

Dear Loraine,

I hope you have received our corrections. I have spoke to Graeme Fardon today, he is going to send his in today.

I am still in Perth, the internet is not working at the farm, problems with the tower evidently.

Below are a few more points that we feel should be included in the information to the Committee:

Brookfield have said they have spent \$2 billion on the rail network and we know they have had \$135m Federal funding We would like the Committee to ensure a full audit is done on the funds that Brookfield say they have spent on to the rail. As it is a State Asset and tax payer funds have been used, there should be transparency in where and how the funds have been spent and what work and maintenance has been done by the lessee on the state owned infrastructure. All funds should be accounted for, with a breakdown of how it has been spent.

Further evidence that the closure of Tier 3 Rail is not serving the industry well:
One train per day to Quairading = 59 trucks loads. Out loading by truck from Quairading they can do 27 trucks per day. This shows that without the rail the out loading capacity is less than half by truck (27 truck loads instead of the train equivalent of 59). If this is expanded to the entire Tier 3 network and potentially Tier 2 the ability to get grain to port is greatly reduced, impacting on ability to meet shipping requirements and meet best market prices.

It would make far more sense to upgrade the rail and further enhance the efficiency and speed of delivery of grain by rail freight to port.

More recent information has come to hand on fuel efficiency:

Road transport requires 7.60 times the fuel to transport the same grain tonnage as 1 narrow gauge grain train.

Road transport requires 9.66 times the fuel to transport the same grain tonnage as 1 standard gauge train.

Rail is an obvious way to reduce carbon emissions, as well as provide an economic path to port

The inefficient path to port at the moment is hindering the Export Grain Industry. To keep the Kwinana Port going at maximum capacity one standard gauge train per hour would be required.

If Brookfield a Canadian Company does not want to operate sections of rail, those sections of rail should be returned to Western Australians and/or the State Government to seek an alternative operator. If the Lease Agreement prevents this, then the lease is not serving the best interest of the State and a such it is the Minister and State Government's responsibility to address this issue.

With Tier 3 Rail to be closed on 30th June 2014, it appears to be a Brookfield decision. How can this be, at what stage did State Government lose control of the State Asset? How and Why? A foreign Corporate has a duty to its shareholders and is not responsible for the safety of our communities, or the viability of our grain industry.

Kind Regards,

Jane

Jane Fuchsbichler
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