

Rail Supply Chain

# PORT BOTANY LANDSIDE IMPROVEMENT STRATEGY (PBLIS)

## STEVEDORES LIFT PRODUCTIVITY REPORT

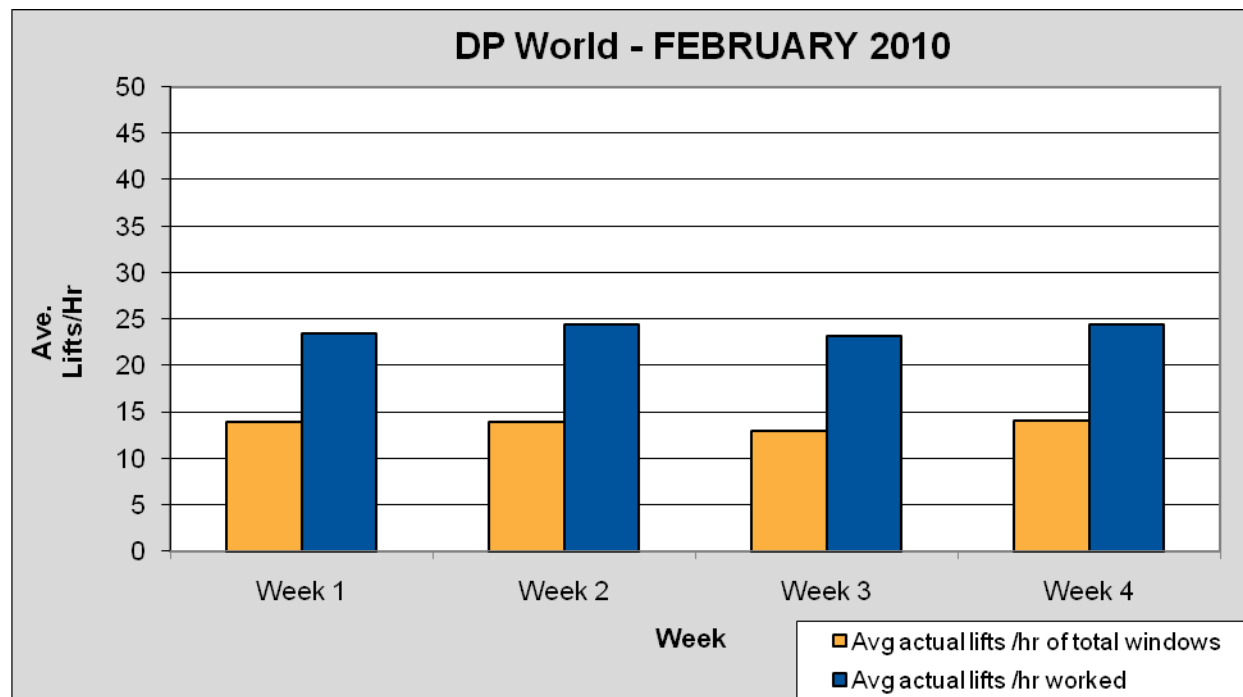
FEBRUARY 2010

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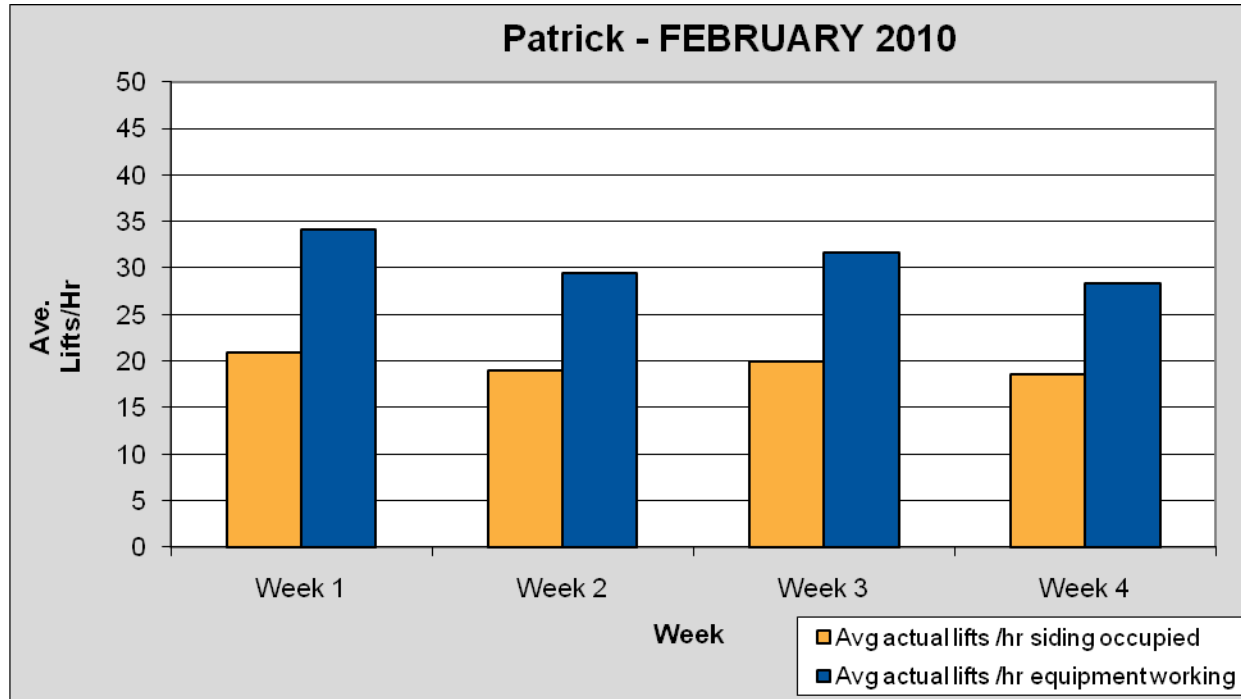
## I DP WORLD TERMINAL



### #Notes for DP World measures:

1. The difference between the two measures is that the average lifts per hour of total rail window time includes when the Siding is not worked due to shunting, AQIS inspections, and trains not available.

## 2 PATRICK TERMINAL



**#Notes for Patrick measures:**

1. Average lifts per RMG hour is the total lifts for each train divided by the hours between first lift and last lift for each train, including all RMG operating delays between first lift and last lift.
2. Average lifts per siding hour is the total lifts for each train divided by the hours between arrival and departure for each train.

These rates indicate the average RMG service provided to each train for the week and the effective lift rate dilution because of miscellaneous non RMG siding occupation time.