

The Meeting of the Railway Retention Alliance held at York on Friday 30/3/2012 discussed the need for an alternative report to the Strategic Grain Network Report (SGNR) to be prepared to confirm to Government that the SGNR is a flawed report. Although no formal motion was passed by the meeting there was general consensus that this was the necessary pathway forward.

Max Trenorden addressed the meeting and informed members that an indicative quote for the preparation of a road specific report for roads which would be affected by the closure of the Tier 3 Network had been obtained from Cardno Eppell Olsen ("Cardno"). Cardno had prepared the "Local Government Grain Freight Network Heavy Vehicle Strategic Pathway Mapping and Access Policy. June 2011" for WALGA. The indicative quote is \$250,000 inclusive of GST.

In a discussion with Bill Cowan subsequent to the meeting, Bill was comfortable for Max and I to co-ordinate preparation of the report.

We believe that a road specific report is necessary to demonstrate that the SGNR, which was a desktop analysis, is a flawed document. The decision by the Government to close the Tier 3 Network was based on the choice of expenditure between road or rail. The desktop analysis of expenditure required on the upgrade of roads which will be affected by the closure of the Tier 3 network is flawed. It will require a road specific report to prove the extent of the flaw. What is required is information which will provide the realistic best outcome for both rail and road, which is not contained within the SGNR.

We have already sourced an indicative \$50,000 towards the cost of the report and hope to access a further \$50,000. A \$5,000 contribution by each of the Shires within the Alliance will provide the balance. Cardno have informed us that the \$250,000 is at the top end of the price range. The terms of reference, roads to be covered and information which they already possess in compiling the WALGA Report may reduce the quote of \$250,000. Should this be the case a proportional rebate would be made to the Shires. However the standing of the report will be determined by the accuracy of the costing of upgrading of the roads. This in turn requires a road specific analysis.

The extension which the Government's 2011 small bridging facility, consistent with the SGNR recommendation to keep Tier 3 usable until roads were completed, provided Brookfield Rail to carry out sufficient repairs to allow use of Tier 3 until 31/10/2012. It is essential if a report is to be prepared prior to this deadline that it be completed by 30/9/2012 to allow the required time for deliberation of it's findings. We ask that the Shires consider this proposal as a matter of urgency.

On reaching a decision could you notify Brian Christie; email brian.christie@mp.wa.gov.au or telephone 0416 275 888.

We would suggest the formation of a small working party.

Yours Sincerely,

Philip Gardiner MLC
Member for the Agriculture Region

Max Trenorden MLC
Member for the Agriculture Region