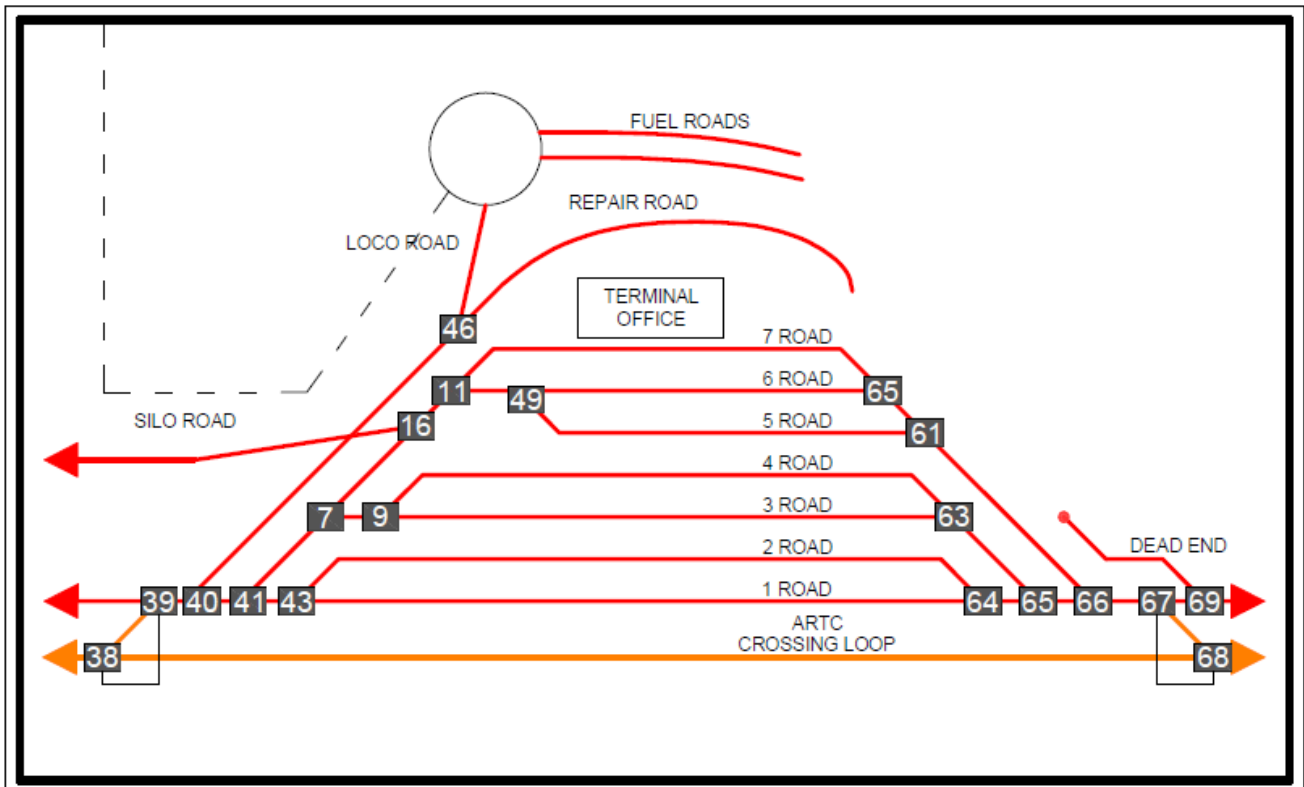


Terminal Operating Diagrams

TAILEM BEND TERMINAL - MAP 1

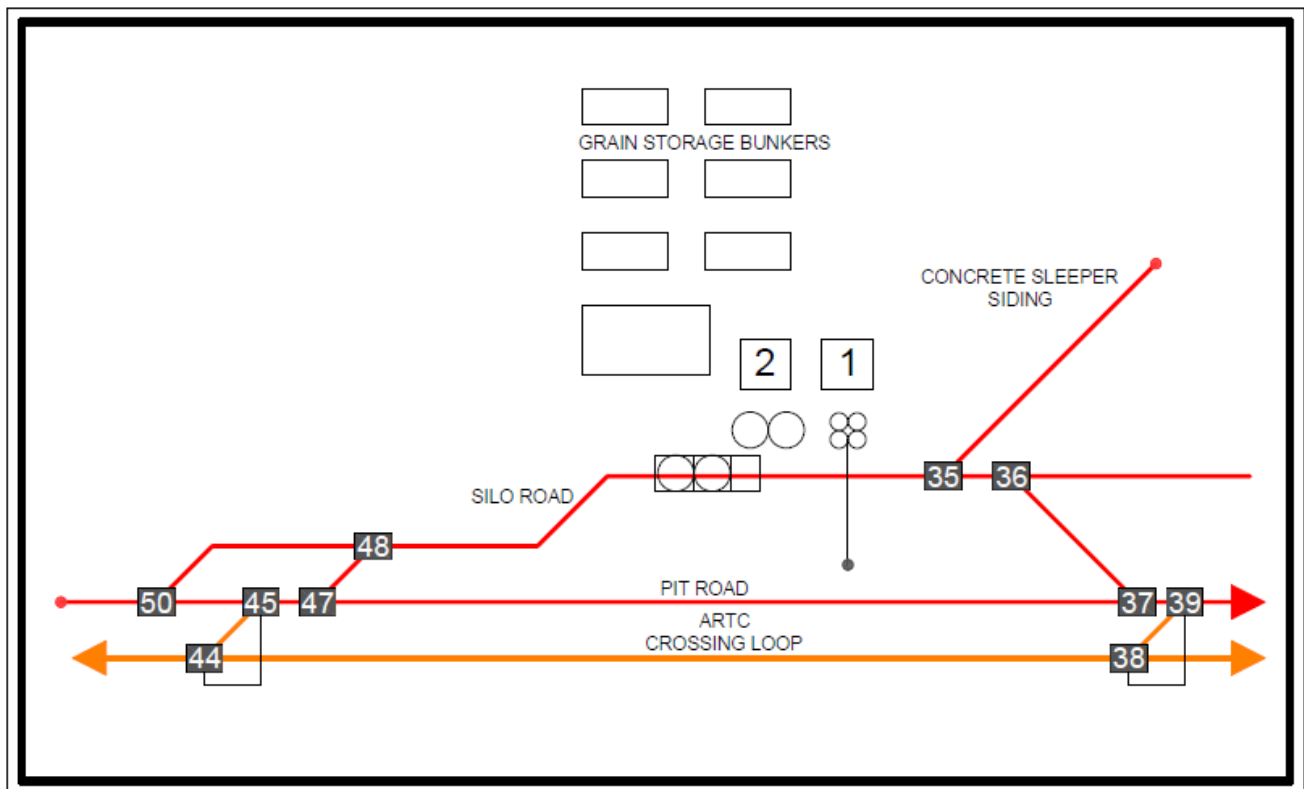


STANDING ROOM (Standard Gauge)

Standing room in the marshalling yard area of the terminal is as follows:

No 1 road	606 metres	Train marshalling / arrival / departure
No 2 road	606 metres	Train marshalling / arrival / departure
No 3 road	584 metres	Train marshalling / arrival / departure
No 4 road	584 metres	Train marshalling / arrival / departure
No 5 road	469 metres	Viterra grain silo service
No 6 road	488 metres	Viterra grain silo service
No 7 road	488 metres	Viterra grain silo service
Repair road	369 metres	Storage
Loco road	58 metres	Access to loco depot / turntable
Dead end	108 metres	Private access
Silo road (clear)	244 metres	Viterra grain silo service
Fuel roads	160 metres	Private leased facility

TAILEM BEND TERMINAL - MAP 2



STANDING ROOM (Standard Gauge)

Standing room in the silo area of the terminal is as follows:

Pit road (Clear)	733 metres	Viterra grain silo service
Silo road (No 35 points to shed)	192 metres	Viterra grain silo service
Silo road (Shed to No 48 points)	363 metres	Viterra grain silo service
Silo road (Shed to No 50 points)	601 metres	Viterra grain silo service
Silo road (Shed to loco road crossover)	481 metres	Viterra grain silo service
North dead end	241 metres	Viterra grain silo service
Silo road (Shed to dead end)	877 metres	Viterra grain silo service
Concrete sleeper siding	263 metres	Viterra grain silo service

Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA rollingstock standard Plate C.

Major Track Work Planned

No major work is planned in Tailem Bend Yard in the near future.

Train Control

Train control is by Yard Access Authority.

Communications

Communication with train control is by UHF Radio. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in Aurizon Bulk Central (ABC) yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in the Taillem Bend yard in the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Taillem Bend Yard.

Ruling Grade

Not applicable.

Current Train Paths

Taillem Bend Yard is used by some operators on the Melbourne to Adelaide line for drop off and pick up of banker locomotives at night and for grain loading during daylight hours. Whether a train requires a banker will depend upon its loading. While there are times when delays may occur in Taillem Bend Yard due to other working most requirements for access can be accommodated.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$0.88 per net tonne has been calculated for Taillem Bend Yard.

Approximate Ceiling Price

A ceiling price of \$8.94 per net tonne has been calculated for Taillem Bend Yard.

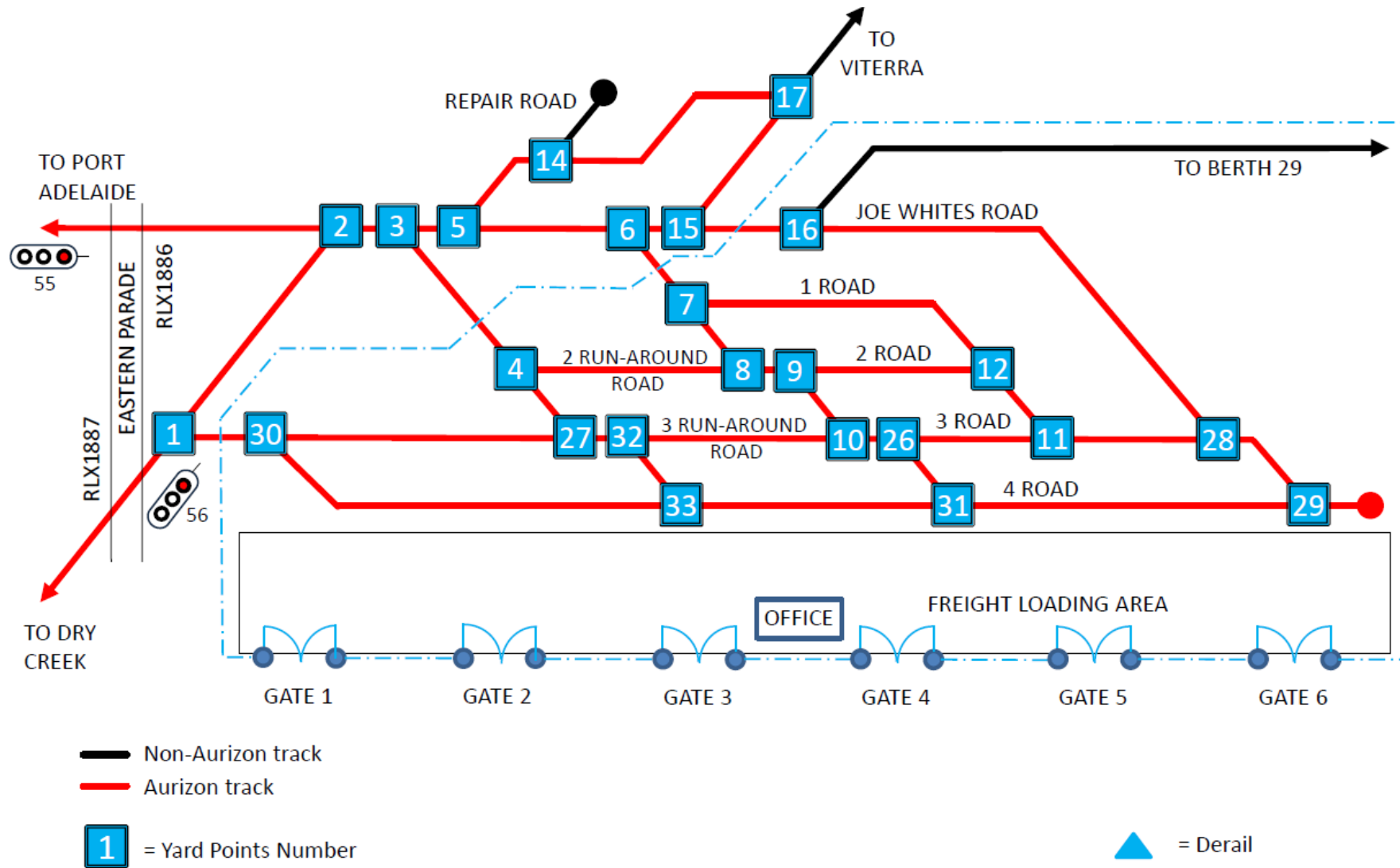
Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported per standard wagon.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.

