>05/06 - 09/10 vs 5 Year Limit</i>
North	Top	7.99	6.56	TARGET MET
	Twist	5.90	4.73	TARGET MET
	Line	11.92	11.28	TARGET MET
	Gauge	6.64	5.98	TARGET MET

West

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>05/06 - 09/10 Average</i>	<i>05/06 - 09/10 vs 5 Year Limit</i>
North	Top	10.52	10.23	TARGET MET
	Twist	6.74	6.02	TARGET MET
	Line	6.45	6.12	TARGET MET
	Gauge	4.66	4.44	TARGET MET

Inland Route

<i>Region</i>	<i>Measure</i>	<i>5 Year Limit *</i>	<i>05/06 - 09/10 Average</i>	<i>05/06 - 09/10 vs 5 Year Limit</i>
North	Top	11.30	11.21	TARGET MET
	Twist	7.75	7.49	TARGET MET
	Line	9.22	8.83	TARGET MET
	Gauge	5.84	5.86	TARGET NOT MET

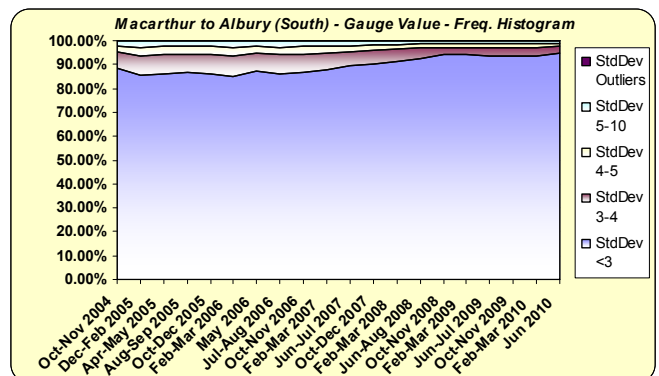
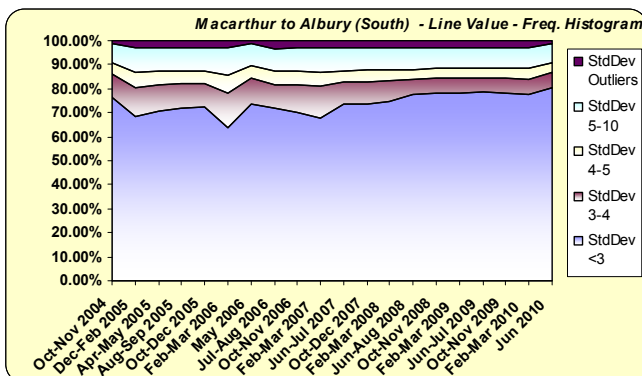
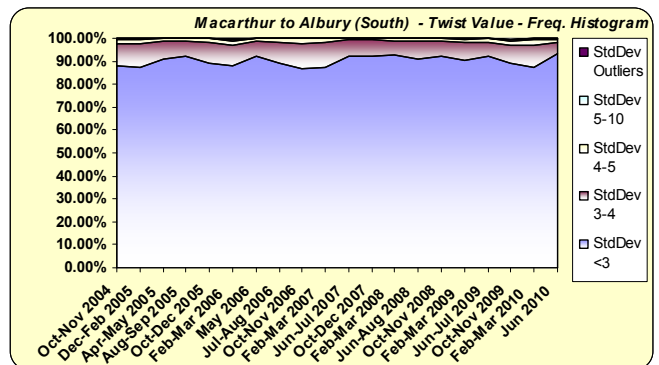
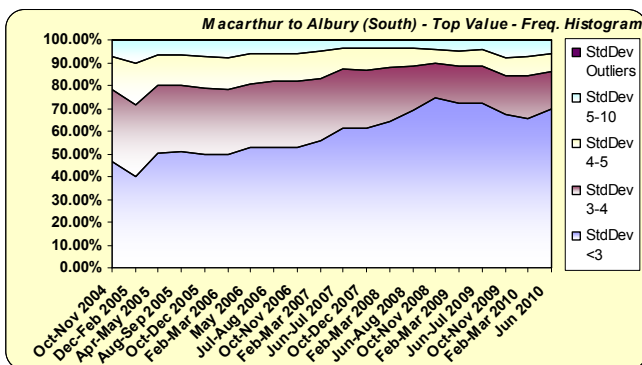
* 5 Year Limit as requested in 07/08 report addendum.

iii. Trending Graphs

The trending graphs consist of all geometry readings taken for a KPI region up to 30 June 2010. A rising slope in the graph shows an improvement in track geometry.

