Network	ARTC	ACCC Hunter Valley Network Key Performance Indicators - June 2020				
Network Performance Network Zone 1 Zone 2 Zone 3	Key Performance	In accordance with Schedule D of the Hunter Valley Coal Network Access Undertaking				
Network Performance			Total			
1 Transit Time - Infrastructure Configuration Capability		Performance Measures	Network	Zone 1	Zone 2	Zone 3
Transit Time - Infrastructure Configuration Capability		Network Performance		Avg	Avg	Avg
Hunter Valley Mines to Newcastle Ports (UP)				Speed	Speed	Speed
Newcastle Ports to Hunter Valley Mines (DOWN) 67.1 58.8 71.5	1				1	
Transit Time - Infrastructure Practical Capability Mines to Newcastle Ports (UP) 44.0 54.2 38.1		•				
Mines to Newcastle Ports (UP)				67.1	58.8	71.5
Newcastie Ports to Hunter Valley Mines (DOWN)	2	· · · · · · · · · · · · · · · · · · ·				
		Mines to Newcastle Ports (UP)		44.0	54.2	38.1
Maximum Axie Load 30.0 3		Newcastle Ports to Hunter Valley Mines (DOWN)		63.1	58.2	57.2
Maximum Speed Speed Speed Metres Speed S				Tonnes/Axle	Tonnes/Axle	Tonnes/Axle
Maximum Speed 80.0 80.0 100.0	3	Maximum Axle Load				
Strain Length	4				·	· · · · · · · · · · · · · · · · · · ·
System Performance	4	Maximum Speed				
System Performance Speed	<u> </u>	Troin Longth				
6 Transit Time - Scheduled (kph) Overall 33.7 33.8 31.8 Transit Time - Actual (kph) Overall 28.6 28.7 28.7 Transit Time - Actual (kph) to Newcastle Ports 28.4 28.9 30.0 Transit Time - Actual (kph) to Newcastle Ports 28.4 28.9 30.0 Transit Time - Actual (kph) to Newcastle Ports 25.2 26.0 26.7 Transit Time - Scheduled (kph) to Hunter Valley Mine 46.9 45.0 36.8 Transit Time - Actual (kph) to Hunter Valley Mine 46.9 45.0 36.8 Transit Time - Actual (kph) to Hunter Valley Mine 35.9 36.6 34.2 Paths Paths Paths Paths Paths Paths Paths Cancelled Unavailable Unavail	<u> </u>		Avg			
Transit Time - Actual (kph) Overall 28.6 28.7 28.7 Transit Time - Actual (kph) to Newcastle Ports 28.4 28.9 30.0 Transit Time - Actual (kph) to Newcastle Ports 25.2 25.0 26.7 Transit Time - Scheduled (kph) to Hunter Valley Mine 46.9 45.0 36.8 Transit Time - Actual (kph) to Hunter Valley Mine 25.9 36.6 34.2 Transit Time - Actual (kph) to Hunter Valley Mine 25.9 36.6 34.2 Paths		System Performance				
Transit Time - Scheduled (kph) to Newcastle Ports Transit Time - Actual (kph) to Newcastle Ports Transit Time - Scheduled (kph) to Hunter Valley Mine Transit Time - Scheduled (kph) to Hunter Valley Mine Transit Time - Actual (kph) to Hunter Valley Mine Transit Time - Actual (kph) to Hunter Valley Mine Paths Pat	6	Transit Time - Scheduled (kph) Overall		33.7	33.8	31.8
Transit Time - Actual (kph) to Newcastle Ports Transit Time - Scheduled (kph) to Hunter Valley Mine Transit Time - Actual (kph) to Hunter Valley Mine Transit Time - Actual (kph) to Hunter Valley Mine Paths		Transit Time - Actual (kph) Overall		28.6	28.7	28.7
Transit Time - Scheduled (kph) to Hunter Valley Mine Transit Time - Actual (kph) to Hunter Valley Mine Paths Pat		Transit Time - Scheduled (kph) to Newcastle Ports		28.4	28.9	30.0
Transit Time - Actual (kph) to Hunter Valley Mine Paths Path		Transit Time - Actual (kph) to Newcastle Ports		25.2	25.0	26.7
Paths Paths Paths Paths Cauchelled Unavailable Unavail		Transit Time - Scheduled (kph) to Hunter Valley Mine		46.9	45.0	36.8
Paths Paths Paths Paths Cauchelled Unavailable Unavail		Transit Time - Actual (kph) to Hunter Valley Mine		35.9	36.6	34.2
7 Infrastructure Maintenance Requirement 1239 223 155 8 Coal Chain Losses - ARTC Cause 52 9 Coal Chain Losses - Non ARTC Cause 320 Workable Alignment 70nnes 10 10 Coal Throughput - Actual 39.4 Coal Throughput - Planned 42.4 Rail Capacity Group Days 11 Project Implementation Delays (not Prudent) Track Condition 20 2 2 20 2 20 2 20 2 20 2 20 2 20 2						
8 Coal Chain Losses - ARTC Cause 52 9 Coal Chain Losses - Non ARTC Cause 320 Workable Alignment Million Tonnes 10 Coal Throughput - Actual 39.4 Coal Throughput - Planned 42.4 Rail Capacity Group Days 11 Project Implementation Delays (not Prudent) Track Condition Zone 1 Zone 2 Zone 3 12 Track Quality Measured by Index 19.7 21.5 21.0 Notes: 1 As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. 2 Pricing Zone 1 excludes port arrival/departure roads. 6 Based upon train journey. Pricing Zone Sanded upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. 8 Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC. 12 Pricing Zone 1 excludes port arrival/departure roads.	7		Cancelled			