Port Flat (includes Gillman Terminal)



Note – Map is NOT to scale

PORT ADELAIDE (Standard Broad and Dual Gauge Track)

Clear standing room is as follows:

No 1 road	665 metres	Viterra grain silo service	Dual gauge
No 2 road	665 metres	Viterra grain silo service	Dual gauge
No 3 road	665 metres	Gillman Terminal	Standard gauge
No 3 road dead end	140 metres	Gillman Terminal	Standard gauge
No 2 run-around	288 metres	Gillman Terminal	Standard gauge
No 3 run-around	342 metres	Gillman Terminal	Standard gauge
No 3 run / 3 road (foul of crossover points)	1042 metres		Gillman Terminal (SG)

ARRIVAL / RUN AROUND ROADS – DUAL GAUGE

Clear standing room on both the left and right hand holding roads is:

Left side road	445 metres	Viterra grain silo service / access
Left side road	445 metres	Viterra grain silo service / access

25-BERTH SIDING – BROAD GAUGE

Standing room is as follows:

Left holding road to level crossing	227 metres	Access to BHPB private facility
Level crossing to shed	140 metres	Private facility
Front to rear of shed	70 metres	Private facility
Run around road (clear)	155 metres	Private facility

JOE WHITES MALTING ROAD – DUAL GAUGE

Clearance point to gates	1060 metres	Viterra grain silo service
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CLYDE REPAIR ROAD – DUAL GAUGE

170 metres	Private facility
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Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate E.

Major Track Work Planned

Gillman Terminal works currently underway (to be completed mid 2025).

Train Control

Train control is by Yard Access Authority. Local shunters may be on duty as required to take local control.

Communications

Communication with train control is by UHF Radio. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum.

They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in the Port Adelaide yard in the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Port Adelaide Yard.

Ruling Grade

Not applicable.

Current Train Paths

Port Adelaide Yard acts as an access and staging area for entry to the Gillman Terminal, the Viterro grain unloading facility and the Flinders Ports bulk unloading facility. Grain services that need to unload at Port Adelaide and which unload overnight are also entering and exiting the yard. Additional entries during these periods are not recommended but at other times most requests for access can be accommodated.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$2.01 per standard 20 metre wagon, has been calculated for Port Adelaide Yard. A locomotive is taken to represent 3 standard wagon lengths.

Approximate Ceiling Price

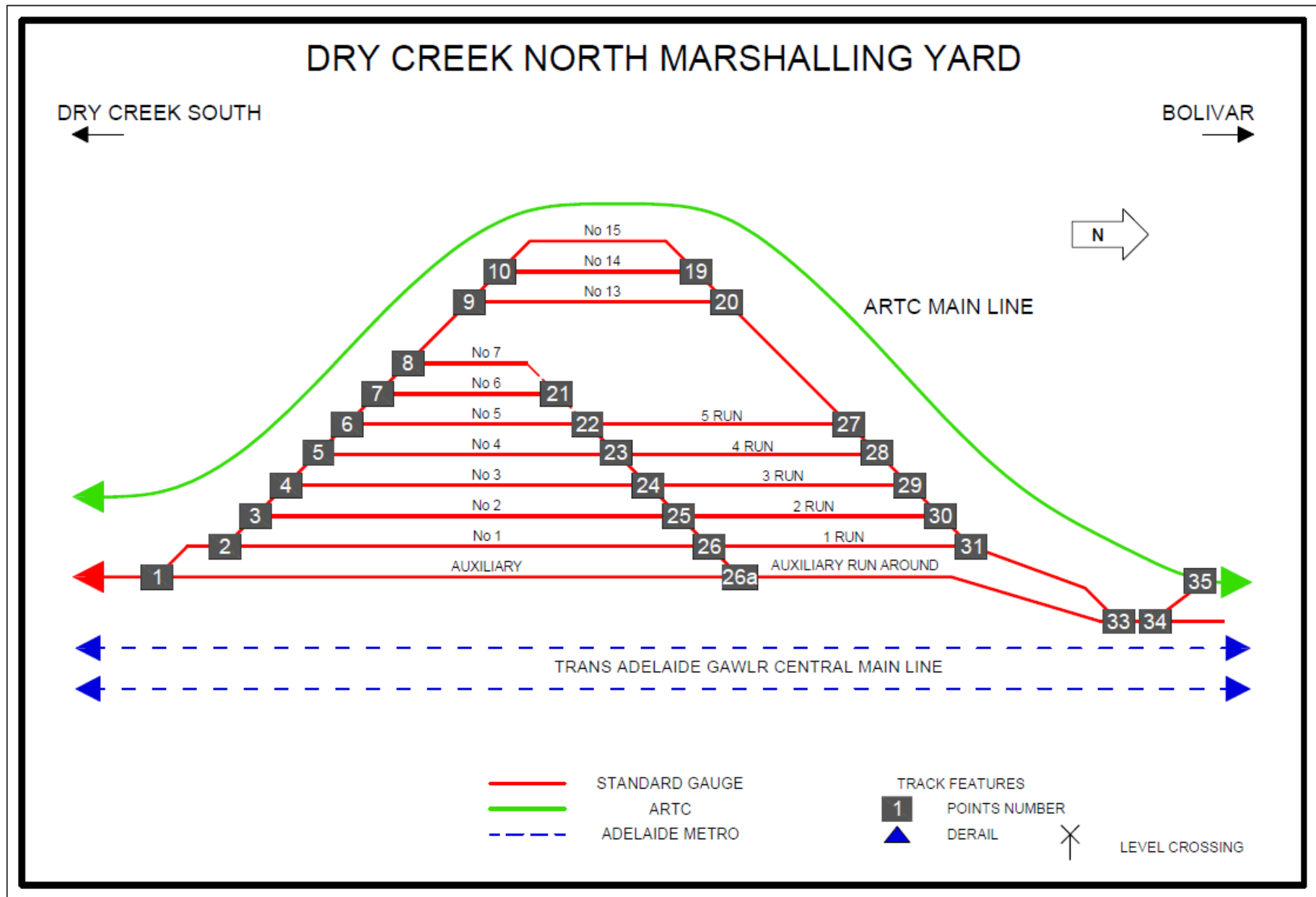
A ceiling price of \$22.24 per standard 20 metre wagon has been calculated for Port Adelaide Yard. A locomotive is taken to represent 3 standard wagon lengths.

Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported per standard wagon.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.



DRY CREEK NORTH MARSHALLING YARD (Standard Gauge)

Clear standing room is as follows:

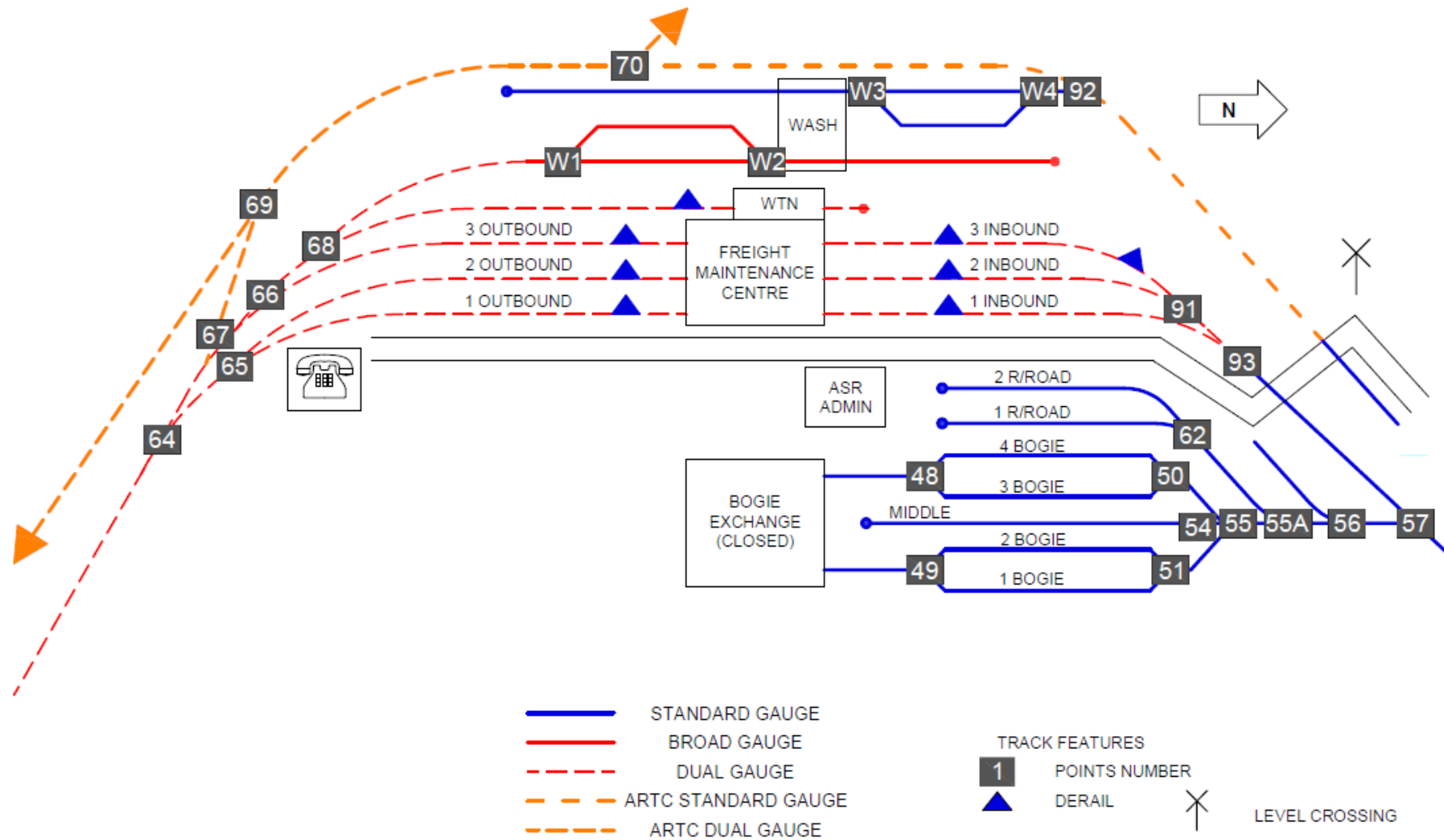
Auxiliary	1470metres	Shared access
No 1 road	1430 metres	Shared access
No 2 road	1365 metres	Access and short term storage
No 3 road	1280 metres	Shared storage
No 4 road	1050 metres	Grain service
No 5 road	945 metres	Grain service
No 6 road	845 metres	Grain service
No 7 road	760 metres	Storage
No 13 road	760 metres	Reserved – marshalling road
No 14 road	715 metres	Reserved – marshalling road
No 15 road	675 metres	Reserved – marshalling road
Auxiliary run-around	780 metres	Shared access
No 1 run-around	505 metres	Shared access
No 2 run-around	465 metres	Access and short term storage
No 3 run-around	420 metres	Shared storage
No 4 run-around	380 metres	Shared storage
No 5 run-around	340 metres	Shared storage
Auxiliary (total foul of crossover)	2285 metres	Shared access
Cattle ramp	480 metres	Storage (Dual gauge)
Cattle ramp straight	490 metres	Storage (Dual gauge)
Sheep ramp	280 metres	Storage (Dual gauge)

DRY CREEK SOUTH BROAD GAUGE MARSHALLING YARD

Access to the Dry Creek South marshalling yard is restricted to BROAD GAUGE ONLY.

