



## WESTERN BARLEY GROWERS ASSOCIATION

**A strong voice for a vibrant, market responsive barley industry in western Canada**

Agriculture Centre – 97 East Lake Ramp NE

Airdrie, AB T4A 0C3

Phone: (403) 912-3998

[www.wbga.org](http://www.wbga.org) Email: [wbga@wbga.org](mailto:wbga@wbga.org)

### For Immediate Release

#### WBGA SUPPORTS BILL C-30 AND CHANGES TO TRANSPORTATION

**Airdrie, Alberta, April 14, 2014** - The Western Barley Growers (WBGA) supports Bill C-30 and the changes it would bring to Transportation Logistics in Canada. “The Bill moved through Committee last week and has adopted the key change that the shippers and farm groups including the WBGA have been asking to have added to the Bill,” said WBGA President Doug Robertson. “That key component is the need for all parties to be subject to financial penalties if they fail to uphold their contractual obligations. The only way our shipping system is going to improve is if we are all held responsible for not doing what we said we would.”

In the past, only shippers were subject to penalties levied by the railroads for not loading or unloading cars on time. There has not been a reciprocal penalty levied on the railroad companies when they did not spot cars when and where they said they would. “This has made it very difficult for anyone on the shipping side to plan their deliveries and shipments to customers”, continues Robertson. “Elevator companies never knew when their cars would arrive so they couldn’t properly allocate staff or tell farmers when they could deliver either. Ships have been waiting for orders to be filled because the whole system must be coordinated in order to get the right product to our customers at the right time. This requires good communication between the farmer, the shippers, and the railroads, and so far there has been a breakdown there because only one of the participants, the railroad, has had the ability to penalize the others for a lack of service. With the latest amendment to the Bill the Canadian Transportation Agency (CTA) is allowed to determine and compensate shippers when they see a breach of the level of service by the railways, and that is a crucial addition to the Bill.”

Other elements of the Bill including increased monitoring of the system and more regular reporting of performance, expanded inter-switching rights which has the potential to increase railway competition, and more equitable Service Level Agreements (SLA’s) are also positive components of Bill C-30. Brian Otto, past President of the WBGA and Chairman of the Barley Council of Canada (BCC) presented to the Standing Agriculture Committee last week. “I was pleased to see that the Committee has adopted key points we stated in our presentation, including compensation to shippers,” said Otto. “As well, the SLA’s will be further improved when terms are better defined, such as the ‘adequate and suitable’ terms when referring to performance. Each sector in the transportation value chain must be responsible for ensuring our quality products are delivered to our customers on time, not just in the grain business, but for all commodities relying on the railroads for shipping. We are confident that this Bill is a valuable first step to rebuilding Canada’s reputation as a reliable trading partner, who can meet our delivery commitments on time”.

*Western Barley Growers Association is a strong voice for a vibrant, market responsive barley industry in Western Canada.*

For further comment, please contact:

Doug Robertson  
President - WBGA  
403-337-2077  
[dougarob@gmail.com](mailto:dougarob@gmail.com)