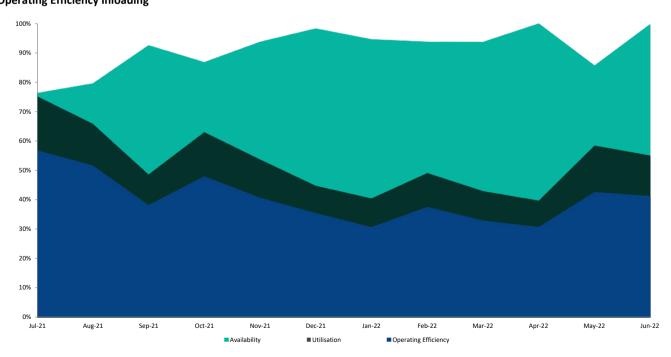


Performance Indicators

Operational Performance

| System Delivery | | Units | April | May | June | YTD |
|--|-------------|-------------|--------------------|------------------|-----------------|---------------|
| No of Trains Delivered to the Terminal | | | | | | |
| Ad | ctual | trains | 400 | 445 | 517 | 5569 |
| Sched | luled | trains | 505 | 569 | 607 | 6881 |
| No of Tonnes to be Delivered to the Terminal | | | | | | |
| Ac | ctual | tonnes | 3,896,400 | 4,266,858 | 4,990,622 | 54,618,975 |
| Sched | duled | tonnes | 5,100,500 | 5,746,900 | 6,130,700 | 69,498,100 |
| | | | | | | |
| Inloading Performance | | | | | | |
| Average Terminal Unload Time | | hrs:min | 2:09 | 2:31 | 2:17 | 2:15 |
| Average Train Unload Time | | hrs:min | 1:45 | 2:03 | 1:52 | 1:50 |
| Yard Performance | | | | | | |
| Average Build Time / Parcel | | days | 4.9 | 5.8 | 4.5 | 5.1 |
| Average Residence Time / Parcel | | • | 3.2 | 3.0 | 2.2 | 2.7 |
| Average residence fille / Parcer | | days | 5.2 | 5.0 | 2.2 | 2.7 |
| Outloading 1 Performance - L5 | | | | | | |
| Utlilisation | | % | 89.9% | 100.0% | 82.6% | 85.6% |
| Average Outloading Rate | | tph | 1225093 | 0 | 2770171 | 24424606 |
| | | | | | | |
| Outloading 2 Performance - L6 | | | | | | |
| Utlilisation | | % | 92.2% | 98.5% | 92.6% | 87.4% |
| Average Outloading Rate | | tph | 4123 | 4383 | 4430 | 4303 |
| | | | | | | |
| Outloading 3 Performance - L15 | | | | | | |
| Utlilisation | | % | 59.3% | 0.0% | 100.0% | 84.5% |
| Average Outloading Rate | | tph | 4041 | 4482 | 4749 | 4527 |
| | sation is a | measurement | of an entire syste | m string. e.g. (| Outloading 1 to | Shiploader 1. |
| Average Outloading Gross Rates | | | | 2525 | | 22.15 |
| | andy | tph | 0 | 3696 | 4043 | 3245 |
| | amax | tph | 3769 | 4126 | 4184 | 4074 |
| • | omax | tph | 4656 | 4338 | 4704 | 4618 |
| (| Cape | tph | 4660 | 4531 | 5439 | 5044 |

Operating Efficiency Inloading





Performance Indicators

Operational Performance

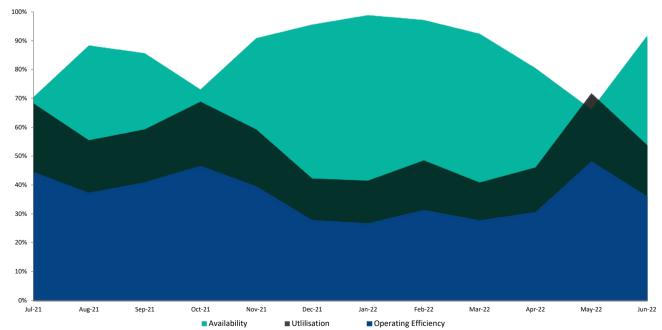
| Environmental Licence Performance | Per Qtr | March | April | May | YTD |
|---|---------|-------|-------|-----|-----|
| Dust Deposition Exceedance | Nil | Nil | Nil | Nil | Nil |
| Total Suspended Particulates Exceedance | Nil | Nil | Nil | Nil | Nil |
| Noise Levels Exceedance | Nil | Nil | Nil | Nil | Nil |

NB: Receipt of validated noise and dust deposition data is generally one month behind.

| Vessel Performance | , | | | , , , , | |
|--|----------------|-----------|-----------|-----------|------------|
| Number of Vessels | Units | April | May | June | YTD |
| Vessel Mix | | | | | |
| Handy | Ships | 0 | 1 | 2 | 13 |
| Panamax | Ships | 4 | 7 | 4 | 63 |
| Japmax | Ships | 20 | 17 | 36 | 302 |
| Cape | Ships | 14 | 22 | 14 | 217 |
| | | | | | |
| Average Parcels Per Vessel | | | | | |
| Handy | parcels/vessel | 0.0 | 1.0 | 1.0 | 1.1 |
| Panamax | parcels/vessel | 1.3 | 1.4 | 1.3 | 1.4 |
| Japmax | parcels/vessel | 1.3 | 1.2 | 1.2 | 1.2 |
| Cape | parcels/vessel | 2.0 | 2.1 | 1.6 | 2.0 |
| | | | | | |
| Vessel Mix | | | | | |
| Handy | % | 0.0% | 1.1% | 1.8% | 1.1% |
| Panamax | % | 6.2% | 8.2% | 5.6% | 7.1% |
| Japmax | % | 45.4% | 28.3% | 56.4% | 42.5% |
| Cape | % | 48.4% | 62.3% | 36.2% | 49.3% |
| Total Tonnes | t | 3,270,674 | 4,591,652 | 4,988,171 | 54,236,806 |
| | | | | | |
| Vessel Queuing | | | | | |
| Average Daily Total Vessels in Queue | Vessels | 12.1 | 20.0 | 19.6 | 15.3 |
| Average Daily Vessels with Unavailable Cargo | Vessels | 5.5 | 8.9 | 10.2 | 7.5 |
| Average Days at Anchor | days | 6.2 | 12.7 | 11.1 | 9.2 |
| Average Days at Anchor after Coal is Available | days | 4.9 | 7.4 | 4.9 | 4.5 |

^{**} Unavailable Cargo: Any vessel in the queue that does not have all parcels/products available at the mine/s.

Operating Efficiency Outloading



^{**}Weightometer tonnes are used in this report and cut-offs are last wagon and last coal for inloading and outloading respectively