Clear standing room is as follows:

No 1 road	959 metres	Shared through access
No 2 road	900 metres	Storage
No 3 road	886 metres	Storage
No 4 road	893 metres	Storage
No 5 road	929 metres	Storage
No 6 road	901 metres	Storage
No 7 road	835 metres	Grain service
No 8 road	769 metres	Grain service
No 9 road	769 metres	Grain service
No 1 lead	342 metres	Shared through access
No 2 lead	342 metres	Shared through access
No 3 lead	440 metres	Storage
No 4 lead	405 metres	Shared through access
No 1 run-around	285 metres	Shared through access
No 2 run-around	98 metres	Shared through access
No 1 to 4 bogie roads	240 metres	Private facility access
Stock van wash road	790 metres	Storage
Wash run around	210 metres	Storage



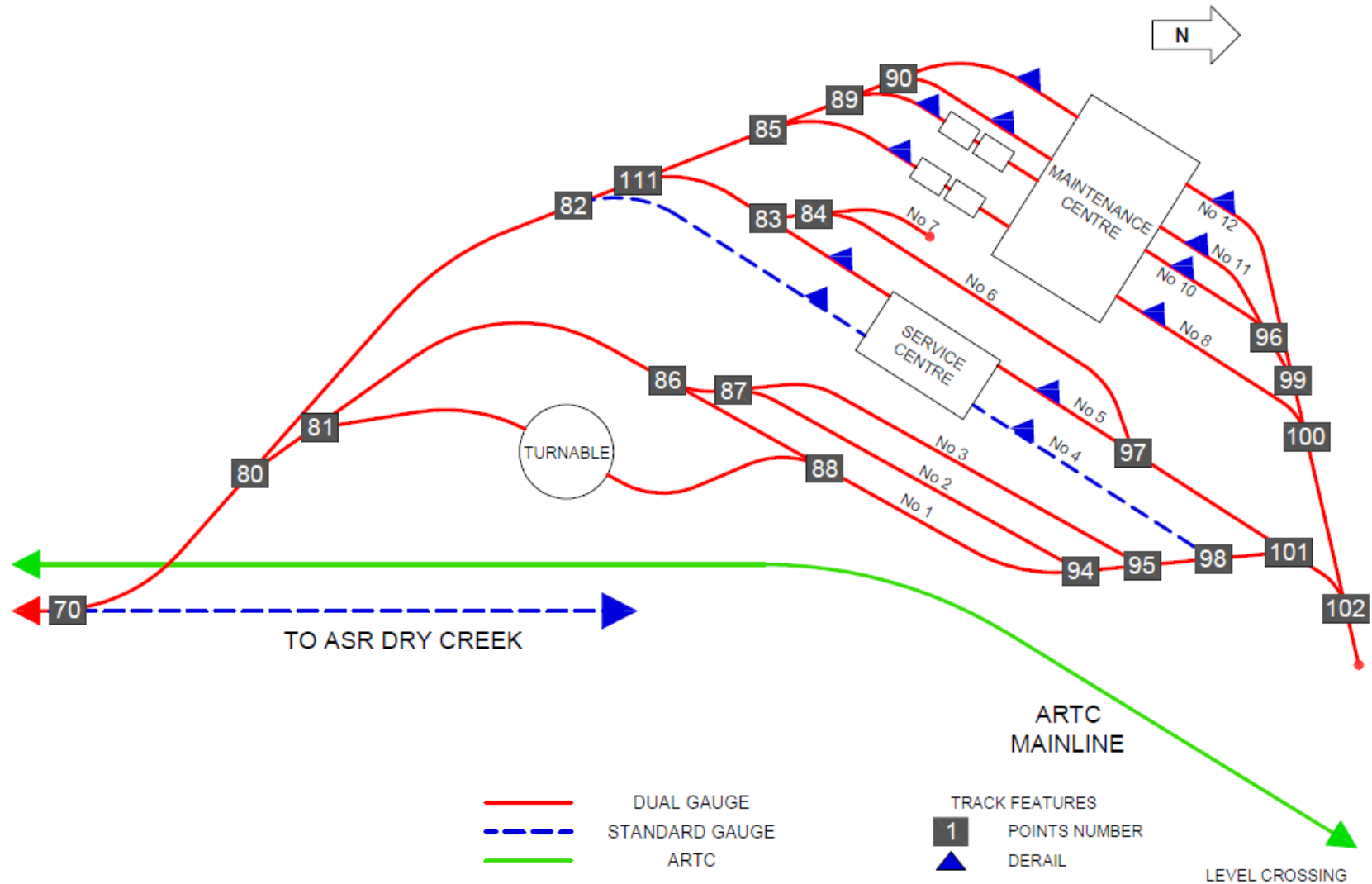
DRY CREEK SOUTH STANDARD GAUGE

STANDING ROOM

Bogie roads	240 metres	Private facility access
Middle road	418 metres	Private facility access
No 1 repair road	348 metres	Loading facility
No 2 repair road	348 metres	Loading facility
Engineers siding	70 metres	Private facility
Stock van wash road	790 metres	Storage
Wash run around	210 metres	Storage

MOTIVE POWER CENTRE (Standard and Dual Gauge Tracks)

The Motive Power Centre is a private facility.



Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate E. Clearance under the Port Wakefield Road overpass is restricted to 6.3 metres.

Major Track Work Planned

No major track works planned for Dry Creek at this stage.

Train Control

Train control is by Yard Access Authority. Local shunters are on duty as required to take local control.

Communications

Communication with train control is by UHF Radio. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in Dry Creek North and South yard in the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Dry Creek North and South Yards.

Ruling Grade

Not applicable.

Current Train Paths

Dry Creek North and South yards are used predominantly for broad and standard gauge wagon storage although long roads are available for mainline train stabling. Most accesses can be accommodated.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$2.55 per standard 20 metre wagon has been calculated for Dry Creek North and South Yard. A locomotive is taken to represent 3 standard wagon lengths.

Approximate Ceiling Price

A ceiling price of \$29.26 per standard 20 metre wagon has been calculated for Dry Creek North and South Yards. A locomotive is taken to represent 3 standard wagon lengths.

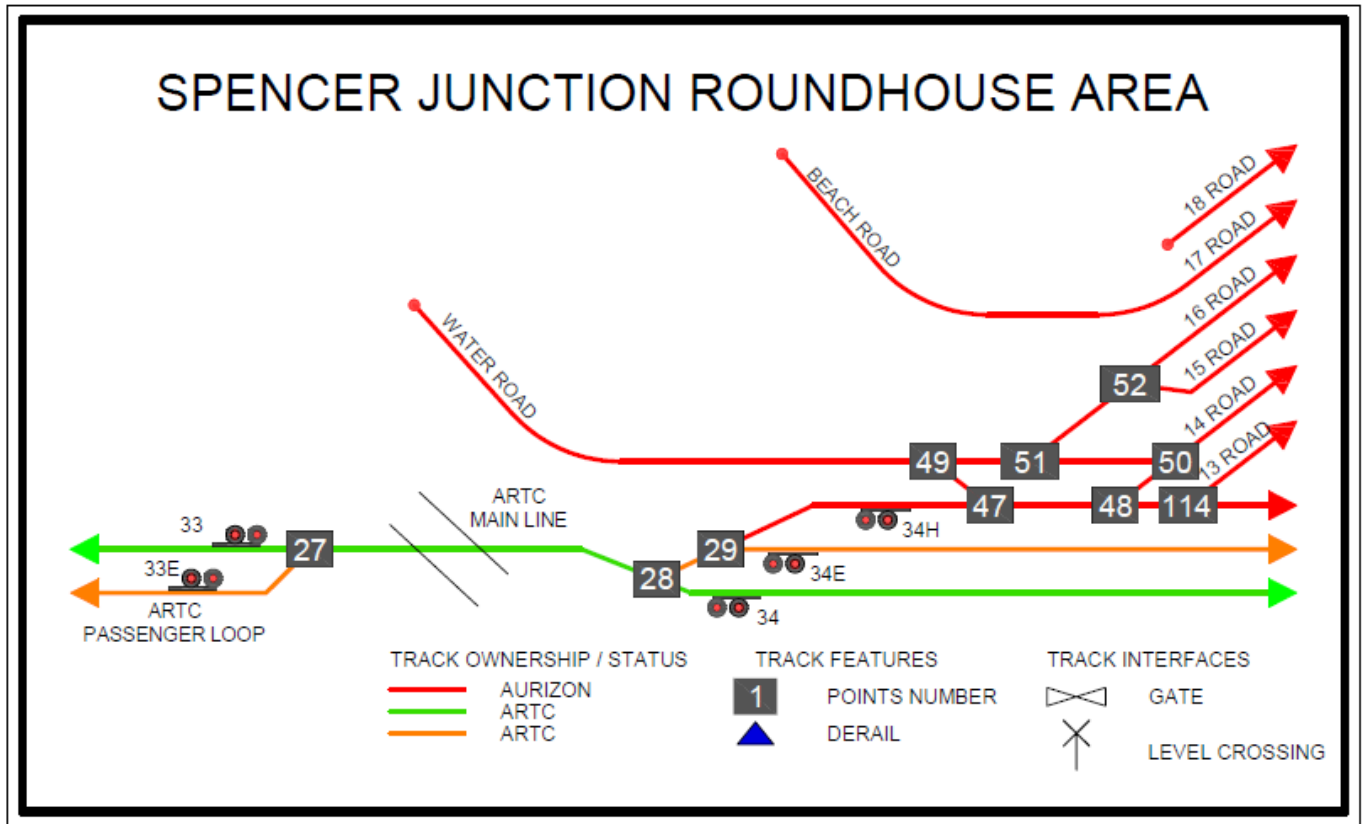
Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported per standard wagon.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.

