

LANE COVE TUNNEL

Action Group

Tabled by Kearney
16/6/06
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Dr Ray Kearney,
Chairman

Lane Cove Tunnel Action Group Inc
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Friday 16 June, 2006

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Dear Ms Pymm,

Re: RE: Supplementary Submission to the NSW Parliamentary CCT - LCT Inquiry

I wish to lodge a Supplementary Note to our Submission, dated 24 May 2006, to place before the Parliamentary Committee of Inquiry into the Cross City Tunnel (CCT) and the Lane Cove Tunnel (LCT) the following information arising from an item on the Agenda of the LCT Air Quality Community Consultative Committee (AQCCC) at its last meeting held at 6.30pm on Thursday 25 May 2006. I am a member of the AQCCC and was present at that meeting. Please note that the official closing time and date for Submissions to the Parliamentary Committee of Inquiry was 5pm on 25 May i.e., shortly before the commencement of the AQCCC meeting.

I wish to advise that at the AQCCC meeting a hastily prepared two-page report, dated 25 May 2006, titled "Lane Cove Tunnel Detailed Design Report", prepared by Dr Peter Manins (CSIRO Marine and Atmospheric Research) was tabled. Dr Manins was contracted by the LCT Company (Connector Motorway). The AQCCC was not advised that Dr Manins was going to be present at the meeting.

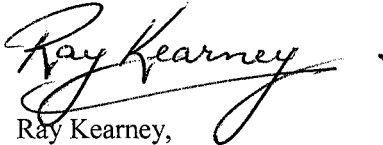
Dr Manin's Report was a response to a Report by Parsons Brinckerhoff that was also tabled at the same AQCCC meeting. The Parsons Brinckerhoff Report was commissioned by the LCT Company to address Recommendation 11 in the Report by Dr Manins that was published last year (May, 2005). Community members had not received either reports before the meeting and therefore had no time to analyse the complex data and to test the validity of the conclusions

As already mentioned to you on 30 May 2006, I was most unhappy by the way traffic data were used in the presentation given by the representative of Parsons Brinckerhoff to conclude "Therefore, actual stack emissions will be less than 'design' emissions i.e., better than predicted".

At the AQCCC meeting my request to have the matters reported by Dr Manins and Parsons Brinckerhoff deferred until the next AQCCC meeting scheduled for Thursday 29 June was approved and minuted. The reason for the deferral is that members of the AQCCC have not had time to evaluate the complex information that is incomplete, or to establish whether appropriate data have been used. The Parsons Brinckerhoff analysis was only for 2006 traffic data, not for later years when the Base Case Financial Modelling traffic figures are some 50% higher i.e., when exceedances of the air-quality standards are more likely.

Therefore, I request the Committee of Inquiry, at this stage, not accept the evidence in the Reports by Parsons Brinckerhoff and by Dr Manins i.e., if indeed, such reports have been submitted by the Company, until a full analysis of the information and the respective conclusions are thoroughly reviewed by the AQCCC to test the validity of these respective Reports.

Yours sincerely

A handwritten signature in black ink that reads "Ray Kearney". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Ray Kearney,

Chairman,

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