



AUSTRALIAN RAIL TRACK CORPORATION LTD

2007-08 CAPITAL CONSULTATION

HUNTER VALLEY COAL NETWORK



January 2009

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1. Introduction

Australian Rail Track Corporation (“ARTC”) commenced a lease of certain parts of the NSW Rail Network (including the Hunter Valley Coal Network) on 5 September 2004. Under this lease, ARTC is committed to operating under the NSW Rail Access Undertaking (“Undertaking”) in relation to the Hunter Valley Coal Network until such time as an ARTC Access Undertaking is approved by the Australian Competition and Consumer Commission.

In accordance with the Undertaking¹, ARTC must submit to the Independent Pricing and Regulatory Tribunal (IPART) by 31 October each year in respect of the financial year completed on 30 June of that year:

- documentation demonstrating its compliance with the Asset Valuation Roll Forward Principles; and
- detail as to compliance with the ceiling test, including the operation of the Unders and Over’s Account.

ARTC is responsible for meeting all obligations under the NSW Rail Access Undertaking for the 2007-08 financial year.

In determining whether ARTC has complied with the Asset Valuation Roll Forward Principles, IPART may have regard to the activities undertaken by ARTC as part of the capital expenditure consultation process described in the Undertaking². This document is provided to IPART for the purpose of supporting those aspects of the Asset Valuation Roll Forward Principles, including:

- a detailed description of the capital consultation process undertaken in 2007-08 and an explanation of how it met the requirements of the Undertaking;
- evidence of any Access Seeker’s endorsement of any proposed capital expenditure, where relevant;
- the name, address, contact details (including email address) of stakeholders considered by Owners to be Access Seekers (noting which of those are Access Holders) and other parties consulted regarding compliance matters.

¹ Clause 5 of Schedule 3 *Pricing Principles*

² Clause 5(c) of Schedule 3 *Pricing Principles*

2. Capital Consultation Process

2.1. Compliance Scope

In accordance with the Undertaking³, ARTC is required to establish a consultation process with access seekers with the objective to identify, prioritise and evaluate future network investments and refine the capital works programme. To achieve this objective, ARTC is required by clause 3.4(b) of the regime to have a consultation process that incorporates the following:

- explain the Rail Infrastructure Owner's planning approach, including the trade-off between routine maintenance and major periodic maintenance and capital expenditure;
- identify the proposed capital investment needs for the forthcoming year and forecast capital expenditure for the following ten years;
- explain the inputs to and outcomes of the evaluation undertaken for the proposed capital expenditure for the forthcoming year;
- provide an assessment of the impact of the proposed capital expenditure on the Regulatory Asset Base ("RAB")
- identify the projects that will be funded or partly funded by capital contributions; and
- establish a process for Access Seekers' input.

In determining whether ARTC has complied with the Asset Valuation Roll Forward Principles, IPART may have regard to submissions from users to the capital consultation process. However, IPART will not have regard to any submission that is in direct conflict to the outcomes of the consultation process⁴.

ARTC recognises that the scope of compliance in 2007-08 relates to both capital works commissioned in 2007-08 and incorporated in the 2007-08 Asset Valuation Roll Forward in addition to consultation in relation to ARTC's investment in the Hunter Valley Coal Network to be commissioned in 2007-08 and in future years.

³ Clause 3.4 of Schedule 3 *Pricing Principles*

⁴ Clause 5(c) of Schedule 3 *Pricing Principles*

2.2. Industry Approach to Capital Consultation

2.2.1. Overview

Since taking responsibility for the NSW Hunter Valley Network in September 2004, ARTC has maintained its approach to consult all industry stakeholders with an interest in the movement of coal on the Hunter Valley rail network (the "Network") every effort to provide a comprehensive understanding of, and have input into, ARTC's overall strategy for the Network has occurred. This strategy is detailed in the document entitled *Hunter Valley Corridor 2007–2012 Capacity Strategy Consultation Document* (refer to Attachment 1), version 6 of which was released for consultation on 29 November 2007. The next version (Version 7, 2008-18 Strategy) is expected to be finalised and published for industry comment early in 2009.

This consultative process continues to provide ARTC with significant insight and understanding of stakeholders' expectations of the rail infrastructure owner and has led to improved interaction between ARTC and Access Seekers along with a clearer and more precise methodology of dealing with project endorsement. The consultative process has principally been facilitated through a number of industry forums attended by rail operators and coal producers, including:

- Rail Infrastructure Group ("RIG")
- Capacity Management Forum
- Industry Reference Group
- Hunter Valley Coal Chain Logistics Team

The purpose of each of these forums are discussed in more detail in Sections 2.2.2 to 2.2.6 below.

