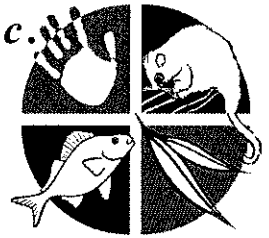


# Central Coast Community Environment Network Inc.

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Secretary: John Wiggin



*An alliance of environmental and community groups from Lake Macquarie, Wyong and Gosford*

The Director  
Standing Committee on State Development  
Legislative Council  
Parliament House  
Sydney NSW 2000

30<sup>th</sup> January 2004

Dear Director,

## **Submission – Inquiry into Ports Infrastructure in NSW.**

On behalf of the Central Coast Community Environment Network ( CCCEN ) I wish make a submission in to the Port Infrastructure in NSW, based on the announcement by the Premier of NSW Bob Carr in October 2003, that the present container terminals at Millers Point, Glebe Island and White Bay will cease operation when their leases and options expire, and their containers will then unload at the ports of Botany Bay, Port Kembla and the port of Newcastle.

### **CCCEN concerns:**

- Our concerns relate mainly to the port of Newcastle, and the lack of infrastructure and planning in handling and transporting a possible one million containers per year from Newcastle harbour to Sydney, thus impacting greatly on the road and rail systems passing through Newcastle suburbs, the Central Coast ( Gosford, Wyong and Lake Macquarie LGA's), and the northern suburbs of Sydney.
- We understand that 70% of containers will be transported by road, mainly on an already congested F3 freeway, and 30% by rail on a line which is already at full capacity; so unless the NSW government has plans to inject a massive amount of money in to rail and road infrastructure, chaos will prevail (one million containers a year translates to 2700 to 2800 containers per day). We would be extremely concerned about any proposals to increase road corridors between Sydney and Newcastle as this would be in contradiction to ESD principles.
- The road traffic would equate to 700 extra truck movements per day, and this would cause greatly increased noise and air pollution and the potential to increase numbers of accidents, especially on the local Newcastle roads and those feeding on to the F3.
- We are also concerned about the large increase in the amount of diesel fuel that will be consumed by trucks delivering containers to their final destination from the container depots, which will equate to hundreds of thousands of tons of additional carbon dioxide in to the atmosphere.
- As a number of the containers will be bound to other destinations besides Sydney, there are implications for the rail system on local, intrastate and interstate routes.

### **CCCEN Recommendations:**

- The CCCEN recommends that all containers from Newcastle Container port, and other ports, should be transported by rail to all destinations, north or south.
- The need to construct an additional rail line between Newcastle and Sydney to handle the increased volume of containers subject to environmental constraints.

- The need to construct an additional rail line north through the Hunter Valley to allow for the mooted expansion of coal freight, to avoid road transport subject to environmental constraints.
- When putting in the infrastructure to handle the increase the vast increase of containers in to Newcastle port, the development should be required to rehabilitate degraded land needed and plant native trees to sequester the carbon dioxide emitted by the port project.
- It is important that the wealth created by this move to Newcastle can be shared by the broader regional and rural communities.
- That infrastructure is improved to handle the movement of containers through the northern suburbs of Sydney to container depots.
- That environmental concerns are taken in to account at all stages of construction of new facilities, mainly relating to air pollution, run-off in to water systems, land clearing and general land degradation.

The Central Coast Community Environment Network thanks the Standing Committee on State Development for the opportunity to comment on the NSW Ports Growth Plan, and to be able to forward our views for consideration by the committee.

We look forward to hearing from the committee in regards future developments on the growth plan.

Yours sincerely,

John Wiggin.  
Secretary. CCCEN.