SPENCER JUNCTION (PORT AUGUSTA) ROUNDHOUSE AREA

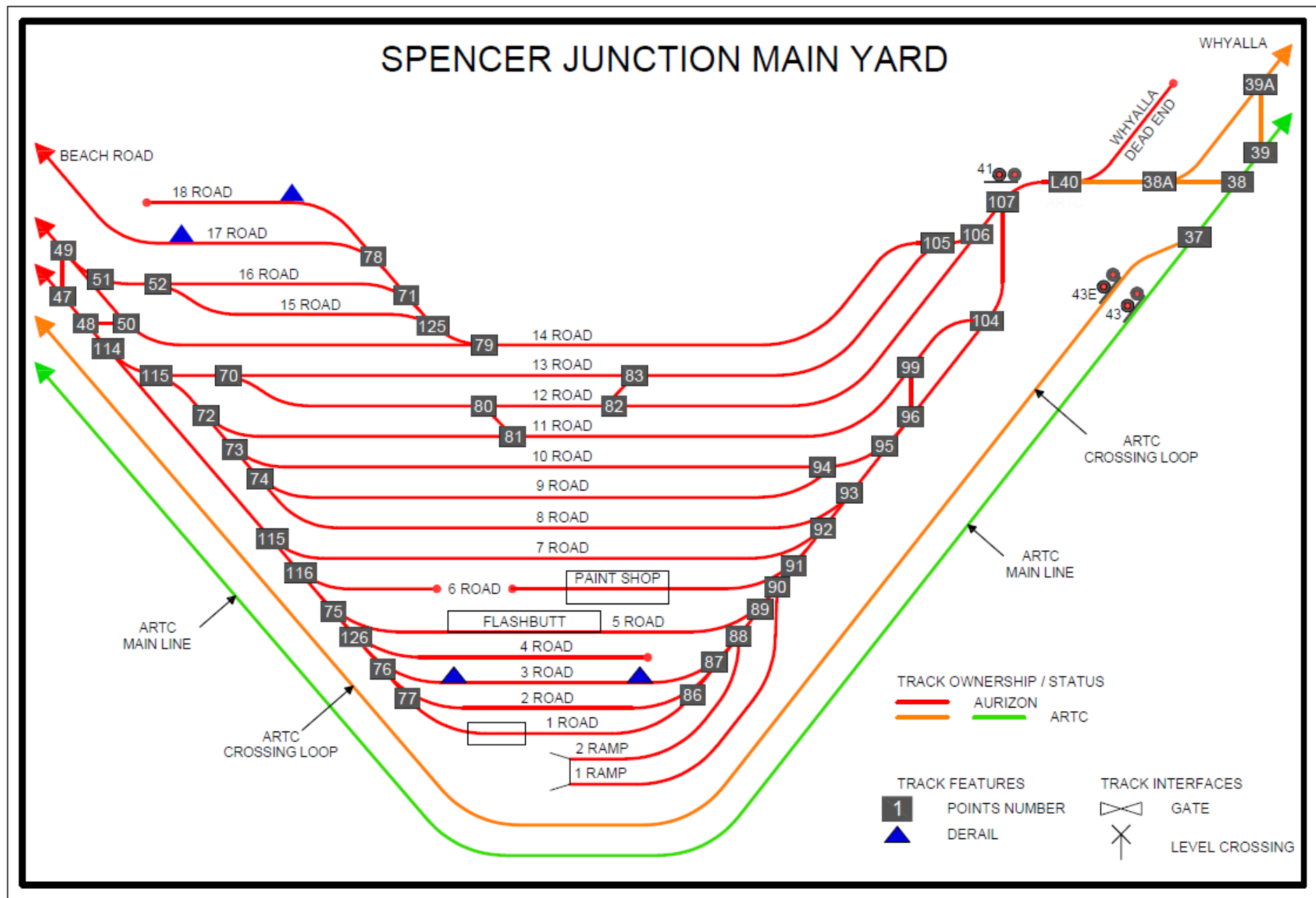


PORT AUGUSTA ROUNDHOUSE AREA (Standard Gauge)

STANDING ROOM (Standard Gauge)

Clear standing room is available as follows:

Wall Road	525 metres	Headshunt
Town Side Padgets	210 metres	ABC storage
Town Side Elevator	255 metres	ABC storage
Weighbridge Road	120 metres	Water tank filling road
Old Weighbridge Road	150 metres	ABC storage
Gulf Side Padgets	210 metres	ABC storage
Gulf Side Elevator	255 metres	Water tank filling road
Outs Road	255 metres	ABC storage
Roundhouse Straight	315 metres	ABC storage
Beach Road	315 metres	ABC storage
Bin Road	255 metres	ABC storage
Hospital Road	275 metres	ABC storage
Repair Road	255 metres	ABC storage
Work Road	315 metres	ABC storage



SPENCER JUNCTION (PORT AUGUSTA) YARD (Standard Gauge)

Clear standing room is available as follows:

No 1 Ramp	340 metres	ABC road/rail loading facility
No 2 Ramp	290 metres	ABC road/rail loading facility
No 1 Road	530 metres	Private service facility
No 2 Road	530 metres	Crew Vans
No 3 Road	550 metres	Storage
No 4 Road	630 metres	ABC storage
No 5 Road	735 metres	ABC storage
No 6 Road	840 metres	Private facility
No 7 Road	840 metres	Shared storage
No 8 Road	840 metres	Shared storage
No 9 Road	839 metres	Train running / marshalling
No 10 Road	862 metres	Shared access
No 11 Road	1590 metres	Shared access
No 12 Road	1640 metres	Shared access
No 13 Road	1586 metres	Train running / marshalling
No 14 Road	1494 metres	Train running / marshalling
No 15 Road	317 metres	Train running / marshalling
No 16 Road	285 metres	Storage
No 17 Road	200 metres	Storage

Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate E.

Major Track Work Planned

No major work is planned for Port Augusta yards in the near future.

Train Control

Train control is by Yard Access Authority. Local shunters are on duty as required to take local control.

Communications

Communication with train control is by UHF Radio. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Port Augusta Yard.

Ruling Grade

Not applicable.

Current Train Paths

Port Augusta yard is used as a transit area for a variety of main line trains and some maintenance of wagons and crew vans is carried out in the yard. Port Augusta yard contains a number of long roads so most access requests can be accommodated.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$0.70 per standard 20 metre wagon has been calculated for Port Augusta Yard. A locomotive is taken to represent 3 standard wagon lengths.

Approximate Ceiling Price

A ceiling price of \$22.04 per standard 20 metre wagon has been calculated for Port Augusta Yard. A locomotive is taken to represent 3 standard wagon lengths.

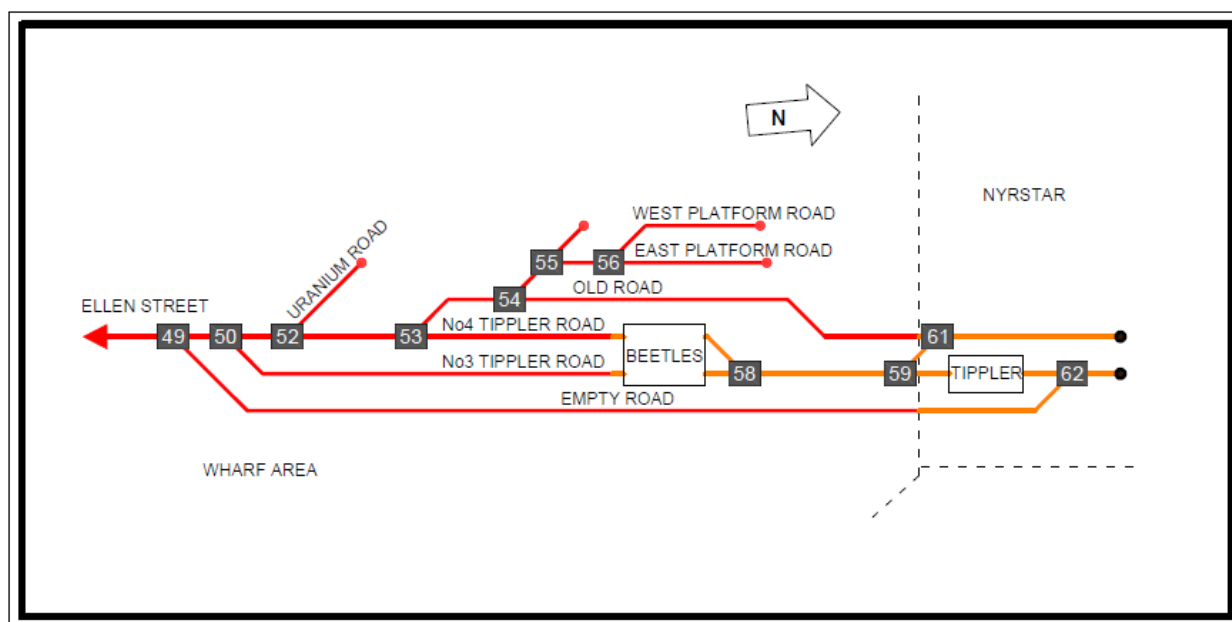
Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported per standard wagon.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.

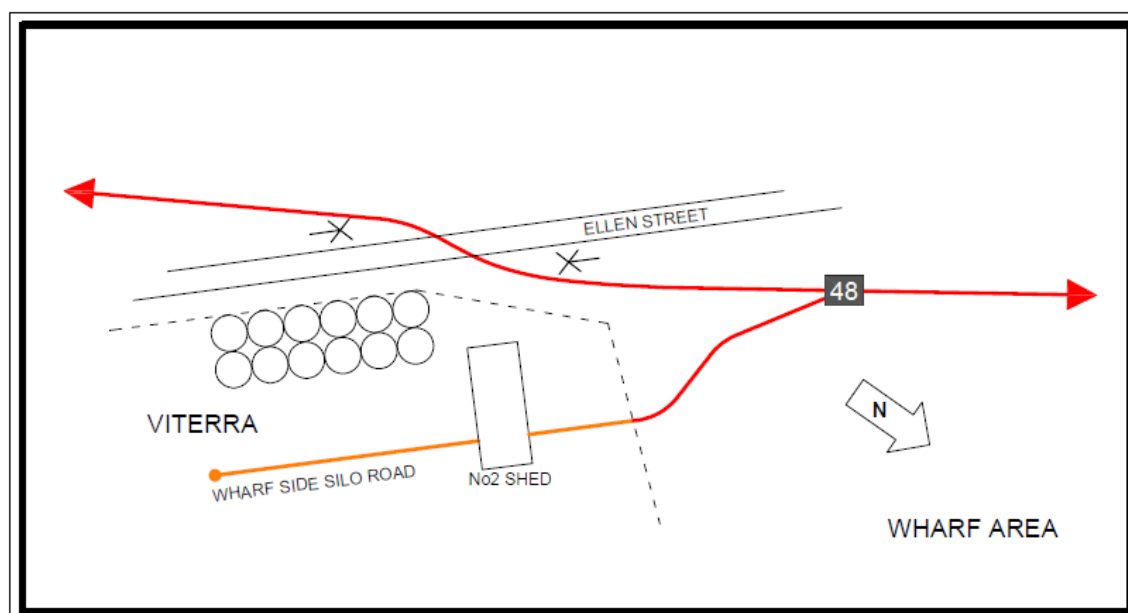
PORT PIRIE NYRSTAR & WHARF AREA



STANDING ROOM (Standard Gauge)

Uranium road	2000 metres	Nyrstar private facility access
West Platform	540 metres	Nyrstar private facility access
East Platform	540 metres	Nyrstar private facility access
Old Road (in clear)	711 metres	Nyrstar private facility access
No 4 Tippler (to Stop Board)	430 metres	Nyrstar private facility access
No 3 Tippler (to Stop Board)	580 metres	Nyrstar private facility access
No 2 Tippler (in clear)	580 metres	Nyrstar private facility access
Wharf Road	740 metres	Flinders Ports private facility access

