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SPECIALIZED CONTAINER TRANSPORT



13th July 2001

Mr Bill Henderson
The National Access Regime Inquiry
Productivity Commission
PO Box 80
BELCONNEN ACT 2616

Also By Facsimile No:- (02) 6240 3311

Dear Mr Henderson

REVIEW OF THE NATIONAL ACCESS REGIME

We refer to our appearance before the Productivity Commission on 13 June 2001.

During that appearance, we were questioned in relation to the time taken by the National Competition Council (NCC) in responding to SCT's various applications for declarations.

In relation to our application for the NCC to recommend the declaration of a rail service provided by Rail Access Corporation (as it was then known), the application was lodged on 4 February 1997 and the decision was made on 16 June 1997.

In relation to the various applications for the NCC to recommend declaration of certain rail services and freight support services provided by the Western Australian Government Railways Commission, the application was lodged on 25 July 1997 and the NCC made its recommendation on 21 November 1997.

We were entirely satisfied with the manner in which the NCC considered SCT's applications.

As indicated at the hearing, we are of the view that it was the NCC's favourable recommendations that enabled SCT to formalise a track access agreement shortly following those recommendations.

We would like to correct an error that appears in the transcript. In the 3rd and 4th lines on page 353, it reads "So a few weeks after lodging the application, the Competition Tribunal more or less negotiated an agreement". This should, of course, read "So a



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Australian
Intermodal
Carrier of
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Twentieth Super Pace Nominees Pty. Ltd. (ACN 005 855 327)
and BYONS SMITH UNIT TRUST (ARN 37 757 194 158)

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few weeks after lodging the application with the Competition Tribunal, we more or less negotiated an agreement".

Should you require any further information, please do not hesitate to contact the writer.

Yours faithfully



Mark McAvoy
General Manager, Group Development