

ERRATUM: SYSTEM OPERATING PARAMETERS ACAR25 (DATE: 1 July 2025)

In ACAR25, cancellations due to exceptional weather events such as cyclones or other unusual events (e.g. major accidents, Cloudstrike global IT failure) have been excluded. This applies to all categories of cancellation (e.g. port, above rail, force majeure etc).

Table 12 - Cancellation Assumptions (model inputs)

Coal System	ACAR24 Total Cancellations		ACAR25 Cancellations				
	(Reported)	(Recalculated) ²	Total	Below Rail	Above Rail	Mine	Other
Newlands-GAPE	13.1%	13.1%	13.7%	1.4%	7.6%	2.6%	2.1%
Newlands-GAPE Adjusted¹	11.8%	11.8%	12.8%	1.4%	7.2%	2.0%	2.1%
Goonyella	19.5%	19.5%	20.5%	3.3%	8.9%	5.4%	2.9%
Goonyella Adjusted¹	16.0%	16.0%	18.0%	3.4%	7.9%	3.3%	3.5%
Blackwater	19.6%	19.6%	19.4%	1.8%	6.7%	9.7%	1.3%
Blackwater Adjusted¹	14.0%	14.0%	14.4%	1.9%	6.6%	4.5%	1.4%
Moura	19.8%	19.8%	19.6%	2.2%	7.5%	7.8%	2.1%
Moura Adjusted¹	15.2%	15.2%	16.9%	2.3%	7.3%	5.0%	2.2%

Note: 1. Cancellation rates are adjusted to exclude the impact of cancellations due to lack of coal and excluding major disruption events
2. ACAR24 results recalculated due to arithmetic error in published results

Added Cancellations – Yard Congestion Pring

During 2024, CNCC worked with participants in the Newlands-GAPE System to examine train movement and congestion in the Pring-Abbot port mini cycle. This initiative provided the analytical basis to implement modelling of congestion in the Pring yard due to train cancellations, where trains occasionally experience long wait times because the next scheduled service is cancelled. For ACAR25, additional wait times in the yard, in the form of extended train “maintenance” activities, have been included to represent the impact of these delays for the Newlands System only.

To model the effects of long cancellation wait times in the yard, additional train “maintenance” activities have been added in the Model. In the Model after approximately 10 trips, Newlands-GAPE trains undergo a delay of 1.5 hours and after approximately 20 trips, a delay of 18 hours. The 1.5 hour delay is intended to account for the additional time spent in the yard when there are schedule changes due to cancellations. The less frequent 18-hour delays represent instances where the next scheduled train service is cancelled, and the train cannot be rescheduled to another service, resulting in the train either waiting in the depot or being staged on the network until the next available scheduled train cycle.

Implementation of this mechanism resulted in an improvement in the alignment of model results at historical volumes and observed historical yard occupancy.