All capital expenditure on the Network is subject to one of the two consultative processes depending on the type, value and strategic significance of projects. For significant and strategic capital enhancement projects (e.g. Sandgate project), consultation is undertaken through a number of strategic and operational forums with industry participants. Through this process, ARTC seeks input from Access Seekers to ensure that the overall *Hunter Valley Corridor Capacity Strategy* reflects industry requirements.

In relation to less significant asset replacement or minor operational improvements projects, ARTC are of the view that consultation through a single, operational forum is most appropriate. The RIG is currently such a forum. This process ensures a disproportionate amount of industry resources is not consumed when seeking endorsement of asset replacement or minor operations capital works.

At either level of consultation, full support and industry endorsement is necessary before ARTC will proceed to project implementation phase and formal endorsement for the value of the project to be added to the RAB occurs at the RIG.

This consultation process is designed to provide maximum opportunity to work with Access Seekers to identify and prioritise network investment and to refine capital work programs.

2.2.2. Rail Infrastructure Group

The RIG comprises a senior executive representative from the two rail operators hauling coal on the network – Pacific National and Queensland Rail National (“QR National”). ARTC is represented by personnel from Commercial, Operations, Infrastructure and, as necessary, by representatives from the project delivery and strategic group.

This RIG meets each month and has a standing agenda that covers:

- asset replacement and minor capital works on the Network
- major capital investment on the Network
- strategic proposals necessary to meet coal industry forecast in the coming five (5) year horizon.

The RIG deals with the detail of investment proposals. ARTC provides detailed and extensive project submissions to the RIG for their review and inputs. At each of the monthly meetings, considerable discussion has focussed on identifying not only the projects required to deliver enhanced capacity but assessment of whether the projects were the right projects and the priority of delivery to meet demand or service the industry need operationally.

As discussed above, the RIG is currently the forum for consultation on all minor capital investment that is not included in the *Hunter Valley Corridor Capacity Strategy*. Expenditure of a minor capital nature is presented for review and approved annually by the Rail Infrastructure Group in advance of the work being undertaken⁵.

ARTC does not ‘trade off’ expenditures, rather ARTC uses a professional and standardised approach for classification of maintenance and capital expenditures. It uses the internal ARTC definitions and classifications of reactive corrective routine maintenance, major periodic maintenance and capital expenditure, which is made

⁵ The only exception to this is when for either safety or urgent operational needs, an expenditure of a capital nature is necessary. The details of such expenditure are advised to the RIG.

clear to the RIG. However, when there is not a clear treatment, the issue is brought to the RIG for consultation and guidance.

ARTC understands the direct relationship Pacific National and QR National have with the coal producers as their customers, and does not currently consult with the individual coal producers on the specifics of each investment. As such, ARTC relies on the rail operator to take back any or all information pertaining to infrastructure investment that their customer may have an interest in, in order to ensure the successful and timely delivery of all projects. ARTC understands that this approach is acceptable to the coal industry.

Notwithstanding this, ARTC recognises the importance of input from the coal producers, particularly at the strategic level. As part of the consultative process, ARTC seeks input from coal industry senior executives or their representatives at the following forums:

- Capacity Management Forum
- Industry Reference Group
- Hunter Valley Coal Chain Logistics Team

These forums also provide the opportunity for ARTC to keep coal producers fully informed of the status of various projects, including delivery timelines and expected value of capacity enhancements.

2.2.3. Capacity Management Forum

Senior Executives of the Hunter Valley coal producers meet quarterly at the Capacity Management Forum. The purpose of this forum is to provide an opportunity for input from coal producers to:

- consider if forecast demand is going to be met
- highlight any potential impacts on system capacity
- provide feedback on proposed infrastructure investment.

ARTC provides the group with a high level understanding of the investment proposed and the expected benefit along with any timeframes for delivery and any recommended changes to ARTC's overall Network strategy. ARTC considers this group to be essential in the process of consultation.

2.2.4. Industry Reference Group

ARTC also engage in quarterly meetings with the coal producers' representative group known as the Industry Reference Group. This group is represented by any corporate entity that can demonstrate a commercial interest in the operation of the Hunter Valley Coal chain with respect to being:

- a buyer or seller of coal;
- involved in the transport of or handling of coal;
- a miner of coal; or
- an agent of any of the above parties.