9 Coal Chain Losses - Non ARTC Cause Workable Alignment 10 Coal Throughput - Actual Coal Throughput - Planned Rail Capacity Group Days 11 Project Implementation Delays (not Prudent) Track Condition Track Condition Zone 1 Zone 2 Zone 3 12 Track Quality Measured by Index 1 As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. Pricing Zone 1 excludes port arrival/departure roads. Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC.			50	1239	223	155
Workable Alignment Tonnes 10 Coal Throughput - Actual 39.4 Coal Throughput - Planned 42.4 Rail Capacity Group Days 11 Project Implementation Delays (not Prudent) Track Condition Zone 1 Zone 2 Zone 3 12 Track Quality Measured by Index 19.7 21.5 21.0 Notes: As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. Pricing Zone 1 excludes port arrival/departure roads. Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC.			1			
Tonnes 10 Coal Throughput - Actual 39.4 Coal Throughput - Planned 42.4 Rail Capacity Group Days 11 Project Implementation Delays (not Prudent) Track Condition Zone 1 Zone 2 Zone 3 12 Track Quality Measured by Index 19.7 21.5 21.6 Notes: 1 As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. 2 Pricing Zone 1 excludes port arrival/departure roads. 6 Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. 8 Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC.	9					
Coal Throughput - Planned Rail Capacity Group Days 11 Project Implementation Delays (not Prudent) Track Condition Zone 1 Zone 2 Zone 3 12 Track Quality Measured by Index 1 As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. Pricing Zone 1 excludes port arrival/departure roads. Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC.		- Workable Alignment				
Rail Capacity Group Project Implementation Delays (not Prudent) Track Condition Zone 1 Zone 2 Zone 3 12 Track Quality Measured by Index 19.7 As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. Pricing Zone 1 excludes port arrival/departure roads. Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC.	10	Coal Throughput - Actual	39.4		·	
11 Project Implementation Delays (not Prudent) Track Condition 2		Coal Throughput - Planned	42.4			
11 Project Implementation Delays (not Prudent) Track Condition 2		Rail Capacity Group				
Track Condition Zone 1 Zone 2 Zone 3 12 Track Quality Measured by Index 19.7 As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. Pricing Zone 1 excludes port arrival/departure roads. Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC. Pricing Zone 1 excludes port arrival/departure roads.			Days			
Track Quality Measured by Index 12 Track Quality Measured by Index 19.7 21.5 21.0 Notes: As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. Pricing Zone 1 excludes port arrival/departure roads. Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC. Pricing Zone 1 excludes port arrival/departure roads.	11	Project Implementation Delays (not Prudent)				
Notes: As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. Pricing Zone 1 excludes port arrival/departure roads. Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC. Pricing Zone 1 excludes port arrival/departure roads.		Track Condition		7 4	70	70
Notes: As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. Pricing Zone 1 excludes port arrival/departure roads. Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC. Pricing Zone 1 excludes port arrival/departure roads.	10					
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As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla. Pricing Zone 1 excludes port arrival/departure roads. Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time. Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events, trespass & car accidents. As reported by HVCCC. Pricing Zone 1 excludes port arrival/departure roads.	Notes:					
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trespass & car accidents. As reported by HVCCC. 12 Pricing Zone 1 excludes port arrival/departure roads.	6	Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time.				
, ,		trespass & car accidents. As reported by HVCCC.				
ti mana tina sutum manusaman dana di hamaman makana kana mahina mahina dana di Atam di	12	Fricing Zone 1 excludes port arrival/departure roads. From June 2014 onwards, Zone 3 figures reflect the inclusion of The Gap to Narrabri Coal Junction into Pricing Zone 3.				