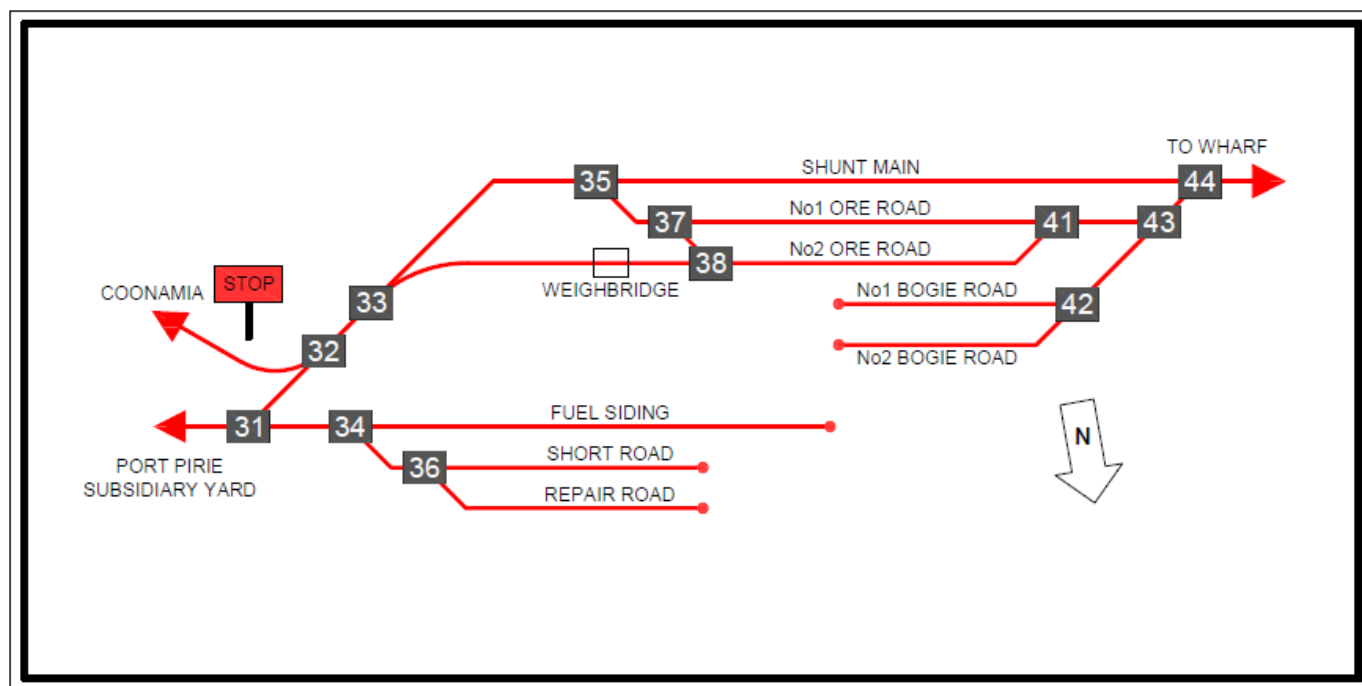
PORT PIRIE VITERRA AREA



STANDING ROOM (Standard Gauge)

Town Side Silo Road (total)	434 metres	VITERRA private facility access
Town Side Road – Gates to No 2 shed	102 metres	VITERRA private facility access
Town Side Road – No 2 shed to No 1 shed	78 metres	VITERRA private facility access
Town Side Road – No 1 shed to dead end	224 metres	VITERRA private facility access
Wharf Side Silo Road (total)	413 metres	VITERRA private facility access
Wharf Side Road – Gates to No 2 shed	102 metres	VITERRA private facility access
Wharf Side Road – No 2 shed to dead end	285 metres	VITERRA private facility access

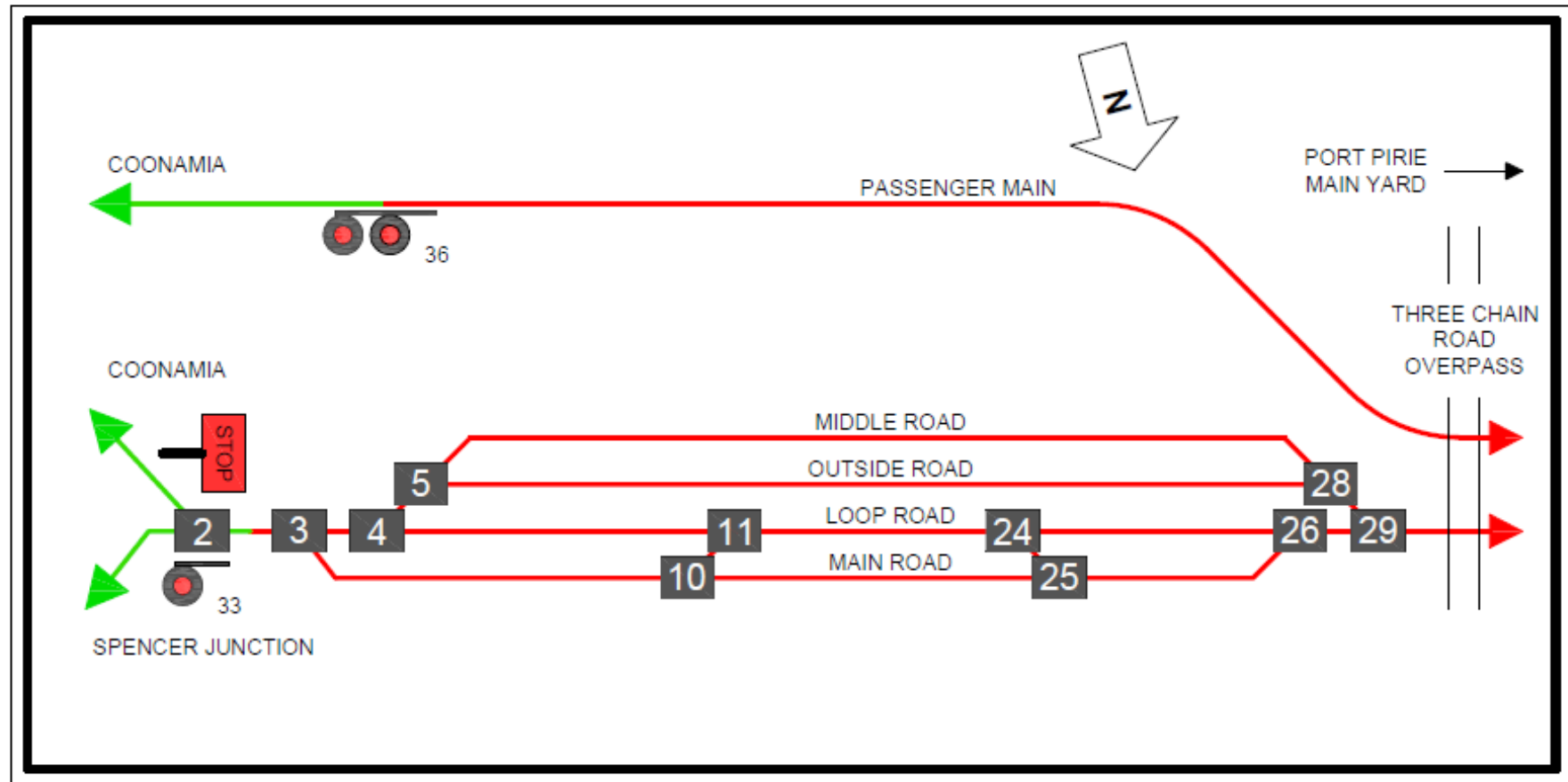
PORT PIRIE MAIN YARD



STANDING ROOM (Standard Gauge)

Shunt Main	942 metres	Shared access
No 1 Ore Road	675 metres	Nyrstar service
No 2 Ore Road	675 metres	Nyrstar service
No 1 Bogie Road	235 metres	ABC storage / loading facility
No 2 Bogie Road	235 metres	ABC storage / loading facility
Weighbridge Road	239 metres	Shared access
Short Road	203 metres	ABC storage / loading facility
Repair Road	235 metres	ABC storage / loading facility
Fuel siding	495 metres	ABC storage / loading facility

PORT PIRIE SUBSIDIARY YARD



PORT PIRIE SUBSIDIARY SIDING

STANDING ROOM (Standard Gauge)

Main Road	1190 metres	ABC train operations
Loop Road	1269 metres	ABC train operations
Outside Road	748 metres	ABC train operations
Middle Road	696 metres	Shared access
Sheep Transfer Road	696 metres	ABC storage
Mainline Dead End	411 metres	ABC storage
Local Yards	321 metres	ABC storage
Repair Road	336 metres	ABC storage
Tank Siding	219 metres	ABC storage
No 1 Road	382 metres	ABC storage
No 2 Road	448 metres	Shared access
No 3 Road	416 metres	Shared access

Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate E. There is a height restriction of 6.1 metres under the Three Chain Road Bridge.

Major Track Work Planned

No major work is planned for Port Pirie yards in the near future.

Train Control

Train control is by Yard Access Authority. Local shunters are on duty as required to take local control.

Communications

Communication with train control is by UHF Radio. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in Port Pirie yard the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Port Pirie Yard.

Ruling Grade

Not applicable.

Current Train Paths

Port Pirie yard is used as a transit area for main line trains and as a staging area for wagons being unloaded or loaded in Nyrstar and Flinders Ports facilities. Most access requests to Port Pirie yard can be accommodated.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$ 4.09 per standard 20 metre wagon has been calculated for Port Pirie Yard. A locomotive is taken to represent 3 standard wagon lengths.

Approximate Ceiling Price

A ceiling price of \$115.13 per standard 20 metre wagon has been calculated for Port Pirie Yard. A locomotive is taken to represent 3 standard wagon lengths.

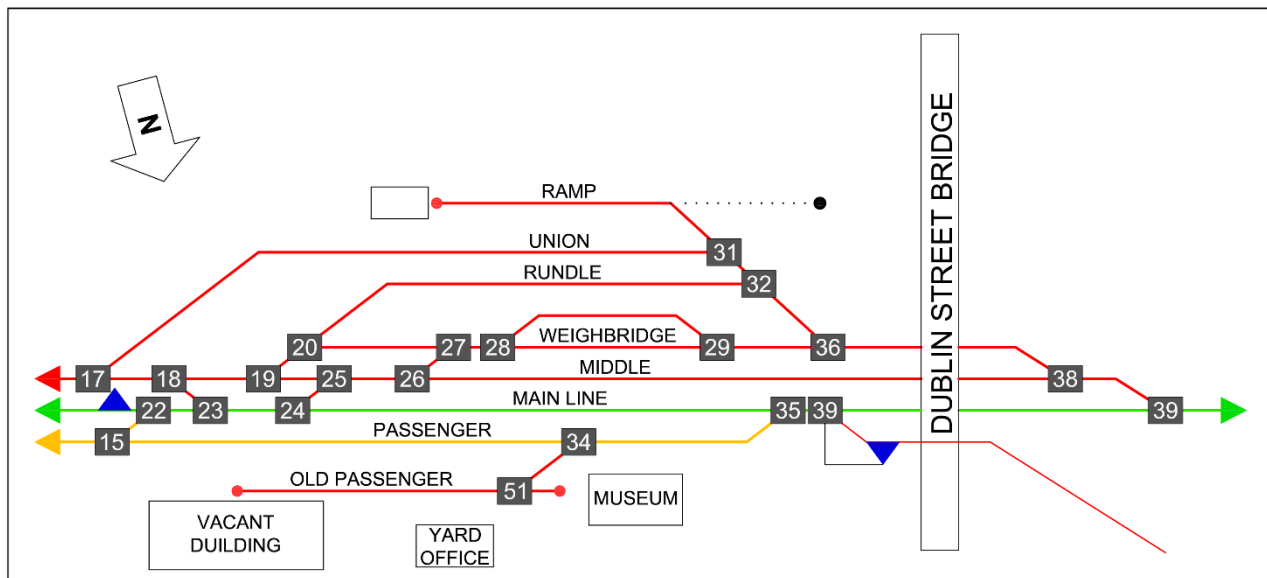
Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported per standard wagon.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.