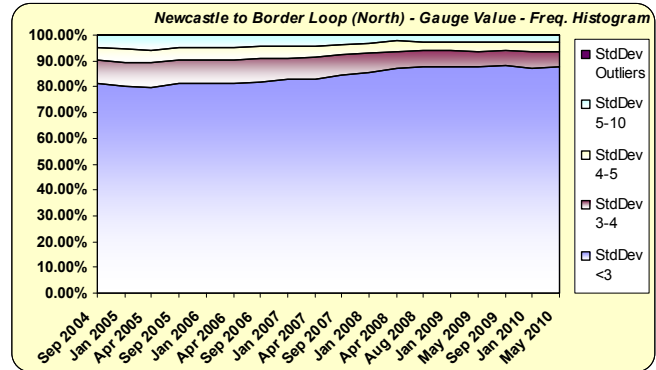
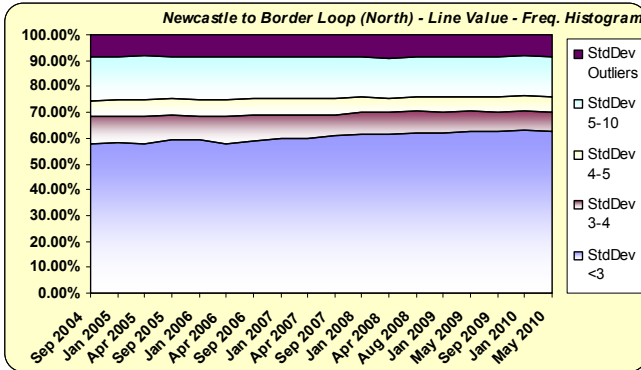
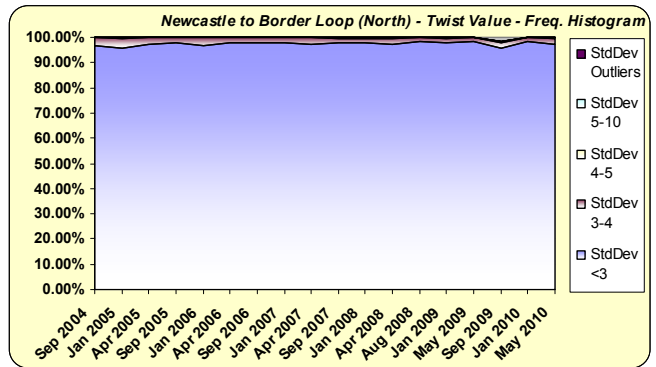
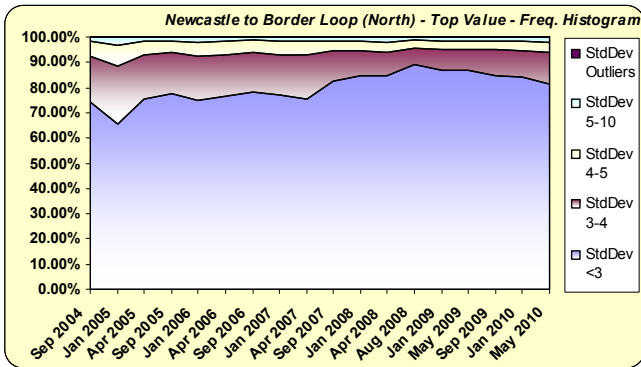
South (July 2009 to June 2010)

South (Jun 10)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	69.51%	16.63%	7.71%	6.13%	0.02%
Twist	93.17%	5.18%	1.17%	0.40%	0.04%
Versine	80.64%	5.95%	4.01%	8.19%	1.21%
Gauge	94.53%	3.22%	1.33%	0.83%	0.09%



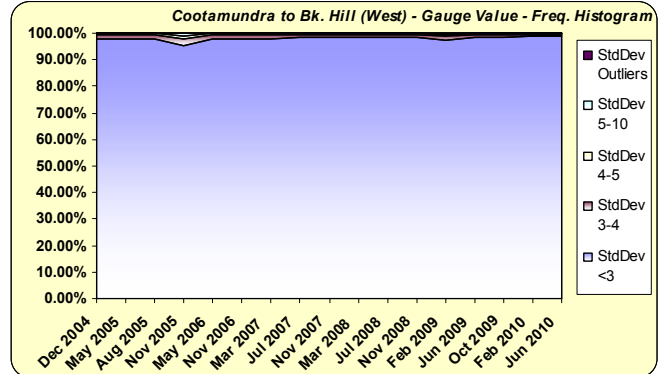
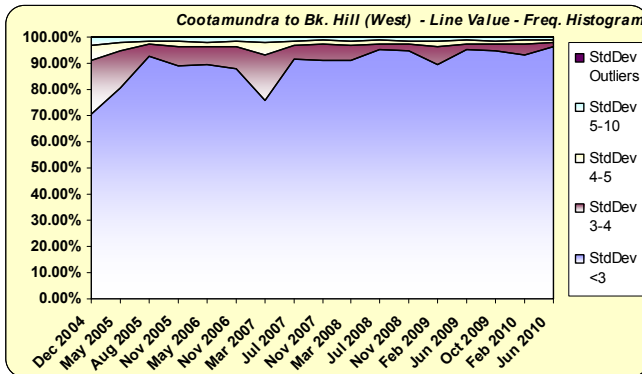
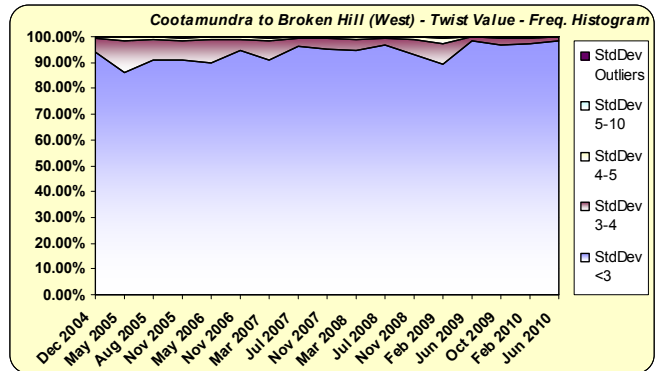
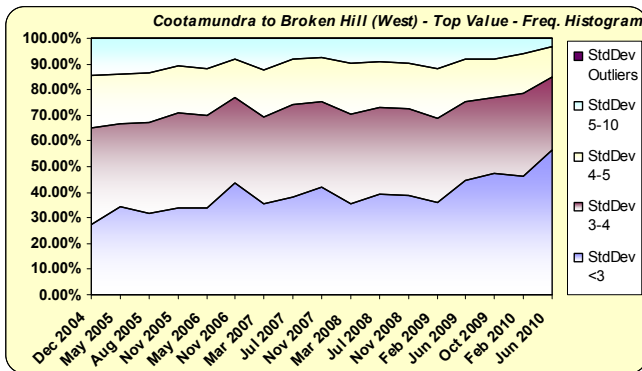
North Coast (July 2009 to June 2010)