This group is generally considered as a body of personnel who have detailed insight into the day to day business of the coal supply chain and can feed into the Capacity Management Forum on matters relating to capacity enhancement and how each proposal affects the respective business or businesses they represent. This is not considered a decision making group but one that has considerable influence with the Senior Executives of the Coal producers.

At both the Capacity Management Forum and Industry Reference Group, ARTC has continued to provide an update on the delivery status of each project included in the *Hunter Valley Corridor 2007–2012 Capacity Strategy Consultation Document*.

2.2.5. Hunter Valley Coal Chain Logistics Team

ARTC is a member of the co-operative group known as the Hunter Valley Coal Chain Logistic Team ("HVCCLT"). Members of this group include:

- Newcastle Port Corporation
- Port Waratah Coal Services
- Rail Infrastructure Corporation (RIC)
- Railcorp
- Pacific National
- QR National
- ARTC

The objective of this group is to maximise throughput of coal at a minimum total logistic cost within the constraints of the Hunter Valley Coal Chain. It is through this membership that ARTC seeks to further work on a collaborative basis with other service providers to support that objective.

ARTC works very closely with the HVCCLT in the delivery process of the major capital works as the impact of the works can be significant. The HVCCLT assist with any modelling to determine benefit on a throughput basis and assessment on timing of projects to meet other coal chain expansion.

As an integral part of managing each project, ARTC undertakes a process review of effects on network throughput impacts and consults with the HVCCLT on options to mitigate or reduce the impact wherever possible. HVCCLT is also involved with ARTC in the coordination of works and track possession closedown.

Additionally, the steering committee representing each service provider to the HV coal chain and consisting of senior executives from each member group meets each month to discuss coal industry requirements for expansion and other strategic development. ARTC provides this group with regular updates of project progress, cost and benefits associated with infrastructure investment.

In providing the HVCCLT detail of ARTC's strategic investment intent, it allows a comprehensive understanding of the linkages of investment in the supply chain. ARTC considers the approach to include the HVCCLT in this process a vital cog in the mechanism to ensure the investment fits cohesively with other coal chain development.

2.2.6. Contact Details of Stakeholders

As described in Section 2.2 above, ARTC has consulted widely within the coal industry, particularly through the various industry forums. Appendix 1 presents the contact details for industry stakeholders and parties consulted regarding compliance matters.

2.3. Development of the Hunter Valley Network Improvement Strategy

2.3.1. ARTC Approach

The development of the *Hunter Valley Coal Corridor Capacity Strategy* involves:

- assessments of the capacity of the existing Hunter Valley rail network for transporting export coal to the Newcastle ports and domestic coal to Hunter Valley power stations
- update demand forecasts by obtaining revised industry forecasts and views
- comparisons of this capacity with anticipated demand, to identify existing and future likely constraints
- reviews of the options previously proposed to address these constraints
- where necessary, the development of additional or refined options, and
- the selection of preferred actions to address each of the identified constraints.

2.3.2. Strategy Development

ARTC has continued to review and develop changes where necessary to the *Hunter Valley Corridor Capacity Strategy*.

Since taking up the lease of the NSW rail network in September 2004, ARTC has continued to gain a better understanding of the Network and the expectations of ARTC as a rail track owner. As a consequence of this and the supply of information relating to specific growth areas, several key changes in the current and proposed version of the Network Improvement Strategy document have been made. The current version of the Strategy covers the period 2007-2012. An updated version is under review and it is again proposed to write to all coal producers in the constrained and non-constrained Network when the document is available for public distribution. Rail operators Pacific National & QR National will be provided with a presentation to nominated company representatives and asked for comment.

The revised strategy will give the coal chain increased certainty with timeline delivery of the projects along with updated projected costs and as such offers options to resolve constraints and understand how coal producers can better manage their proposed course of action to increase coal throughput.

Consultation undertaken between 1 July 2007 and 30 June 2008 has been maintained from the previous year. During 2007-08 the current version of the Strategy was released for comment in December 2007.

ARTC will continue to monitor and review the strategy to ensure proposals for infrastructure change are developed ahead of demand. ARTC intends to update annual profiles of coal industry haulage demands to further develop future strategy requirements based on a rolling ten year horizon.

