

**IMPACT OF PORT OF NEWCASTLE SALE ARRANGEMENTS ON PUBLIC WORKS EXPENDITURE IN
NEW SOUTH WALES**

PUBLIC WORKS COMMITTEE

SUPPLEMENTARY QUESTIONS

HUNTER BUSINESS CHAMBER

You have indicated that this proposal has been on the cards since the late 1990s. Why do you feel a container terminal to date has not yet been constructed?

Answer:

Plans to incorporate a Multi-Purpose Terminal were initiated by BHP before they vacated the steelworks site at Mayfield. Whilst BHP went onto developing the Steel River Industrial Park, the same did not occur for the former steelworks main site and the land ended up in government hands under the auspices of the Regional Land Management Corporation (RLMC). The RLMC worked in concert with the Newcastle Port Corporation at the time and history will show the concept was put to the market but never progressed.

The then Labor government was also developing the 'Three Ports Policy' along with relevant planning documents and history will also show that eventually this policy would define Botany as having container freight primacy in preference to Port Kembla and Newcastle.

Could you highlight the public infrastructure that would be required to develop a container facility in Newcastle?

Answer:

To begin operating a container facility in Newcastle, I don't believe any public infrastructure is required. Based on my understanding, the facility would be contained wholly on land leased to the Port of Newcastle which is already serviced by road and rail infrastructure and connections. Service infrastructure also extends to the site and where upgrading is required, it is assumed this would be at the proponent's expense and detailed via the development approval process.

The Chamber is of the view however, for a container facility to grow and reach its full potential, transport corridors and infrastructure that currently service the site would need to be preserved and protected to minimise future conflicts at the land use interface. The road arterials for example, should not be compromised by encroaching residential development. The rail corridors are the same. Connections to the proposed upgraded M1 should be carefully planned and accommodate east-west as well as north-south traffic flows.

In time, some of these infrastructure elements may need to be upgraded to accommodate increased capacity at the port. There are many variables that will determine exactly what this entails.

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QUESTIONS ON NOTICE

HUNTER BUSINESS CHAMBER

Question (the Hon Lynda Voltz): Do you know if the Chamber of Commerce ever sought an explanation from the Government in regard to that lifting of the cap?

Answer:

I have been unable to establish if the Chamber formally approached the government at the time and cannot rule out that it would have been a topic of discussion with relevant government representatives at the time.