Consolidated draft decision

Aurizon Network 2014 draft access undertaking
Volume V—Definitions, glossary and references

December 2015
We wish to acknowledge the contribution of the following staff to this report:

Aurizon Network team
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<td></td>
</tr>
</tbody>
</table>
30 DEFINITIONS

Part 12 of Aurizon Network’s 2014 DAU contains the detailed meaning of defined terms used in the undertaking and provides guidance as to interpretation of some terms.

We are proposing a series of amendments to the definitions contained in the 2014 DAU, some of which represent minor points of clarification or improvement in wording, while others represent more substantive changes.

Our consolidated draft decision is to require Aurizon Network to amend the definitions in its 2014 DAU in accordance with the detailed drafting accompanying the consolidated draft decision.

30.1 Introduction

Part 12 (Definitions and Interpretation) of Aurizon Network’s 2014 DAU contains the detailed descriptions of the defined terms used elsewhere in the undertaking and also provides guidance as to how some terms should be interpreted.

The Definitions and Interpretation part of the 2014 DAU is important as it acts to provide detail about the exact meaning of terms that appear throughout the rest of the undertaking.

30.2 Overview

Aurizon Network’s proposal

Aurizon Network’s proposal contains definitions for around 300 defined terms. A further set of provisions provide guidance as to the interpretation of terms. In addition, Part 12 of the 2014 DAU also outlines procedures for issuing of various Notices required by the undertaking and includes a set of transitional provisions intended to govern implementation of the undertaking following the Approval Date.

The definitions contained in the 2014 DAU differ in some areas from those in the 2013 DAU. Several new definitions have been added, while a number of others have been removed. In addition, a large number of drafting changes have been made, some minor and some more significant. Only minor changes have been made to the provisions relating to interpretation, issuance of Notices and transitional arrangements. This is with the exception of the addition of a new transitional provision providing that the clause in the 2010 AU regarding customer initiated capacity transfers continues to apply to access agreements entered into prior to the Approval Date.

Legislative framework and QCA assessment approach

Legislative framework

In assessing Part 12 of Aurizon Network’s 2014 DAU, we have had regard to all the factors in section 138(2) of the QCA Act, as set out in the ‘Role of the QCA’ section at the start of this consolidated draft decision.

In the context of assessing Aurizon Network’s proposal, we must have regard to the factors listed in section 138(2) and give them an appropriate level of weighting, as identified in Chapter 2 of this consolidated draft decision.
As Part 12 of the 2014 DAU contains a large number of definitions and interpretation provisions that impact in different ways on different parts of the 2014 DAU, the weighting we have given to the factors listed in section 138(2) differs depending on the particular definition or provision and its impact and operation.

We consider that, in our assessment of Part 12 of the 2014 DAU:

- the factors of most practical relevance are those listed in sections 138(2)(a), (b), (d), (e), (g) and (h), as identified below
- sections 138(2)(c) and (f) should be given less weight, as they are less practically relevant to our assessment.

**QCA assessment approach**

Sections 69E and 138(2)(a) of the QCA Act require that we have regard to the object of Part 5 of the QCA Act, namely to promote the economically efficient operation, use of and investment in the CQCN, as the significant infrastructure by which the declared services are provided, with the effect of promoting competition in upstream and downstream markets.

With regard to the definitions and other provisions contained in Part 12 of the 2014 DAU, we consider the object clause requires us to assess whether any of these provisions would be consistent or inconsistent with:

- promoting the economically efficient use of, and investment in, the rail infrastructure
- enhancing effective competition in upstream and downstream markets.

Section 138(2)(b) of the QCA Act requires that we have regard to the legitimate business interests of Aurizon Network, while sections 138(2)(d) and 138(2)(e) require us to have regard to the public interest and the interests of access seekers. We also consider the interests of existing access holders are relevant under section 138(2)(h), to the extent they are not already ‘access seekers’ under section 138(2)(e).

With regard to the definitions and other provisions contained in Part 12 of the 2014 DAU, we consider these various interests require us to assess whether any of these provisions act to promote or hinder:

- accountability and transparency of the 2014 DAU for Aurizon Network and other stakeholders
- the effectiveness of, and the ability of Aurizon Network and other stakeholders to access, dispute resolution mechanisms
- effective negotiation and engagement between Aurizon Network and its customers.

