

4 Year Capacity Plan

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SUPPLEMENTARY SUBMISSION NO. 105

Achieve	Key Initiative	By	Status as 1 February 2005
85Mtpa	Maintain train fleet re-powering (UPTWO) configuration plus; <ul style="list-style-type: none"> • New Stockpile Planning (4 Queues) • KCT process improvement (belt deviations & chutes) • Key load point upgrades – quick wins (HV & MTO/WW) • CCT Stacker 2 & Reclaimer 1 recommissioned • Additional train consists • Integrated Planning System • 80 km/h Running for loaded train • "2 week notice" opportunity possession tactic 	Q3 2005	<ul style="list-style-type: none"> • Implementing (HVCCLT) • Implementing (PWCS) • HV delivered Dec 04, MTO/WW under review (RTCA) • Stacker 2 by Q3/04, Reclaimer 1 by April 2005 (PWCS) • Delivery Apl to June (PN - 2 trains), Apl to Sep (QR - 4 trains) • Commenced Design and Build phase (HVCCLT) • Concept agreed & staged implementation plan in hand (ARTC) • Concept agreed & implementation plan in hand (ARTC)
90 - 95Mtpa (nominal 92Mtpa)	All of 85Mtpa plus; <ul style="list-style-type: none"> • Wambo Coal Terminal • Ulan CTC • Whittingham Branch line duplication/grade separation • Hexham Grade Separation • Full track duplication Antiene - Muswellbrook & Muswellbrook Yard rationalisation • KCT Pad C extension • KCT arrival roads • Drayton Branch extension • Lower Hunter Signal Box Rationalisation 	Q4 2006	<ul style="list-style-type: none"> • Funding approved, GH&D designing (Wambo) • Implementation process in hand (ARTC) • Concepts under review (ARTC) • Going to construct tender (ARTC) • Concept agreed & implementation plan in hand (ARTC) • Detail design and cost to March 2005 PWCS Board (PWCS) • Under review (ARTC) • To be discussed with (Anglo/BHPB) • Under review (ARTC)
95 - 105Mtpa (nominal 102Mtpa)	All of 90 - 95Mtpa plus; <ul style="list-style-type: none"> • Half Pad D and Stacker at KCT (Approved in KCT Stage 3) • Minimbah and Nundah Bank headway reduction • Key load point upgrades (HV, Ulan, Liddell) • Eliminate refuelling constraints KCT • CCT Stacking upgrade • Extend MTCL and Bulga loops for big trains • Back to BIG train fleet configuration • Mainline Bi-Di signalling 	Q4 2007	<ul style="list-style-type: none"> • Detail design and cost to March 2005 PWCS Board (PWCS) • Conceptual solutions developed (ARTC) • In discussion (RTCA) & (Xstrata) • PN studying 3 option to Mar/April PN Board (PN) • Study underway (PWCS) • Prelim design only, no action (MTCL/Xstrata) • Dependent on all above (HVCCLT/PN) • Capacity benefit to be assessed (ARTC)
110 - 120Mtpa	All of 95 - 105Mtpa plus; <ul style="list-style-type: none"> • 2 additional trains • Upgrade secondary load points to Benchmark levels • Complete Remaining KCT Stage 3 + 4th Dump Station • Whittingham – Maitland track 		<ul style="list-style-type: none"> • 1 already committed. • Concept only (Producers) • Proposal to fund Study to Feb PWCS Board (PWCS) • May need additional track – model.

* Modelling of capacity above 102Mt still being undertaken