

> December 24, 2001

>

> Dr. Ken Michael

> Acting Rail Access Regulator

> Office of the Rail Access Regulator

> P. O. Box 7459, Cloister Square

> Perth, WA 6850

> Email : tammy\_ng@railaccess.wa.gov.au

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> Subject : Request for Public Submissions : Proposal which may affect

> capacity on the Kalgoorlie - Esperance railway line

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> Dear Dr. Michael :

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Thanks you for providing us the opportunity to provide our comments / submissions on the above subject. We apologise for the delay (due to problems with the email system) in sending our reply.

Shell is keen to ensure that there is maximum competition in the markets in which it operates. As such any access regime that will improve the level of competition for rail services is strongly supported. We also believe that the rail network provider must ensure an adequate infrastructure to support all contracted rail tonnage in a timely manner.

We understand that the rail access code can provide operators other than AWR with the chance to provide services to rail users. Additionally, if rail is to be viable, it is also critical that access is provided at a cost that allows operators to provide adequate service levels which will enable rail to be the preferred mode of operation for the complete journey (even where it extends beyond the Esperance - Kalgoorlie Line).

Given that the tonnages proposed by Portman will represent a significant portion of the line capacity other consignors interests also need to be protected to ensure that their long standing arrangements can be satisfied.

We would be pleased to further discuss the issue or to answer any queries that you may have.

> Yours sincerely,

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> For Shell Company of Australia Limited

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