North Coast (May 10)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	81.62%	12.25%	3.97%	2.16%	0.00%
Twist	97.25%	2.37%	0.34%	0.04%	0.00%
Versine	62.41%	7.87%	5.62%	15.45%	8.65%
Gauge	87.63%	6.02%	3.68%	2.67%	0.00%



West (July 2009 to June 2010)

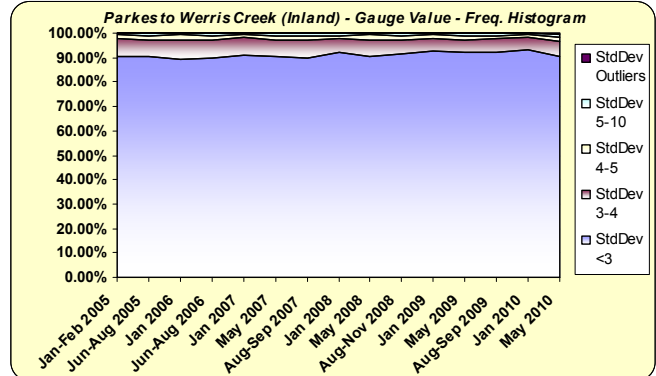
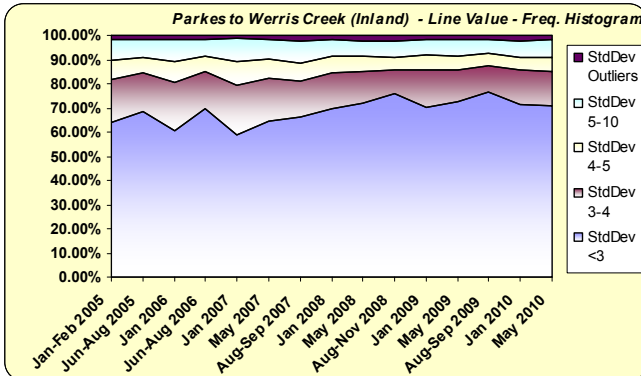
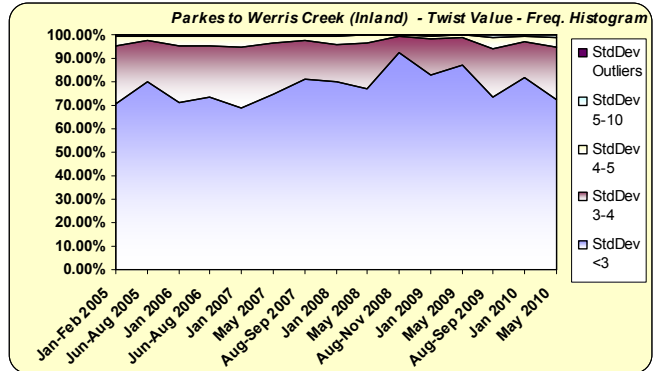
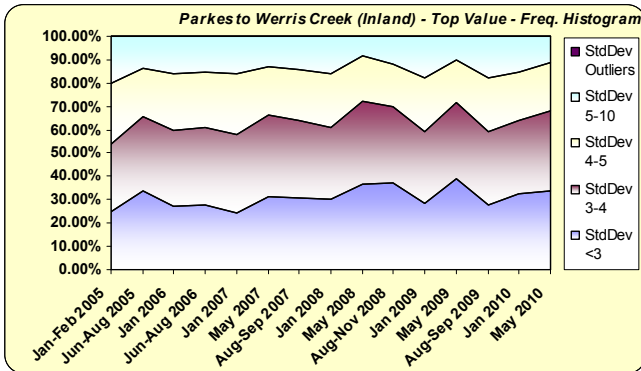
West (Jun 10)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	56.65%	28.27%	11.60%	3.45%	0.02%
Twist	98.49%	1.29%	0.18%	0.03%	0.00%
Versine	96.10%	1.73%	1.05%	1.02%	0.10%
Gauge	98.96%	0.72%	0.23%	0.09%	0.00%