2.4. Project Consultation

2.4.1. Project Consultation Process

ARTC undertakes a comprehensive capital consultation process for all capital projects. There are generally three categories of capital projects:

- major capital capacity projects
- major asset renewal projects; and
- minor capital projects

The major capital capacity projects are those which are capacity enhancement projects that form part of the *Hunter Valley Corridor Capacity Strategy* described in Section 2.3 above, while the other projects are classified as either asset replacement or asset enhancement projects.

For major capital capacity projects, consultation and endorsement is performed in stages to ensure that stakeholders are fully informed before final endorsement for construct is provided. The rail operator representatives are provided with detailed analysis of key elements of each project stage and all major projects sign off endorsements includes details of:

- project aim
- timing – start / finish
- benefits and deliverables (e.g. capacity improvement, operational performance improvement, safety, cost savings)
- diagrams / document references
- cost and contingency to RAB and loss on disposal where applicable
- endorsement signatory.

For the major asset renewal or replacement projects, a submission detailing the projects objectives, options, financial and risk management aspects is provided for review and endorsement by RIG. This endorsement

process is often iterative, and ARTC works closely with the rail operators in providing all necessary information for evaluation.

For the minor capital projects, the programme of smaller projects is typically submitted collectively for consultation and endorsement to the RIG. Additionally for the minor capital projects where the classification between regulatory capital and maintenance is unclear, guidance is sought from the RIG.

2.4.2. Project Endorsement

Attachment 2 shows detail of project status for all projects (minor, major or asset renewal in nature).

This attachment presents:

- a) projects on the constrained network commissioned in 2007-08 and sought for RAB inclusion, together with disposals treatment
- b) projects on the constrained network but not completed in 2007-08 (i.e., WIP carried forward to 2008-09), including expenditure incurred to date.
- c) projects on the unconstrained network commissioned in 2007-08 and sought for RAB inclusion, together with disposals treatment
- d) projects on the unconstrained network, but not completed in 2007-08 (i.e., WIP carried forward to 2008-09), including expenditure incurred to date.

Minor projects have been separately identified. These projects (where marked as endorsed) were endorsed as a group by RIG at the meeting held on 8 Nov 2007.

62 capital projects (61 on the constrained network) were completed and commissioned in 2007-08. ARTC is seeking to include the commissioned projects on the Network at a total value of \$29.440m (\$29.432m on the constrained network) to be added to the Regulatory Asset Base in the 2007-08 Asset Valuation Roll Forward.

Certain assets of the RAB were disposed of for 14 of the 62 projects commissioned in 2007-08.

In prior years, ARTC was not able to provide the exact disposal values of the projects they related to for advanced endorsement by the RIG for the following reasons:

- there is a lack of available detail on the methodology used by Booz Allen Hamilton when the regulatory database was created; and

- ARTC did not know the prospective values of any offset to the disposal value to calculate the net disposal value (arising from sale as scrap or transfer to inventory) for equipment that was to be replaced.

ARTC advised the RIG of this issue and the RIG endorsed this process on the basis of disposal values being provided following completion of their calculation. ARTC has advised the RIG of the final disposal values as soon as the information came to hand.

Asset disposal values (including net values) have been determined in relation to commissioned projects in 2007-08, as detailed in Attachment 2.

2.4.3. Major Capital Projects

During the year, three (3) major capital enhancement projects at a total cost of \$20,115,589 were commissioned for which ARTC is seeking inclusion of the associated expenditure in the 2007-08 roll forward of the RAB.

Breakdown of each capital project and actual cost are;

- Minimbah Bank 80kph running \$0.599m
- Muswellbrook Loop Extension \$4.070m
- Ulan CTC & Signalling \$15.445m

In addition ARTC commissioned minor capital enhancement/replacement projects at a total cost of \$9.332m (\$9.324m constrained) is also sought to be included in the RAB roll forward for 2007-08. A full summary of major and minor capital works and the associated cost breakdown is included at Attachment 2

An additional 25 minor capital projects (24 on the constrained network) were endorsed by RIG during the year, but will not be commissioned until subsequent years. Therefore, these projects have not formed part of the RAB for 2007-08. ARTC has evidence of endorsement for these projects and this evidence will form part of ARTC's future submissions to IPART. The projects are detailed in Attachment 2.

2.5. Compliance with the Undertaking

ARTC considers that the consultation undertaken as described in Sections 2.2 to 2.4 above, provides comprehensive evidence that ARTC has complied with the relevant requirements of the NSW Rail Access Undertaking.