PORT LINCOLN STATION YARD

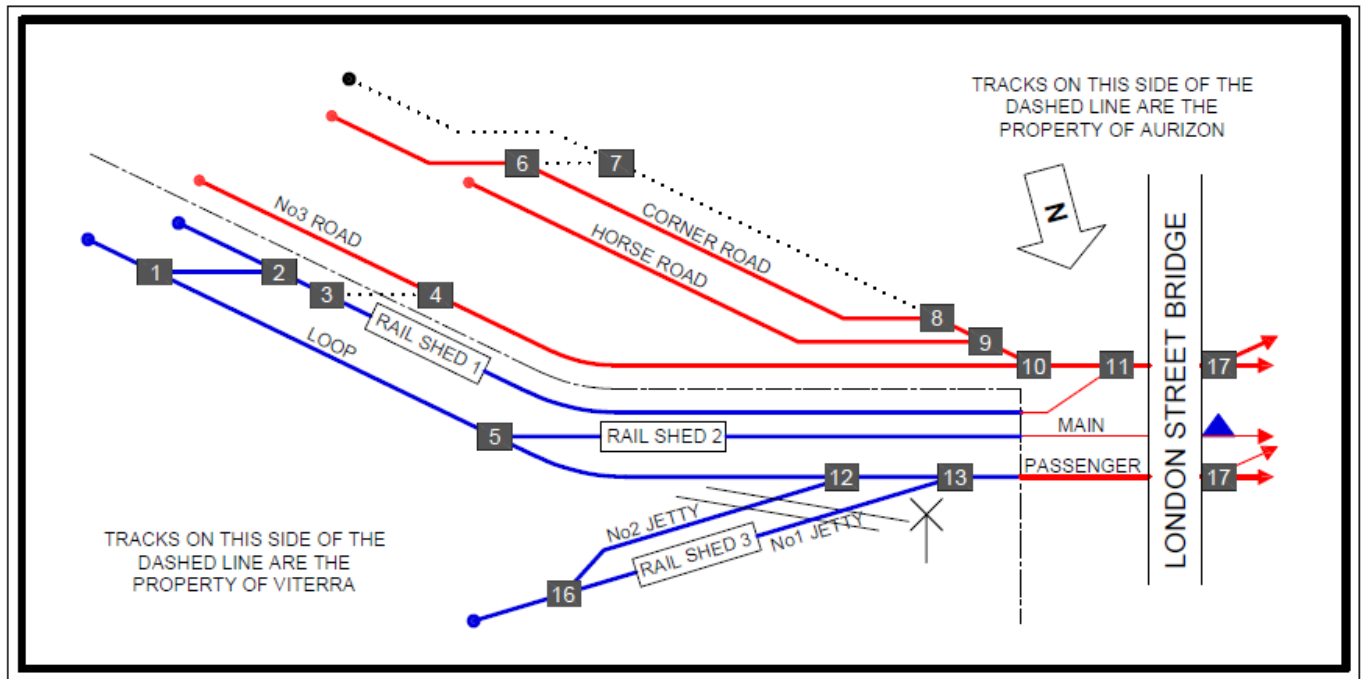


PORT LINCOLN YARD (Narrow Gauge)

Clear standing room in the Port Lincoln station yard is as follows:

Main Line (total)	448 metres	Shared access
Main Line (38 points to 39 points)	148 metres	Shared access
Main Line (35 points to 24 points)	300 metres	Shared access
Passenger (total)	344 metres	ABC train operations
Passenger (34 points to 35 points)	156 metres	ABC train operations
Passenger (34 points to 15 points)	188 metres	ABC train operations
Old Passenger	133 metres	ABC train operations
Middle Road (total)	521 metres	ABC train operations
Middle Road (37 points to 26 points)	465 metres	ABC train operations
Weighbridge (total)	389 metres	ABC train operations
Weighbridge (20 points to 36 points)	312 metres	ABC train operations
Weighbridge loop	62 metres	ABC train operations
Rundle	257 metres	ABC train operations
Union	390 metres	ABC train operations
Union (36 points to 17 points)	492 metres	ABC train operations
Ramp	166 metres	ABC train operations

PORT LINCOLN SILOS AREA



PORT LINCOLN SILOS AREA (Narrow Gauge)

Clear standing room in the Port Lincoln silos area is as follows:

Main Line (derail to Rail Shed 2)	153 metres	Access to private facility
Loop (total – 5 points to dead end)	313 metres	Access to private facility
Loop (12 points to 5 points)	104 metres	Access to private facility
Middle (11 points to Rail Shed 1)	183 metres	Access to private facility
Passenger (23 points to 13 points)	74 metres	Access to private facility
Middle (Rail Shed 1 to dead end)	252 metres	Access to private facility
No 3 Road	492 metres	Access to private facility
No 1 Jetty (roadway to Rail Shed 3)	129 metres	Access to private facility
No 1 Jetty (Rail Shed 3 to dead end)	138 metres	Access to private facility
No 2 Jetty (roadway to 16 points)	196 metres	Access to private facility
Horse Road	154 metres	Access to private facility
Corner Road (total)	387 metres	Access to private facility

Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate A.

Major Track Work Planned

No major work is planned for Port Lincoln yards in the near future.

Train Control

Train control is by Yard Access Authority. Local shunters are on duty as required to take local control.

Communications

Communication with train control is by UHF Radio or CDMA mobile phone. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in Port Lincoln yard the last two years, the yard is currently **non-operational**.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Port Lincoln Yard.

Ruling Grade

Not applicable.

Current Train Paths

Port Lincoln yard is currently **non-operational**.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$0.96 per net tonne has been calculated for Port Lincoln Yard.

Approximate Ceiling Price

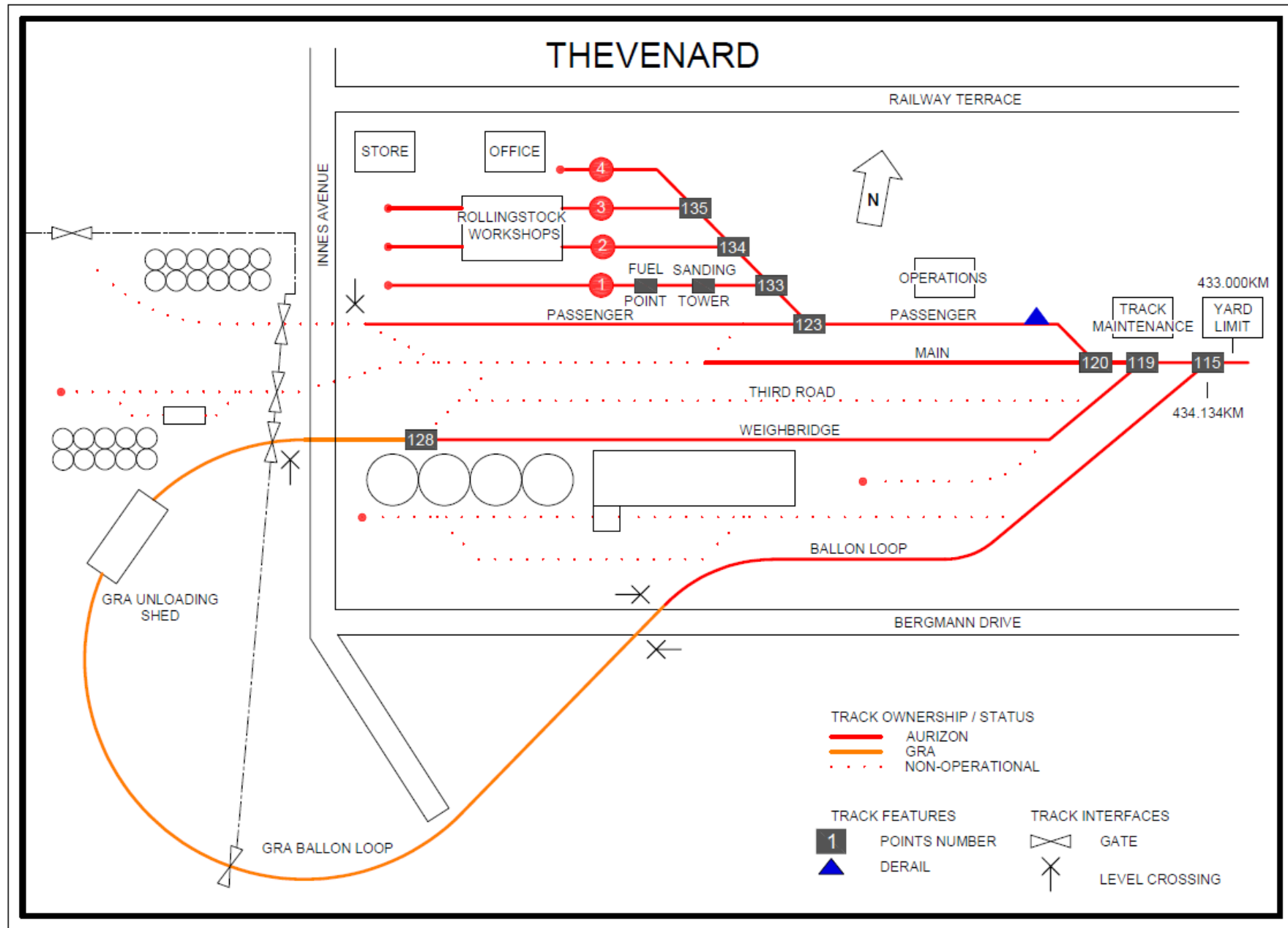
A ceiling price of 29.07 per net tonne has been calculated for Port Lincoln Yard.

Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported in net tonnes.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.



THEVENARD TERMINAL (Narrow Gauge)

Clear standing room in the terminal is as follows:

Clear standing room in the terminal is as follows:

GRA Balloon Loop	1130 metres	Access to private facility
New road (total – foul of Outside)	455 metres	Access to private facility
New road Outside	270 metres	Viterra private facility access
Shed road	100 metres	Viterra private facility access
Weighbridge	390 metres	ABC train operations
Weighbridge (foul of 128 points)	440 metres	ABC train operations
Third road	380 metres	ABC train operations
Main (120 to 125 points)	180 metres	Shared access
Main (125 to 126 points)	220 metres	ABC train operations
Passenger (Derail to 124 points)	170 metres	Shared access
Passenger (near workshops)	110 metres	ABC train operations
No 1 Loco road	230 metres	Private facility
No 2 loco road (through shed)	170 metres	Private facility
No 3 loco road (to shed)	80 metres	Private facility
No 4 loco road	100 metres	Private facility
CSR siding	460 metres (closed)	
CBH dead end (total)	440 metres	Viterra private facility access
CBH run around	250 metres	Viterra private facility access

Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate A.

Major Track Work Planned

No major work is planned for Thevenard yards in the near future.

Train Control

Train control is by Yard Access Authority.

Communications

Communication with train control is by UHF Radio or CDMA or Next Gen mobile phone. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in Thevenard yard the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Thevenard Yard.

Ruling Grade

Not applicable.

Current Train Paths

Thevenard yard is used as a transit area for main line gypsum trains accessing GRA facilities for unloading. Most access requests to Thevenard yard can be accommodated.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$0.14 per net tonne has been calculated for Thevenard Yard.