Inland Route (July 2009 to June 2010)

Inland (May 10)	StdDev <3	StdDev 3-4	StdDev 4-5	StdDev 5-10	StdDev Outliers
Top	33.87%	33.96%	21.06%	11.08%	0.03%
Twist	72.45%	22.19%	4.37%	0.96%	0.03%
Versine	70.86%	14.11%	5.94%	7.29%	1.81%
Gauge	90.35%	6.02%	1.84%	1.37%	0.41%



(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	3 Year Rolling Average
Inland	1	4	0	3	2	8	4.3
North	9	11	14	10	16	5	10.3
South	25	18	31	7	1	5	4.3
West	0	1	4	3	4	2	3.0
Total	35	34	49	23	23	20	22.0

The three year rolling average has decreased from 31.7 in 2008/09 to 22.0 in 2009/10 and is well below the large rail defect limit of 48.86

(d) Cumulative Number of Sleepers replaced

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

	04/05	05/06	06/07	07/08	08/09	09/10
Timber	49,678	181,872	127,497	70,603	18,132	2036
Steel	2,618	6,768	22,958	19,592	1,175	1147
Concrete	532	11,622	209,335	945,901	446,672	356,923
Other	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
Timber	67.4%	67.3%	63.6%	55.5%	49.1%	42.9%
Steel	11.1%	11.0%	10.9%	7.5%	7.8%	7.5%
Concrete	21.5%	21.7%	25.5%	37.5%	43.1%	49.6%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

(e) Bridges

i. Length of Bridges Replaced during Annual Condition Reporting period

1 steel bridge totalling 11.7m has been replaced with 1 concrete structure totalling 11.7m 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 5 Bridges, well below the Bridge Limit of 20.

Number of Speed Restricted Bridges							
	07/08 Total Length(m)	07/08 No of Bridges:	08/09 Total Length(m)	08/09 No of Bridges:	09/10 Total Length(m)	09/10 No of Bridges:	% of Bridges:
Timber	0	0	0	0	0	0	0
Iron	145.2	1	145.2	1	145.2	1	33.33%
Masonry	0	0	0	0	0	0	0
Steel	381	3	210.3	1	198.8	3	0.90%
Concrete	0	0	0	0	0	0	0
Other (incl. brick)	70.65	1	70.65	1	70.65	1	4.17%
Total	596.9	5	426.2	3	414.65	5	0.63%

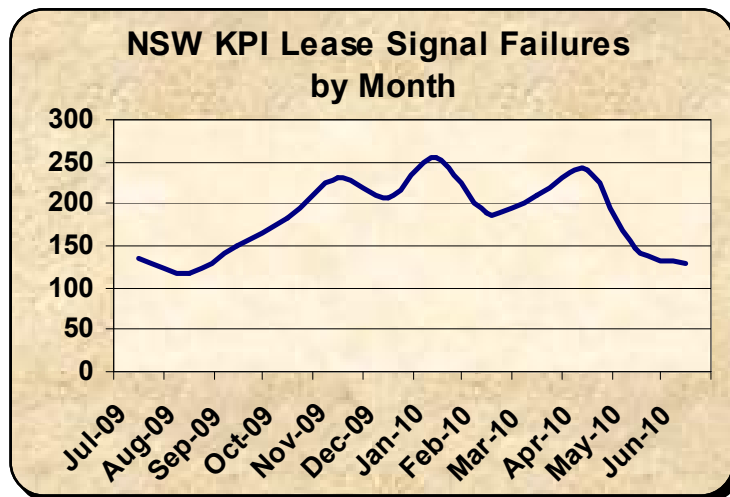
iii. Bridge Type on the entire KPI Network on the last day of the ACR period.

Summary of KPI Network Bridge Types						
	07/08 Total Length(m)	07/08 No of Bridges:	08/09 Total Length(m)	08/09 No of Bridges:	09/10 Total Length(m)	09/10 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	16,649.79	335	16,578.02	330	16,566.32	329
Concrete	5,385.41	418	5,450.68	423	5,462.38	424
Other (incl. brick)	946.6	24	946.6	24	946.6	24
Total	23,561.9	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
July	-	106	104	176	150	136
Aug	-	88	123	202	158	116
Sept	44	86	131	264	135	149
Oct	89	124	126	274	209	184
Nov	93	130	165	234	167	230
Dec	117	143	189	239	174	206
Jan	115	179	191	224	224	255
Feb	115	155	229	204	177	189
Mar	107	113	222	197	179	209
Apr	74	110	179	195	175	239
May	115	116	162	151	154	146
Jun	94	125	161	141	111	128



(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 2008 – June 2009.

