



20 November 2009

Adelaide Rail Freight Movements Study
 Department of Infrastructure, Transport,
 Regional Development and Local Government
 GPO Box 594
 Canberra ACT 2601

Adelaide Rail Freight Movement Study

Thank you for the opportunity to provide a submission on the recently released discussion paper on the Adelaide Rail Freight Movements study

Genesee & Wyoming Australia (GWA) is an Adelaide based freight railroad company that operates services either in its own right or for other rail companies across a large portion of the Australian rail network.

GWA have been a participant in the working group through its membership of the Freight Rail Operators Group (FROG).

The corridor which is the subject of the study is an important piece of infrastructure for GWA's business that originates from the Murraylands and South East region of South Australia and the western areas of Victoria with grain being the primary commodity transported from these regions to the port of Adelaide.

GWA offers the following comments on the questions raised in the Discussion Paper:

Question	Comments
Other features of the route which it is important for the study to take into account	The noise issues associated with the current alignment together with the frequency of train operations are clearly a material factor in assessing the relative attractiveness of alternative options.
The economic growth forecasts underlying the freight forecasts	This appears reasonable.
The base case forecast for traffic carried on the Adelaide Hills route	This appears reasonable.
The relative shares of traffic M:A and M:P	GWA's business is primarily intrastate grain movements from the South East and Murraylands of South Australia and therefore the interstate traffic share is not applicable
The extent to which a more effective alignment would improve services and lead to a greater use of rail instead of road	The services operated by GWA are primarily for grain which in the region which is subject to the study rail has the major portion of the task already. The existing alignment with improvements is the most efficient and cost effective route for grain movements into the port of Adelaide
The options identified and whether there are any alternative rail alignments that should be considered.	GWA is not aware of any other alternative alignments which have not already been identified in the study.



Question	Comments
The assumed freight paths (routes) and whether these reflect the choices that above rail operators are likely to make.	Decisions will be driven by the underlying drivers of cost and transit time associated with each option. On the data presented, GWA see the existing route or Option 4 as the most cost effective and efficient route for the business that we operate. The Options 2 and 3 would add significant cost and transit times of grain services into Port Adelaide.

GWA look forward to receiving the final report on the study.

Yours sincerely


R (Bert) Easthope
Managing Director