Approximate Ceiling Price

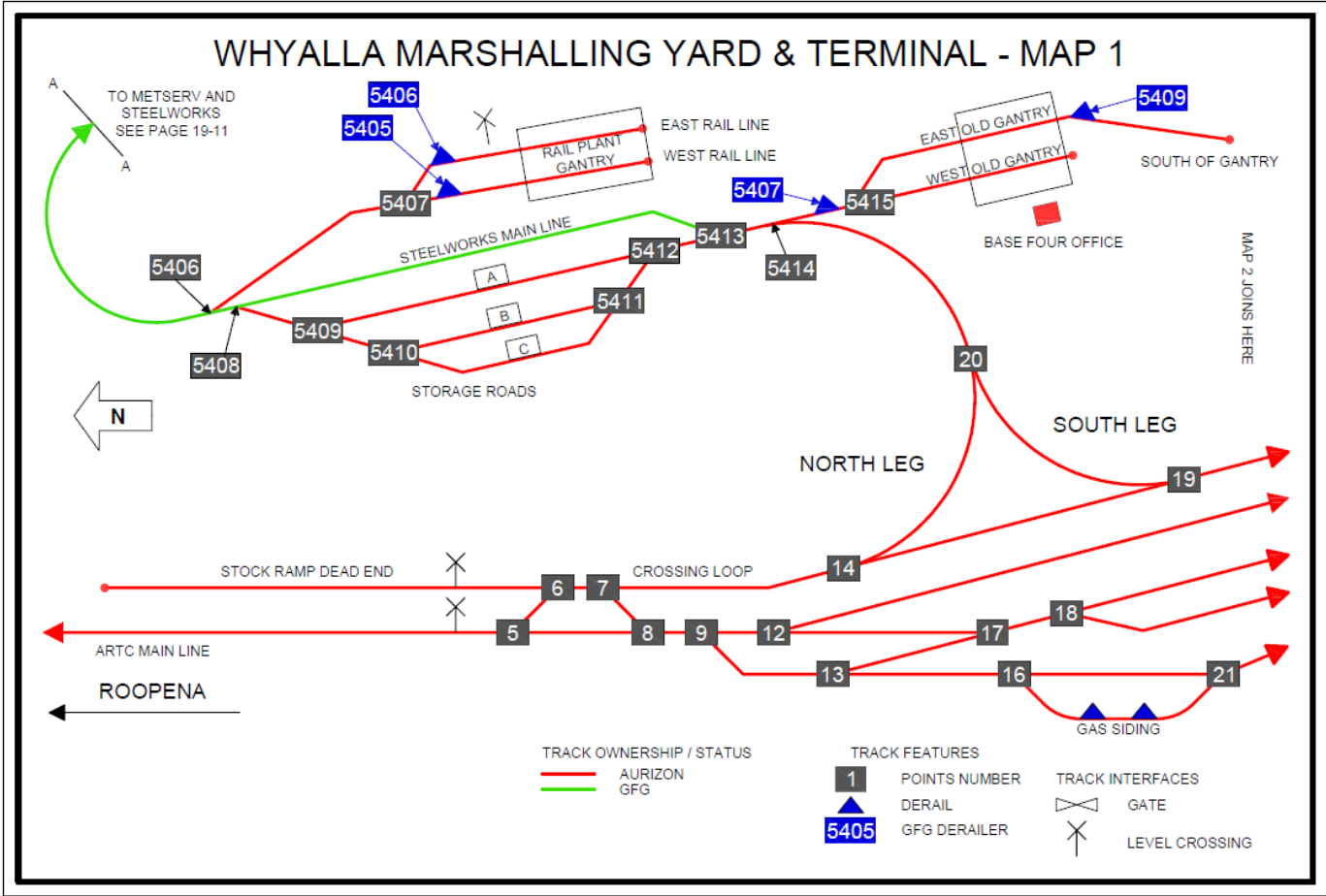
A ceiling price of \$3.79 per net tonne has been calculated for Thevenard Yard.

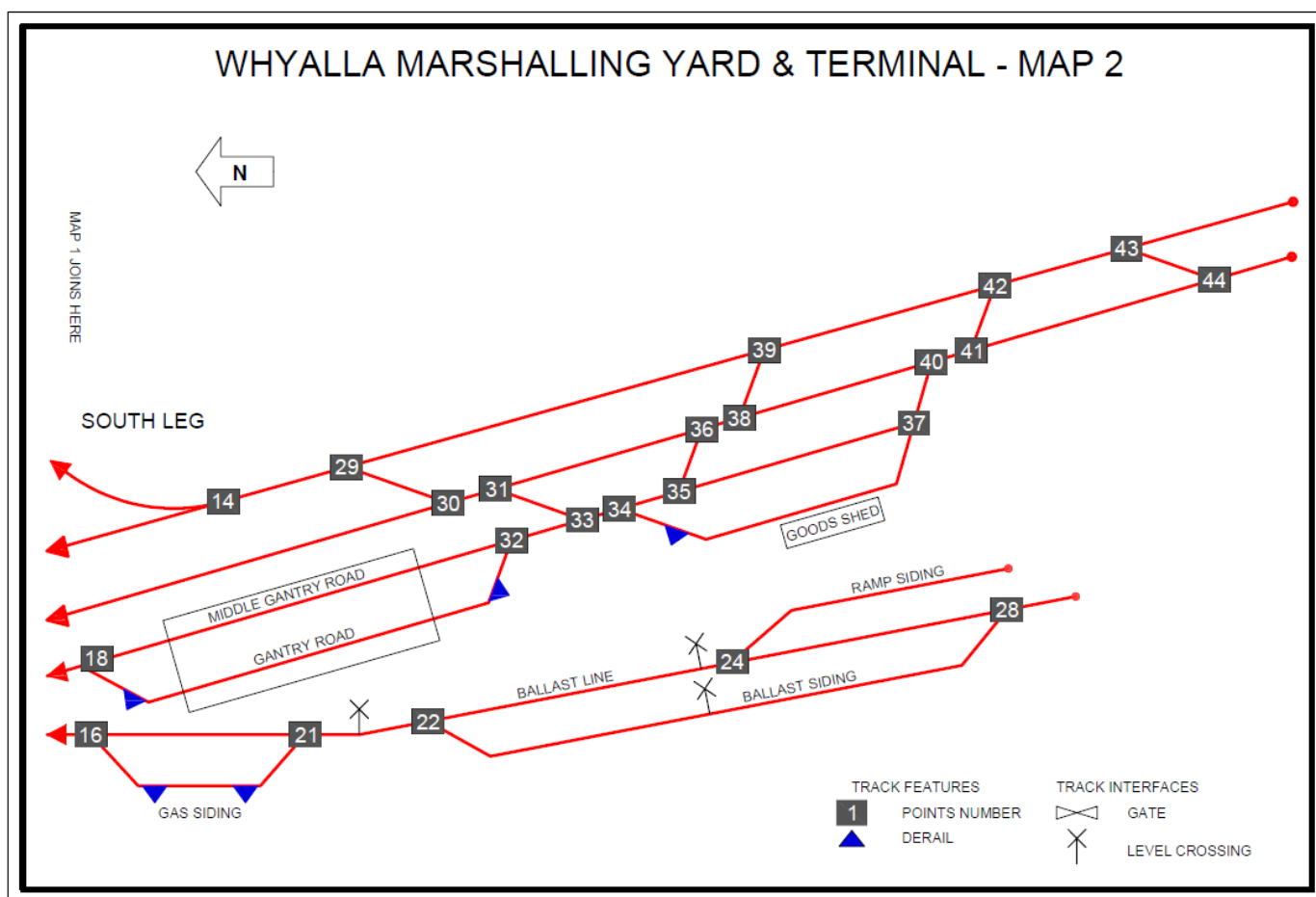
Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported in net tonnes.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.





STANDING ROOM (Standard Gauge)

Standing room in Whyalla Marshalling Yard is as follows:

Main Line (clear 5 points to 44 points)	1605 metres	train marshalling
Main Line (clear 31 points to 44 points)	910 metres	train marshalling
Crossing loop (clear 6 points to 43 points)	1550 metres	train marshalling
Crossing loop (clear 19 points to dead end)	1350 metres	train marshalling
Cattle Siding	(Out of service)	
Weighbridge	93 metres	train marshalling
Gas siding	110 metres	wagon loading
RoadRailer loop	312 metres	ballast loading
Gantry Road	468 metres	wagon repair
Middle gantry road	468 metres	wagon repair
Intermodal dead end	217 metres	wagon storage
Intermodal loop	113 metres	ballast loading
Goods shed platform road	341 metres	train marshalling
North dead end	110 metres	train marshalling
Stock ramp loop	184 metres	train marshalling
Stock ramp dead end	168 metres	train marshalling

Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate E.

Major Track Work Planned

No major work is planned in Whyalla Yard in the near future.

Train Control

Train control is by Yard Access Authority. Pacific National shunters are on duty on most days between the hours of approximately 7.00 am and 3.00 pm.

Communications

Communication with train control is by UHF Radio or CDMA mobile phone. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in the Whyalla yard in the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Whyalla Marshalling Yard.

Ruling Grade

Not applicable.

Current Train Paths

Whyalla Yard is used by Pacific National to service the adjacent GFG site. Wagons are shunted to GFG rail-based loading facilities from the Whyalla Yard. Once the loaded wagons are returned to the yard trains are made up and prepared for departure. The yard can become congested while trains are being shunted into and out from the GFG facility and while trains are being prepared for departure. Most requests for access to Whyalla can however be accommodated

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$73 per train entry has been calculated for Whyalla Yard.

Approximate Ceiling Price

A ceiling price of \$1760 per train entry has been calculated for Whyalla Yard.

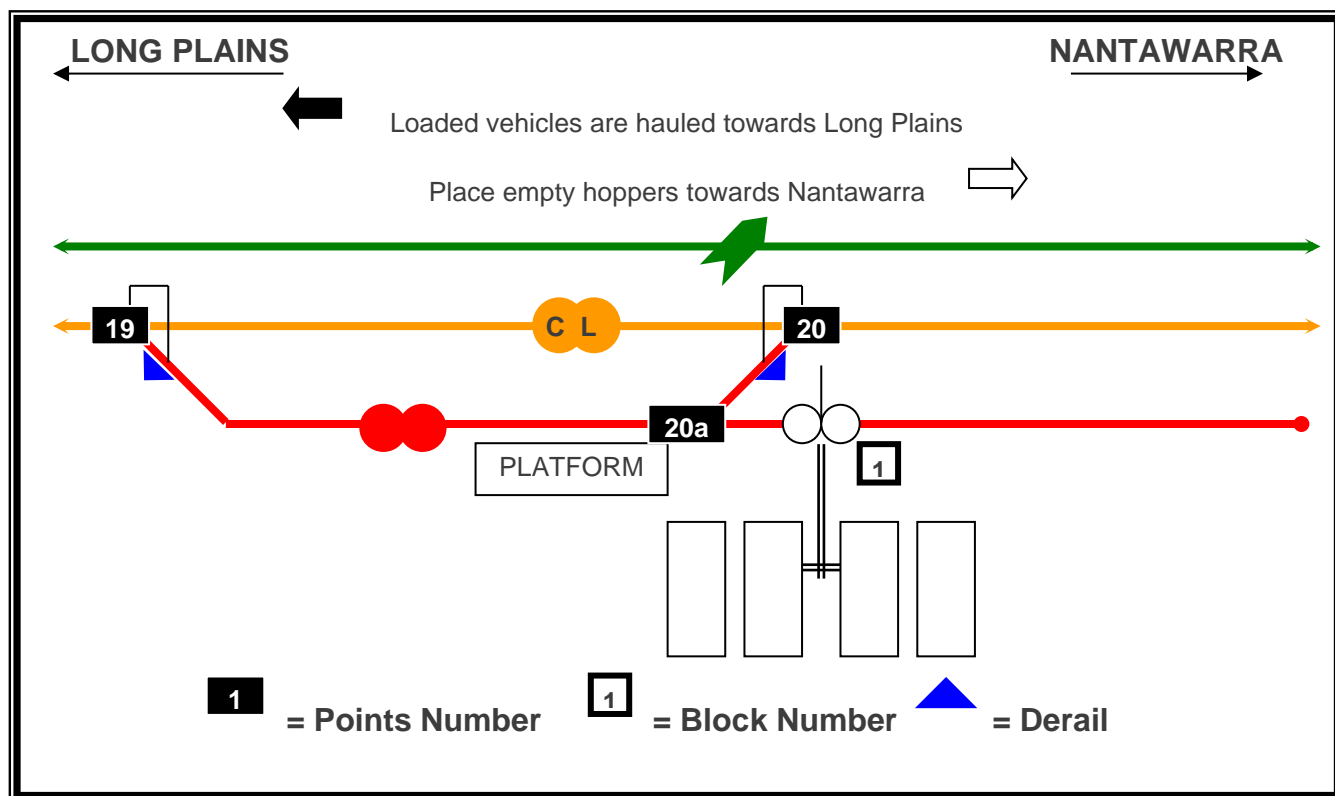
Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported per train entry.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.

BOWMANS - 101.500 km



Standing Room

Goods loop (total between derails)

800 metres

53 AHGX

51 AHHH

Block 1 to dead end

800 metres

53 AHGX

51 AHHH

Major Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate E.

Major Track Work Planned

No major work is planned in Bowmans Yard in the near future.