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:

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

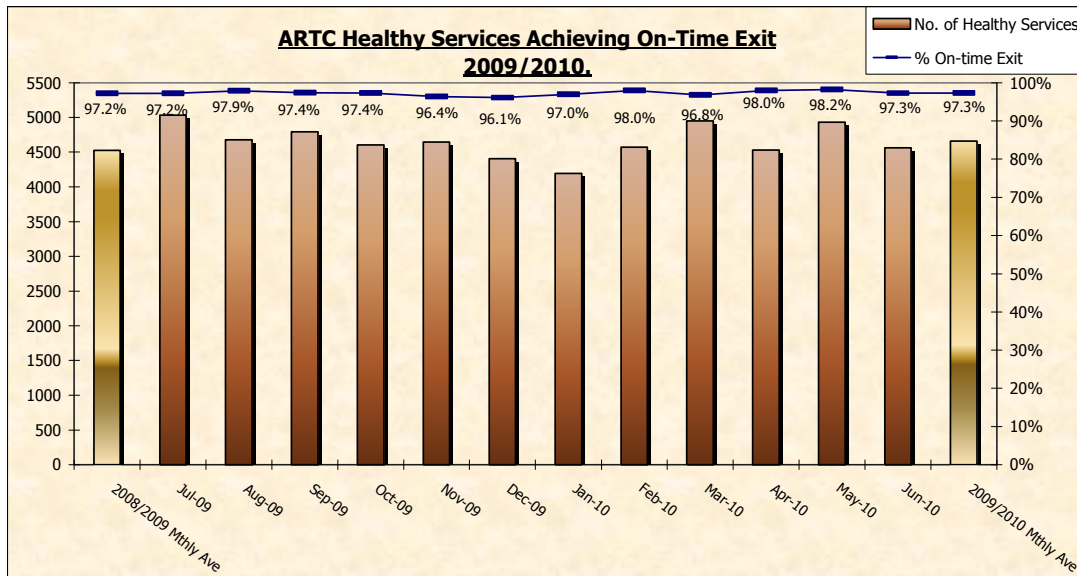
The % of Healthy Services achieving On-time Exit has been calculated in line with the above formula.

- 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.

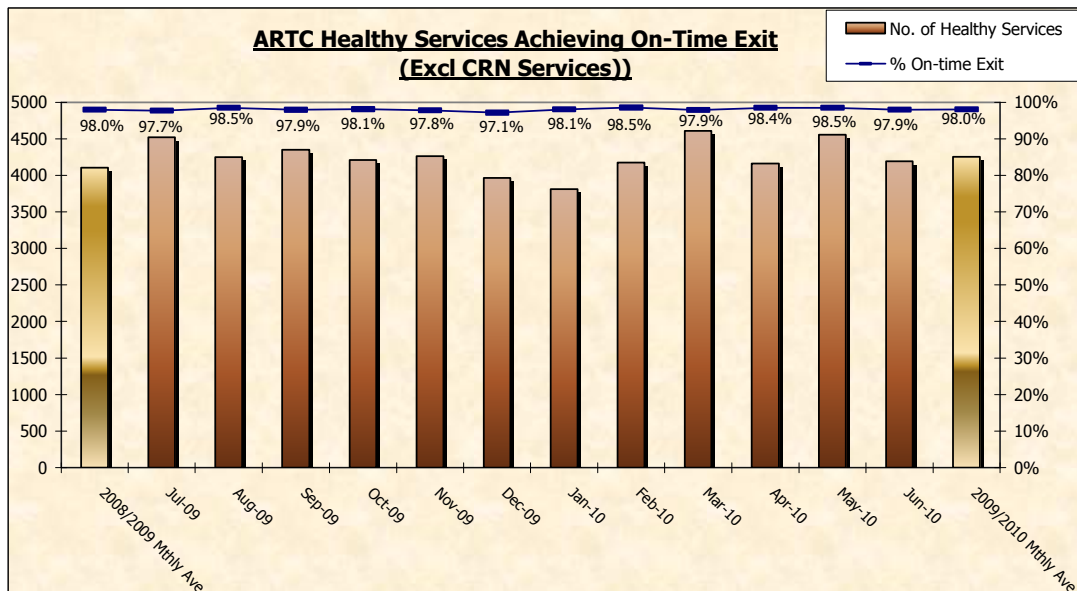
The CityRail Southern Highlands passenger services have been included in the on time exit of healthy services calculation since December 2005.

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



The monthly average including CRN services for 09/10 of 97.3% 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 09/10 of 98.0% 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 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 are to be 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 @ 19.5 TAL	160kph @ 19 TAL
South	Macarthur to Albury	80kph @ 23 TAL	115kph @ 19.5 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)	80kph @ 21 TAL	100kph @ 19.5 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.

(i) Permitted Permanent Speed Restrictions

- i) 12 Permanent Speed restrictions were changed between July 2009 and June 2010.
- The following 12 permanent speed restrictions are regarded as permitted as per Schedule 7, section 1.2(aa) (i) as they have the effect of reducing the Base Transit Time.

