

Records

From: Michael Keeble
Sent: Wednesday, 4 June 2014 5:01 PM
To: Records
Subject: FW: Rail Grain Freight

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MICHAEL	
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From: Sue [mailto:hillview16@gmail.com]
Sent: Wednesday, 4 June 2014 2:37 PM
To: 'K.& J. Fuchsbichler'; 'Annolies Truman'; 'Barry West Kulin'; 'Beverley Shire'; 'Bill Cowan'; 'Bill Fensome'; bounce@wn.com.au; 'Caroline Robinson'; 'Chris Jackson Narmebeen'; 'Corrigin Shire'; 'Corrigin Shire J Murphy'; 'Cr Mick Kain Narrogin'; 'Cuballing Shire'; 'Cunderdin Shire'; 'Dalwallinu Shire'; 'Danielle Whitfield'; 'Darryl Richards Quairading'; 'Dowerin Shire'; 'East Fremantle Shire'; 'Eddy Wajon'; 'Eileen O'Connell'; 'Fremantle Road to Rail Barry Healy'; 'Gary Repacholi'; 'Gnowangerup Shire'; 'Ian Lane'; 'Julie Russell'; 'Kevin Jones'; 'Kondinin Shire'; 'Koorda Shire'; 'Kulin Shire'; 'Lake Grace Shire'; 'LINDSAY TUCKWELL'; 'Liz Carey'; 'Merredin Shire'; 'Moora Shire'; 'Mount Marshall Shire'; 'Mukinbudin Shire'; 'Mundaring Shire Shane Purdy'; 'Narrogin Shire'; 'Narrogin Town'; 'Pat Hooper'; 'Quairading Shire'; Michael Keeble; 'Ray Parsons'; 'Rob Scott York'; 'Romolo Patroni'; 'Sam Wainwright'; 'Shire of Bruce Rock'; stephenstrange@bigpond.com; 'Steve O'Halloran'; 'Trayning Shire'; 'Wagin Shire'; 'Wally Knott'; 'Wickepin Shire'; 'Wyalkatchem Shire'; 'Yilgarn Shire'
Subject: RE: Rail Grain Freight

4 June 2014

Hello Jane/Greg and all,

I would not be happy with the stock standard reply below and you have spent enough time writing letters and invitations.

I suggest you set a date for a deputation to his office? His staff should be able to say when he is going to be in his office. If a time cannot be given you/we stand/sit and wait to be heard. Make it clear what answers or/and action you want from him as Minister for Transport.

From the letter I understand the Alliance wants:

- The Minister to review the Lease Arrangements between the PTA and Brookfield Rail.
(to allow any Rail Lines placed into "Care and Maintenance" by Brookfield Rail to be taken up and operated on by a third Party)
- The opportunity to meet and discuss the Lease Arrangements between PTA and Brookfield Rail.
(with a view to how that impacts on the Grain Industry, the Wheatbelt Community and their Local Governments.)
- The WRRRA want to be included when the Minister inspects roads and rail relevant to the Tier 1, 2 and in particular Tier 3.

Giving an outside view .

Sue Pike from my hill in Brookton overlooking Tier 2 line.

Mobile: 0488 423 888

From: K.& J. Fuchsbichler [mailto:kjfuchi@wn.com.au]
Sent: Wednesday, 4 June 2014 2:03 PM
To: Annolies Truman; Barry West Kulin; Beverley Shire; 'Bill Cowan'; Bill Fensome; bounce@wn.com.au;

6/5/2014

Caroline Robinson; Chris Jackson Narmebeen; Corrigin Shire; Corrigin Shire J Murphy; Cr Mick Kain Narrogin; Cuballing Shire; Cunderdin Shire; Dalwallinu Shire; Danielle Whitfield; Darryl Richards Quairading; Dowerin Shire; East Fremantle Shire; Eddy Wajon ; Eileen O'Connell; Fremantle Road to Rail Barry Healy; Gary Repacholi; Gnowangerup Shire; 'Ian Lane'; Julie Russell; 'Kevin Jones'; Kondinin Shire; Koorda Shire; Kulin Shire; Lake Grace Shire; LINDSAY TUCKWELL; Liz Carey; Merredin Shire; Moora Shire; Mount Marshall Shire; Mukinbudin Shire; Mundaring Shire Shane Purdy; Narrogin Shire; Narrogin Town; Pat Hooper; Quairading Shire; Ray Hooper; 'Ray Parsons'; Rob Scott York; Romolo Patroni; Sam Wainwright; Shire of Bruce Rock; stephenstrange@bigpond.com; Steve O'Halloran; Sue Pike; Trayning Shire; Wagin Shire; Wally Knott; Wickepin Shire; Wyalkatchem Shire; Yilgarn Shire

Subject: FW: Rail Grain Freight

Attached and below for your information.

Kind Regards,

Jane

Jane Fuchsbichler
Coordinator Wheatbelt Railway Retention Alliance.
P: 90 469050
M: 0427 469050

From: Nalder.Minister [mailto:Minister.Nalder@dpc.wa.gov.au]
Sent: Wednesday, 4 June 2014 10:44 AM
To: K.& J. Fuchsbichler
Subject: RE: Rail Grain Freight

Thank you for your email.

