

Transport  
Asset Manager

# Compliance Submission to IPART

## Financial Year 2024-2025

October 2025

[tam.nsw.gov.au](http://tam.nsw.gov.au)



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# Executive summary

## Key points

- The Transport Asset Manager (**TAM**) has complied with all compliance requirements of the NSW Rail Access Undertaking in 2024-25.
- For the Metropolitan Passenger Rail Network (**MPN**), access revenues for all access seekers represent 38.4 per cent of the full economic costs for the network in 2024-25. This is based on a Depreciated Optimised Replacement Cost (**DORC**) valuation of the regulatory asset base and on access revenue which includes in kind access contributions.<sup>1</sup>
- For the Country Regional Network, Northern Sydney Rail Corridor, and the Metropolitan Freight Network, access revenues are currently insufficient to recover the operational and maintenance costs involved in providing access and so by implication comply with the ceiling test.
- For the TAM Hunter Valley Coal Network (HVCN), access revenues from combined coal and non-coal freight access seekers represent 53.6 per cent of the full economic costs for the network in 2024-25.
- The TAM HVCN 2024-25 under-recovery was driven by applying TAM's HVCN Unders and Overs Policy, with account closing balance at 30 June 2025 of \$4.38 million.
- The regulatory asset base roll-forward principles have been applied in estimating the full economic cost of providing access to the MPN and the TAM HVCN, consistent with the requirements in the Undertaking.

## Background

TAM was established on 1 January 2025. It was previously the Transport Asset Holding Entity of NSW (**TAHE**).

Access to TAM's rail networks is regulated by the NSW Rail Access Undertaking 1999 (**Undertaking**), which requires TAM to:

- demonstrate the compliance of its access prices with pricing principles, including a ceiling and floor test, to ensure that TAM does not charge above its full economic costs of providing regulated network services,
- provide information on its unders and overs account, for those networks where access revenue might exceed its estimated full economic costs; and
- estimate its regulatory asset base in line with a specified roll forward methodology.

TAM's compliance with the Undertaking is evaluated by the Independent Pricing and Regulatory Tribunal of NSW (**IPART**). This submission provides relevant information to IPART to undertake its evaluation.

## TAM regulated rail networks

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<sup>1</sup> Given all MPN compliance reviews to date have identified that the MPN is recovering between 30-40 per cent of its full economic costs in next year's 2024-25 TAM compliance submission TAM intends to assess the MPN in a similar manner to the assessment used for the Country Regional Network, Northern Sydney Rail Corridor, and the Metropolitan Freight Network.

TAM provides access across several rail networks, namely:

- Metropolitan Passenger Rail Network (**MPN**)
- Country Regional Network (**CRN**)
- Hunter Valley Coal Network (**TAM HVCN**)
- Northern Sydney Rail Corridor – Freight Services (**NSRC**); and
- Metropolitan Rail Network – Freight Services (**MRN-FS**).

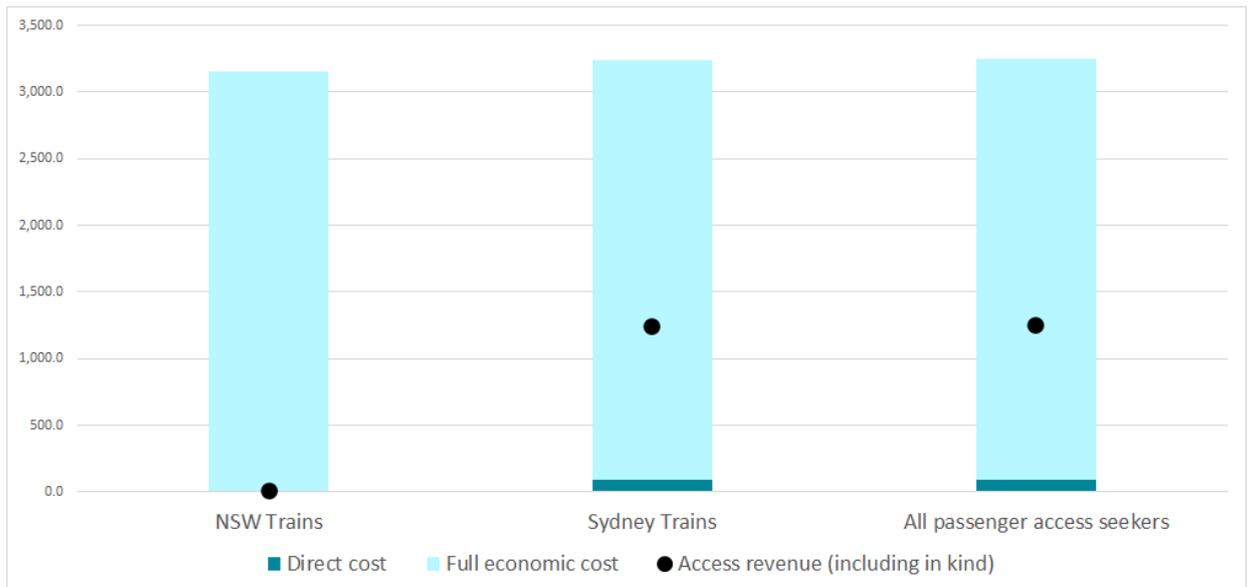
## Compliance outcomes

This submission details TAM's compliance with the Undertaking in relation to:

- access revenue from coal and general freight access seekers on the TAM component of the Hunter Valley Coal Network (TAM HVCN).
- access revenue on the Metropolitan Rail Network. In 2024-25, TAM has not charged above the full economic cost of providing access to either Sydney Trains or NSW TrainLink on the Metropolitan Passenger Rail Network.

Figure 1 and Table 1 set out our access revenue compliance results for the MPN.

**Figure 1: Compliance of access revenue, Metropolitan Passenger Rail Network 2024-25, \$ million**



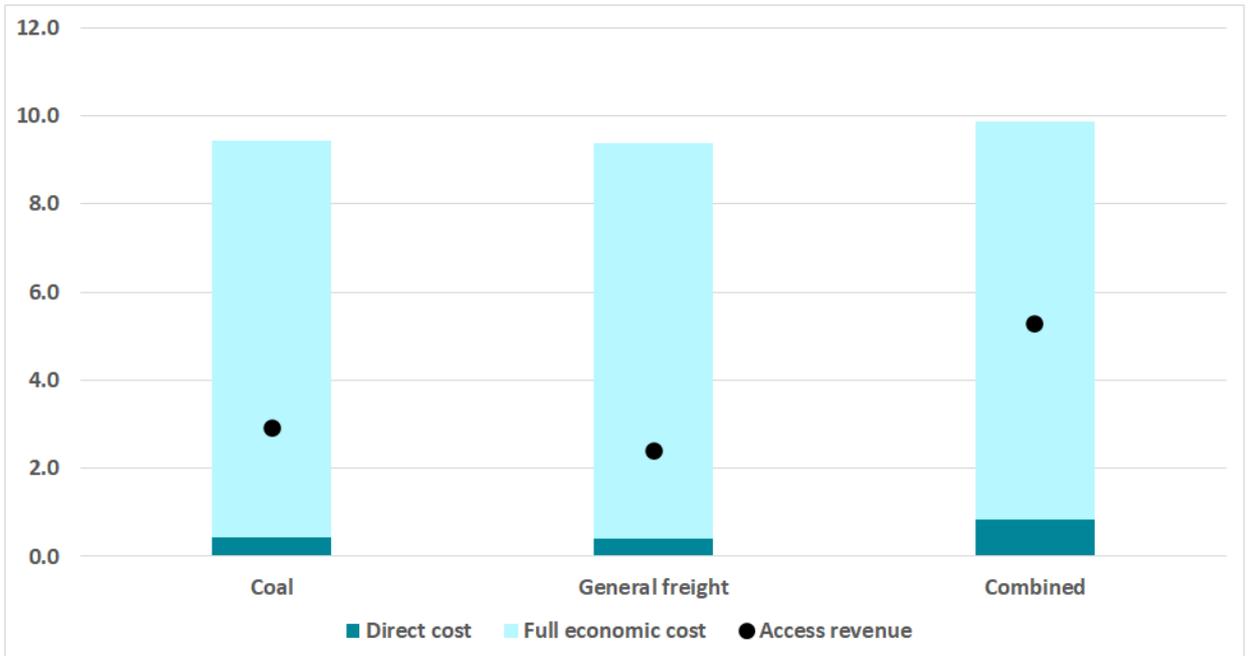
**Table 1: Access revenue and full economic cost, Metropolitan Passenger Rail Network 2024-25, \$ million**

	Sydney Trains	NSW TrainLink	Combined
Full economic cost (ceiling)	3,242.5	3,155.8	3,244.0
Total access revenue (including in kind contributions)	1,240.0	6.7	1,246.9
Access revenue less FEC	-2,002.6	-3,149.1	-1,997.1

	Sydney Trains	NSW TrainLink	Combined
<b>Recovery rate (%)</b>	<b>38.2%</b>	<b>0.2%</b>	<b>38.4%</b>

In 2024-25 the TAM HVCN revenue was below the full economic cost of the provision of access to this network, which resulted in the unders and overs account for the HVCN being reduced by \$4.57 million during 2024-25. Figure 2 and Table 2 set out the compliance results for the TAM HVCN.

**Figure 2: Compliance of access revenue, Hunter Valley Coal Network 2024-25, \$ million**



**Table 2: Access revenue and full economic cost, Hunter Valley Coal Network 2024-25, \$ million**

	Coal	General freight	Combined
Full economic cost (ceiling)	9.4	9.4	9.9
Total access revenue	2.9	2.4	5.3
Access revenue less FEC	-6.5	-7.0	-4.6
<b>Recovery rate (%)</b>	<b>30.8%</b>	<b>25.4%</b>	<b>53.6%</b>

In addition, this submission demonstrates that TAM has not charged above the full economic cost of providing access to the remaining segments of its heavy rail that are subject to the NSW Rail Access Undertaking being, the Country Regional Network, Northern Sydney Rail Corridor (Freight Services) and the Metropolitan Rail Network (Freight Services).

Across these rail networks, access revenue is insufficient to recover the operational and maintenance (O&M) costs incurred to provide access. Consistent with previous years, we have not estimated the full economic costs of providing access to these networks. Given that access revenue

is below the operational and maintenance costs, it follows that the associated access revenues also would not exceed an associated full economic cost test. This is shown in Table 3.

**Table 3: Compliance of access revenue, other rail networks, 2024-25, \$ million**

	CRN	NSRC	MRN FS
Total O&M	134.5	27.14	41.2
Total access revenue	16.3	27.12	25.6
Access revenue less O&M	-118.2	-0.02	-15.5
<b>Recovery rate (%)</b>	<b>12.1%</b>	<b>99.9%</b>	<b>62.3%</b>

## HVCN unders and overs account

The Undertaking requires TAM to establish an unders and overs account to manage average deviations around the maximum rate of return.<sup>2</sup> The only rail network for which TAM maintains an unders and overs account is for the TAM HVCN.

As a consequence of the 2024-25 under-recovery of revenue, this account decreased by \$4.57 million. This is shown in Table 4.

TAM's HVCN Unders and Overs Policy<sup>3</sup> addresses the remaining account balance. Price adjustments resulting from this policy were put in place on 1 July 2025 to bring the expected balance for 30 June 2026 to zero.

**Table 4: HVCN unders and overs account 2022-23 to 2024-25**

	All access seekers
Balance at 30 June 2023	\$7,115,334 <sup>4</sup>
2023-24 revenue minus Costs	\$1,842,589
Balance at 30 June 2024	\$8,957,923
2024-25 revenue minus Costs	-\$4,573,865
Balance at 30 June 2025	\$4,384,058

<sup>2</sup> NSW Rail Access Undertaking, 1999, Schedule 3, para 4(a).

<sup>3</sup> IPART Final Decision on the TAM Unders and Overs Policy [https://www.ipart.nsw.gov.au/documents/proposal/TAM-final-unders-and-overs-account-policy-TAM-hunter-valley-coal-network-9-may-2024?timeline\\_id=16730](https://www.ipart.nsw.gov.au/documents/proposal/TAM-final-unders-and-overs-account-policy-TAM-hunter-valley-coal-network-9-may-2024?timeline_id=16730).

<sup>4</sup> IPART, Final Report TAM's Compliance with the NSW Rail Access Undertaking 2022-23, page 19.

# Who we are and what we do

## Overview of the Transport Asset Manager of NSW

TAM was established on 1 January 2025 from its predecessor, the Transport Asset Holding Entity of NSW (**TAHE**). During 2024-25, the NSW Parliament passed the New South Wales Transport Administration Amendment Bill to:

- Convert TAHE from a State-Owned Corporation to a NSW Government agency and Statutory Corporation – the Transport Asset Manager of NSW (**TAM**) within the Transport portfolio.
- Amend the Transport Administration Act to adopt a new model for managing the state's rail assets.

TAM is a Public Non-Financial Corporation (**PNFC**) and has the same general functions in legislation as TAHE. TAM has assumed ownership of the NSW rail asset portfolio previously owned by TAHE.

TAM owns and holds railway network assets used by the NSW transport cluster. These railway network assets include rail embankments, cuttings and tunnels, track, signals, power systems, rolling stock, stations, and significant land holdings around stations within metropolitan and regional NSW.

Prior to TAHE, RailCorp owned the railway network assets. RailCorp's rail operations and maintenance functions were transferred to Sydney Trains and NSW TrainLink<sup>5</sup> in 2013 and these bodies continue to be responsible for rail operations and maintenance functions across the NSW rail network.

## Our regulated rail infrastructure assets

TAM's railway network assets provide rail access services. These assets are split into several networks, which support both passenger and freight services, specifically:

- Metropolitan Passenger Rail Network (**MPN**) – accessed by Sydney Trains and NSW TrainLink to provide passenger rail services.
- Country Regional Network (**CRN**) – accessed by NSW TrainLink and rail freight operators to provide both passenger rail and freight rail services.
- Hunter Valley Coal Rail Network (**TAM HVCN**) – a small segment of the entire Hunter Valley coal network which is otherwise principally provided by the Australian Rail Track Corporation and accessed by rail freight operators to provide coal haulage services to electricity generators, for export via the Port of Newcastle and for other general freight movements. The TAM HVCN is also an integral part of the MPN and so the rail sectors are shared between freight and passenger services.
- Northern Sydney Rail Corridor – Freight Services (**NSRC**) – a subset of the metropolitan rail network that connects Sydney to Newcastle and is used by freight operators to provide rail freight services; and
- Freight network within the metropolitan rail network (excluding the TAM HVCN and NSRC) – the Metropolitan Rail Network - Freight Services (**MRN-FS**) – a subset of the metropolitan rail

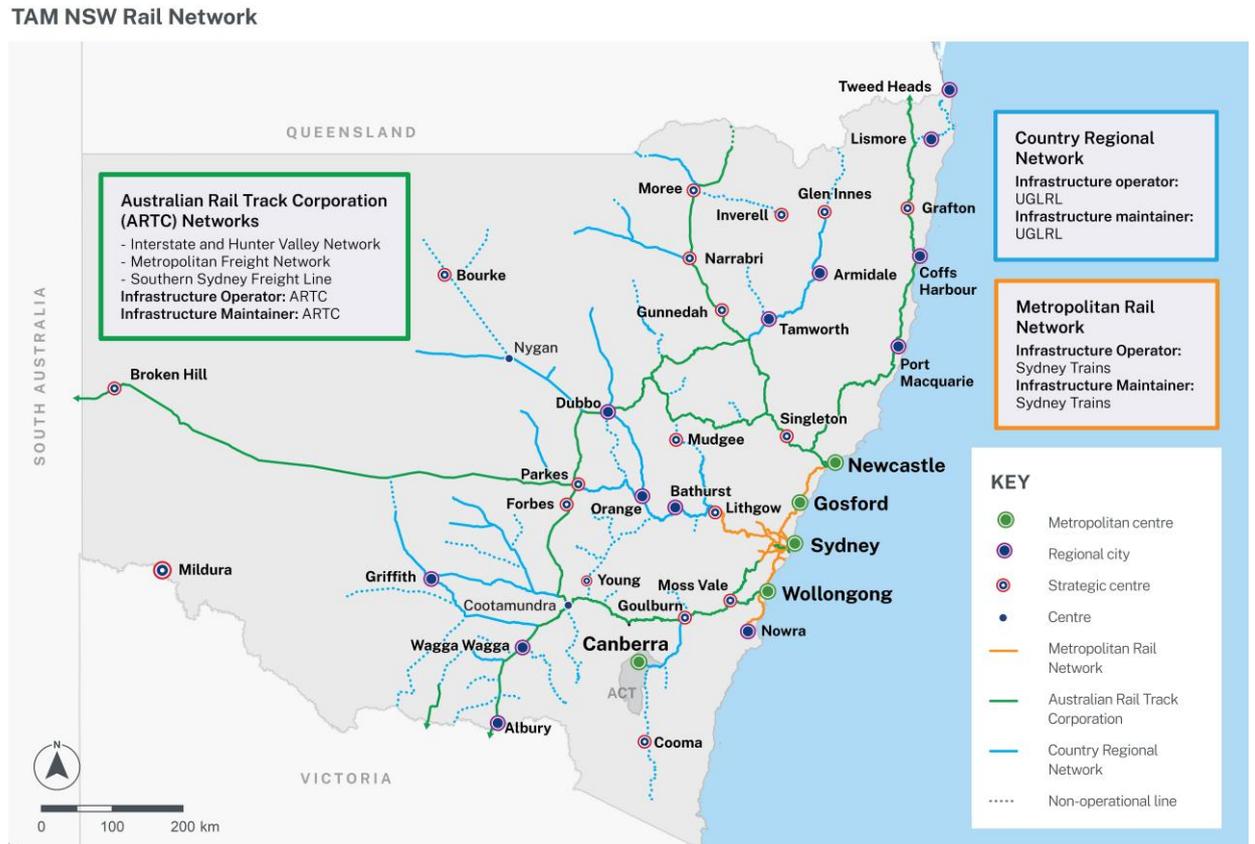
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<sup>5</sup> NSW TrainLink was previously known as NSW Trains.

network that is used by freight operators to provide rail freight services. The MRN-FS is treated as a theoretical stand-alone freight only for compliance purposes.

Our railway networks and the roles and responsibilities across each network are summarised in Figure 3 below.

**Figure 3: Roles and responsibilities across each of the TAM owned rail networks**



The MPN covers access to the Metropolitan Rail Network by passenger services. Figure 4 below presents a more detailed map of the Metropolitan Rail Network. Figure 4 also provides an indicative overview of the coverage of the TAM HVCN, the NSRC and the MRN-FS, which are all subsets of the Metropolitan Rail Network accessed by freight services.

Figure 4: Metropolitan Rail Network and indicative coverage of metropolitan freight service networks

# TAM

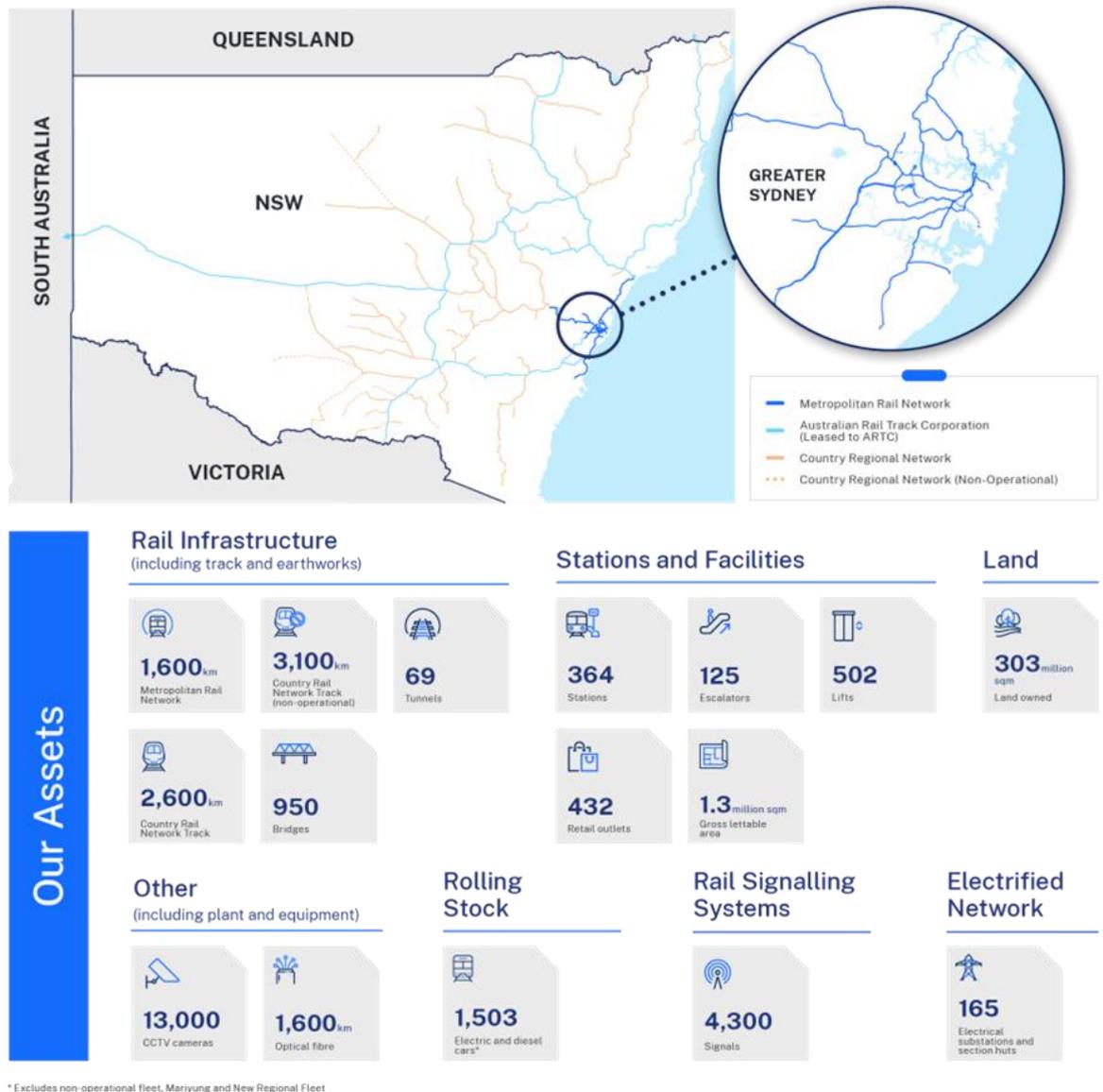
## Metropolitan Freight Service Networks

- Northern Sydney Rail Corridor-Freight Services
- Metropolitan Rail Freight Network-Freight Services
- TAM Hunter Valley Coal Network



Figure 5 below summarises the assets owned and managed by TAM across its rail networks.

**Figure 5: TAM’s railway assets**



## The services that we provide related to rail infrastructure assets

TAM holds assets in two broad classes that are used by rail operators, namely:

- regulated assets, which are assets within the operational rail network. These assets are commonly referred to in the rail industry as ‘below rail’ assets and comprise trackwork and associated infrastructure, signalling systems and the land supporting rail infrastructure including electricity assets;<sup>6</sup> and

<sup>6</sup> The Transport Administration Act defines the NSW Rail Network as “the railway lines vested in or owned by or managed or controlled by a rail infrastructure owner (including passing loops and turnouts from those lines and loops and associated rail infrastructure facilities that are so vested or owned or managed or controlled) but does not include any part of a metro.” It further defines rail infrastructure facilities as “(a) includes railway track, associated track structures, over track structures, cuttings, drainage works, track support earthworks and fences, tunnels, bridges, level crossings, service roads, signalling systems, train control systems, communications systems, overhead power supply systems, power and communication cables, and associated works, buildings, plant machinery and equipment.”

- unregulated assets, which comprise significant property holdings around stations and the stations themselves, and stabling yards as well as rolling stock. These rolling stock assets are commonly referred to as ‘above rail’ assets.

For regulated rail assets, TAM charges access fees to rail operators for the use of the rail network. We refer to the provision of access by TAM to regulated rail assets as regulated services throughout the remainder of this submission.

For unregulated assets, TAM charges licence fees to operators for the use of the assets, and charges commercial rents to tenants using its extensive property portfolio. Unregulated licence fees and returns from commercial property are not subject to regulation under the NSW Rail Access Undertaking.

We refer to the provision of access by TAM to unregulated rail assets as ‘unregulated services.’

## Administrative arrangements supporting rail access

The NSW Rail Access Undertaking 1999 (**the Undertaking**) was established in accordance with Schedule 6AA of the Transport Administration Act 1988 (NSW) and sets out the administrative arrangements that enable third party access to TAM’s rail assets. The Undertaking requires TAM to:<sup>7</sup>

- provide a right of access to TAM’s rail networks;<sup>8</sup>
- limit access to TAM’s rail networks for the purposes of rail operations; and
- use all facilities owned by, vested in, or otherwise exclusively controlled and operated by it, in a manner that facilitates access to the NSW Rail Network for the purpose of rail operations.

In enabling access to TAM’s rail networks, the Undertaking supports negotiations between TAM and access seekers by setting out requirements and timeframes for these negotiations.

An agreement, if reached between TAM and an access seeker, is required to contain terms of agreement as detailed in schedule 2 of the Undertaking. The terms of the agreement include operational specifications of access, conduct on the rail network, compliance with relevant laws, and arbitration of disputes by IPART.<sup>9</sup> The Undertaking also ensures that access rights can only be used by access seekers where operational specifications are complied with.

TAM has various agreements with its partners in the NSW transport cluster including:

- a Sydney Trains Access Agreement and an NSW TrainLink Access Agreement - These agreements set out the prices charged by TAM for access to TAM owned rail assets used to provide regulated services, and the associated terms and condition of access.
- a Licence Agency and Maintenance Deed, and a Corporate Services Agreement. Under these agreements TAM’s partners in the NSW transport cluster perform a board range of functions including network maintenance, network control, network management, capacity allocation, network planning and maintaining network standards.

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<sup>7</sup> NSW Rail Access Undertaking, 1999, para 2.1.

<sup>8</sup> Excludes access seekers seeking access for the purposes of trading in access rights (para 2.2).

<sup>9</sup> Terms of the agreement must detail a) the operational specifications, b) the facilities and services to be provided by each party, c) the period for which rights exist and arrangements for renewals, d) train control procedures and time-tabling, e) compliance with operational standards, f) distribution of liability for risks, g) any confidentiality requirements or restrictions on the use or dissemination of information, h) any mechanism which can be used by each party to revoke or modify the agreement, i) where the Agreement is reached after the conclusion of Arbitration processes set out in the Access Undertaking, a mechanism by which each party can revoke or modify the Agreement if there has been a material change in circumstances, j) prices and charges, k) any mechanism relating to an Access Seeker’s investment in the NSW rail network.

The Licence Agency and Maintenance Deed identifies that Sydney Trains is to maintain the MRN and provides Sydney Trains with the right to access the rail network for the purpose of undertaking maintenance activity. The Deed also specifies that maintenance activity is to be self-funded.

## Operational context and performance

Table 5 provides a diagrammatical representation of the various roles and responsibilities across the transport cluster.

**Table 5: Roles and responsibilities across the NSW transport cluster in 2024-25**

	Country Regional Network	Metropolitan Rail Network
<b>Network owner</b>	Transport Asset Manager	
<b>Network operator</b>	UGLRL Regional Linx	Sydney Trains
<b>Network maintainer</b>	UGLRL Regional Linx	Sydney Trains
<b>Access seekers</b>	NSW TrainLink Heritage operators Freight operators (e.g., Pacific National, Qube)	Sydney Trains NSW TrainLink Heritage operators Freight operators (e.g., Pacific National, Qube)

TAM's regulated assets support the ongoing provision of passenger train services, freight, heritage, private passenger and other third-party rail operations across the metropolitan rail network, and the country rail network.