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

- Installation of signalled level crossing equipment
- Track re-alignment
- Track upgrade

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

West

West - Muswellbrook to Dubbo Section 5.						
The following speeds were revised on 24 December 2009 due to construction of Murrumbo Loop.						
	Down		Up			
km	Norm	XPT	Norm	XPT	Comment	
369.110	<i>80</i>				<i>inserted</i>	
369.150	<i>X80</i>				<i>inserted</i>	
*369.312	<i>80</i>		<i>X80</i>		<i>inserted</i>	
*370.940	<i>X80</i>		<i>80</i>		<i>inserted</i>	
371.100			<i>X80</i>		<i>inserted</i>	
* on loop						

West - Parkes to Broken Hill Section 1C.						
The following speeds were revised on 4 June 2010 due to construction of Active level crossing at Menindee.						
	Down		Up			
km	Norm	XPT	Norm	XPT	Comment	
◆1006.759	20	20			deleted	
◆1007.350			20	20	deleted	
◆ when loop occupied						

South

South - Sydney to Albury Section 1.

The following speeds were revised on 21 December 2009 between Macarthur and Albury as a result of "on ground" locations, various projects including level crossings.

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
59.245			95	115	revised
71.130			95	150	revised
75.700	115	125			revised
77.850	100	105			revised
82.530	80	85			revised
93.700	80	85	80	85	revised
99.470	80	95			inserted
100.480			80	85	revised
121.560			70	75	revised
135.380			100	105	revised
145.140			115	130	revised
148.500	115	125			inserted
164.210	100	105			revised
168.000			115	125	revised
188.250	115	130			inserted
190.550	100	105			revised
193.070			80	90	revised
208.536		120		125	inserted
208.606		125		120	inserted
218.635		120			inserted
218.705		160			inserted
218.840	110	120			revised
248.207		120		160	inserted
248.277		160		120	inserted
249.031		120		160	inserted
249.101		160		120	inserted
294.125			90	95	revised
309.864		120		150	inserted
309.934		150		120	inserted
310.689		120		150	inserted
310.759		150		120	inserted
381.735			X60		inserted
384.955	X60				inserted
385.065			X60		inserted
385.240	65	75			inserted
386.500	75	80			inserted
386.500			65	75	inserted
388.180	X60				inserted
391.360	X25				revised
395.800	75	80			revised
398.830			80	85	inserted
424.945	X50				inserted
425.212			X50		inserted
427.087	X50				inserted
427.315			X50		inserted
454.580			65	70	inserted
454+3.460			65	70	revised
464.530	115	150			revised

South - Sydney to Albury Section 1.

The following speeds were revised on 21 December 2009 between Macarthur and Albury as a result of "on ground" locations, various projects including level crossings.

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
503.100			115	150	revised
507.470	115	160			inserted
507.550	X80				inserted
507.700			X80		inserted
513.200	X80				inserted
513.450			X80		inserted
514.510			115	160	inserted
517.900			80	90	revised
519.200			80	80	revised
519.870	80	80			revised
521.270	80	80			revised
532.000	115	160			revised
534.874	X80	X80			inserted
535.024			X80	X80	inserted
541.786	X80	X80			inserted
541.931			X80	X80	inserted
550.470			X25	X30	revised
551.360	X50	X50			revised
551.450			X50	X50	revised
560.533	X80	X80			inserted
560.650			X80	X80	inserted
567.600	X80	X80			inserted
567.800			X80	X80	inserted
571.715		120		160	inserted
571.785		160		120	inserted
579.040		120		160	inserted
579.110		160		120	inserted
580.095	X50	X50			inserted
580.180			X50	X50	inserted
581.130	X50	X50			inserted
581.245			X50	X50	inserted
595.885	X50	X50			inserted
595.980			X50	X50	inserted
597.090	X50	X50			inserted
597.175			X50	X50	inserted
598.902		120		160	inserted
598.972		160		120	inserted
601.290		120		160	inserted
601.360		160		120	inserted
606.125		120		160	inserted
606.195		160		120	inserted
616.061	X80	X80			inserted
616.420			X80	X80	inserted
623.139	X80	X80			inserted
623.320			X80	X80	inserted
629.325	X50	X50			revised
630.025			X50	X50	revised
644.586	70	80			revised
644.680			115	160	revised
644.86 Down Loop	25	25			inserted
645.554 platform road crossover	X50	X50	70	80	revised
645.623 platform road crossover			X50	X50	inserted
645.986 siding	X8	X8			inserted
646.018 siding			X8	X8	inserted
646.515 exiting platform road	X25	X25			inserted
646.515 entering platform road			X25	X25	inserted

North

North - Broadmeadow to Werris Creek Section 3..

The following speeds were revised on 23 December 2009 at Newdell Jct & Ravensworth branch to reflect existing "on ground" speed boards.

Newdell Loader

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
260.070	115	135			<i>inserted</i>
262.275	X35				<i>inserted</i>
263.350	X35				<i>inserted</i>
262.370			X25		<i>inserted</i>
272.810			115	150	<i>inserted</i>

North - Coal Train Working.

The following speeds were revised on 23 December 2009 at Newdell Jct & Ravensworth branch to reflect existing "on ground" speed boards.

