

## Submission to the Inquiry into National Freight and Supply Chain Priorities

Please email your submission to [freightstrategy@infrastructure.gov.au](mailto:freightstrategy@infrastructure.gov.au) and a copy to [feedback@graingrowers.com.au](mailto:feedback@graingrowers.com.au) by **28 JULY 2017**.

**Below please add your information and answer the questions which are most relevant to you.**

This submission is from ...Gerry Lane..... (insert name) from Lockhart NSW 2656..... (insert name of town & State) and is about grain farmers' requirements from a national freight supply chain now and into the future.

I am a farmer who produces Wheat,canola, barley, corn,soy beans,faba beans..... (name specific crops) which is for domestic and/or export markets and also fat lamb..... (specify type of livestock) for the domestic and/or export market. Getting the supply chain right is important to my business because freight costs are about ???.ever spiraling...% of my total costs each year.

### ***What is moving where, why and how?***

- Briefly describe the grains supply chain and freight from your farm to market (e.g. talk about if you use road and/or rail and how efficiently grain moves between these modes, how regulations/laws impact on the movement of grains especially at busy planting and harvest times, etc and across different jurisdictions.)
- *Sever lack of infrastructure (last 50 years), particular rail, no competition from storage handling buyers because of excessive freight charges road / rail. Growers forced to transport large distances at harvest. Congestion cannot keep up with headers Frustration. Any excuse to screw growers*
- *Bureaucratic permit regulation, requirements to travel on roads with oversize, width, length, weight, multi-articulated, slow moving tractors, seeders,spray, auger, headers, chaser bins, compressors, extra escorts. Cannot tow clean down compressors or other small equipment trailers, fire units, behind escort vehicles, comb trailers*

- How well does your supply chain perform? (e.g. describe what's working well, what problems exist and where improvements can be made in the roads, rail and ports.)

*Shire Councils & RMSA banning road trains from farm to silos.eg Lockhart Wagga >*

Go to link [www.freight.transport.nsw.au/staregy/projects/fixing-country-rail](http://www.freight.transport.nsw.au/staregy/projects/fixing-country-rail) guidelines to tender an EOI for the Rock to Boree Creek upgrade. Closing date 14thJuly cob. I have already submitted one with 225 signatures of support.

Grain Growers Limited Fiona McCredie National Policy Manager has been advised

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- What are the critical “first and last mile” issues you face in getting your grain to market? *Tell us about the problems you have getting your grain from farm to receival site (e.g. road quality, maintenance, truck load capacity) and the last mile problems such as delivering grain to port (e.g. road and rail access, port capacity, time slots and curfews, urban encroachment)*

- What changes would you like to see to make your supply chain work better? *(These could include resolution of regulation, technology, infrastructure and productivity issues.)*

### **Competitiveness in the Australian freight sector**

- In your view, is Australia’s freight system internationally competitive? What are the key indicators which tell us this?

I have no data to compare

- How important is freight movement to your business’ competitiveness?

Very critical, as soon as the grain is augured from harvester, uncontrolled costs occur

- Are regulatory factors affecting productivity for your business? If so, provide details and how these impact on your ability to get grain to market. How could these factors be improved?  
Very much

- Please provide any other views about the problems you face, or expect in the future to face, moving your grain through Australian land or sea ports?

Re engage rail branch lines mothballed in 1985 / 86

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Real urgent requirement to upgrade 56 km, The Rock to Boree Creek line to heavy rail to handle 42 wagon sets, by one class 81 locomotive.

In the past with active branch lines 80% of grain produced was sent to port.

Shuttle trains were used to accumulate freight at larger main line locations, some with sub terminals

Further upgrade Boree Creek to Urana Oaklands, to meet Vic Rail standard heavy gauge, already there. This would create a fast heavy line Benalla Vic, to The Rock, then a short distance to Wagga to new accumulation hub, to travel anywhere in Australia

A huge catchment of freight including fruit, vegetables, grain, passenger, and so on  
Further Melbourne / Sydney, trains can be directed to free up existing main line traffic, Benalla to Wagga trains. In World War 2 this was used constantly, by military, freight personnel, and civilians.

Thank you for considering this submission.

Signed:

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Date: