



# INFORMATION

## The Pilbara Infrastructure

### DIRECTION BY THE AUTHORITY TO THE PILBARA INFRASTRUCTURE TO AMEND ITS COSTING PRINCIPLES

The Authority is empowered by section 46(4)(a) of the *Railways (Access) Code 2000* to direct a railway owner to amend its costing principles.

Costing principles are a regulatory instrument which show how a railway owner will calculate floor and ceiling costs in respect of any proposal by a third party to access the railway owner's network. The costing principles relate to specific route sections for which costs will be determined.

In response to notification that a third party has proposed accessing a portion of the network owned by The Pilbara Infrastructure PL (TPI), the Authority has directed TPI to amend its current costing principles at Appendix C to define six route sections as follows:

- 1 The route section from the loadout at the Christmas Creek mine to Cloudbreak mine loadout.
- 2 The route section from the loadout at the Cloudbreak mine to chainage 219.5 km, measured from Port Hedland.
- 3 The route section from chainage 219.5 km to chainage 174.875 km, measured from Port Hedland
- 4 The route section from the loadout at the Solomon mine to chainage 174.875 km, measured from Port Hedland.
- 5 The route section from chainage 174.875 km to chainage 23 km, measured from Port Hedland.
- 6 The route section from chainage 23 km to the dump station servicing TPI's port facilities and additional infrastructure at Anderson Point, Port Hedland.

This amendment will define route sections which may be aggregated to correspond to the route subject to the access proposal received by TPI.

TPI has been directed to provide its amended costing principles by Monday 20 May 2013 for publication on the Authority's website.

For further information contact:

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17 May 2013