# The regulatory framework TAM operates within

TAM is required to provide information to IPART on its compliance with the requirements of the Undertaking. This section provides a summary of the requirements in the Undertaking.<sup>10</sup>

## Pricing principles

The current form of regulation for rail access in the Undertaking is negotiate / arbitrate. Access seekers are required to negotiate with TAM on the price and non-price terms of access, and TAM is required to ensure that in setting its terms and conditions of access it satisfies the requirements of the Undertaking.

Schedule 3 of the Undertaking sets out the pricing principles that are to be applied to negotiated prices for access to rail infrastructure.

Specifically, clause 1 states:

### 1. Pricing Principles

*Prices will be negotiated so that the following requirements are satisfied:*

- a. *Access revenue from every Access Seeker must at least meet the Direct Cost imposed by that Access Seeker. In addition, for any Sector or group of Sectors, revenue from Access Seekers together with Line Sector CSOs (if applicable) should, as an objective, meet the Full Incremental Costs of those Sectors ("floor test").*
- b. *For any Access Seeker, or group of Access Seekers, Access revenue must not exceed the Full Economic Costs of the Sectors which are required on a stand alone basis for the Access Seeker or group of Access Seekers ("ceiling test").*
- c. *The Rail Infrastructure Owner's total Access revenues together with Line Sector CSOs (if applicable) must not exceed the stand alone Full Economic Costs of that part of the NSW Rail Network for which it is the Rail Infrastructure Owner.*

There are several economic concepts that are further defined in the schedule, namely.<sup>11</sup>

- Direct cost, means efficient, forward-looking costs which vary with the usage of a single operator within a 12-month period, plus a levelised charge for variable major periodic maintenance costs, but excluding depreciation.

In August 2024, IPART released a Direct Cost Final Report which established \$0.84 per thousand gross tonne kilometres (**GTK**) as a benchmark direct cost for coal and general freight networks.<sup>12</sup> The Final Report recognised that this benchmark direct cost may be of limited value for passenger networks.<sup>13</sup>

In this submission TAM applies this direct cost benchmark to its freight networks but not to its passenger network.

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<sup>10</sup> IPART finalised a review of the Undertaking in May 2023 which was published in August 2023. Changes to the undertaking may arise following the NSW Government's response to the review findings.  
[https://www.ipart.nsw.gov.au/sites/default/files/cm9\\_documents/Final-report-Review-of-the-NSW-Rail-Access-Undertaking-May-2023.PDF](https://www.ipart.nsw.gov.au/sites/default/files/cm9_documents/Final-report-Review-of-the-NSW-Rail-Access-Undertaking-May-2023.PDF).

<sup>11</sup> NSW Rail Access Undertaking, 1999, Schedule 3, p 2.

<sup>12</sup> IPART August 2024 Estimating the Direct Cost of Rail Access Final Report

[https://www.ipart.nsw.gov.au/sites/default/files/cm9\\_documents/Final-Report-Estimating-the-direct-cost-of-rail-access-August-2024.PDF](https://www.ipart.nsw.gov.au/sites/default/files/cm9_documents/Final-Report-Estimating-the-direct-cost-of-rail-access-August-2024.PDF).

<sup>13</sup> IPART August 2024 Estimating the Direct Cost of Rail Access Final Report page 1.

- Full incremental cost, means all costs which could be avoided if a Sector were removed from the system; and
- Full economic costs are Sector specific costs including a permitted rate of return and depreciation, and an allocation of non-Sector specific costs such as train control and overheads including a rate of return and depreciation on non-Sector specific assets. All included items are to be assessed on a stand-alone basis.

The pricing principles set out in the Undertaking are known by economists as the efficient pricing bounds, as it ensures efficient use and access to monopoly infrastructure.

Within these bounds, TAM and access seekers negotiate the price for access, with IPART providing arbitration should the negotiating parties fail to establish an agreement.

## The regulatory asset base and roll forward principles

To calculate the return on assets as a component of full economic costs, a regulatory asset base (**RAB**) must be determined. The Rail Access Undertaking requires the initial value of the RAB to be calculated using the depreciated optimised replacement cost (**DORC**) methodology.<sup>14</sup>

To roll forward the RAB, the Rail Access Undertaking requires the application of asset valuation roll forward principles, which describes how the opening RAB as at 1 July is adjusted to arrive at the closing RAB as at 30 June of any year.<sup>15</sup> This approach is as follows:<sup>16</sup>

$$\mathbf{RAB}_t = \mathbf{RAB}_{t-1} + (\mathbf{RAB}_{t-1} \times \mathbf{CPI}_t) + \mathbf{Add}_t + \mathbf{Capex}_t - \mathbf{Dept} - \mathbf{Dispt}$$

<b>RAB<sub>t</sub></b>	is the RAB in any given year t and represents the closing value of the RAB for that year
<b>RAB<sub>t-1</sub></b>	is the RAB in the year prior to year t and represents the closing value of the RAB for that year and is the Opening RAB in year t
<b>CPI<sub>t</sub></b>	is the percentage change in the CPI from the year t-2 to the year t-1, calculated by using the average of the ABS Sydney All Groups Consumer Price Index for the four quarters to June in the year t-1 when compared to the average for the four quarters to June in the year t-2.
<b>Add<sub>t</sub></b>	is addition of an existing Sector or an existing group of Sectors due to changes in demand in a common end market, valued at depreciated optimised replacement cost.
<b>Capex<sub>t</sub></b>	is the actual capital expenditure for assets commissioned in relation to the RAB for the year t, where that capital expenditure is incurred in accordance with the provisions of clause 3.3, less that portion of any capital contribution which is to recover capital expenditure.
<b>Dept</b>	is the depreciation allowance for year t.
<b>Dispt</b>	is the value of asset disposals in the year t as determined by the written down value attributed to them in the RAB.

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<sup>14</sup> NSW Rail Access Undertaking, 1999, Schedule 3, para 2.1. For the HVCN, the opening value of the RAB was determined by the Minister for Transport in accordance with Schedule 3, para 3.2(a).

<sup>15</sup> NSW Rail Access Undertaking, 1999, Schedule 3, para 2.1 and 3.

<sup>16</sup> NSW Rail Access Undertaking, 1999, schedule 3, para 3.1.1.

The relevant capital expenditure for the TAM HVCN is that which relates to coal traffic use of the rail network, is required to meet minimum demand within a five-year horizon and has been agreed for inclusion by access seekers.<sup>17</sup>

Finally, depreciation within the RAB roll forward, is calculated on a straight-line basis over the useful life of regulated assets.<sup>18</sup> In determining the useful life of the assets for the TAM HVCN, regard is to be given to the remaining mine life of Hunter Valley coal mines using the TAM HVCN, as determined by IPART every five years.<sup>19</sup>

The results from applying the asset valuation roll forward principles to the MPN and TAM HVCN networks is set out in the submission below.

## Economic concepts underpinning the floor and ceiling tests

The floor and ceiling tests are based on the economic concept of an efficient pricing bound for determining access fees for shared infrastructure. The tests are based on the concept that the amount recovered from users of shared assets should be:

- no more than what it would cost to provide that service alone (i.e., the stand alone cost) –if those users are charged more than the stand alone cost, then it would be hypothetically possible for the users to pay an alternative provider to simply replace the assets and provide the service at a lower cost, which would result in inefficient bypass of the existing infrastructure; and
- no less than the additional costs directly incurred to provide the service (i.e., the full incremental costs or avoidable cost) –if those users are charged less than such additional costs then the business would not be recovering the costs incurred to supply services to the user, and the shortfall in revenue would need to be recovered from taxpayers or other customers.

A cross-subsidy only arises when the costs recovered from users of a service fall outside the bounds established by the stand-alone cost (**the ceiling bound**) and avoidable cost (**the floor bound**) of that service.

## Measuring full economic costs of access to TAM's rail network

Consistent with the Undertaking, access fees for each access seeker should lie between bounds set by:

- the direct costs for each access seeker<sup>20</sup> –first limb of the floor test; and
- the full economic costs –the ceiling test.

In addition, the sum of all access fees should aim to exceed the full incremental costs<sup>21</sup> –the second limb of the floor test.

Appendix A explains in greater detail the economic concepts underpinning the floor and ceiling tests, as well as how they apply to the cost categories set out in the Undertaking.

To determine the compliance of TAM's access fees for the MPN, we have included the cost of non-TAM incurred operating and maintenance costs in both the ceiling test, as well as in-kind

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<sup>17</sup> NSW Rail Access Undertaking, 1999, Schedule 3, para 3.2(b)(i), (ii) and (iv)B.

<sup>18</sup> NSW Rail Access Undertaking, 1999, Schedule 3, para 2.1.

<sup>19</sup> NSW Rail Access Undertaking, 1999, Schedule 3, para 3.2(c)(ii).

<sup>20</sup> The direct costs include all those TAM incurred costs that vary according to usage of the assets by each of Sydney Trains and NSW TrainLink. We explain the economic concepts underpinning the floor test in greater detail in Appendix A.

<sup>21</sup> The full incremental costs are all costs that could be avoided if a sector of the MPN was removed from the system. The TAM incurred full incremental costs is equal to the sum of the TAM incurred direct costs for each of Sydney Trains and NSW TrainLink.

contributions of access seekers. This recognises the in-kind costs borne by Sydney Trains in maintaining the assets it is using.

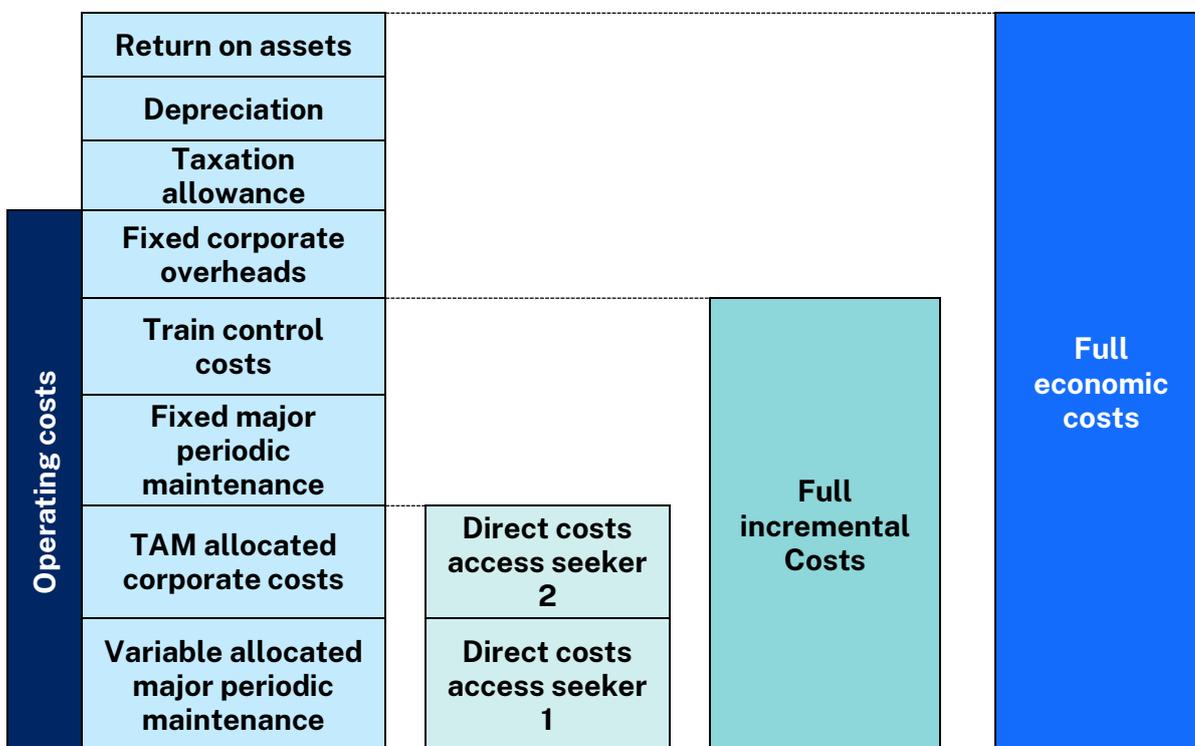
An alternative approach would be to estimate the floor and ceiling bounds to reflect only those costs that are directly borne by TAM. Under this alternative approach, access fees negotiated by TAM are being compared on a like-for-like basis with the costs for which those fees are seeking to recover. The other cost categories included in the Undertaking’s definition of full economic costs are not incurred by TAM, and so do not form part of TAM’s cost base for determining access fees. This approach is also consistent with Sydney Trains having responsibility to maintain and operate the regulated assets in the MPN.

We believe it would be appropriate to assess the compliance estimates of the floor and ceiling bounds for the CRN using a similar alternative approach. That said, given that current access fees are significantly below an estimate of the pricing ceiling we have not undertaken a detailed analysis of the ceiling bound for the CRN.

In relation to freight service access to the MPN, including the TAM component of the HVCN, freight access seekers are not responsible for train control and regulated infrastructure maintenance and so it is appropriate to include these costs within the full economic costs used as the access pricing ceiling. It follows that for the TAM HVCN we have included benchmark estimates of the maintenance and train operating costs for that network within the ceiling.

The relevant full economic cost categories for passenger service access to the MPN are summarised in Figure 6 below. We have previously developed a separate model that calculates each of the economic parameters for the purpose of determining whether access fees comply with the pricing principles in the Undertaking. We demonstrate in this submission whether access fees comply with the pricing principles in the Undertaking.

