

# Public Reporting Requirements

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## Public Reporting Requirements (by Financial Year)

Open Access Regime element	Reporting requirement	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)
Rail capacity utilisation	Total rail capacity in TEU per annum.	399,350	252,000	210,000	210,000	84,000
Truck capacity utilisation	Total truck pick-up slots provided per annum.	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
Rail window allocation	Total number of rail windows requested by customers <sup>1</sup> and the number allocated per annum.	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.	1,995	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 (none requested)	Nil (none requested)	Nil (none requested)	Nil (none requested)

<sup>1</sup> 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
Include standard KPIs in standard customer contract	Improvement Opportunity
Document control the TAP	Improvement Opportunity
Establish process with external body for confidential access seeker access to capacity allocation	Minor Nonconformance
Establish Access Dispute Resolution Board	Minor Nonconformance
Annually report to National Intermodal on the revenue received from reference services and the accumulated losses.	Minor Nonconformance
Various truck and rail capacity/allocation metrics require reporting.	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