

Rail Supply Chain

PORT BOTANY LANDSIDE IMPROVEMENT STRATEGY (PBLIS)

STEVEDORES LIFT PRODUCTIVITY REPORT

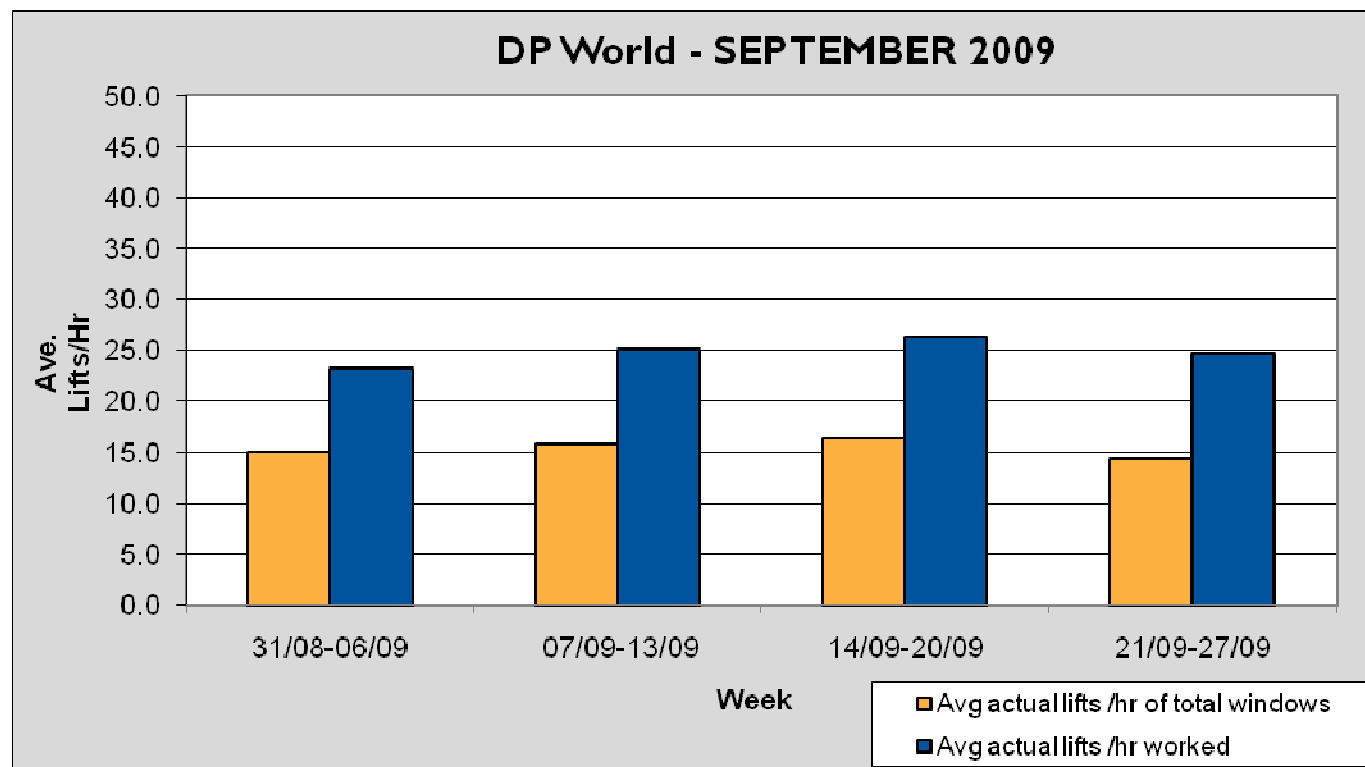
SEPTEMBER 2009

Copyright © 2009 Sydney Ports Corporation. All rights reserved.

***Disclaimer.** Sydney Ports Corporation (i) collects the information contained in this document (**Information**) from sources over which it has no control, (ii) gives no warranty as to the accuracy or completeness of the Information, and (iii) notes that use of or reliance on the Information is at the user's own risk.*

***Full terms and conditions of use.** Please see www.sydneyports.com.au/copyright__and__disclaimer.*

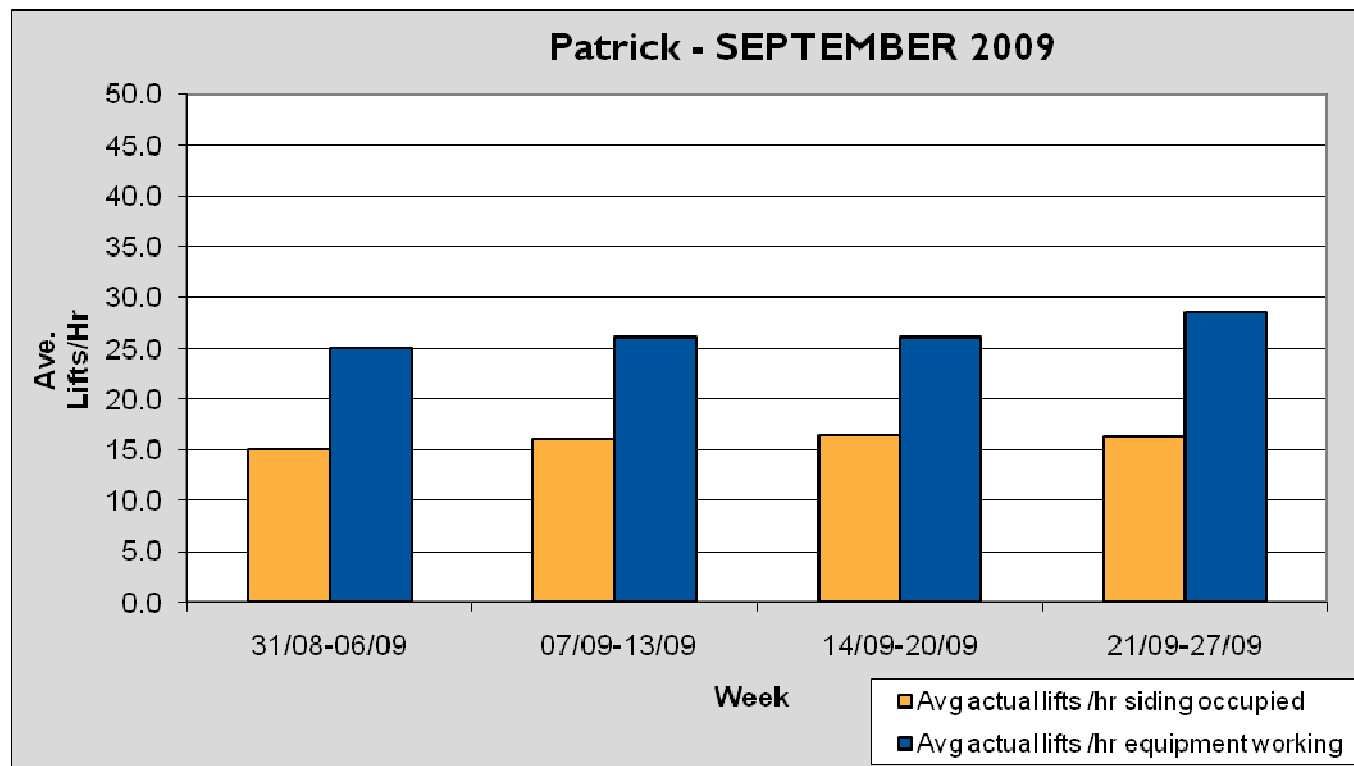
I DP WORLD TERMINAL



#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.