ARTC has worked very closely with Access Seekers, both rail operators and coal producers, in identifying and prioritising network investments and refining capital works programs. Through this extensive consultation process, Access Seekers have provided input into the major capital enhancement projects that form part of the overall *Hunter Valley Corridor Capacity Strategy*. This strategy document identifies the proposed capital investment needs for the forthcoming year and includes forecasts of capital expenditure for the following ten years.

ARTC has spent considerable time in communicating each project with the RIG, and have been purposeful in advising the coal industry producers at Industry Reference Group level and at senior executive level through the Capacity Management forums. As is required by the undertaking, ARTC has provided comprehensive detail of each project explaining the input to and outcomes expected for the forthcoming year(s).

This has included a process where all options are assessed by the ARTC investment committee who consider the viability of each proposed expenditure before being passed forward for consideration and endorsement as capital expenditure to the RIG as an alternative to RCRM or MPM. For each project, ARTC has been consistent in the classification of works as either maintenance or capital expenditure. Importantly, where the classification is unclear, ARTC has consulted with the RIG.

ARTC has, through the consultative process, provided an assessment of the impact the proposed capital expenditure will have on the Regulated Asset Base for the forthcoming year. During 2007-08, in addition to the Hunter Valley Strategy and industry consultation on ARTC strategy and projects, ARTC provided Rail Operators with an updated forecast of Full Economic Cost including the impact that industry supported capital expenditure will have on this cost.

ARTC also provides clarity in relation to projects which are intended to be partly or fully funded by capital contributions. There were no such projects in 2007-08.

3. Conclusion

The consultation activities that ARTC has engaged in has revolved around obtaining a comprehensive understanding of new coal mine development proposals and their timing of development where increased capacity is required on the Network. This information is reviewed against other industry information and ARTC seeks confirmation, where applicable, that its priority of project delivery matches other coal chain capacity deliverables.

During 2007-08, ARTC has found the level of co-operation and advice provided by rail operators, coal producers and the other services providers to be both informative and constructive in all aspects of managing and progressing with investment options. In particular, ARTC is satisfied it has now developed working relationships with the coal chain as a whole and looks forward to continuing the work started.

The capital consultation process is constantly improving with experience, particularly at the RIG level. Improvements made throughout 2007-08 include further increased formalisation of information provision and underpinning documentation for project approval.

ARTC considers the development of the *Hunter Valley Corridor Capacity Strategy* and the delivery of the identified projects to be an important commercial and mandatory requirement, and as such, ARTC is strongly committed to implementing each phase of the capacity plan in a timely manner.

ARTC is committed to the ongoing consultation through the various industry forums and looks forward to a continued delivery of optimal rail network solutions in the Hunter Valley Coal Network.