**Figure 6: Cost categories within each of the floor and ceiling tests for transport cluster costs**



### Management of unders and overs revenue recovery

The Access Undertaking requires TAM to establish an unders and overs account to manage any deviations around the maximum rate of return, and more specifically in circumstances where an

access seeker, and/or group of access seekers could potentially breach the ceiling test. An annual reconciliation of each account is required for applicable access seekers with unders and overs balances, and TAM is to endeavour to return the balance to zero each year. In general, unders and overs should not exceed  $\pm 5$  per cent of forecast access revenue.<sup>22</sup>

Across TAM's rail infrastructure network, it is only the TAM HVCN where access seekers are potentially likely to breach the ceiling test. TAM developed a policy for the operation of an unders and overs account for the TAM HVCN, which was approved by IPART in May 2024.<sup>23</sup>

Should circumstances change across other parts of TAM's network such that there is the potential to breach the ceiling test, then we would consult with access seekers to put in place an appropriate unders and overs account policy. The starting point for such policy would be the policy used for the TAM HVCN.

## Compliance requirements

TAM is required to submit to IPART by 31 October each year in respect of the financial year ended on 30 June of that year:

- documentation demonstrating its compliance with the Asset Valuation Roll Forward Principles; and
- details as to the compliance with the ceiling test, including the operation of its unders and overs account.

Guidance for this TAM submission is provided in the IPART Rail access Annual Compliance Reviews Guideline.<sup>24</sup> TAM has sought to be consistent with these guidelines in making this submission.

Compliance information must be provided to IPART to determine whether TAM has been consistent with the asset valuation roll forward principles, and whether TAM has complied with the ceiling test having regard to the operation of the unders and overs account.

IPART has historically adopted two approaches when assessing compliance with the Undertaking for TAM's rail networks, excluding the Hunter Valley Coal Network:

- if access revenue is below the 80 per cent threshold, IPART assesses the price-related requirements in detail once every five years. Each year, TAM provides a compliance statement to IPART confirming that:
  - access revenue is less than 80 per cent of the full economic cost of providing access.
  - there have been no significant changes to revenue or costs, so that access revenues remain below the 80 per cent threshold; or
- if access revenue is approaching the 80 per cent threshold, supporting cost and revenue information is required to be provided every year via a compliance submission.

Historically, access revenues for the following networks have not approached the 80 per cent threshold, and so for previous compliance processes a compliance statement has been provided to IPART for the:

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<sup>22</sup> NSW Rail Access Undertaking, 1999, Schedule 3, clause 4.

<sup>23</sup> IPART determined the TAM HVCN Unders and Over policy meets the Undertaking requirements and approves the policy. See:

<https://www.ipart.nsw.gov.au/review/transport-rail-access/review-tahe-draft-unders-and-overs-account-policy>.

<sup>24</sup> IPART 2017 "Rail Access Annual compliance Reviews Guideline: NSW Rail access Undertaking" The guideline is available at [https://www.ipart.nsw.gov.au/sites/default/files/documents/nsw-rail-access-undertaking-final-guideline-march-2017\\_0.pdf](https://www.ipart.nsw.gov.au/sites/default/files/documents/nsw-rail-access-undertaking-final-guideline-march-2017_0.pdf).

- Country Regional Network (**CRN**)
- Northern Sydney Rail Corridor –Freight Services (**NSRC**)
- Metropolitan Rail Network –Freight Services (**MRN-FS**)

A compliance submission has been prepared for the Hunter Valley Coal Network between Newstan Junction and Woodville Junction (TAM HVCN) regardless of whether access revenues have approached the 80 per cent threshold.

Given it is the third year that Sydney Trains and NSW TrainLink have been charged access fees, TAM has also prepared a compliance submission for the MPN in 2024-25 even though 2021-22 and 2023-24 demonstrated these revenues to be below the 80 per cent threshold. These compliance submissions have identified MPN is recovering between 30 to 40 per cent of its full economic costs. Given this consistently low recovery, TAM will consider reducing the administrative effort for both TAM and IPART in 2025-26 by assessing the MPN in a similar manner to the assessment used for the Country Regional Network, Northern Sydney Rail Corridor, and the Metropolitan Freight Network. TAM would subsequently revert back to more detailed reporting should the recovery tend toward 80 per cent of the full economic cost.

# Access revenue compliance for the Metropolitan Passenger Rail Network

## Key points

- Our analysis demonstrates that TAM complies with all the compliance requirements of the Undertaking in 2024-25 for the MPN.
- Total access revenues for the MPN were \$1,246.9 million, comprised of \$383.8 million paid by access seekers to TAM and \$863.2 million of in-kind access contributions primarily associated with the provision of maintenance and train control services by Sydney Trains. \$1,246.9 million represents 38.4 per cent of the full economic costs of the transport cluster for the MPN in 2024-25.
- There is no need for an unders and overs account because the highest level of recovery for access revenue is for Sydney Trains which only represents 38.2 per cent of the ceiling test and so there is no likelihood that revenues would exceed the ceiling test.
- The regulatory asset base roll-forward principles have been applied in the MPN consistent with the requirements of the Undertaking.

This section presents TAM's compliance submission for the MPN. Specifically, it sets out the results of our estimation of the floor and ceiling test revenue bounds. It also provides information to support TAM's compliance with the unders and overs account requirements, and the asset roll forward principles.

Given all previous compliance reviews to date have identified MPN is recovering between 30 to 40 per cent of its full economic costs, TAM intends for the 2025-26 compliance submission to assess MPN compliance in a similar manner to the assessment used for the Country Regional Network, Northern Sydney Rail Corridor, and the Metropolitan Freight Network. TAM would subsequently revert back to more detailed reporting should the cost recovery approach 80 per cent of the full economic cost.

All analysis is presented on a transport cluster cost basis using a DORC asset valuation.

## Access fees and in-kind contributions

Sydney Trains and NSW TrainLink have access agreements first negotiated with TAHE in 2021.

Access fees were first charged to Sydney Trains and NSW TrainLink under the access agreements in 2021-22. These fees are reconsidered and revised where agreed each year. With the establishment of TAM these fees have been renegotiated, although these won't apply under 2025-26. The fees for 2024-25 are shown in Table 6 below.

**Table 6: Access fees paid to TAM, MPN 2024-25, \$ million**

Access fees paid to TAM	2024-25
Sydney Trains	\$376.8
NSW TrainLink	\$6.7
Other passenger access seekers <sup>25</sup>	\$0.3
<b>Total access fees paid to TAM</b>	<b>\$383.8</b>

In 2024-25, the responsibility of operating intercity services transferred from NSW TrainLink to Sydney Trains. This change has meant that access fees associated with the intercity network is now paid by Sydney Trains rather than NSW TrainLink, leading to a decline in amount paid by NSW TrainLink and increase in amount paid by Sydney Trains.

In addition to access fees paid to TAM, Sydney Trains provided in-kind contributions to access through the incurrence of maintenance and train control expenditure. In-kind contributions have been valued at the cost of maintenance and train control costs, as provided by Sydney Trains, and non-TAM incurred operational expenditure (e.g., timetabling). This amounted to total in-kind contributions of \$863.2 million in 2024-25.

NSW TrainLink previously paid a fee to Sydney Trains for the provision of maintenance and train control services on the Intercity network. The transfer of responsibility of operating intercity services has meant that NSW TrainLink no longer pays a fee to Sydney Trains for these services.

## Operating expenditure

TAM incurred operational expenditure related to the provision of access on the MPN of an estimated \$93.6 million in 2024-25 as shown in Table 7.

The methodology used to allocate TAM incurred operating expenditure to the provision of access on the MPN is set out in greater detail in Appendix B. Consistent with previous compliance submissions to IPART, the proportion of TAM incurred costs that are assumed to vary with network usage is 10 per cent.

<sup>25</sup> Other access seekers include heritage passenger operators who use the MPN.

**Table 7: TAM operational expenditure, Metropolitan Passenger Rail Network, 2023-24 to 2024-25, \$ million**

	2023-24	2024-25
Employee related costs	4.0	2.8
Other payroll related costs	1.2	1.2
Management and property services	28.4	30.0
Contractors	41.0	44.1
Auditors' remuneration	0.2	0.2
Consultants	0.5	0.2
Other expenditure	23.9	15.1
<b>Total</b>	<b>99.2</b>	<b>93.6</b>

Non-TAM incurred operating costs are low for regulated overheads and operational activities are shown in Table 8.

**Table 8: Non-TAM operational expenditure, Metropolitan Passenger Rail Network, 2023-24 to 2024-25, \$ million**

	2023-24	2024-25
Overheads	1.9	2.0
Operational activities (e.g., timetabling)	6.5	6.8
<b>Total</b>	<b>8.4</b>	<b>8.8</b>

## Maintenance and train control costs

Sydney Trains is responsible for undertaking maintenance and train control activities for the MPN. This section focuses on maintenance activities and expenditure that do not affect the asset life of the respective asset. It follows that this expenditure is treated as an operating expenditure for the purposes of the ceiling test.

There are several drivers of MPN maintenance costs, namely.

- the density of the network – the MPN has approximately 2,500 turnouts, which increases the number of signal points and inspections needed for routine and regular maintenance. Turnouts also impact the cost of ballast cleaning and major periodic maintenance.
- electrification of the network – the MPN is an electrified network, which increases overall maintenance costs.

- the frequency of services – as a passenger network the priority is to ensure that all services operate, and so a high proportion of major periodic maintenance needs to be undertaken outside of service hours or on weekends, to minimise service disruption. This increases the labour related component of those maintenance activities, compared to conducting a system shutdown to undertake major periodic maintenance.
- extreme weather events, and in particular excessive rainfall and bushfires, which increases the need for maintenance activities; and
- increases in the costs of materials.

Maintenance costs are further impacted by the need to maximise freight services that operate outside of passenger service hours, which further limits the periods of time within which major periodic maintenance can be undertaken across the MPN.

Across these drivers, the frequency of services, extreme weather events and increases in the cost of materials along with efforts to improve cost efficiency, are expected to be the key drivers of changes in maintenance costs each year into the future.

Table 9 sets out Sydney Trains' maintenance costs for the MPN from 2022-23 to 2024-25.

**Table 9: Non-TAM operational expenditure, Metropolitan Passenger Rail Network, 2022-23 to 2024-25, \$ million<sup>26</sup>**

Maintenance Costs	2022-23	2023-24	2024-25
Variable maintenance costs <sup>27</sup>	76.8	103.1	100.8
Fixed maintenance costs	549.1	689.6	640.1
Total maintenance costs	625.9	792.7	740.9
Train control costs	122.3	126.5	140.7
<b>Total maintenance and train control costs</b>	<b>748.2</b>	<b>919.3</b>	<b>881.6</b>

## Capital expenditure

Capital expenditure for 2024-25 for the MPN was \$373.8 million as shown in Table 10 below. In addition to capital expenditure directly incurred by TAM, the figures also include relevant capitalised major periodic maintenance undertaken by Sydney Trains.<sup>28</sup> Capitalised major periodic maintenance extends the life of the assets and is equivalent to an asset replacement.

<sup>26</sup> Excludes maintenance capital expenditure, which is included in the roll forward of the asset base as described in greater detail later in this section.

<sup>27</sup> We note that the Undertaking requires levelised variable major periodic maintenance to be included in the direct costs of providing access, a variable maintenance cost of \$19.1 million is included in Table 12.

<sup>28</sup> Capitalised major periodic maintenance was included as a separate asset category in previous compliance reports based on the work in progress (WIP) amount incurred in that year. TAM's accounting policy is to capitalise WIP into the relevant asset category when it has been commissioned. Including capitalised major periodic maintenance and capital expenditure within the roll-forward model creates the potential for double counting. Given this; TAM has removed capitalised major periodic expenditure from it modelling within the roll-forward model in this year's compliance submission.

The 2024-25 capital expenditure of \$373.8 million is lower than the \$890.6 million in 2023-24 compliance report. This is to do with the timing of capital expenditure decisions and reflects the removal of major periodic maintenance as described above (see footnote 28).<sup>29</sup>

The 2023-24 capital expenditure higher spend was mostly due to the delivery stage of key resignalling projects in the electrified network. This is noting that overall capital expenditure of \$373.8 million is comparable with 2021-22 and 2022-23, each having capital expenditure (excluding major periodic maintenance) of approximately \$400 million per year.

**Table 10: Capital expenditure, Metropolitan Passenger Rail Network, 2024-25, \$ million**

Asset category	2024-25
Rail infrastructure	261.0
Electrified network	13.2
Signals	82.1
Land	0
Other	17.5
<b>Total</b>	<b>373.8</b>

## Depreciation and the return on the regulatory asset base

Consistent with the requirements of the Undertaking, the allowance for depreciation in the estimate of the full economic costs for the MPN has been calculated based on the DORC RAB at the beginning of the financial year, on a straight-line basis applying the remaining useful life of the assets set out in Appendix B.

The return on the RAB has been calculated applying the IPART determined weighted average cost of capital of 4.9 per cent real, post-tax.<sup>30</sup>

## Roll forward of the regulatory asset base

The Undertaking requires that the initial value of the regulatory asset base (**RAB**) be calculated using the depreciated optimised replacement cost (**DORC**) methodology.<sup>31</sup> This approach to asset valuation is consistent with a ceiling pricing bound that ensures TAM does not charge access fees that would reflect the inappropriate exercise of market power.

The results of the RAB roll forward for 2024-25 based on a DORC valuation are set out in Table 11 below. Asset disposals are \$406.9 million for 2024-25, substantially higher when compared to previous years. This reflects the transfer of the Bankstown line and associated land from TAM to Sydney Metro as the line is being converted to the metro network.

<sup>29</sup> In 2023-24, capitalised major periodic maintenance was \$274.3 million.

<sup>30</sup> IPART, *NSW Access Undertaking Review of the rate of Return and Remaining Mine Life 2024-2029*, Final report, September 2024, pp 16-17.

<sup>31</sup> NSW Rail Access Undertaking, 1999, Schedule 3, clause 2.