Sections 138(2)(g) and 168A of the QCA Act require that we have regard to certain pricing principles, including that the price of access to the declared service should:

- generate expected revenue for the service that is at least enough to meet the efficient cost of providing access to the service and include a return on investment commensurate with the regulatory and commercial risks involved (section 168A(a))
- not allow a related access provider to set terms and conditions that discriminate in favour of the downstream operations of the access provider or a related body corporate of the access provider, except to the extent the cost of providing access to other operators is higher (section 168A(c))
- provide incentives to reduce costs or otherwise improve productivity (section 168A(d)).
We consider section 168A(b) is less practically relevant to our assessment of the 2014 DAU.

With regard to the definitions and other provisions contained in Part 12 of the 2014 DAU, we consider the pricing principles require us to assess whether any of these provisions would be consistent or inconsistent with:

- efficient pricing and cash-flow arrangements, in accordance with section 168A(a)
- accountability and transparency, including non-discriminatory treatment of access holders and access seekers
- efficient use of, and investment in, the rail infrastructure, including incentivising cost and productivity improvements.

30.3 Definitions

Summary of our initial draft decision

In our initial draft decision, we did a comprehensive analysis of the definitions contained in the 2014 DAU. Having considered Aurizon Network’s proposal, and with regard to stakeholder submissions, we made amendments to streamline and provide clarity, and to reflect changes in policy and other consequential amendments we proposed to the body of the undertaking as part of our initial draft decision.

QCA consolidated draft decision

We have drawn upon the analysis we did for the initial draft decision in making our consolidated draft decision. Where we have proposed amendments or refined aspects of our initial draft decision in this consolidated draft decision, we have reviewed the definitions for consistency and proposed consequential amendments to reflect these changes where necessary. We have also taken into account stakeholder comments (noted throughout the relevant parts of the consolidated draft decision) and, where clarifications or refinements were suggested, proposed amendments to reflect this where we consider it is appropriate.

Some amendments represent relatively minor points of clarification or improvement in wording, while others represent more substantive changes (summarised in Appendix F).

All of these amendments are incorporated in the drafting accompanying the consolidated draft decision (our CDD amended DAU).

Consolidated draft decision

30.1 Our consolidated draft decision is to refuse to approve Part 12 of Aurizon Network’s 2014 DAU. We would approve an amended Part 12, with amendments as set out in the CDD amended DAU.
2014 DAU Process
Consultation and submissions

In August 2014, Aurizon Network submitted a DAU (2014 DAU) for our approval. This replaced their previous proposal (the 2013 DAU). We commenced an investigation to decide whether or not to approve it, having regard to the relevant factors in the QCA Act.

As part of our decision-making process, we have released four initial draft decisions on Aurizon Network's 2014 DAU in relation to:

- 30 September 2014 – maximum allowable revenue (MAR)
- 30 January 2015 – policy and pricing
- 30 April 2015 – capacity transfer mechanism

We have consulted and received submissions from stakeholders on Aurizon Network's proposal and our initial draft decisions. All submissions were published on our website and taken into account as part of making this consolidated draft decision (a list of submissions is in the table below).

### Table 219 Submissions and reports received on the 2014 DAU

<table>
<thead>
<tr>
<th>Organisation</th>
<th>2014 DAU</th>
<th>MAR draft decision</th>
<th>WIRP*</th>
<th>Short term transfers*</th>
<th>Policy &amp; pricing initial draft decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anglo American</td>
<td>7–17, 19–21, 58</td>
<td>72, 111</td>
<td>65, 120</td>
<td>95</td>
<td></td>
</tr>
<tr>
<td>Asciano</td>
<td>22</td>
<td>52</td>
<td>69, 112</td>
<td>63, 99</td>
<td>76</td>
</tr>
<tr>
<td>Aurizon Holdings Limited</td>
<td>25</td>
<td></td>
<td></td>
<td></td>
<td>102</td>
</tr>
<tr>
<td>Aurizon Network</td>
<td>1–6, 48, 49, 51, 59</td>
<td>108, 109</td>
<td>101, 115</td>
<td>82, 83</td>
<td></td>
</tr>
<tr>
<td>Aurizon Operations</td>
<td>26</td>
<td></td>
<td>110</td>
<td>116</td>
<td>93</td>
</tr>
<tr>
<td>BMA¹</td>
<td>23</td>
<td>53</td>
<td>67, 104, 105</td>
<td>100, 119</td>
<td>78</td>
</tr>
<tr>
<td>Cockatoo Coal</td>
<td></td>
<td></td>
<td>70</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DSDIP²</td>
<td>47</td>
<td>61</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glencore Xstrata</td>
<td>50</td>
<td></td>
<td></td>
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<td>96</td>
</tr>
<tr>
<td>Idemitsu</td>
<td></td>
<td></td>
<td>71, 113</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Hope</td>
<td></td>
<td></td>
<td>121</td>
<td></td>
<td></td>
</tr>
<tr>
<td>QCoal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>81</td>
</tr>
<tr>
<td>QRC³</td>
<td>28–46</td>
<td>62</td>
<td>114</td>
<td>66, 103, 117</td>
<td>84-92</td>
</tr>
</tbody>
</table>