Train Control

Train control is by Yard Access Authority.

Communications

Communication with train control is by UHF Radio or CDMA mobile phone. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in Bowmans Yard in the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Bowmans Yard.

Ruling Grade

Not applicable.

Current Train Paths

Bowmans Yard only has sufficient space to load and shunt one train. Access will not normally be allowed while a train is loading.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$0.08 per net tonne has been calculated for Bowmans Yard.

Approximate Ceiling Price

A ceiling price of \$1.99 per net tonne has been calculated for Bowmans Yard.

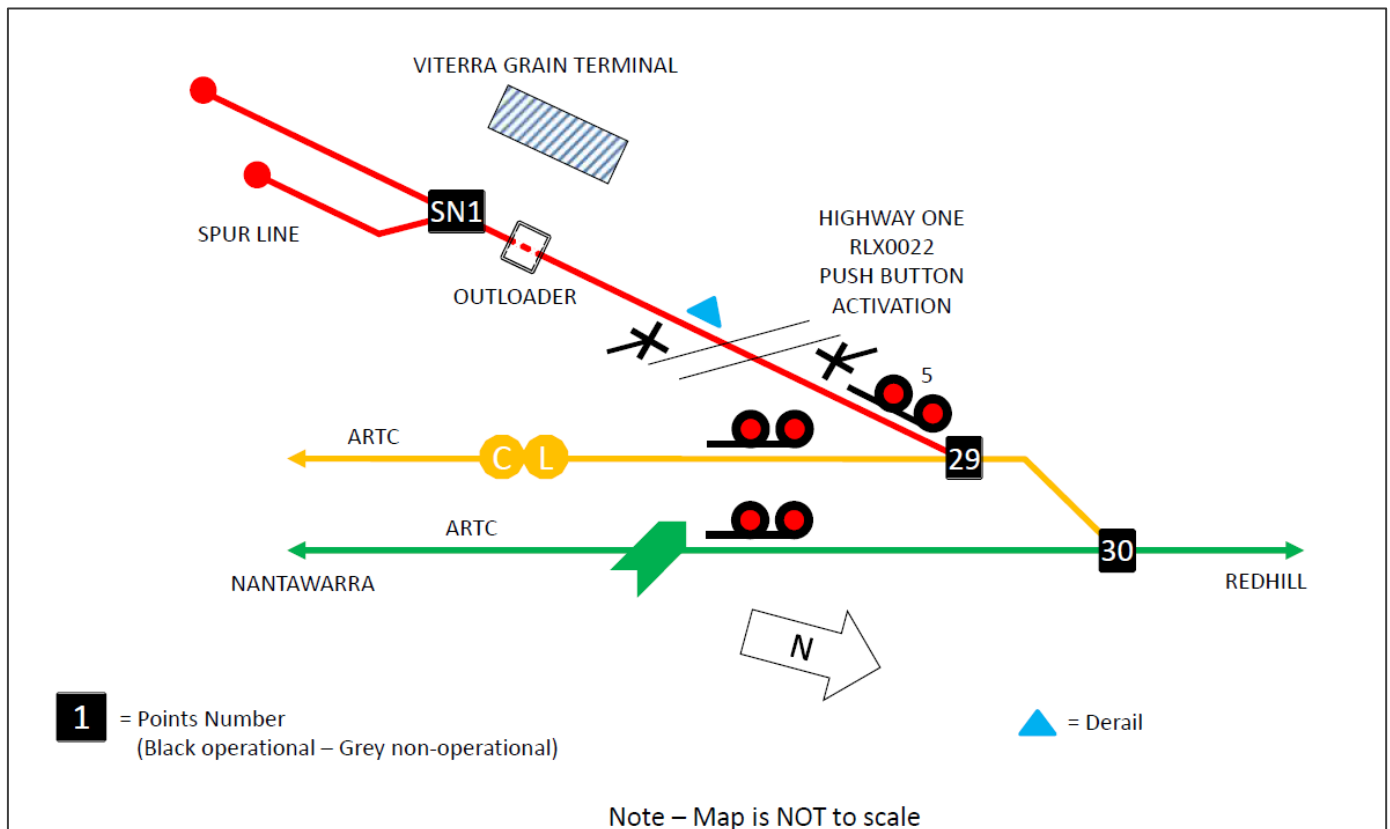
Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ORA's Weighted Average Cost of Capital.

The result has been reported per train entry.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.

SNOWTOWN - 146.000 km



Standing Room

Block 1 to dead end	700 metres	42 AHGX	42 AHHH
Block 1 to Highway One level crossing	700 metres	42 AHGX	42 AHHH

Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate E. Clearance under the Port Wakefield Road overpass is restricted to 6.3 metres.

Major Track Work Planned

No work is planned for Snowtown Yard in the near future.

Train Control

Train control is by Yard Access Authority.

Communications

Communication with train control is by UHF Radio and CDMA mobile phone. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in Snowtown Yard in the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Snowtown Yard.

Ruling Grade

Not applicable.

Current Train Paths

Snowtown Yard only has sufficient space to load one train at a time. Access will not normally be allowed while a train is loading.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$0.19 per tonne has been calculated for Snowtown Yard.

Approximate Ceiling Price

A ceiling price of \$2.87 per tonne has been calculated for Snowtown Yard.

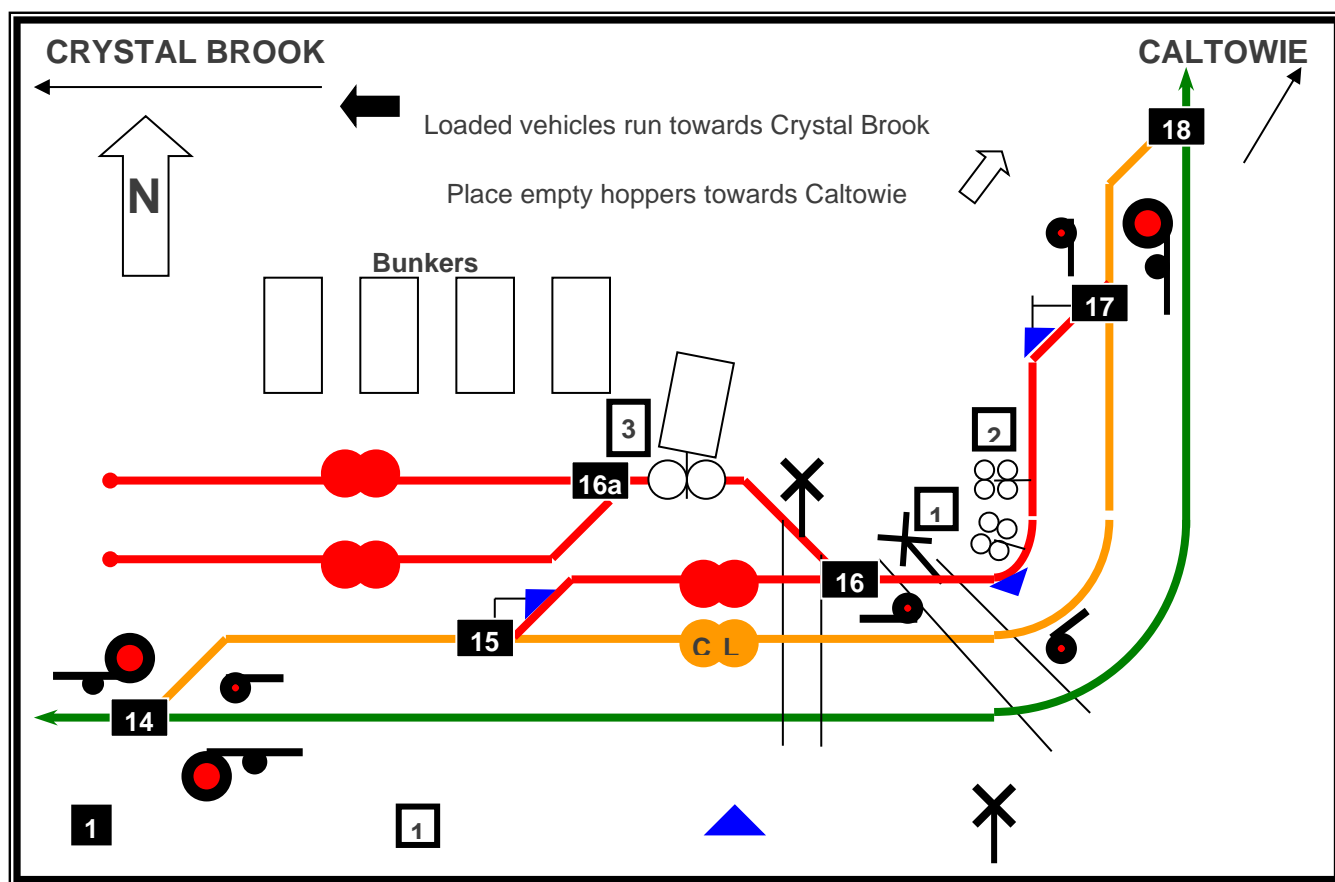
Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported per standard wagon.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.

GLADSTONE - 44.000 km



Standing Room

Crossing loop (total)	1990 metres	136 AHGX	129 AHHH
Goods loop (east end derail to middle derail)	564 metres	38 AHGX	36 AHHH
Block 1 to east end derail	460 metres	29 AHGX	29 AHHH
Block 2 to east end derail	320 metres	20 AHGX	20 AHHH
Block 1 to middle derail	104 metres	7 AHGX	6 AHHH
Level crossing to west end derail	619 metres	42 AHGX	40 AHHH
Number 16 points to Main Nth Rd level crossing	432 metres	29 AHGX	28 AHHH
Number 16 points to bunker dead end	850 metres	58 AHGX	55 AHHH
Bunker dead end spur (clear)	350 metres	24 AHGX	22 AHHH
Block 3 to dead end	450 metres	30 AHGX	29 AHHH

Major Associated Infrastructure

No major bridges or earthworks exist in this yard.

Height and Width Limits

Wagons must conform to ROA Rollingstock Standard Plate E. Clearance under the Port Wakefield Road overpass is restricted to 6.3 metres.

Major Track Work Planned

No work is planned for Gladstone Yard in the near future.

Train Control

Train control is by Yard Access Authority.

Communications

Communication with train control is by UHF Radio and CDMA mobile phone. Train to train and train to ground communication is by VHF radio.

Rail Safety and Accreditation Requirements

Drivers working in ABC yards must be qualified in the ARTC Code of Practice and the current ORA Addendum. They must also be able to demonstrate that they have been signed off as having knowledge of the yard or a ground shunter/pilot will be required.

Locomotives and rollingstock must be certified as conforming to ROA standards and be accredited to run on the ABC Network.

Track Safety Record

No major derailments have occurred in Gladstone Yard in the last two years.

Average Transit Times

Not applicable.

Minimum Radius Curves

There are no significant curves in Gladstone Yard.

Ruling Grade

Not applicable.

Current Train Paths

Gladstone Yard only has sufficient space to load one train at a time. Access will not normally be allowed while a train is loading.

Estimated Available Capacity

See above under current train paths.

Approximate Floor Price

A floor price of \$0.03 per tonne has been calculated for Gladstone Yard.

Approximate Ceiling Price

A ceiling price of \$1.26 per tonne has been calculated for Gladstone Yard.

Additional Charge

An additional charge of \$375 per train access will be charged for access to Gladstone Yard for initial access through ARTC tracks under a Management Agreement between ARTC and ABC.

Pricing Comments

Floor and ceiling prices have been calculated based upon the principles stated in the body of the Information Brochure. An interest rate of 11% has been used in any Discounted Cash Flow Analysis denoting ABC's Weighted Average Cost of Capital.

The result has been reported per standard wagon.

Prices shown are based upon current levels of traffic and tonnes and are to be used as a guide only. Actual prices offered will be based upon detailed information supplied.