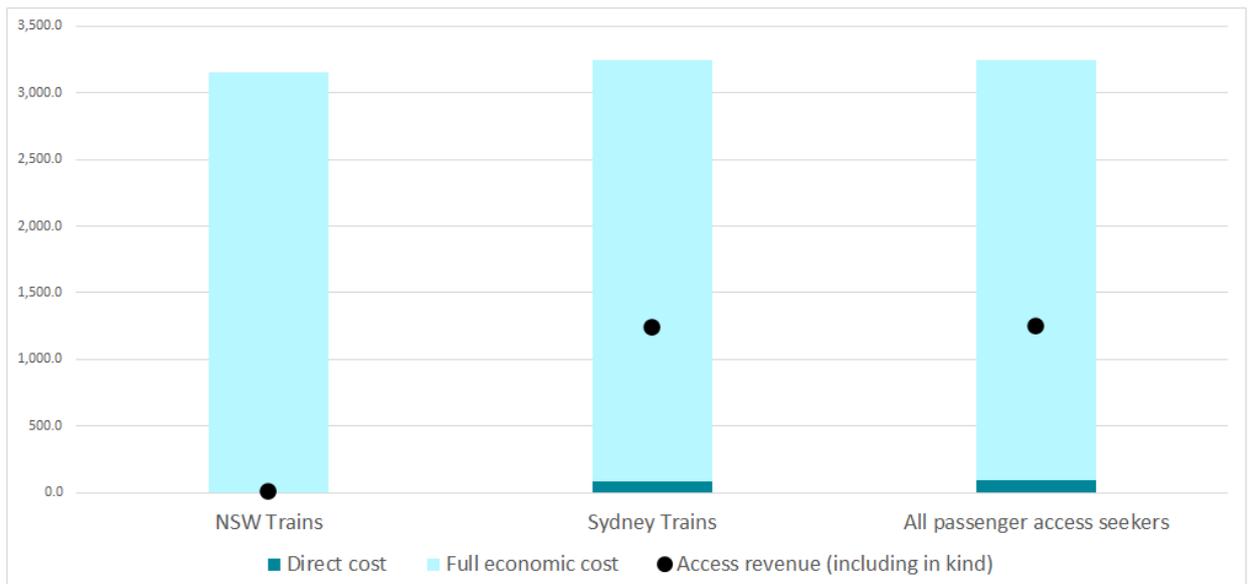
**Table 11: Roll forward of the regulatory asset base, Metropolitan Passenger Rail Network, 2024-25, \$ million**

Roll forward component	2024-25
Opening value 30 June 2024	23,363.3 <sup>32</sup>
Indexation	1,012.3
Capital expenditure	373.8
Additions	0
Depreciation	810.0
Disposals	406.9
<b>Closing value 30 June 2025</b>	<b>23,532.4</b>
Average RAB	23,447.8

## Compliance with the floor and ceiling test

In this section, we demonstrate compliance of access revenue with the floor and ceiling tests for the MPN. Figure 7 demonstrates compliance of TAM’s access revenue for Sydney Trains, NSW TrainLink and all passenger access seekers with the floor and ceiling test for regulated assets, using a DORC RAB.

**Figure 7: Compliance of access revenue, Metropolitan Passenger Rail Network, 2024-25, \$ million**



<sup>32</sup> The opening value for 30 June 2024 in this year’s report is lower than the closing value reported in the FY24 compliance submission due to the removal of capitalised major periodic maintenance as an asset category to avoid double counting.

Table 12 presents detailed results for TAM's access fees and demonstrates compliance with both the floor and ceiling test.

**Table 12: Detailed breakdown of compliance with floor and ceiling tests, Metropolitan Passenger Rail Network, transport cluster, 2024-25, \$ million**

	Sydney Trains	NSW TrainLink	All passenger access seekers
Variable operating costs (i)	15.8	0.3	16.1
Variable maintenance expenditure (ii)	72.4	1.2	73.6
<i>Direct costs (A=i+ii)</i>	<i>88.2</i>	<i>1.5</i>	<i>89.7</i>
<b>Train control costs (B)</b>			
Train control costs (B)	140.7		140.7
<b>Fixed maintenance expenditure (C)</b>			
Fixed maintenance expenditure (C)	640.1		640.1
<b>Fixed operating costs (D)</b>			
Fixed operating costs (D)	86.2		86.2
<b>Depreciation (E)</b>			
Depreciation (E)	810.0		810.0
<b>Return on RAB (F)</b>			
Return on RAB (F)	1,148.9		1,148.9
<b>Tax allowance (G)</b>			
Tax allowance (G)	328.3		328.3
<b>Full economic cost (FEC) (A+B+C+D+E+F+G)</b>			
Full economic cost (FEC) (A+B+C+D+E+F+G)	3,242.5	3,155.8	3,244.0
<b>Full incremental cost (A+B+C+D)</b>			
Full incremental cost (A+B+C+D)	NA	NA	956.7
<b>Access revenue paid to TAM</b>			
Access revenue paid to TAM	376.8	6.7	383.8
<b>In kind contributions</b>			
In kind contributions	863.2	0.0	863.2
<b>Total access revenue and in-kind contributions</b>			
Total access revenue and in-kind contributions	1,240.0	6.7	1,246.9
<b>Access revenue and in-kind contributions less FEC</b>			
Access revenue and in-kind contributions less FEC	-2,002.6	-3,149.1	-1,997.1
<b>Recovery rate (%)</b>			
Recovery rate (%)	38.2%	0.2%	38.4%

The results show that TAM's access fees were within the floor and ceiling test bounds for both Sydney Trains and NSW TrainLink in 2024-25. Access fee revenue covered 38.2 per cent of the full economic costs for Sydney Trains, while this value was lower for NSW TrainLink at 0.2 per cent.

Importantly, access revenue exceeds the direct costs estimated for each access seeker in the MPN.

## Summary statement on compliance

In summary, TAM has complied with the requirements of the Undertaking for the MPN, specifically:

- access revenue for both Sydney Trains and NSW TrainLink in 2024-25 is within the ceiling and floor bounds.
- there was no need for an unders and overs account because the highest level of recovery for access revenue was for Sydney Trains which only represented 38.2 per cent of the ceiling test and so there was no likelihood that revenues would exceed the ceiling test; and
- the roll forward of the RAB is consistent with the requirements of the Undertaking.

# Access revenue compliance for the TAM component of the Hunter Valley Coal Network

## Key points

- Total access revenues for the TAM HVCN were \$5.3 million for all access seekers which represents 53.6 per cent of the full economic costs for the network in 2024-25. This under-recovery forms the basis of handing back previous over-recoveries.
- The reduction in the access revenue is due the operation of the TAM HVCN unders and overs account and a small decline in coal volumes on the network
- The TAM HVCN unders and overs account closing balance at 30 June 2025 was \$4.38 million. This continues being addressed through the 1 July 2025 price change given effect by the TAM HVCN
- The regulatory asset base roll-forward principles have been applied in the TAM component of the HVCN consistent with the requirements of the Undertaking.

This section presents TAM’s compliance submission for the TAM component of the HVCN. It provides information on compliance with the ceiling and floor tests, the RAB roll forward principles, and the unders and overs account. We consider coal freight and general freight revenue against the ceiling both individually and combined.

## Access fees

Access fees in the TAM component of the HVCN are set based on distance travelled (train kilometre) for each train path. The access fee prices can differ based on the commodity transported, train length, wagon numbers, wagon weight and the origin-destination combination. All access charges are based on usage of the network which means actual access revenue each year varies depending on actual network usage over the year.

Access prices for coal access on the TAM HVCN are determined by applying the HVCN Unders and Overs Policy, which brings the unders and overs account balance to zero within two years (see Appendix C).

Table 13 sets out TAM’s access revenue for its component of the HVCN from 2022-23 to 2024-25.

**Table 13: Access revenue, TAM Hunter Valley Coal Network, 2022-23 to 2024-25, \$ million**

Access fees	2022-23	2023-24	2024-25
Coal access seekers	7.2	7.9	2.9
General freight access seekers	1.8	2.1	2.4
Total access fees	9.1	10.0	5.3

## Operating and maintenance expenditure

The main operating and maintenance expenditure in the TAM HVCN is incurred by Sydney Trains, as it is within the metropolitan rail network.

The calculation of the Full Economic Cost for the TAM component of the HVCN and, the appropriate level of operating and maintenance expenditure has previously been the subject of debate between IPART and the network owner.<sup>33</sup> The remainder of this section explains the approach that has been used.

### **Maintenance costs**

Maintenance costs have been estimated in a manner consistent with previous IPART determinations for the TAM component of the HVCN.

Specifically, fixed maintenance costs have been estimated using a benchmark rate per track kilometre, while variable maintenance costs have been estimated using a benchmark rate per thousand GTK.<sup>34</sup> The benchmarks were set with reference to work done by SNC Lavalin to support RailCorp's 2015-16 to 2017-18 compliance assessments.

Consistent with the maintenance task for the TAM HVCN, this approach results in fixed maintenance costs being the same for each set of access seekers while the variable costs differ in line with the GTK of coal and general freight serviced.

### **Train control costs**

Train control costs do not vary with GTK. The labour and expenses associated with train control are required for provision of access regardless of the number of access seekers or the volume of freight. Therefore, the same set of costs is considered applicable to each set of access seekers.

In the 2024-25 financial year, train control costs are estimated at \$0.69 million based on the previous year estimate accepted in IPART's final decision, escalated by the rate of change in the consumer price index.<sup>35</sup>

### **Corporate and system overheads**

Corporate and system overheads have been estimated using the same benchmarking approach applied in previous IPART decisions.

Specifically, overheads are estimated as 9.2 per cent of the sum of maintenance and network control costs. This results in estimated overheads of \$0.56 million in 2024-25 when considering the combined group of access seekers on the TAM component of the HVCN. \$0.521 million for coal access seekers and \$0.517 million for general freight access seekers.

The slight difference in corporate and system overheads between coal and general freight access seekers reflects the difference in direct (variable maintenance) costs relating to each group of access seekers.

## **Depreciation and the return on the regulatory asset base**

Consistent with the requirements of the Undertaking, the allowance for depreciation in the estimate of the full economic costs for the TAM HVCN has been calculated based on the DORC RAB at the

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<sup>33</sup> TAM has agreed that operating and maintenance expenditure is treated, from a regulatory perspective, as a hypothetical standalone freight network (including rationalisation of assets for the purpose of calculating efficient cost). However, TAM's position is that it is more appropriate that the calculated maintenance and operating expenditure for the hypothetical network be reflective of the actual cost of operating a shared rail network against the rationalised network rather than the benchmark rates determined by IPART. In line with TAM using IPART's position on maintenance and operating expenditure, the 2023-24 submission for the TAM component of the HVCN has been developed based on the IPART assumptions and rates, appropriately escalated, that were contained in its decision on the 2019-20 compliance submission.

<sup>34</sup> The benchmark rates have been escalated by the percentage change in the average Sydney CPI over four quarters between 2023-24 and 2024-25.

<sup>35</sup> The CPI used is the percentage change in the average Sydney CPI over four quarters.

beginning of the financial year, on a straight-line basis and applying the unexpired portion of IPART's remaining mine life with a terminal date of 2029.<sup>36</sup>

The return on the RAB has been calculated applying the IPART determined weighted average cost of capital of 4.9 per cent real, post-tax.<sup>37</sup>

## Roll forward of the regulatory asset base

Consistent with the requirements of the Undertaking, the RAB set in previous years has been rolled forward to reflect indexation, additions, capital expenditure, depreciation, and disposals.

Table 14 sets out the roll forward of the regulatory asset base for TAM's component of the HVCN from 2022-23 to 2024-25. Depreciation has increased significantly in FY2025 when compared to FY2024 as the terminal date of 2029 has been assumed for this compliance report. In contrast, the terminal date adopted the FY2024 compliance report was 2040.

**Table 14: Roll forward of the regulatory asset base, TAM Hunter Valley Coal Network, 2022-23 to 2024-25, \$**

Access fees	2022-23	2023-24	2024-25
Opening value (as at 30 June of preceding financial year)	12,610,166	12,403,124	12,557,301
Indexation	493,522	883,773	544,102
Capital expenditure	0	0	0
Additions	0	0	0
Depreciation	-700,565	-729,596	-2,511,460
Disposals	0	0	0
<b>Closing value (as at 30 June)</b>	<b>12,403,124</b>	<b>12,557,301</b>	<b>10,589,943</b>
Average RAB	12,506,645	12,480,213	11,573,622

## Compliance with the floor and ceiling tests

In this section, we report compliance of access revenue with the floor and ceiling tests for the TAM component of the HVCN. Compliance has been considered across three groupings of access seekers, namely:

- coal access seekers,
- general freight access seekers; and

<sup>36</sup> IPART, *NSW Access Undertaking Review of the rate of Return and Remaining Mine Life 2024-2029*, Final Report, September 2024, p 22.

<sup>37</sup> IPART, *NSW Access Undertaking Review of the rate of Return and Remaining Mine Life 2024-2029*, Final Report, September 2024, pp 16-17.

- combined group of access seekers (coal and general freight).

Figure 8 demonstrates compliance of TAM's access revenue for each of the groups of access seekers, as compared with the full economic costs (ceiling) for the TAM HVCN.