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¹ BHP Billiton Mitsubishi Alliance and BHP Billiton Mitsui Coal
² Department of State Development, Infrastructure and Planning
³ Queensland Resources Council
Organisation | 2014 DAU | MAR draft decision | WIRP* | Short term transfers* | Policy & pricing initial draft decision |
---|---|---|---|---|---|
RTCA⁴ | | | 73 | | 98 |
Sojitz | | | | | 97 |
Springsure Creek Coal | | | | | 94 |
Vale | 24 | 54 | 64 | 79 |
Wealth Resources | | | | 98, 118 |
Wesfarmers | | 55 | 75 | |
WICET⁵ | | 56, 57 | | |
WIRP Users⁶ | 60 | 68, 106, 107 | | | 77 |

* Submissions in these columns reflect submissions on Aurizon Network’s additional submissions / discussion papers, as well as those received in response to our initial draft decision.

2013 DAU Process
Consultation and submissions

In April 2013, we published Aurizon Network’s 2013 DAU and the majority of its supporting submission and associated documents on our website. We did not publish material Aurizon Network claimed is confidential. As part of this process, we:

- invited, and received, comment from stakeholders on Aurizon Network’s proposal
- released a consultation paper and invited, and received, comments from stakeholders on it. We also engaged consultants to assess aspects of Aurizon Network’s proposal (e.g. volume forecasts). We provided the findings in our consultation paper
- received and published a number of submissions, including Aurizon Network responding to stakeholders’ (and providing an updated proposal), then from stakeholders in response to Aurizon Network’s updated proposal
- held a WACC forum, published associated papers, received and published submissions
- engaged consultants to review Aurizon Network’s operating and maintenance cost claims. We published the consultant reports, invited and received submissions from stakeholders on them.

Aurizon Network withdrew this proposal, and replaced it with a new one (the 2014 DAU). All submissions received under this process are listed below.

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⁴ Rio Tinto Coal Australia
⁵ Wiggins Island Coal Export Terminal
⁶ Wiggins Island Rail Project users
<table>
<thead>
<tr>
<th>Organisation</th>
<th>Submission number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anglo American</td>
<td>39, 78–81, 93</td>
</tr>
<tr>
<td>Asciano</td>
<td>43–45, 82, 112</td>
</tr>
<tr>
<td>BMA</td>
<td>40–41, 108, 114</td>
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<tr>
<td>Freightliner</td>
<td>75</td>
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<tr>
<td>Glencore</td>
<td>74, 83</td>
</tr>
<tr>
<td>Peabody</td>
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</tr>
<tr>
<td>QRC</td>
<td>46–71, 84–89, 106–107, 110–111, 117</td>
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<tr>
<td>QTC</td>
<td>96, 97</td>
</tr>
<tr>
<td>RTCA</td>
<td>72–73, 90</td>
</tr>
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<td>Stanwell</td>
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</tr>
<tr>
<td>Vale</td>
<td>42, 91, 113</td>
</tr>
<tr>
<td>Wesfarmers</td>
<td>76, 92</td>
</tr>
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<td>Unitywater</td>
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<tr>
<td>DBCT Management</td>
<td>95</td>
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<tr>
<td>Asia Pacific Strategy</td>
<td>94</td>
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*Claims of confidentiality have been made for part or all of these submissions. **Response to stakeholders’ submissions.
## APPENDIX F: DEFINITIONS

