

From: Antony Borgese [mailto:Antony_Borgese@cargill.com]

Sent: Wednesday, 25 March 2015 11:11 AM

To: Harbutt, Ashley (ESCOSA) **Cc:** Grant McDougall

Subject: RE: 2015 SA Rail Access Review - Issues Paper

Hi Ashley,

Grant asked me to send back a response for the Draft Review into the South Australian Railway Access Regime. Given the short timeframe and without wanting to delay the submissions and understanding that we will be able to make a further submission after the release of the Draft Review, please find below a response to the issues paper.

Grainflow currently operates 4 grain storage facilities in SA, at Maitland, Mallala, Crystall Brook and Pinnaroo. Maitland is not connected to rail. All other Grainflow sites in SA are connected to rail, but rail access to Grainflow Pinnaroo may cease after July 2015 if the branch line between Tailem Bend and Pinnaroo is closed. Grainflow operates a further 18 storage facilities along the east coast, with 17 of these sites connected to rail. Grainflow owns a large number of grain specific rollingstock, and has long term relationships with major accredited rail operators who utilise Grainflow rollingstock to move grain to port on behalf of Cargill, and others in the grain industry. All Grainflow sites nationally are of similar design and can load a full train, 2200 to 2700t in 2 – 2.5hrs.

The majority of the export grain supply chain in South Australia, is operated by Viterra. Viterra organise rail out of Grainflow sites utilising GWA assets. While we have recently loaded our train at Grainflow sites in SA, we do not operate a service to any SA ports today. In part this is due to the difficulty in operating on the SA rail network.

Observations –

1. GWA provides general information for access seekers, however, a clear rate of charges is not published like other below rail operators. See [ARTC](#) or [John Holland](#) (page 60).
2. Closed door discussions on the future of the Pinnaroo and Loxton to Tailem Bend lines, between Viterra and GWA.
3. Will the maintenance on the lines be dependent upon GWA providing an above rail service on the line?
4. Perception that the access cost to port can be prohibitive and minimise competition for above rail services.
5. Previous enquiries for access on GWA controlled network has resulted in prohibited access costs
6. Last mile at Outer Harbour

Regards,



Antony Borgese

Freight Manager

Grain and Oilseed Supply Chain Australia

Cargill

direct 61 3 9268 7322 | mobile 61 4 1988 1104

Level 11, Twenty 8 Freshwater Place, Southbank, Vic, 3006

www.cargill.com

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