**Figure 8: Compliance of access revenue, TAM Hunter Valley Coal Network, 2024-25, \$ million**

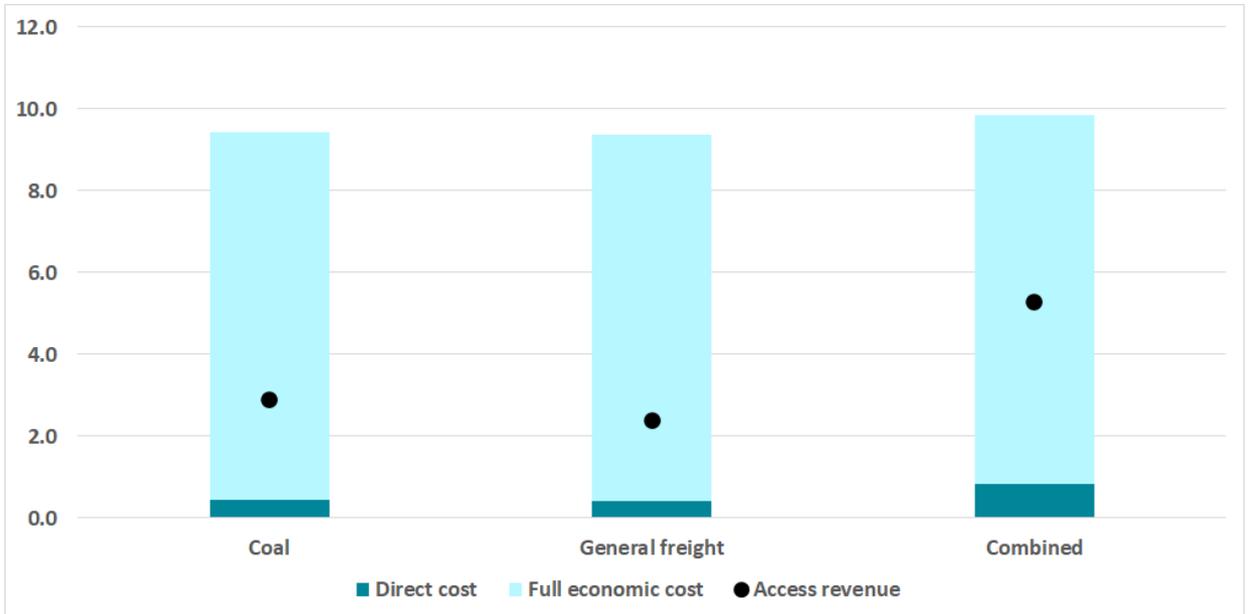


Table 15 demonstrates compliance of TAM's access revenue with the floor and ceiling test for each of the access seeker groupings for the TAM HVCN.

**Table 15: Detailed breakdown of compliance with ceiling tests, TAM Hunter Valley Coal Network, 2022-23 to 2024-25, \$**

	2022-23	2023-24	2024-25
<b>Coal access seekers</b>			
Variable maintenance costs (direct cost estimates)	514,099	520,308	435,920
Fixed maintenance costs	4,243,317	4,427,177	4,533,623
Train control costs	645,463	673,430	689,622
Corporate and system overheads	497,065	517,124	520,643
<b>Total O&amp;M</b>	<b>5,899,944</b>	<b>6,138,040</b>	<b>6,179,809</b>
<b>Depreciation</b>			
Depreciation	700,565	729,596	2,511,460
<b>Return on RAB</b>			
Return on RAB	662,852	661,451	567,107
<b>Tax allowance</b>			
Tax allowance	187,600	187,203	162,031
<b>Full economic cost (FEC)</b>			
Full economic cost (FEC)	7,450,960	7,716,290	9,420,407
<b>Access revenue</b>			
Access revenue	7,213,916	7,916,497	2,901,499
<b>Ceiling test – access revenue less FEC</b>			
Ceiling test – access revenue less FEC	-237,044	200,207	-6,518,908
<b>Recovery rate (%)</b>			
<b>Recovery rate (%)</b>	<b>96.8%</b>	<b>102.6%</b>	<b>30.8%</b>
<b>General freight access seekers</b>			
Variable maintenance costs (direct cost estimates)	395,953	407,341	400,307
Fixed maintenance costs	4,243,317	4,427,177	4,533,623
Train control costs	645,463	673,430	689,622
Corporate and system overheads	486,195	506,740	517,367

	2022-23	2023-24	2024-25
Total O&M	5,770,928	6,014,778	6,140,920
Depreciation	700,565	729,596	2,511,460
Return on RAB	662,852	661,451	567,107
Tax allowance	187,600	187,203	162,031
Full economic cost (FEC)	7,321,944	7,593,028	9,381,518
Access revenue	1,837,524	2,087,296	2,382,199
Ceiling test – access revenue less FEC	-5,484,420	-5,505,732	-6,999,319
<b>Recovery rate (%)</b>	<b>25.1%</b>	<b>27.5%</b>	<b>25.4%</b>
<b>Combined access seeker group</b>			
Variable maintenance costs (direct cost estimates)	910,052	927,739	836,245
Fixed maintenance costs	4,243,317	4,427,177	4,533,623
Train control costs	645,463	673,430	689,622
Corporate and system overheads	533,493	554,608	557,473
Total O&M	6,332,324	6,582,954	6,616,964
Depreciation	700,565	729,596	2,511,460
Return on RAB <sup>38</sup>	662,852	661,451	567,107
Tax allowance	187,600	187,203	162,031

<sup>38</sup> The return on RAB component of the ceiling was calculated by multiplying the average of the opening and closing RAB for each year by the regulated rate of return.

	2022-23	2023-24	2024-25
Full economic cost (FEC)	7,883,341	8,161,204	9,857,562
Access revenue	9,051,440	10,003,794	5,283,698
Ceiling test – access revenue less FEC	1,168,099	1,842,589	-4,573,865
<b>Recovery rate (%)</b>	<b>114.8%</b>	<b>122.6%</b>	<b>53.6%</b>

As indicated in the Pricing Principles section of this submission, IPART has established \$0.84 per thousand GTK as a benchmark direct cost for coal and general freight networks. Using this benchmark the revenue floor for HVCN coal access seekers is \$182,723 and the revenue floor for HVCN general access seekers is \$167,795. Based on the IPART benchmark the HVCN revenue is above the floor test revenue.

The results show that TAM’s HVCN access fees in the year 2024-25:

- were within the floor and ceiling test bounds for the general freight access seeker group, coal access seeker group and combined group of access seekers.

## Unders and overs account

Table 16 shows the unders and overs account for the HVCN for the period 30 June 2023 to 30 June 2025.

**Table 16: Unders and overs account HVCN 2022-23 to 2024-25**

	All access seekers
Balance at 30 June 2023	\$7,115,334 <sup>39</sup>
2023-24 revenue minus Costs	\$1,842,589
Balance at 30 June 2024	\$8,957,923
2024-25 revenue minus Costs	-\$4,573,865
Balance at 30 June 2025	\$4,384,058

The 30 June 2025 balance shown in Table 16 is being addressed by the TAM HVCN Unders and Overs Policy, which was approved by IPART in May 2024. The policy adjusts future prices as the

<sup>39</sup> IPART, *Final Report TAM’s Compliance with the NSW Rail Access Undertaking 2022-23*, page 19.

means to return the over-recovery. The operation of the TAM HVCN Unders and Overs Policy is further outlined in Appendix C.

## Summary statement on compliance

In summary, TAM has complied with the following requirements of the Undertaking for the TAM components of the HVCN, specifically:

- access revenue for general freight, coal and for combined coal and freight access seekers individually in 2024-25 is within the ceiling and floor bounds
- the TAM HVCN Unders and Overs Policy which addresses historical, current and any future over-recoveries has been applied when setting prices from 1 July 2025; and
- the roll forward of the RAB is consistent with the requirements of the Undertaking.

# Compliance of access fees for TAM's remaining rail sectors

## Key points

- Our analysis demonstrates that TAM complies with all the compliance requirements of the Undertaking in 2024-25 for the CRN, NSRC and the MRN-FS.
- The recovery rates in 2024-25, measured as a percentage of operations and maintenance expenditure were:
  - 12.1 per cent for the Country Regional Network.
  - 99.9 per cent for the Northern Sydney Rail Corridor –Freight Services; and
  - 62.3 per cent for the Metropolitan Rail Network –Freight Services.

## Country Regional Network

The Country Regional Network (**CRN**) is owned by TAM and is operated and maintained by UGL Regional Linx as our rail infrastructure manager.<sup>40</sup>

The CRN links broad areas of regional NSW to interstate and metropolitan rail systems and, in addition to this passenger task, it also supports customers transporting coal, grain, cotton, minerals and containerised freight to domestic and export markets.

The network covers 2,600 route kilometres of operational passenger and freight rail lines and 3,100 route kilometres of non-operational lines.

About 996 kilometres of branch line track used predominantly for haulage of grain, with lower mass and speed limits than other parts of the network.

The CRN's key market segments can be broadly split into passenger, grain, and freight (including general freight), minerals and coal. Its major customers are above rail freight and passenger operators, and their customers include farmers, miners, and passengers.

Table 17 sets out the ceiling test for the CRN from 2022-23 to 2024-25. This compliance statement has been developed using actual maintenance and operating costs together with revenue from all rail operators. TAM notes that 2022-23 was the first full year with UGL as the new service provider.<sup>41</sup> Mobilisation costs associated with the transition to UGL Regional Linx have been included in the full economic cost as set out in Table 17 below.

Table 17 demonstrates that TAM's access fees for the CRN are below the full economic cost of providing access, being 12.1 per cent of the operating and maintenance costs.

Consistent with previous statements, estimates of depreciation and return on RAB have not been developed because TAM has taken a proportional approach to demonstrating compliance for networks that are exempt from the full compliance reporting process under the Undertaking.<sup>42</sup> If these were estimated and included, this would serve to increase the ceiling and reduce the recovery rate even further.

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<sup>40</sup> Transport for NSW acts as the TAM agent for management of the UGL Regional Linx contract.

<sup>41</sup> The responsibility for operations and maintenance was transferred from John Holland Rail to UGL in 2021-22.

<sup>42</sup> See: *NSW Rail Access Undertaking*, 1999, Schedule 3, Clause 5(f).

**Table 17: Compliance statement, Country Regional Network, 2022-23 to 2024-25, \$**

	2022-23	2023-24	2024-25
Maintenance costs	97,138,490	101,161,886	106,345,741
Network control costs	5,921,266	6,491,887	12,069,943
Corporate systems and overheads	6,163,297	8,577,454	11,179,512
Mobilisation payment (annualised)	4,861,652	4,861,652	4,861,652
<b>Total operations and maintenance (O&amp;M)</b>	<b>114,084,707</b>	<b>121,092,879</b>	<b>134,456,848</b>
Access revenue	15,853,564	13,350,528	16,303,755
Access revenue less O&M	-98,231,143	-107,742,351	-118,153,093
<b>Recovery rate for O&amp;M (%)</b>	<b>13.9%</b>	<b>11.0%</b>	<b>12.1%</b>

As indicated in the Pricing Principles section of this submission, IPART has established \$0.84 per thousand GTK as a benchmark direct cost for coal and general freight networks. Using this benchmark the revenue floor for CRN access seekers is \$2,837,387. Based on the IPART benchmark the CRN revenue is above the floor test revenue.

## Northern Sydney Rail Corridor Freight Services

The Northern Sydney Rail Corridor (**NSRC**) is a rail corridor linking Sydney and Newcastle that is owned by TAM. The assets used on this corridor are part of the Metropolitan Rail Network. While both passenger and freight services access the NSRC, for compliance purposes it is considered as a theoretical stand-alone freight-only network. Therefore, freight access seekers are the group of access seekers being assessed in the NSRC compliance statement. Access by passenger services to this part of the network is covered as part of the compliance submission for the MPN.

Table 18 sets out the ceiling and floor test for the NSRC from 2022-2023 to 2024-25. This compliance statement has been developed utilising both the amounts and methodologies for maintenance, network control and corporate and system overheads which relate to the provision of access for freight operations accepted in previous IPART decisions, together with revenue from freight operations on the NSRC. In particular:

- maintenance costs have been estimated using a benchmark rate of \$8 per thousand GTK implicit in IPART's decision on the 2017-18 compliance statement from RailCorp and TfNSW,<sup>43</sup> escalated by CPI.

<sup>43</sup> IPART Rail Access: Compliance Statement RailCorp HVCN 2015-16 to 2017-18 pp. 4-7.

- network control costs have been estimated using the cost submitted by RailCorp and accepted by IPART in 2017-18 escalated by CPI; and
- corporate and system overheads have been estimated using a benchmark of 9.2 per cent of maintenance and network control costs, consistent with previous IPART decisions.

Table 18 indicates that TAM's access fees for the NSRC are 99.9 per cent of the operating and maintenance costs.

Consistent with previous statements, estimates of depreciation and return on RAB have not been developed because TAM has taken a proportional approach to demonstrating compliance for networks that are exempt from the full compliance reporting process under the Undertaking.<sup>44</sup> If these were estimated and included, this would serve to increase the ceiling and reduce the recovery rate. Therefore, TAM is confident that its access fees for the NSRC are below 80 per cent of the full economic cost of providing access.

**Table 18: Compliance statement, Northern Sydney Rail Corridor – Freight Services, 2022-23 to 2024-25, \$**

	2022-23	2023-24	2024-25
Maintenance costs	20,446,807	20,049,216	20,664,295
Network control costs	3,919,592	4,089,426	4,187,751
Corporate systems and overheads	2,241,709	2,220,755	2,286,388
Total operations and maintenance (O&M)	26,608,107	26,359,397	27,138,435
Access revenue	23,394,296	24,961,707	27,122,963
Access revenue less O&M	-3,213,811	-1,397,690	-15,472
<b>Recovery rate for O&amp;M (%)</b>	<b>87.9%</b>	<b>94.7%</b>	<b>99.9%</b>

As indicated in the Pricing Principles section of this submission, IPART has established \$0.84 per thousand GTK as a benchmark direct cost for coal and general freight networks. Using this benchmark the revenue floor for NSRC access seekers is \$1,740,595. Based on the IPART benchmark the NSRC revenue is above the floor test revenue.

## Metropolitan Rail Network – Freight Services

Multiple segments of the Metropolitan Rail Network (**MRN**) owned by TAM are accessed by both passenger and freight operators. This compliance statement relates to the provision of access to freight operators on the MRN excluding the NSRC and the HVCN. This includes Illawarra, South,

<sup>44</sup> See: *NSW Rail Access Undertaking*, 1999, Schedule 3, Clause 5(f).

Inner City, North Shore, and Western segments. Access by passenger services to this part of the network is covered as part of the compliance submission for the MPN.