### Table 221 Definitions

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<thead>
<tr>
<th>Definition</th>
<th>Consolidated draft decision</th>
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</thead>
<tbody>
<tr>
<td>Absolute capacity</td>
<td>In our consolidated draft decision, we have considered it is appropriate to include a definition relating to 'Absolute Capacity' - the aggregate of all committed capacity and all available capacity.</td>
</tr>
<tr>
<td>Above rail services</td>
<td>We clarified the definition so that maintenance rollingstock is not considered to be above rail service.</td>
</tr>
<tr>
<td>Access</td>
<td>We have deleted a qualifier that is in some circumstances incorrect. See chapter 3.</td>
</tr>
<tr>
<td>Access Seeker</td>
<td>We have adopted our initial draft decision position.</td>
</tr>
<tr>
<td></td>
<td>We consider section 138(2)(e) of the QCA Act encompasses the interests of Train Operators as Access Seekers.</td>
</tr>
<tr>
<td>ACDC</td>
<td>We have removed this as it is defined in the relevant section of the 2014 DAU.</td>
</tr>
<tr>
<td>Adjustment Date</td>
<td>We have adopted an adjustment date of 1 July 2013.</td>
</tr>
<tr>
<td>Allocated Tariff 1 Charge or ALT1</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Allocated Tariff 2 Charge or ALT2</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Ancillary revenues</td>
<td>We have amended this definition to remove the words 'charges for storage'.</td>
</tr>
<tr>
<td>Approved PIC</td>
<td>We have included this for the purposes of clause 6.3 - Private Incremental Costs that have been approved by the QCA.</td>
</tr>
<tr>
<td>Asset Replacement and Renewal</td>
<td>We have clarified the definition.</td>
</tr>
<tr>
<td>Asset Replacement Expenditure</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Aurizon Associate</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Baseline Capacity Assessment</td>
<td>We have added a definition for Baseline Capacity Assessment as it was previously undefined.</td>
</tr>
<tr>
<td>Billing Period</td>
<td>We have added a definition for Billing Period as it was previously undefined.</td>
</tr>
<tr>
<td>Below-rail services</td>
<td>For the consolidated draft decision, we revised the definition to clarify the application to declared services.</td>
</tr>
<tr>
<td>Confidential Information</td>
<td>We have made drafting changes to provide the confidential information register does not inadvertently capture</td>
</tr>
<tr>
<td><strong>Definition</strong></td>
<td><strong>Consolidated draft decision</strong></td>
</tr>
<tr>
<td>----------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>information that is not relevant to declared services of the CQCN.</td>
<td></td>
</tr>
<tr>
<td>Consequential Loss</td>
<td>The definition has been amended to reflect the consistency amendments made to the standard studies funding agreement.</td>
</tr>
<tr>
<td>Corresponding Train Service</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Costing Manual</td>
<td>We have updated the definitions to clarify its meaning.</td>
</tr>
<tr>
<td>Customer</td>
<td>We have deleted unnecessary qualifications.</td>
</tr>
<tr>
<td>Dispute</td>
<td>We agree with Aurizon Network that the inclusion of ‘question’ in the definition of ‘dispute’ could mean we must be advised of any questions formally raised by a party on Aurizon Network’s obligations. This was not our intention. We only consider it necessary to be informed about disputes, not questions and have made amendments to reflect this.</td>
</tr>
<tr>
<td>Electric Energy Charge or EEC</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Electric Charge or ET</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Escalation Date</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Expanding User</td>
<td>We have added a definition for Expanding User as it was previously undefined.</td>
</tr>
<tr>
<td>Expansion Costs</td>
<td>We have added a definition for Expansion Costs as it was previously undefined.</td>
</tr>
<tr>
<td>Expression of Interest</td>
<td>We have removed in the 2014 DAU so that it can be given its natural meaning.</td>
</tr>
<tr>
<td>Feasibility Study</td>
<td>We introduced some minor clarifications since the initial draft decision to allow for options to be considered.</td>
</tr>
<tr>
<td>Interface Coordination Plan</td>
<td>We have added a definition for Interface Coordination Plan as it was previously undefined.</td>
</tr>
<tr>
<td>Minimum Revenue Contribution</td>
<td>We have included this as a definition with reference to clause 6.3.</td>
</tr>
<tr>
<td>New Expansion</td>
<td>We have added a definition for New Expansion as it was previously undefined.</td>
</tr>
<tr>
<td>Nominated Unloading Facility</td>
<td>We have deleted unnecessary qualifications.</td>
</tr>
<tr>
<td>Non-Standard Agreement</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
</tbody>
</table>