Newdell Loader

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
262.240	X50				<i>inserted</i>
262.273	X50				<i>inserted</i>
262.403	X50		X50		<i>inserted</i>
262.482	50				<i>inserted</i>
262.600	50		X50		<i>inserted</i>

North - Broadmeadow to Werris Creek Section 3..

The following speeds were revised on 24 December 2009 at Braefield due to construction of new loop.

Down Up

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
382.818			115	160	<i>inserted</i>
384.257	X50				<i>inserted</i>
*384.310	50				<i>inserted</i>
*384.380			X50		<i>inserted</i>
*385.756	X50				<i>inserted</i>
*385.775			50		<i>inserted</i>
385.828			X50		<i>inserted</i>
387.267	115	160			<i>inserted</i>

* on loop

North - Maitland to Brisbane Section 1B.

The following speeds were revised on 26 March 2010 at Sandgate.

Down Up

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
169.000	X25				<i>inserted</i>
169.214	115	140	110	120	<i>inserted</i>
170.738			115	140	<i>inserted</i>
170.759	100	100			<i>inserted</i>
171.800			X25		<i>inserted</i>
171.693	115	160	100	100	<i>inserted</i>
171.930			X70		<i>inserted</i>
172.060			115	115	<i>inserted</i>

North - Newcastle Regional Area Section 1C.

The following speeds were revised on 26 March 2010 at Kooragang.

km	KOORAGANG DOWN		Comment
	UP TRAINS		
171.431	X25		<i>inserted</i>
171.400	40		<i>inserted</i>
169.560	X25		<i>inserted</i>
169.957	35		<i>inserted</i>
171.335	X55		<i>inserted</i>

North - Newcastle Regional Area Section 1C.

The following speeds were revised on 26 March 2010 at Kooragang.

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
174.467			25		<i>inserted</i>
173.507			X25		<i>inserted</i>
172.722	40				<i>inserted</i>
171.600			40		<i>inserted</i>
170.580	25				<i>inserted</i>
169.560	35				<i>inserted</i>
169.500			X25		<i>inserted</i>
169.956			35		<i>inserted</i>
169.957	55				<i>inserted</i>
171.270	X55				<i>inserted</i>
171.314			50		<i>inserted</i>

North - Newcastle Regional Area Section 1C.

The following speeds were revised on 26 March 2010 at Sandgate.

COAL

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
170.340	100	110	110	110	<i>inserted</i>
170.790	85	90			<i>inserted</i>
171.270			85	90	<i>inserted</i>
171.335			X55		<i>inserted</i>
171.502			X70		<i>inserted</i>
171.520	X70				<i>inserted</i>
171.700	X70				<i>inserted</i>
171.800	80	80			<i>inserted</i>
172.310	115	120	100	110	<i>inserted</i>
172.800	115	160	115	120	<i>inserted</i>

North - Broadmeadow to Werris Creek Section 3..

The following speeds were revised on 7 May 2010 at Whittingham due to construction of Minimbah bank third road.

Down Up

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
*224.303			X85	X85	<i>inserted</i>
*226.196			90	105	<i>inserted</i>
*231.163			100	115	<i>inserted</i>
*234.773			115	130	<i>inserted</i>
234.860			115	150	<i>inserted</i>
234.948			X85	X85	<i>inserted</i>
235.027			115	120	<i>inserted</i>

* on up relief

North - Coal Train Working.

The following speeds were revised on 7 May 2010 at Whittingham to Mt Thorley due to construction of Minimbah bank third road.

Down Up

km	Down		Up		Comment
	Norm	XPT	Norm	XPT	
*234.348			X70		<i>inserted</i>
*234.588			X70		<i>inserted</i>
235.900			70		<i>inserted</i>
*235.926			70		<i>inserted</i>

* on up arrival road

3. Register of ARTC Infrastructure.

(a) Building Works added to Assets Register during 2009/10

Location	Asset No	Asset	Cost
No new building works were added to the asset register during 2009/10			
TOTAL			\$0

4. Infrastructure Investment Program - Major Works

(b) Major Works Investment Program

Major Project	2009/10	Future Expenditure	Total Budget
North Coast Improvement Works	\$162,000		\$276,373,000
Main South Improvement Works	\$12,697,000	\$2,180,000	\$351,854,000
Southern Sydney Freight Lines	\$215,894,000	\$510,638,000	\$840,000,000
Nation Building Stimulus Package	\$123,820,000	\$11,146,000	\$163,791,000
Hunter Valley Improvement Works	\$214,421,000	\$655,611,000	\$1,222,920,000
Train Control Consolidation	\$179,000	\$825,000	\$97,589,000
Wayside	\$32,000	\$5,190,000	\$9,250,000
Inland Rail Study	\$5,503,000		\$12,792,000
Plant & Equipment	\$27,000		\$3,215,000
Productivity Package		\$463,933,000	\$463,933,000
Level Crossings Program	\$24,415,000	\$1,632,000	\$26,889,000
Metropolitan Freight Network	\$18,128,000	\$107,905,000	\$127,533,000
Major Works Program Total	\$615,278,000	\$1,759,060,000	\$3,596,139,000

(c) Corridor Works Summary

	2006/07	2007/08	2008/09	2009/10
Corridor RCRM	\$39,884,000	\$39,361,441	\$39,197,540	\$39,447,222
Corridor MPM	\$59,088,000	\$68,944,252	\$56,078,882	\$44,269,212
Corridor Capital	\$35,597,000	\$34,457,937	\$69,563,460	\$72,120,953
Corridor Works Program Total	\$134,569,000	\$142,763,630	\$164,839,882	\$155,837,387

(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	2010/11	Beyond 2011	Total Forecast
Hunter			
Sandgate Grade Separation	\$100,000		\$100,000
Bi-Dir. Sig - Maitland to Branxton	\$40,000		\$40,000
Maitland to Minimbah Third Road - Stage 1	\$12,769,000		\$12,769,000
Maitland to Minimbah Third Road - Stage 2	\$194,294,000	\$124,410,000	\$318,704,000
Hunter Valley Provisioning Facility	\$250,000		\$250,000
Terminal Upgrade - Extension - Kooragang Is.	\$16,000		\$16,000
Terminal Upgrade - Port Waratah	\$4,000		\$4,000
Maitland Junction/CBI	\$3,284,000		\$3,284,000
Capacity Entering Terminal Areas	\$26,000		\$26,000
104 Points Hexham	\$50,000		\$50,000
Newdell Junction Upgrade	\$100,000		\$100,000
Antiene to Grasstree Stage 1 Duplication	\$1,056,000		\$1,056,000
Drayton Junction Remodelling & Upgrade	\$1,874,000	\$9,032,000	\$10,906,000
St Helliers to Muswellbrook Duplication	\$492,000		\$492,000
Nundah – Third Track	\$10,668,000	\$35,586,000	\$46,254,000
Koolbury Passing Loop	\$11,457,000	\$936,000	\$12,393,000
Liverpool Range Deviation	\$8,543,000	\$89,678,000	\$98,221,000
Scone Reconfiguration	\$1,349,000	\$32,000	\$1,381,000
Parkville Loop Extension	\$7,078,000		\$7,078,000
Braefield Passing Loop - 386 km	\$1,682,000		\$1,682,000
Wingen Passing Loop - 332 km		\$9,668,000	\$9,668,000
Quipolly Passing Loop - 402km	\$6,219,000	\$488,000	\$6,708,000
Murrurundi Loop Extension 353km	\$4,856,000	\$3,066,000	\$7,922,000
Quirindi Passing Loop		\$9,661,000	\$9,661,000
Ulan Line Loops	\$17,000		\$17,000
Bengalla Crossing Loop	\$16,860,000		\$16,860,000
Aerosol (Murrumbo) Valley Loop - 370km	\$614,000		\$614,000
Worondi (Baerami) Loop - 348 km	\$583,000		\$583,000
Bylong Tunnel Ventilation	\$1,460,000	\$6,935,000	\$8,395,000
Radio Hut loop - 319 km	\$8,357,000		\$8,357,000
Loop - 353 km	\$1,520,000	\$13,480,000	\$15,000,000



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Project	2010/11	Beyond 2011	Total Forecast
Hunter cont.			
Wilpingong Loop - 422 km	\$11,630,000	\$2,785,000	\$14,415,000
Loop - 390 km	\$208,000	\$14,792,000	\$15,000,000
337km Passing Loop		\$15,000,000	\$15,000,000
Loop - 378 km	\$692,000	\$14,308,000	\$15,000,000
Hunter Valley Total	\$308,148,000	\$349,857,000	\$658,006,000

Metropolitan Freight Network	2010/11	Beyond 2011	Total Forecast
Port Botany Rail Upgrade	\$388,000		\$388,000
Metropolitan Freight Network	\$7,221,000		\$7,221,000
Port Botany Rail Upgrade - Stage 2	\$40,117,000	\$60,179,000	\$100,296,000
Metropolitan Freight Network Total	\$47,726,000	\$60,179,000	\$107,905,000

Main South	2010/11	Beyond 2011	Total Forecast
Passing Lanes on Single Track	\$450,000		\$450,000
Concrete resleepering Main South	\$1,731,000		\$1,731,000
Main South Total	\$2,181,000		\$2,181,000

Productivity Package	2010/11	Beyond 2011	Total Forecast
North Coast Curve Easing	\$86,714,000	\$89,428,000	\$176,142,000
Goulburn/Moss Vale/Picton Passing Lanes	\$8,250,000	\$16,658,000	\$24,908,000
Concrete Resleepering Parkes-Broken Hill	\$150,998,000	\$111,600,000	\$262,598,000
Productivity Package Total	\$245,962,000	\$217,686,000	\$463,648,000

Level Crossings Program	2010/11	Beyond 2011	Total Forecast
Boom gates on National Network - NSW	\$1,632,000		\$1,632,000
Level Crossings Program Total	\$1,632,000		\$1,632,000
TOTAL	\$605,649,000	\$627,722,000	\$1,233,372,000