



MOURA COAL SYSTEM

The Moura system is already an efficient and reliable supply chain servicing a small number of mines, but will soon become the key to unlocking the potential of the largely untapped Surat Basin.

With a new coal terminal at the Port of Gladstone to be developed by 2014, the Moura system will benefit from upgrades to support the additional supply chain capacity. The upgrades are part of the \$900 million Wiggins Island Rail Project – one of the largest expansions of the rail network in Queensland.

With an existing and sizeable fleet in place to offer reliable and flexible services to customers on the connected Blackwater and Moura rail systems, QR National is well positioned to service the increasing needs of Queensland's next coal growth area.

QR NATIONAL COAL HAULAGE FACTS 2010-11*

*Tonnages were affected by widespread flooding and rainfall

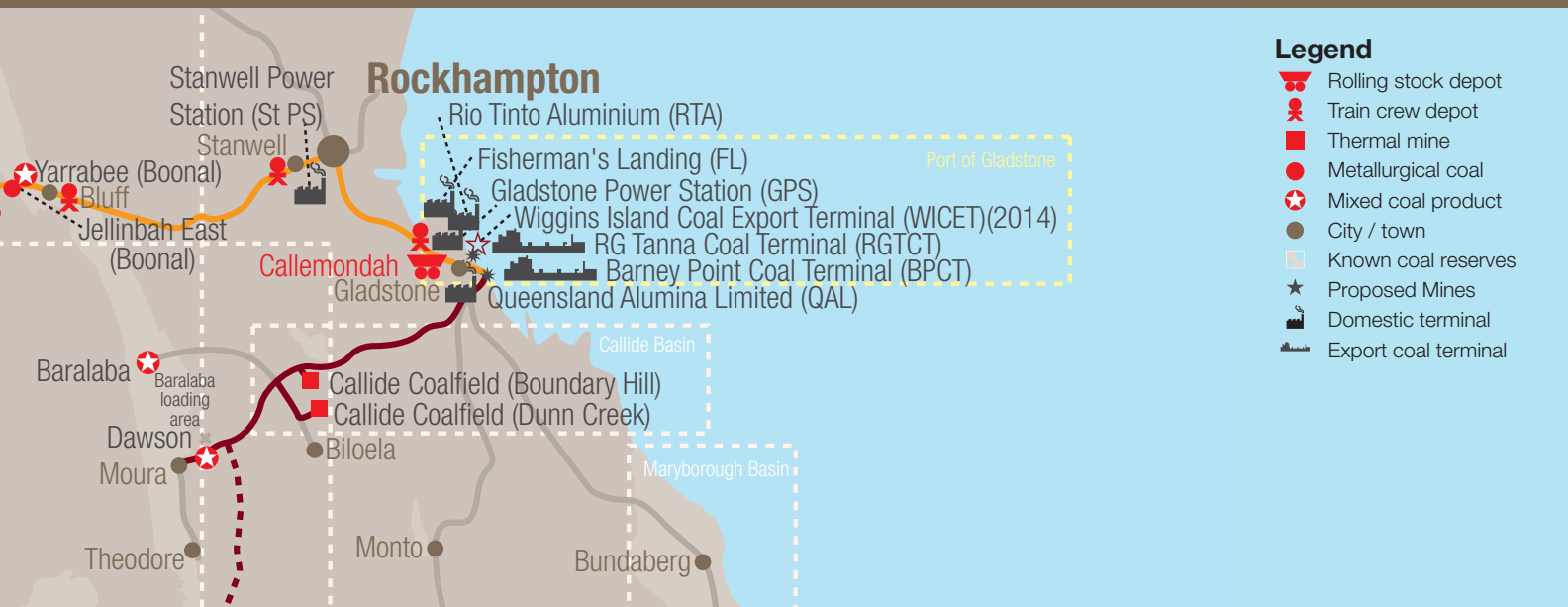
Million tonnes	10
Services	1992
Kilometres travelled	639,690
Average payload	5,022 tonnes
Motive power	Diesel electric locomotive

SYSTEM FACTS

Track manager	QR National Network
Track axle load	20 tonnes
Track gauge	Narrow (1067 mm)
Track configuration	Single
Export terminals	2
Domestic terminals	5



MOURA COAL SYSTEM



Legend

- Rolling stock depot
- Train crew depot
- Thermal mine
- Metallurgical coal
- Mixed coal product
- City / town
- Known coal reserves
- Proposed Mines
- Domestic terminal
- Export coal terminal

CUSTOMER GROUP	MINE	TERMINAL	HAUL MINE TO TERMINAL (KM)
Anglo American Metallurgical Coal	Callide Coalfields (Boundary Hill)	RGTC/BPCT	116/122
	Callide Coalfields (Dunn Creek)	RGTC/BPCT	152/158
	Dawson	RGCT/BPCT	176/182
Cockatoo Coal	Baralaba	RGCT/BPCT	176/182
MOURA DOMESTIC CUSTOMERS			
NRG	Callide Coalfields	Gladstone Power Station	131 (Av.)
Queensland Alumina Limited	Callide Coalfields	Queensland Alumina Limited	154 (Av.)
	Dawson	Queensland Alumina Limited	159
Rio Tinto Aluminium	Callide Coalfields	Rio Tinto Aluminium	135 (Av.)