Table 19 sets out the ceiling test Metropolitan Rail Network – Freight Services (**MRN-FS**) from 2022-23 to 2024-25. This compliance statement has been developed utilising both the amounts and methodologies for maintenance, network control and corporate and system overheads which relate to the provision of access for freight operations accepted in previous IPART decisions, together with revenue from freight operations on the MPN. In particular:

- maintenance costs have been estimated using a benchmark rate of \$8 per thousand GTK based on IPART’s decision on the 2017-18 compliance statement from RailCorp and TfNSW, escalated by CPI.
- network control costs have been estimated using the cost submitted by RailCorp and accepted by IPART in 2017-18 escalated by CPI; and
- corporate and system overheads have been estimated using a benchmark of 9.2 per cent of maintenance and network control costs, consistent with previous IPART decisions.

Table 19 indicates that TAM’s access fees for the MRN-FS are 62.3 per cent of the operational and maintenance costs incurred to provide access.

Consistent with previous statements, estimates of depreciation and return on RAB have not been developed because TAM has taken a proportional approach to demonstrating compliance for networks that are exempt from the full compliance reporting process under the Undertaking.<sup>45</sup> If these were estimated and included, this would serve to increase the ceiling and reduce the recovery rate. Therefore, TAM is confident that its access fees for the remaining freight sectors of the MRN are below 80 per cent of the full economic cost of providing access.

**Table 19: Compliance statement, Metropolitan Rail Network Freight Services, 2022-23 to 2024-25, \$**

	2022-23	2023-24	2024-25
Maintenance costs	29,107,287	26,118,692	32,819,143
Network control costs	4,565,035	4,762,836	4,877,352
Corporate systems and overheads	3,097,854	2,841,101	3,468,078
Total operations and maintenance (O&M)	36,770,176	33,722,628	41,164,573
Access revenue	26,340,776	25,603,307	25,648,573
Access revenue less O&M	-10,429,401	-8,119,322	-15,516,000
<b>Recovery rate for O&amp;M (%)</b>	<b>71.6%</b>	<b>75.9%</b>	<b>62.3%</b>

<sup>45</sup> See: *NSW Rail Access Undertaking*, 1999, Schedule 3, Clause 5(f).

As indicated in the Pricing Principles section of this submission, IPART has established \$0.84 per thousand GTK as a benchmark direct cost for coal and general freight networks. Using this benchmark the revenue floor for MRN-FS access seekers is \$2,764,423. Based on the IPART benchmark the MRN-FS NSRC revenue is above the floor test revenue.

## Appendix A – methodology for estimating the floor and ceiling tests for TAM

This appendix describes the methodology that has been used to estimate the floor and ceiling tests for access fees across TAM's rail networks in greater detail.

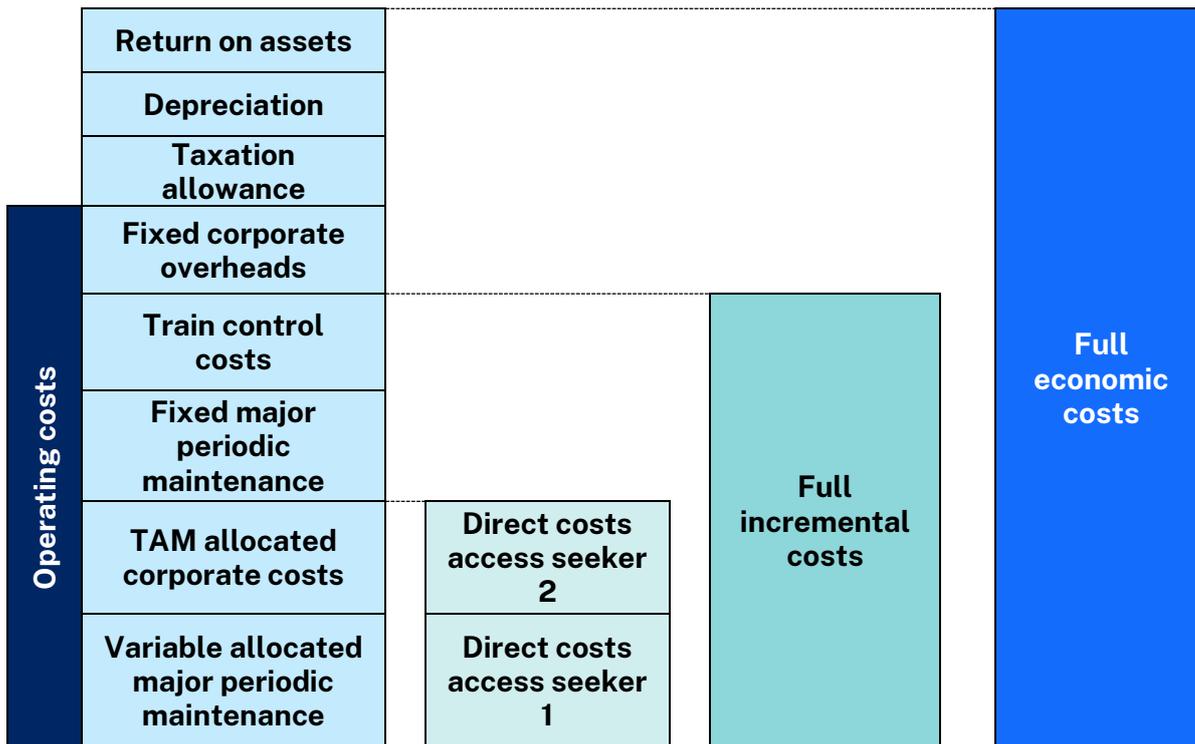
### The floor and ceiling test for the rail transport cluster

Figure 9 illustrates the cost categories included within the floor and ceiling tests as defined in the Undertaking. The cost categories included in this definition include:

- direct costs, namely:
  - variable allocated major periodic maintenance; and
  - TAM allocated corporate costs incurred as a direct consequence of providing access to the access seeker.
- full incremental costs, namely:
  - the sum of direct costs for each access seeker; plus
  - fixed major periodic maintenance; and
  - train control costs.
- full economic costs, namely:
  - full incremental costs plus.
  - TAM fixed corporate overheads.
  - taxation allowance.
  - depreciation; and
  - return on assets.

The remainder of this appendix describes each of the economic cost concepts set out in the Undertaking and our approach to estimating these costs in greater detail.

**Figure 9: Cost categories within each of the floor and ceiling tests for cluster costs**



### Estimating direct costs

The starting point for the floor test is to estimate the direct costs imposed by each access seeker from using the relevant rail network regulated assets.

In practical terms, the direct costs include all those costs that vary according to usage of the network by each access seeker. The relevant cost categories for direct costs as set out in the Undertaking include:

- TAM corporate costs that are incurred to support the provision of access to each access seeker, and so could be avoided if access were not provided; and
- major periodic maintenance that is incurred as a direct consequence of usage of the relevant assets, including for example rail replacement and resurfacing.

The Undertaking requires that the relevant major periodic maintenance cost to be included in direct costs in a year is calculated on a levelised cost basis. This reflects an expectation that these costs may significantly vary year-on-year.

Importantly, we would expect that the direct costs will vary between access seekers across each rail network. This reflects that the nature of use of the infrastructure can be different between access seekers, which will affect the allocation of avoidable corporate costs and avoidable major periodic maintenance.

Finally, variable allocated major periodic maintenance is based on actual expenditure incurred by Sydney Trains and UGL as the entities responsible for maintenance of the MPN and CRN, respectively. Variable allocated major periodic maintenance has been estimated using benchmarks for the HVCN, the Northern Sydney Rail Corridor and the Metropolitan Rail Network – Freight Services.

### Estimating full incremental costs

The full incremental costs as defined in the Undertaking are all costs that could be avoided if a sector<sup>46</sup> of the relevant rail network was removed from the system. It follows that it is all costs that could be avoided if a sector were no longer provided to all access seekers.

The full incremental costs are therefore:

- the sum of direct costs for each access seeker; plus
- any fixed major periodic maintenance for the relevant rail network; plus
- train control costs.

The inclusion of all fixed major periodic maintenance and train control costs in the concept of full incremental costs stems from the definition in the Undertaking that the rail network is assumed to be removed from the system for the purpose of estimating full incremental costs. In this circumstance all maintenance expenditure would no longer be incurred, i.e., both fixed and variable maintenance and there would also be no need to incur train control costs. As such, all these costs would be avoided. It follows that these costs can be considered as incremental to the provision of access to the relevant rail network.

## Estimating full economic costs

The full economic costs are all costs incurred to operate, maintain, and provide the infrastructure used by an access seeker.

The starting point is to define the infrastructure that is used by the access seeker. This requires consideration of those sectors of the relevant rail network that each access seeker (e.g., Sydney Trains or NSW TrainLink) makes use of in the provision of train services.

The cost categories included in full economic costs for each access seeker include:

- direct costs incurred by TAM which vary according to the usage of the infrastructure by each access seeker.
- any fixed major periodic maintenance for the relevant rail network.
- train control costs.
- remaining corporate overheads and system costs that have not been allocated to direct costs or full incremental costs.
- return of assets employed to provide access to the access seeker, i.e., depreciation of the RAB.
- return on assets employed to provide access to the access seeker; and
- an allowance for expected tax payments.

The first three cost categories are described earlier. The remainder of this section describes our approach to estimating the remaining cost categories.

### Corporate overheads and system costs

TAM incurs corporate and system costs in the conduct of its business. Some of these costs are allocated to direct costs incurred by an access seeker, as they are related to the use of the network by the access seeker and so could be avoided if the access seeker no longer used the rail network. Any remaining TAM corporate costs, associated with the operation of the business such as head

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<sup>46</sup> Sector means a continuous length of track with end points, usually delineated by major junctions or traffic origins and including all facilities associated with the track on that sector. See: The NSW Rail Undertaking, Schedule 7, p 3.

office rent and other corporate overheads that are not related to use of the network are properly included in full economic costs.

Similarly, some operating expenditure for the provision of access services is incurred on behalf of TAM by access seekers or Transport for NSW. This non-TAM incurred operating expenditure also has a component that varies with the use of the network by an access seeker and a component that does not. The component of non-TAM incurred operating expenditure that does not vary with the use of the network, i.e., the overheads, is also included in the full economic costs of providing access services.

### **Depreciation**

Depreciation is calculated with reference to the value of the RAB on a straight-line basis over the remaining useful life of the assets.

### **Return on assets**

The return on assets is calculated each year as the sum of the return on the existing capital base and the return on new capital investment made during that year. The return on the existing capital base is calculated by multiplying the opening RAB in each year by the IPART determined real post-tax weighted average cost of capital (WACC). The return on new capital expenditure is calculated by converting the annual WACC estimate to a half-yearly value and then multiplying this half-yearly value by the value of new capital investment made during the year. This approach assumes that capital expenditure is incurred evenly throughout the year.

The relevant value of the WACC for the Undertaking was determined by IPART in September 2024 and was 4.9 per cent, real, post-tax.<sup>47</sup>

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<sup>47</sup> IPART, *NSW Access Undertaking Review of the rate of Return and Remaining Mine Life 2024-2029*, Final report, September 2024, pp 16-17.

## Appendix B – additional inputs and assumptions

This appendix sets out several additional inputs and assumptions used in the development of the floor and ceiling tests.

### The assets employed to provide access services

The starting point for applying the floor and ceiling tests is to determine the infrastructure upon which access fees relate. The Transport Administration Act 1988 provides the following definition of the NSW rail network:<sup>48</sup>

*NSW Rail Network means the railway lines vested in or owned by or managed or controlled by a rail infrastructure owner (including passing loops and turnouts from those lines and loops and associated rail infrastructure facilities that are so vested or owned or managed or controlled) but does not include any part of a metro.*

This definition hinges on the term ‘rail infrastructure facilities’ which is also defined in the Transport Administration Act 1988 by reference to specific types of assets. By definition, rail infrastructure facilities:<sup>49</sup>

- a. *Includes railway track, associated track structures, over track structures, cuttings, drainage works, track support earthworks and fences, tunnels, bridges, level crossings, service roads, signalling systems, train control systems, communication systems, overhead power supply systems, power and communication cables, and associated works, buildings, plant, machinery and equipment, but*
- b. *Does not include any stations, platforms, rolling stock, rolling stock maintenance facilities, office buildings or housing, freight centres or depots, private sidings or spur lines connected to premises not vested in or owned by or managed or controlled by a rail infrastructure owner.*

Items in the former of these two groups, i.e., item (a), are classified as regulatory assets, where regulatory assets are defined in the Undertaking as follows:<sup>50</sup>

*Regulatory Assets means the facilities and associated assets used in the provision of Access to the NSW Rail Network and where the term is used in relation to a Sector or group of Sectors shall include the facilities and associated assets used in the provision of Access to that Sector or those Sectors and includes non-Sector Specific Assets.*

TAM has determined that its regulatory assets include the asset categories listed in Table 20. Capitalised Major periodic maintenance has been removed as an asset class to avoid potential double counting.<sup>51</sup>

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<sup>48</sup> Transport Administration Act 1988 No 109, Part 1: Preliminary, Section 3: Definitions.

<sup>49</sup> Transport Administration Act 1988 No 109, Part 1: Preliminary, Section 3: Definitions.

<sup>50</sup> NSW Rail Access Undertaking, 1999, Schedule 3, p 2.

<sup>51</sup> Major periodic maintenance that extends asset life was previously included as a separate asset category in previous compliance reports based on the work in progress (WIP) amount incurred in that year. TAM’s accounting policy is to capitalise WIP into the relevant asset category when it has been commissioned. Including both major periodic maintenance that extends asset life and capital expenditure creates the potential for double counting. Given this, TAM has removed major periodic expenditure within the roll-forward model in its modelling in this year’s compliance submission.

**Table 20: Asset categories within TAM’s regulatory asset base and associated economic life**

Category	Economic asset Life
Rail infrastructure	45
Land	-
Electrified network	35
Signals	33
Network control	9
Earthworks	200

We note that land is not a depreciable asset and so is not allocated an economic life.