This e-mail is to acknowledge that your correspondence to the Hon Dean Nalder MLA, Minister for Transport; Finance has been received.

Please be assured your correspondence will be actioned as appropriate. Should it be required, a formal response will be sent to you in due course.

Thank you for taking the time to contact the Hon Dean Nalder MLA, Minister for Transport; Finance.

**Office of the Hon Dean Nalder MLA
Minister for Transport; Finance**

Level 7, Dumas House
2 Havelock Street
WEST PERTH WA 6005
Ph: (08) 6552 6400 | Fax: (08) 6552 6401
Email: minister.nalder@dpc.wa.gov.au | Website: www.dpc.wa.gov.au

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6/5/2014

“WHEATBELT RAILWAY RETENTION ALLIANCE”

C/o P.O. Box 85, Bruce Rock,
WA. 6418.

Hon. Dean Nalder MLA
Minister for Transport & Finance
7th Floor, Dumas House
2 Havelock Street, WEST PERTH WA 6005

Dear Minister,

The Wheatbelt Railway Retention Alliance wrote to you on 18th March inviting you to visit the Tier 3 Rail area to gain a better understanding of the issues which are of such great concern to the Wheatbelt Region and to the Agricultural Industry of the State.

We understand that at the time you had heavy diary commitments. However, with the imminent closure of Tier 3 Rail and with more than a million tonnes of export grain still to be transported to port without Rail, it is important that as Transport Minister you are able to experience firsthand the challenges the Grain growing Industry and the Communities are facing.

In your ABC Radio interview on the 4th May 2014, it was concerning that some information and advice you have is not accurate. In order to assist with correct decision making on the Grain Supply Chain, it is imperative that the correct information is taken into account.

- Prior to the 2009 SGNC Report 98% of grain was delivered to Kwinana Port via Rail. In 2013, despite deteriorating rail performance 92% of grain delivered to rail sites was transported to port by Rail.
- Approximately 9 – 10% of the total WA grain production historically is transported via Tier 3 Rail. Regardless of the % figure used the tonnage is significant, in fact depending upon the season, Tier 3 carries as much grain - if not more - than the entire Esperance Zone, with an average over 5 years of 1.4 million tonnes a year; a peak of 2.2 million tonnes in 2003 and in the 2013/14 season over 1.9 million tonnes. Whichever figure is used it equates to between 57,000 and 85,000 extra truck movements per annum on the ageing road network instead of being transported to port by Rail.
- Immediately grain goes to road transport instead of Rail the cost to growers is greater. Depending upon the season and fuel price this means an extra cost out of grower's pockets of between \$6M and \$20M per year. Road Transport per Tonne is more expensive than Rail and will be even more expensive in the future with rising Fuel and Heavy Vehicle Licencing Costs.
- Farms may well be larger, but the area cropped does not decrease because of this, production remains similar.
- Less sheep and increased cropping will increase grain production and therefore increase the Grain Freight Task.

WRRRA Chairman: Greg Richards:

P: 96 466208; M: 0427 466208; Fax: 96 466269; email: bounce@wn.com.au

WRRRA Coordinator: Jane Fuchsichler:

P: 90 469050; M: 0427 469050; Fax: 90 469040; email: kjfuchi@wn.com.au

- Back loading with fertilizer: Fertiliser requirement for the Grain Industry is approximately 3% of grain production and is predominantly seasonal, prior to seeding. Based on this figure it is neither correct nor feasible to say that all grain carted on Road is being back loaded with other products (i.e. fertiliser or lime). It must be pointed out that all Grain Freight by road from CBH Facilities to Tier 1 or Tier 2 Railway Lines is coming back empty. It is highlighted, that truck sizes and load capacities vary significantly across the Industry and the Region and the “back loading argument” cannot be generalised.
- Trucks are a necessary ingredient of the Agricultural Industry; however retention of Tier 3 Rail avoids the need for EXTRA ANNUAL heavy-haulage road trains in HIGH VOLUMES. Surge traffic emptying bins is more damaging to roads and is a bigger road trauma risk on an inadequate road network that must be shared with other road commuters (tourists, caravans, school buses, motor bikes, learner drivers, elderly citizens, other trucks etc.). Keeping the Grain Freight Task on Tier 3 and Tier 2 Rail will ensure that the road network will last longer, saving on road maintenance costs.
- The Alliance is of the firm belief that the State Government’s decision to Close Tier 3 Rail Lines was based on incorrect and flawed information and assumptions within the SGNC Report. Also we have been advised by Brookfield, WA Farmers and CBH that changes were made to the SGNC Report later, which the Working Committee did not see.
- The Alliance also seeks your support and action to review the Lease Arrangements between the PTA and Brookfield Rail to allow any Rail Lines placed into “Care and Maintenance” by Brookfield Rail to be taken up and operated on by a third Party.

The Alliance would very much like to have the opportunity to meet with you to discuss the above issues and many others, such as Road Safety, which are impacting upon the Grain Industry, the Wheatbelt Community and their Local Governments.

We look forward to hearing from you and urge you to visit the area to see the impact the Rail issue has on our region.

Kind Regards,

Greg Richards
 Chairman Wheatbelt Railway Retention Alliance
 4th June, 2014.