

Clarification of Evidence: Great Eastern Country Zone.

Mr FREDERICK STORER, President, Shire of Koorda

In relation to the following statement on page 5:

Mr Storer: If I can just add to that, in that 2012 transport, we had been in discussions with CBH about how much grain they would be bringing in the quarter and it started off at 70 000 tonne they were going to bring in and then it went out to 100 000 and then we got word that the 100 000 had been reached and they had another 20 000 to go and they were going to keep doing it. We rang Colin—I think it was Colin Tutt at the time—and we shut it down. We were successful in shutting down the bin-to-bin transfers using those examples that we were able to, even though they were complying with our category—we are only cat 4s—we were still able to put restrictions on there. I mean, it was not tested because I guess they were getting to the end and if we had done that after 5 000 tonne, it might have been a different story, but they did adhere to that. But, interestingly enough, today when I was coming over here I stopped over at the shire office—we are cat 4, as I said—we had two C-trains heading down the main street of town, which is way out of permit, and last seen the local constabulary were chasing them, so I am not sure what happened there.

The following is added as clarification:

Due to the closure of the railway line from Burakin to Beacon in 2011/12, Initial discussions with CBH indicated that they would transport 70,000 tonnes of grain from the 2011/12 harvest from Beacon to Koorda to be loaded onto rail for the continued journey to Port. Without further consultation, CBH had in fact transported nearly 100,000 tonnes and when the Koorda Shire found this out, contacted the Manager of operations, Colin Tutt, to inform him that we would not allow this to continue. We had capacity to achieve this by applying local conditions to Main Road Restricted Access Permits.

In relation to the following statement on page 5:

Mr Storer: That was from the state government to deal with local government with the Western Australian Local Government Association. It had an agreement that it would pay 27 per cent for road from 20 per cent of licensing, and that has now been capped at I think 12 per cent or 13 per cent. It was capped at whatever the figure was and it will not be a percentage figure. Even though licensing has increased, it will be capped. Potentially, we could be at 20 per cent in a very short period of time.

The following is added as clarification:

There was an agreement between the State Government and the Western Australian Local Government Association signed in I think 2011, that the state would allocate 27% of revenue received from vehicle licensing to Local governments through Regional Road Groups, for the purpose of maintenance and construction to their local roads.

This should have continued until 2017, but it was announced this year that this figure would not be continued to be a percentage of revenue raised in ensuing years but they would cap it at the revenue raised in either 2011/12 or 2012/13, I'm not sure which year.

MR RODNEY FORSYTH, DELEGATE

In relation to the following statement on page 5:

Mr Forsyth: Kellerberrin has a limit of 27.5 metres, and at this stage we have not been overruled, but certainly we find CBH a little difficult to work with on trying to get them to go onto certain routes. We have a bin that is not on any rail, Kodj Kodjin, and tier 3 used to go back out to Trayning. That is closed now, so the wheat coming from Kodj Kodjin into Kellerberrin can go via two routes: the Bencubbin road or the Doodlakine road. Sometimes CBH prefers to use the Doodlakine road because it is a lot shorter, and they have done a lot of damage on that. They virtually had to stop using it because the ruts were so big and it was extremely dangerous.

The following is provided as clarification:

Kellerberrin has a limit of 27.5 metres, and at this stage we have not been overruled, but certainly we find CBH a little difficult to work with on trying to get them to go onto certain routes. We have a bin that is not on any rail, Kodj Kodjin and the wheat must be road freighted to either the Kellerberrin or Doodlakine receival sites which are on the standard gauge rail line. The Kellerberrin Bencubbin road which is a road train designated route cannot be utilised as Laird Road which is used to access Kodj Kodjin Bin site is not up to standard. Consequently the heavy trucks must utilise the Doodlakine Kununoppin Road which also is not suitable for the heavy trucks, they have done a lot of damage to the road.

The CBH contractor trucks have had to stop using the road because the ruts were so big it was extremely dangerous.