## Sections of the Metropolitan Passenger Rail Network which are used by Sydney Trains and NSW TrainLink

Sydney Trains is responsible for operating and maintaining the MPN – a map of which is presented in Figure 10. We note that the network represented in Figure 10 can be segmented into three distinct components:

- parts of the MPN that are managed and serviced by Sydney Trains – represented by the orange lines.
- parts of the MPN that are managed by Sydney Trains but serviced by NSW TrainLink – represented by the dark grey lines; and
- the metro network, which is not part of the MPN – represented by the teal lines.

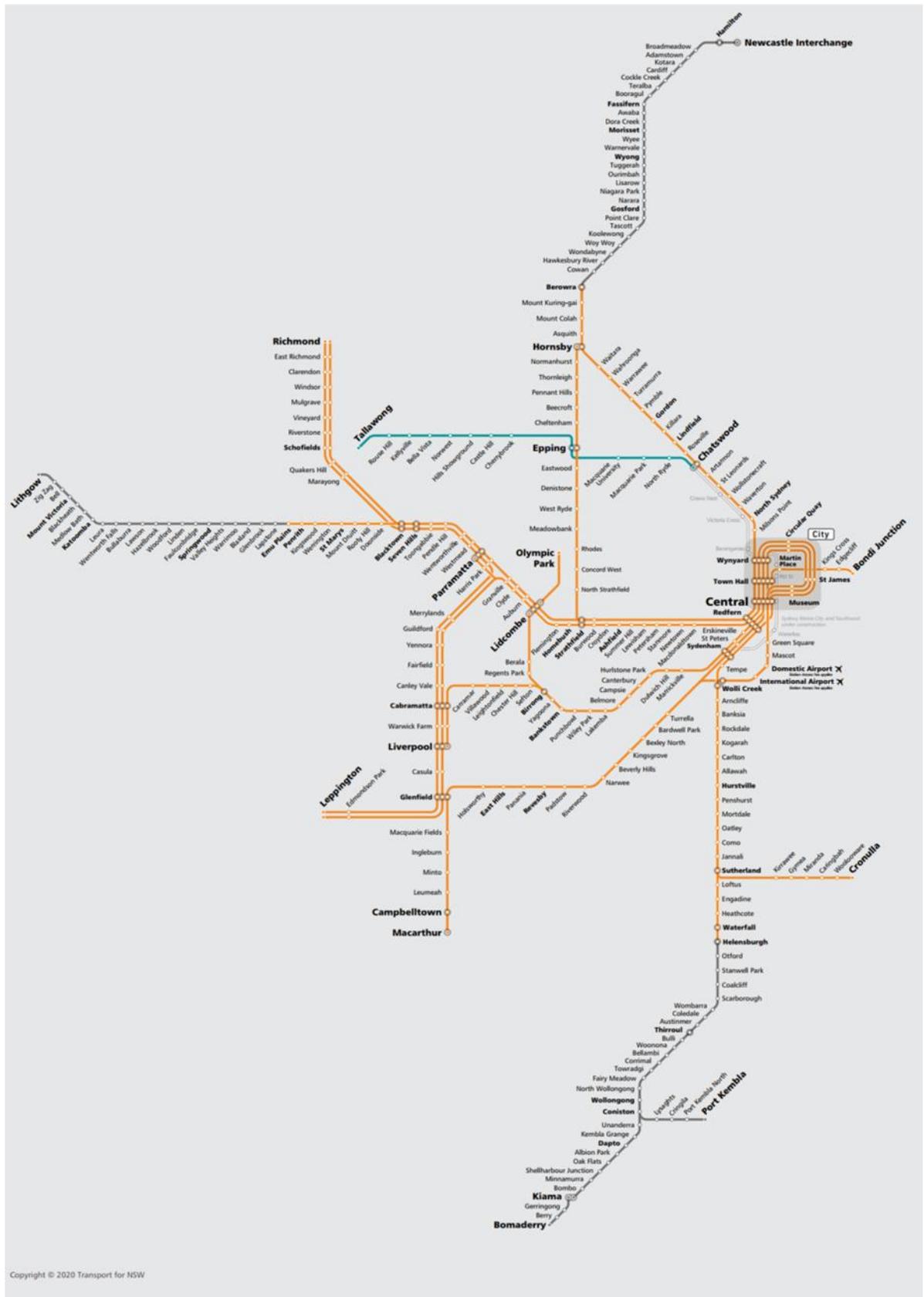
According to Sydney Trains:<sup>52</sup>

*Our maintenance responsibility extends beyond the area we provide service to and includes the area bounded by Bomaderry, Lithgow and the Newcastle Interchange. We partner with and maintain a large portion of the infrastructure and fleet used by NSW TrainLink – the intercity and regional train fleets.*

Sydney Trains operates suburban services entirely within the section of the MPN that it is responsible for managing. NSW TrainLink operates regional services that use the MPN but that may have an origin or destination outside of the MPN. It follows that neither Sydney Trains nor NSW TrainLink uses the entirety of the MPN although significant portions of the network are used by both operators.

<sup>52</sup> Sydney Trains, *Annual Report 2020-21 | Volume 1*, November 2021, p 10.

Figure 10: Sydney Trains' asset management boundaries



## Cost allocation methodology

A central component of the economic principles underpinning the floor and ceiling tests is the appropriate allocation of different types of costs between access seekers.

The approach to allocating TAM operating expenditure for the purpose of determining the direct costs, full incremental costs, and TAM incurred full economic costs involved three steps, namely:

- Step 1: Determine the proportion of TAM's operating costs related to each of the relevant networks.
- Step 2: Allocate TAM's operating costs between those related to regulated assets, and those related to unregulated assets; and
- Step 3: Determine what proportion of TAM's operating costs for regulated assets vary with network use, and allocate those costs based on a cost driver.

There are several cost drivers that could be used to allocate variable operating expenditure as direct costs for regulated and unregulated assets. These include:

- trip length – as measured by the aggregate length of trips by each access seeker.
- carriage weighted trip length – as measured by the aggregate length of trips by each access seeker weighted by the length of train or number of carriages used.
- gross tonne kilometres – as measured by the aggregate length of trips by each access seeker weighted by the volume or weight of each trip; or
- service count – as measured by the total number of trips by each access seeker.

Variable TAM operating expenditure for the MPN was allocated based on trip length. This reflects an opinion that the relative effort of TAM in managing access between Sydney Trains and NSW TrainLink can be approximated by trip length, which resulted in an allocation of 98 per cent of these costs to Sydney Trains, with the remaining 2 per cent to NSW TrainLink.

Variable major periodic maintenance expenditure for the MPN was allocated based on gross tonne kilometres. This reflects an opinion that variable major periodic maintenance is related to the number of weight of trips. This resulted in 98 per cent of these costs being allocated to Sydney Trains, with the remaining 2 per cent being allocated to NSW TrainLink.

All non-TAM operating expenditure was allocated to regulated assets as it was related directly to those activities.

## Appendix C – TAM HVCN Unders and Overs Policy

The TAM HVCN Unders and Overs Policy was approved by IPART in May 2024. The policy is used as the means to set prices in a way that addresses under recovery and / or over recovery of revenue in the TAM HVCN in the years immediately after data becomes available.

The policy was implemented on 1 July 2024 and prices are adjusted to maintain the expected balance at zero from 30 June 2026. This includes returning the historical over-recovery of HVCN revenue. TAM reduced HVCN coal access prices by 59 per cent from 1 July 2024.<sup>53</sup>

### Rolling account over three years

Under the TAM HVCN Unders and Overs Policy the unders and overs account is a rolling account across three years. The rolling account adjustment operates as follows:

- Year t-2 (2023-24) - actual revenues and IPART-determined full economic costs are available to be trued-up to.
- Year t-1 (2024-25) – the year of this compliance report. When setting 2025-26 prices in April 2025, TAM estimated 2024-25 full year revenue and full economic cost. This will be replaced by actual revenues and costs when setting the 2026-27 TAM HVCN coal prices in April 2026.
- Year t (2025-26) - when setting prices in April 2025 TAM forecast 2025-26 revenue and full economic cost. These estimates will be replaced with updated estimates when setting 2026-27 TAM HVCN coal prices in April 2025, and then further replaced with actuals when setting 2027-28 TAM HVCN coal prices in April 2027.

This process continues to roll forward each year, continually truing up to available actual data.

### Current status of unders and overs account

TAM's approach to TAM HVCN over recovery is consistent with TAM's HVCN Unders and Overs Policy.<sup>54</sup>

The current status of the unders and overs account is:

- An account balance at 30 June 2022 of \$5,975,088 over-recovered is being returned via equal reductions of \$2,987,544 in revenue from HVCN access prices for each of 2024-25 and 2025-26 (seen as the additional adjustment 'H' in Table 21 below).
- An additional over-recovery of \$1,168,099 in 2022-23, bringing the 30 June 2023 balance to \$7,115,334 over-recovered. This full additional amount was handed back (with a CPI indexation) via adjustments to 2024-25 prices.
- An over-recovery of \$1,842,589 in 2023-24. When setting 2024-25 prices, TAHE estimated a level of 2023-24 over-recovery of \$395,571 and adjusted 2024-25 prices accordingly.
- An under-recovery of \$4,573,865 in 2024-25. When setting 2025-26 prices, TAM estimated a level of 2024-25 under-recovery of \$5.8 million, and adjusted 2025-26 prices accordingly.

The historical HVCN revenue over-recovery to 30 June 2022 was the result of the accumulation of numerous years of under-recovery and over-recovery. The more recent over-recovery in 2022-23

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<sup>53</sup> TAM's metropolitan network rail access prices, including HVCN access prices, are published on the TAM website.

<sup>54</sup> See: [https://www.ipart.nsw.gov.au/sites/default/files/cm9\\_documents/TAM-Final-Unders-and-Overs-Account-Policy-for-the-TAM-Hunter-Valley-Coal-Network-9-May-2024.PDF](https://www.ipart.nsw.gov.au/sites/default/files/cm9_documents/TAM-Final-Unders-and-Overs-Account-Policy-for-the-TAM-Hunter-Valley-Coal-Network-9-May-2024.PDF)

and 2023-24 has largely been driven by higher-than-expected coal volumes associated with adherence to NSW Government directions to power stations and coal suppliers. The under-recovery in 2024-25 is the result of the operation of TAM's unders and overs account to hand back previous over-recoveries. TAM reduced prices by 59 per cent across all TAM HVCN coal access prices.

Table 21 below shows how the TAM HVCN unders and overs account was used to set coal prices for 2025-26 in April 2025.<sup>55</sup> TAM set 2025-26 TAM HVCN coal access prices such that we would recover an allowed revenue ( $AR_t$ ) amount of \$7,282,401. This is below the estimated ceiling of \$10,737,749 as of April 2025. Following the 59 per cent price decrease in 2024-25, this required a 59 per cent price increase across all TAM HVCN coal access prices. The net effect for 2025-26 prices is that they remain 24 per cent below 2023-24 as TAM continues to hand back over-recovered revenue.

The 1 July 2025 price change brings the estimated unders and overs account balance as at 30 June 2026 to near-zero (-\$53).

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<sup>55</sup> Note that in April 2025 some of the inputs which are now known were estimates.

**Table 21. TAM unders and overs account for 2025-26 price setting, \$**

Step	2023-24 (actual) <sup>4</sup>	2024-25 (estimate) <sup>5</sup>	2025-26 (forecast)
CPI – for indexation	3.77%	2.32%	TBD
Opening balance (i) <sup>1</sup>	1,193,453	3,188,728	462,409
Indexation of opening balance (ii)	86,832	120,148	10,746
Under/over recovery of revenue for financial year (iii) =	1,842,590	-2,794,310	-467,804 (A <sub>t</sub> )
+ Revenue from access charges	10,003,794 (actual $p_{t-2}^i$ × actual $q_{t-2}^i$ )	4,787,179 (actual $p_{t-1}^i$ × estimated $q_{t-1}^i$ )	7,282,401 (AR <sub>t</sub> )
-Additional adjustment (H) <sup>3</sup>	0	-2,987,544	-2,987,544
-Full economic cost (FEC)	8,161,204 (revealed, IPART reviewed)	10,569,033 (estimated)	10,737,749 (forecast)
Indexation of under/over recovery for financial year <sup>56</sup> (iv)	65,854	-52,157	-5,404
Closing balance <sup>2</sup> (i) + (ii) + (iii) + (iv)	3,188,728	462,409	-53 target is zero, or below (and as close to zero as possible)

Table notes:

1. The year t closing balance must be equal to or below zero when setting prices each year and be as close to zero practicable.
2. Opening balance is the previous year’s closing balance.
3. Section 4.5 of TAM’s HVCN Unders and Overs Policy provides for a clearance pathway when there are large under or over-recoveries in a single year. The opening account balance for 2024-25 (\$1,689,993) is 18.5 percent of the estimated 2024-25 full economic cost (\$9,120,051). In this instance, the opening balance is under the 20 percent clearance threshold and was not triggered.
4. 2023-24 (actual) uses actual revealed, IPART reviewed figures.
5. 2024-25 (estimate) uses the most recently available actual data and projects these forward. Given this there may be differences in the FEC outlined compared to table 15. This difference is a function of the model and does not impact prices. Prices to access seekers use CPI in current year (year t) and final compliance decision of 2023-24 (year t-2).

<sup>56</sup> Charged on a half year basis.

There will always be a degree of error when estimating or forecasting values to be used in setting prices. This is why the HVCN Unders and Overs Policy ensures these estimates and forecasts are replaced with actual values when available. These differences are adjusted annually (with CPI indexation applied to support NPV neutrality).

### **Future status of unders and overs account**

- TAM forecasts that the unders and overs balance at 30 June 2026 will be approximately \$0 due to the 1 July 2025 coal access prices resulting in expected revenue below the ceiling, as set by the HVCN Unders and Overs Policy. The actual balance will vary from this due to any forecasting error.



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