

I tender this submission to the Economics and Industry Standing Committee and it is in relation to their current Inquiry into the Management of Western Australia's Freight Rail Network.

I send this submission on behalf of my husband and myself – Grant and Lindsay Tuckwell

1. In our opinion the situation with the state of the Grain Rail Network is unacceptable.
2. The WA Grain Growers are paying an adequate access fee to have their grain transported by rail and the lessee of the lines (Brookfields) is not maintaining the lines.
3. The PTA does not appear to be monitoring the situation.
4. For the Grain Growers (CBH) to use the rail lines they need to be fit for purpose i.e. the rail wagons should be filled to capacity and the trains should be able to travel at a reasonable speed.
5. The current lease between Brookfields and the WA Government does not appear to require Brookfields to maintain all the rail lines in a fit for purpose manner.
6. The WA Government should not have to put money into rail lines that are leased and operated by a private corporate, particularly because part of that money goes directly to Canadian shareholders as a management fee
7. The WA Grain Growers should have a right to know the details of the lease and what is expected of Brookfields
8. The imposition on WA Local Governments to maintain the road infrastructure that will be impacted by the closure of any rail lines will lead to higher rates.
9. The WA Government must not look to the 2009 SGNR report for any evidence as this is NO LONGER RELEVANT. Since this report was

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produced so many things have changed. CBH (the grain growers cooperative) has spent \$175million on purchasing locomotives and dedicated grain wagons which have been built for the specific purpose. The above ground operator is working well with CBH and the only issue is the state of the rail lines.

10. To have our delivery of grain to port delayed by the state of the lines is unacceptable. Growers now sell a majority of their grain for cash and marketers need to ship the grain in a timely manner. Most of the state's grain is required to be at port in the first few months after production.
11. Brookfields should maintain the lines or give back the lease of those lines they are unable to keep viable.
12. It is unhelpful to label rail lines as Tier 1, 2 or 3. All Grain Freight Rail Lines are important in getting our product to port in a timely manner
13. WA grain growers have to compete with overseas producers and it is imperative that our infrastructure (the grain freight rail network) is maintained to a high standard and economical to use
14. As grain growers we feel that we are being held to ransom by an overseas owned corporate that is owned by our competitors (in this case – Canada)
15. We believe that OUR elected government should be doing everything in its power to support the export of our grain. At this time we feel they are more concerned about legal action from Brookfields than WA grain growers.
16. A new access fee is currently under review and if Brookfields increase the charge (rumoured to be somewhere around 18%) and do not maintain the lines then we are in danger of being uncompetitive.
17. Local governments are not in a position of maintaining local roads which will be degraded by more and more truck movements
18. The main road system has been upgraded but is already falling apart. The WA Government has underestimated the cost of their upkeep.
19. The current lease arrangement has another 35 years to run and the original lease was renegotiated in 2000- what is the criteria under which Brookfields is deemed to be fulfilling its obligations?
20. This is not about Tier 3 rail lines, this is about the total grain on rail situation in WA. Under the present arrangement it appears that any line

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could be closed at a moment's notice (eg the Miling line which is classified Tier 2)

21. Finally we believe that this situation has gone on for far too long. We sincerely hope that the EISC's findings will be supportive of the grain grower's right to have economical access to a well maintain Grain Rail Freight Network. If Brookfields cannot deliver this then they should relinquish the lease and allow the grain growers, through their cooperative, the ability to take over the lease. The government cannot continue to support a lease that is not supporting WA's important export industry. GRAIN EXPORT is an important contributor to our economy. Please do not leave us high and dry, in other words we need YOUR SUPPORT.

15 April 2014

Griffith. Stuckwell