Appendix 1 – Contact Details of Stakeholders

CONTACT DETAILS OF STAKEHOLDERS											
Company	Stakeholder Relationship	First	Surname	Position	Phone	Email	Address 1	Address 2	City	State	Postcode
AMCI Australia Pty Ltd	Access Seeker	Tim	Netscher	Managing Director	07 3220 0330	tnetscher@amci.com.au	Level 20	10 Eagle Street	Brisbane	QLD	4000
Anglo Coal Australia Pty Ltd	Access Seeker	Seamus	French	Chief Executive Officer	07 3834 1333	seamus.french@anglocoal.com.au	GPO Box 1410		Brisbane	QLD	4001
Austar Coal Mine Pty Ltd	Access Seeker	Greig	Duncan	Snr Site Executive	02 4993 7200	gduccan@austarcoalmine.com.au	Locked Bag 806		Cessnock	NSW	2325
BHP Billiton - Hunter Valley Energy Coal	Access Seeker	Eduard	Haegel	Chief Operating Officer	02 6542 4816	eduard.r.haegel@bhpbilliton.com	Thomas Mitchell Drive	PMB 8	Muswellbrook	NSW	2333
Bloomfield Collieries Pty Ltd	Access Seeker	William	Cant	Managing Director	02 4933 7077	wcant@bloomcoll.com.au	PO Box 4		East Maitland	NSW	2323
Centennial Coal Company Ltd	Access Seeker	Bob	Cameron	Managing Director	02 9266 2700	rc1@centennialcoal.com.au	Level 18 - BT Tower	1 Market Street	Sydney	NSW	2000
Donaldson Coal Pty Ltd	Access Seeker	Brendan	McPherson	Chief Executive Officer	02 9220 9900	brendanmc@ozemail.com.au	Level 7	167 Macquarie Street	Sydney	NSW	2000
Felix Resources Pty Ltd	Access Seeker	Brian	Flannery	Managing Director	07 3248 7900	admin@felixresources.com.au	PO Box 10470	Adelaide Street	Brisbane	QLD	4000
FreightLiner		John	McArthur	Managing Director	02 9477 4602	mcarthurj@freightlineraustralia.com.au	PO Box 1056		Hornsby	NSW	2077
Genesse & Wyoming		Robert	Easthope	Managing Director	08 8343 5490	reasthope@gwrr.com	PO Box 2086		Regency Park	SA	5942
Gloucester Coal Ltd	Access Seeker	Rob	Lord	Chief Executive Officer	02 9413 2028	robl@gloucestercoal.com.au	PO Box 137		Chatswood	NSW	2057
Hunter Enviro-Mining		John	Hitchcock		02 4930 4470	hunterenviromining@bigpond.com					
Idemitsu Australia Resources	Access Seeker	Mr	Masayoshi Iio		07 3222 5600	m.iio@idemitsu.com.au	Level 3 - NAB House Building	255 Adelaide Street	Brisbane	QLD	4000
Integra/Vale Coal	Access Seeker	Michael	Wapp	Chief Executive Officer	02 6570 2111	mwapp@integracoal.com.au	653 Bridgman Road		Singleton	NSW	2330
Macquarie Generation	Generator	Grant	Every-Burns	Chief Executive & Managing Director	02 4968 7499	info@macgen.com.au	PO Box 3416	Hamilton DC		NSW	2303
Newcastle Coal Infrastructure Group - NCIG		Rob	Yeates	Project Director	1800 016 304	enquiries@ncig.com.au	Locked Bag 6003		Hunter Region Mail Centre	NSW	2310
Newcastle Port Corporation		Gary	Webb	Chief Executive Officer	02 4985 8222	gary.w@newportcorp.com.au	PO Box 663		Newcastle	NSW	2300
NSW Minerals Council Ltd	Industry Group	Dr Nikki	Williams	Chief Executive Officer	02 8202 7200	information@nswmin.com.au	PO Box A244		South Sydney	NSW	1235
Pacific National	Access Holder	Don	Telford	Chief Operating Officer	02 8484 8112	don.telford@pacificnational.com.au	Level 6	15 Blue Street	North Sydney	NSW	2060
		David	Irwin	GM - Northern Coal	02 4968 7616	david.irwin@pacificnational.com.au	PO Box 125		Carrington	NSW	2294
Peabody Pacific Pty Ltd	Access Seeker	Julian	Thornton	Managing Director	07 3225 5500	info@peabodyenergy.com.au	GPO Box 164		Brisbane	QLD	4001
Port Waratah Coal Services - PWCS		Graham	Davidson	General Manager	02 4907 2000	Graham.Davidson@pwcs.com.au	PO Box 57		Carrington	NSW	2294
QR National	Access Holder	Lance	Hockridge	Chief Executive Officer	07 3235 1373	ceoffice@qr.com.au	GPO Box 1429		Brisbane	QLD	4001
		John	Harnischfeger	Manager - Access	07 3235 1818	john.harnischfeger@qr.com.au	GPO Box 1429		Brisbane	QLD	4001
Rio Tinto Coal Australia	Access Seeker	Hubie	Van Dalsen	Managing Director	07 3361 4200	hubie.vandalsen@riotinto.com	GPO Box 391		Brisbane	QLD	4001
Whitehaven Infrastructure Company		Tony	Galligan			tgalligan@whitehaven.net.au					
Whitehaven Coal		Rob	Stuart	Chief Executive Officer	02 9975 6988	rstuart@whitehaven.net.au	PO Box 2440		Fortitude Valley	QLD	4006
Xstrata Coal Australia Pty Ltd	Access Seeker	Mick	Davis	Chief Executive Officer	02 9253 6732	info@xstrata.com	Level 13	133 Mary Street	Brisbane	QLD	4000
		Anthony	Pitt			apitt@xstrata.com					
		Steve	Bridger			sbridger@xstrata.com					

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**2007-08 CAPITAL WORKS PROJECT DETAIL AND DISPOSAL
TREATMENT**