



21 February 2014

The Research Director
Transport, Housing and Local Government Committee
Parliament House
George Street
Brisbane QLD

Oakey Abattoir lost rail access in the late 1990's due to the current economic climate at the time which saw Oakey Abattoir processing 100 % grainfed cattle from the company owned feedlot at Whyalla, Texas QLD. However as the abattoir expanded over time, Oakey Abattoir re-entered the grass fed market for livestock to maintain kill numbers. Numbers have increased since Nippon Meat Packers purchased Oakey Abattoir from 256 head per day to the current daily kills of over 1300 head per day. When Oakey Oakey Abattoir re-entered the grass fed market, Oakey still had rail access through the Booli siding at Oakey however the siding was closed down due to a government decision based on their assessment of our use of the siding.

Oakey Abattoir is one of the largest employees on the Darling Downs, employing over 700 employees and processing over 290,000 head of cattle per year. We clearly understand the spasmodic nature of livestock transport, in particular from the Channel Country where seasons dictate the numbers moved annually. However in recent years Oakey Abattoir has been successful in the purchase of over 15000 head from the Quilpie rail head area annually when seasons are favourable. This is the equivalent of 750 decks of cattle which were all transported to plant along the Warrego Highway placing more pressure on an already congested road network.

We understand the significant costs of maintaining this service with its periodic use, but to be fully utilised this service must be provided to all with vested interest where viable. Oakey Abattoir are currently hugely disadvantaged compared to our major competitors, JBS and Teyes Cargill who may have full rail access to the western line. It is extremely difficult to remain competitive on these western cattle when factoring in the ever increasing road transport costs, heavy vehicle regulations and the logistics of arranging a large fleet of trucks at one time as these mobs are traditionally moved in 700 head consignments.

Oakey Abattoir would embrace this service given our close proximity of 200 metres to the existing western rail line. Oakey has recently up graded there old rail head holding yards so it seems logical to go the one step further and have cattle unloaded at our processing plant. Oakey abattoir would like the option of transporting cattle on rail from the Quilpie rail head to Oakey Abattoir (on the basis that we would book a complete train)

Container Movements

Oakey Abattoir would benefit by picking up empty refrigeration containers from port as well returning full containers to port for export. We are currently bring over 70 containers to plant from port and returning loaded per week .These are also transported via the Warrego Highway, the Logan bypass and the

Gateway Motorway back to port .This would take approximately 50 trucks per week off these roads which are already congested. Oakey Abattoir is currently installing a container park which will enable us to stockpile numerous loaded containers which in turn would enable to compile a full load for the train.

Summary

There is opportunity to create a multipurpose line for both containers and livestock on the one single line, thus reducing the cost to both. As outlined earlier this proposal would contribute significantly to significantly reducing road congestion and improving the safety for all road users. Oakey abattoir holds the view that if this service is to be provided to some processors it would be unjust to exclude all viable stakeholders such as Oakey. We also have future aspirations to expand considerably therefore increasing our freight requirements going forward.

Yours sincerely,



Pat Gleeson
Oakey Abattoir Pty Ltd.