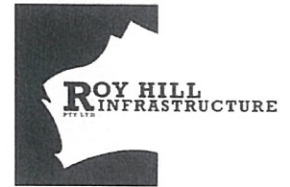
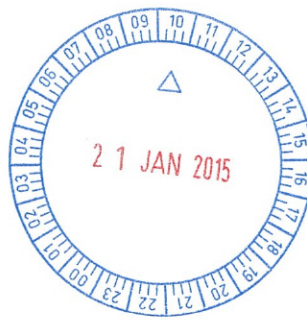


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13 January 2015

Standing Committee on Uniform Legislation and Statutes Review
Legislative Council Committee Office
Parliament House
Ground Floor, 18-32 Parliament Place
Perth WA 6000

By email: unileg@parliament.wa.gov.au

Dear Sirs

Re: Inquiry into Rail Safety National Law (WA) Bill 2014 (the Bill)

Thank you for your invitation of 22 December 2014 to provide a written submission on whether the clauses of the Bill may impact upon the sovereignty and law making powers of the Parliament of Western Australia.

Objectives of the Bill

The Explanatory Memorandum relating to the Bill states that the main purpose of the Bill is:

“to provide for a national rail safety regulation scheme, including a single national rail safety regulator and a national rail safety investigator, in accordance with the terms of the Intergovernmental Agreement on Rail Safety Regulation and Investigation Reform (Intergovernmental Agreement)”

The Explanatory Memorandum further states that *“The reform aims to decrease compliance costs to business by reducing the level of unnecessary regulation and inconsistent regulation across jurisdictions.”*

The Intergovernmental Agreement (which was signed by all States and Territories on 19 August 2011) provides that the objective of the Agreement is the:

- (a) “promotion of safety and safety improvement in the delivery of rail transport;*
- (b) improved productivity and efficiencies from consistent national requirements; and*
- (c) decreased regulatory burden.”*

Roy Hill Railway

The Roy Hill railway will be a 344klms standard gauge, 40t axle load heavy haulage railway with state of the art signalling and train control. The railway will commence at the Roy Hill mine site and terminate at the Port of Port Hedland. At full capacity Roy Hill will operate 5 trains, each with 3 x 4400 HP locomotives and 232 wagons for 32,000 tonnes capacity per train.

As at the date of this submission, construction of the railway is approximately 75% complete.