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7 Aurizon Network, 2015, sub. 82:98.
<table>
<thead>
<tr>
<th>Definition</th>
<th>Consolidated draft decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-feasibility Study</td>
<td>We proposed further changes to enhance the definition of pre-feasibility study.</td>
</tr>
<tr>
<td>Pre-1 October 2010 Coal Access Agreements</td>
<td>We have added a definition for Pre-1 October 2010 Coal Access Agreements as it was previously undefined.</td>
</tr>
<tr>
<td>Pre-Approval Date Coal Access Agreements</td>
<td>We have added a definition for Pre-Approval Date Coal Access Agreements as it was previously undefined.</td>
</tr>
<tr>
<td>Pricing Proposal</td>
<td>We have added a definition for Pricing Proposal as it was previously undefined.</td>
</tr>
<tr>
<td>Private Efficient Cost</td>
<td>We have included a definition for the purposes of clause 6.3.</td>
</tr>
<tr>
<td>Private Incremental Costs</td>
<td>We have included a definition for the purposes of clause 6.3.</td>
</tr>
<tr>
<td>Queensland Rail</td>
<td>We have added a definition for Queensland Rail as it was previously undefined.</td>
</tr>
<tr>
<td>Rapid Capacity Assessment</td>
<td>We included a definition for the Rapid Capacity Assessment as it was previously undefined.</td>
</tr>
<tr>
<td>Reasonable Demand</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Related Competitors</td>
<td>We have amended the definition of 'related competitor' to ensure this clause only applies to ports or mines that are connected to, or are proposed to be connected to, the CQCN</td>
</tr>
<tr>
<td>Scheduled Train Path (STP)</td>
<td>We have included a definition.</td>
</tr>
<tr>
<td>Suspension Period</td>
<td>We have included a definition for the purpose of clause 4.5(I)</td>
</tr>
<tr>
<td>System Operating Parameters</td>
<td>We have amended this definition to provide more clarity.</td>
</tr>
<tr>
<td>Target Capacity</td>
<td>We have included a definition with reference to clause 8.3.3(b).</td>
</tr>
<tr>
<td>TOP Charges</td>
<td>We have amended this definition to provide more clarity.</td>
</tr>
<tr>
<td>TOP Charges (ATPY)</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Train Description</td>
<td>We have included this in the definitions with reference to the relevant Access Agreement.</td>
</tr>
<tr>
<td>Transferee Access Agreement</td>
<td>We have removed this as it is not used in the 2014 DAU.</td>
</tr>
<tr>
<td>Transfer Period</td>
<td>We have amended this definition to provide more clarity.</td>
</tr>
<tr>
<td>Volume Risk</td>
<td>We have added a definition for Volume Risk as it was previously undefined.</td>
</tr>
</tbody>
</table>
## ACRONYMS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2010 AU</strong></td>
<td>Aurizon Network’s current Access Undertaking, approved by the QCA on 1 October 2010, together with any subsequent changes approved by the QCA</td>
</tr>
<tr>
<td><strong>2014 DAU</strong></td>
<td>Aurizon Network’s 2014 Draft Access Undertaking submitted on 11 August 2014 and replacing the 2013 DAU</td>
</tr>
<tr>
<td><strong>AA</strong></td>
<td>Access Agreement (as proposed by us in this consolidated draft decision)</td>
</tr>
<tr>
<td><strong>ABS</strong></td>
<td>Australian Bureau of Statistics</td>
</tr>
<tr>
<td><strong>AER</strong></td>
<td>Australian Energy Regulator</td>
</tr>
<tr>
<td><strong>AFD</strong></td>
<td>Access Facilitation Deed</td>
</tr>
<tr>
<td><strong>Alternative Form of Agreement</strong></td>
<td>Alternative Form of Standard Access Agreement, which collectively includes the two stapled agreements – the EUAA and the TOA</td>
</tr>
<tr>
<td><strong>ARTC</strong></td>
<td>Australian Rail Track Corporation</td>
</tr>
<tr>
<td><strong>AT_1</strong></td>
<td>Is the incremental maintenance tariff specified as AT1 for the nominated reference train service (levied on a $/’000 gross/tonne/kilometre basis)</td>
</tr>
<tr>
<td><strong>AT_2</strong></td>
<td>Is the incremental capacity tariff specified as AT2 for the nominated reference train service (levied on a $/train path basis)</td>
</tr>
<tr>
<td><strong>AT_3</strong></td>
<td>Is the allocative part of the reference tariff for the nominated reference train service – it can be adjusted by way of an addition (system premium) or subtraction (system discount), where applicable (levied on a $/’000 net tonne kilometre basis)</td>
</tr>
<tr>
