Public Reporting Requirements (by Financial Year)

Open Access Regime element	Reporting requirement	2026	2025	2024	2023	2022	2021
Access application process	Applications for contracted rail windows received and applications satisfied, by number of windows and TEU per annum.	Nil (none requested	Nil (none requested	Nil (none requested	Nil (none requested	Nil (none requested)	Nil (none requested)
Rail capacity utilisation	Total rail capacity in TEU per annum.	506,819	399,350	252,000	210,000	210,000	84,000
Truck capacity utilisation	Total truck pick-up slots provided per annum.	207,504	191,664	50,000	50,000	50,000	10,000
Ancillary services	List of ancillary services provided to Associated Operators and to Third Party Operators within the reporting period.	0	0	0	0	0	0
Rail window allocation	Total number of rail windows requested by customers[1] and the number allocated per annum.	2,936	2,210	985	708	490	Sufficient (ad-hoc requests only, all were met)
Train access and loading / unloading	Total number of trains arriving on time received and loaded/unloaded at the terminal within the allocated rail window per annum.	1,346	1,995	985	708	490	115
Truck turn-around	Average truck turnaround time for trucks delivering/receiving containers at the terminal.	Nil (not available for reporting period)	Nil (not available for reporting period)	Nil (none requested)	Nil (none requested)	Nil (none requested)	Nil (none requested)

[1] A request for a rail window is a request from a customer or operator (whether Associated Operator or Third Party Operator) who has secured the necessary train paths from ARTC and rail windows at the port to be able to use the requested Terminal rail window

Summary of 2025 Audit Report Conclusions

Finding	Priority
The minimum service standards of the standard customer contract could be improved by including clear service-level targets.	**Opportunity for Improvement**
The Terminal Operating Procedure could be improved with document control, including revisions or dates.	**Opportunity for Improvement**
A documented protocol could not be identified to ensure Third Party Operators can confidentially access capacity-availability.	**Minor Nonconformance**
An Access Dispute Resolution Board is required to be established.	**Minor Nonconformance**
Evidence that annual reporting to MIC on revenue received from reference services and accumulated losses could not be sighted at the time of the audit.	**Minor Nonconformance**
Various truck and rail capacity/allocation metrics require reporting. This was a prior audit finding.	**Minor Nonconformance**

Summary of 2021 Audit Report Conclusions

Finding	Priority
A pricing protocol including a methodology for calculating the reference prices	**Minor Nonconformance**
No evidence of annual reviews by PDC of reference pricing.	**Minor Nonconformance**
No evidence that PDC has provided National Intermodal with a methodology for deviations from reference prices.	**Minor Nonconformance**
Published IMEX Terminal reference prices do not include a revision status or effective date.	**Improvement Opportunity**
No evidence that PDC has provided written notification to National Intermodal of the details and explanation for deviations from the non-standard reference pricing methodology within 14 days of the relevant prices being agreed.	**Minor Nonconformance**
Various truck and rail capacity/allocation metrics require reporting.	**Improvement Opportunity**