<td><strong>AT_4</strong></td>
<td>Is the allocative part of the reference tariff for the nominated reference train service (levied on a $/net tonne basis)</td>
</tr>
<tr>
<td><strong>AT_5</strong></td>
<td>Is the electric access tariff for the nominated reference train service (levied on a $/’000 electric gross tonne kilometre basis)</td>
</tr>
<tr>
<td><strong>ATO</strong></td>
<td>Australian Taxation Office</td>
</tr>
<tr>
<td><strong>Aurizon Group</strong></td>
<td>The Group of Companies held by Aurizon Holdings Limited, which includes Aurizon Network Pty Ltd</td>
</tr>
<tr>
<td><strong>Aurizon Holdings</strong></td>
<td>Aurizon Holdings Limited</td>
</tr>
<tr>
<td><strong>Aurizon Network</strong></td>
<td>The below-rail infrastructure business (formerly known as QR Network Pty Ltd) that will provide access services to the declared service</td>
</tr>
<tr>
<td><strong>AWOTE</strong></td>
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<td>Acronym</td>
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<td>Port Waratah Coal Services</td>
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<td>QCA Act</td>
<td><em>Queensland Competition Authority Act 1997</em></td>
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<td>QR</td>
<td>Queensland Rail Limited</td>
</tr>
<tr>
<td>QR Network</td>
<td>the subsidiary of QR which was established in 2008 to own and manage CQCN, now Aurizon Network</td>
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<td>Queensland Resources Council</td>
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<td>Rio Tinto Coal Australia</td>
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<td>Reference train path</td>
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<td>SAA</td>
<td>Standard Access Agreement, which collectively encompasses the three different forms of standard access agreements – the access holder access agreement, operator access agreement and alternative form of agreement</td>
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<td>SAR</td>
<td>System Allowable Revenue</td>
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<td>SKM</td>
<td>Jacobs SKM</td>
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<td>System Operating Parameters</td>
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<td>Train Service Entitlement</td>
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<td>TOA</td>
<td>Train Operations Agreement</td>
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<tr>
<td>TOD</td>
<td>Train Operations Deed (as proposed by us in this consolidated draft decision)</td>
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<td>UT1</td>
<td>the period from 2001 to 2006, being the term of QR’s first access undertaking</td>
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<tr>
<td>UT2</td>
<td>the period from 2006 to 2010, being the term of QR’s second access undertaking covering the CQCR</td>
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<tr>
<td>UT3</td>
<td>the period from 2010 to 2014, being the term of the 2010 Access Undertaking, being the third access undertaking covering the CQCR</td>
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<tr>
<td>UT4</td>
<td>the four year period commencing 1 July 2013, being the proposed term of the 2014 Access Undertaking, which will be the fourth access undertaking covering the CQCN</td>
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<tr>
<td>UT5</td>
<td>the undertaking period following the conclusion of UT4, noting UT5 has yet to be proposed by Aurizon Network</td>
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<td>WACC</td>
<td>Weighted Average Cost of Capital</td>
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<td>WAML</td>
<td>Weighted Average Mine Lives</td>
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<td>WICET</td>
<td>Wiggins Island Coal Export Terminal</td>
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<td>WIRP</td>
<td>Wiggins Island Rail Project, involving a series of individual rail infrastructure projects, creating a link between mines in the southern Bowen Basin and WICET.</td>
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<td>WPI</td>
<td>Wage Price Index</td>
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<td>YTD</td>
<td>Year to date</td>
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</table>
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