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Sent: Saturday, 18 December 2010 01:59

To: MaldonDombarton; Australian Labor Party; Brett Whitworth; Eric Roozendaal

Cc: Lylea McMahon; Noreen Hay; Robert McGregor

Subject: Submission re Maldon to Dombarton Rail Link Feasibility Study from Dapto Neighbourhood Forum 8 Convener.

Dear Citizens,

On behalf of the Dapto Neighbourhood forum 8 as its convener i would like to lodge a submission on behalf of the large committee of citizens that i represent from a population base of Dapto of some 40,000 people in favour of the Maldon/Dombarton Rail Link being completed for bulk carriage by rail. As the local state politicians have not made this issue of any high importance what so ever it is up to the people of the Illawarra to show the federal and state governments that this project is beneficial to the Illawarra but is drastically needed due to the constantly rising unemployment position in the Illawarra. The employment benefits would be many from having a large rail carriage maintenance yard established in the Illawarra to the employment of many additional train drivers and shunters to run the trains that will take the limestone, coal, wool, wheat and live sheep exports off our very clogged and only two mountain passes being Mount Ousley and Macquarie Pass with these roads being choked currently with trucks.

Removal of Heavy Haulage Trucks off our mountain passes and Illawarra Roads.

As the state government has done nothing to widen Mount Ousley Pass from a four lane to a six lane freeway it has become very evident to all that the thousands of heavy trucks using this mountain pass every day have created a bottle neck which is constant all day long in the south bound lanes of this pass. There are now so many trucks on this mountain pass that the drivers are taking up both south bound lanes to get to the Port Kembla freight terminal as quickly as possible even if it means constantly overtaking the trucks in the truck lane. With wheat, coal, limestone, cars and general freight being taken both ways up this pass that their is often no room for cars with light vehicles being often sandwiched in between heavy haulage vehicles. With the main feeder roads to the Illawarra of Picton and Appin Roads where the bulk of the coal and limestone is transported from over the mountain we have a deadly situation where there are an enormous number of trucks on highways of bitumen that were never designed for so many heavy vehicles to use thereby creating many damaged sections to these roads which need constant repairs at enormous cost to the NSW taxpayer. The completion of the Maldon ?Dombarton rail line would free up these roads for lighter vehicles which then would not have to compete with road space against trucks that are much larger and moving at great speed.

Thousands of trucks going to and from Port Kembla freight port every day generates scores of tonnes of pollution into the atmosphere of the Illawarra which greatly contributes to the Illawarra having a very high cancer and asthma death rate and disease rate per thousand people. The suburbs around Port Kembla and Warrawong, those around the Mount Ousley Pass of Balgownie and Corrimal and those in the mountain blocked air flow pocket of Albion Park and Albion Park Rail are particularly bad. The large number of heavy trucks going down the state government poorly constructed road of Macquarie Pass is particularly of concern as this road has many hair pin bends which often cause fatalities between trucks and cars trying to compete for space which is not there on this road. Many trucks use this road as a short cut to Port Kembla from the Highlands instead of going to Picton Road via the Hume Highway or the Illawarra Highway.

Economic Benefits.

The economic benefits outweighing trucks in comparison to train haulage is enormous especially if the entire extension of the Maldon to Dombarton line is electrified which will mean the trains will not have to run on engines that are fired by diesel which is a dirty fuel when ignited and causes much pollution in the Illawarra in comparison to that of petrol driven motors. Electric trains are far more reliable and environmentally friendly than dirty polluting diesel powered trucks. The thousands of heavy trucks on our roads in the Illawarra every day with the vast majority of the Illawarra roads being substandard bitumen which as a result have untold millions of dollars of damage done to them

each year by trucks which the Wollongong Council and the RTA then have to fix which then the Wollongong Council and state government put up our rates and utility costs each year TO GET MORE MONEY TO COVER THE COST OF THESE REPAIRS TO OUR SUBSTANDARD ILLAWARRA ROADS.

With the Illawarra having the countries highest rate of cancer and asthma and allergies per thousand people which is only getting much worse every year which the state government is doing nothing about which creates a enormous drain on the beds in our Illawarra hospitals such as Wollongong which is running at 115% capacity AND SHELLHARBOUR WHICH IS RUNNING AT 90% CAPACITY per day. This untold millions of dollars in costs to lost productivity and wages to workers and the need for carers for the sick and hospitalised is staggering. With the removal of thousands of trucks off the Illawarra roads after the Maldon /Dumbarton rail line is completed should see the rate of cancer, asthma and allergies in the Illawarra drop quickly somewhere back close to the national average. The creation of this additional line should see many more millions of tonnes of wheat, limestone, coal and cars moved through the Port Kembla port each year which would create more jobs in Wollongong and the Port Kembla area. The removal of hundreds of trucks off the Illawarra roads would see the level of pollution drop each day in the Illawarra from what is usually high to one reading that would be more intermediate. The construction work for this railway line will employ at least one hundred men for many years which would be a great boost to the Illawarra economy. This railway line could also be used to connect another rail line to Campbelltown and Canberra which would leave it open to be used in any Sydney/Wollongong/Goulburn/Canberra/Melbourne fast train project which is desperately needed to due to the vast distances and the inconvenience of the flying experience. This state and the nation are the only modern populated country of the western world not to have a FAST RAIN ALREADY IN PLACE WHICH would be a great alternative to both the car and plane and be very environmentally friendly.

One Major Concern re the one line south coast railway line south of Unanderra. Standing on the overhead walkway looking south at Unanderra train station we will notice that there are two dedicated lines to the Moss Vale and Dombarton routes. The rest of the south coast line which goes through the busiest station at Dapto then on to Bomaderry only has just one line due to the NSW government incompetence in the last 12 years in not duplicating this line south of Unanderra to Bomaderry which causes traffic chaos in every town to the south every time a train comes through. With two lines going westward to the mountain south of Unanderra train station AND ONLY ONE GOING SOUTH IT WILL BE IMPORTANT NOT TO BLOCK OFF THE FREIGHT AND PASSENGER TRAINS COMING FROM BOMADERRY TO SYDNEY AS ONLY ONE TRAIN CAN GO NORTH OR SOUTH ON THIS LINE BETWEEN STATIONS. As the Maldon line once complete will eventually use both lines going west this will effectively delay the passage of trains on the south coast line which rely on being able to use both sides of Unanderra train station so that freight and passenger trains can go in opposite directions. Also further north of Unanderra around Figtree this western line will need to cross over and through the south coast line to divert over onto the Port Kembla Line to go to the terminal. All these movements around one train station being Unanderra will have to be thought out very well to avoid the south coast line being choked any further than what it already is as currently passengers from Dapto to Sydney take 50 minutes longer than the same trip by car due to the negligence of the state government in not making the line safer from Thirroul to Helensburgh via cutting into the mountain to create another line or driving a tunnel through the mountain which would cut a lot of this extra time off the journey.

Overall my committee unanimously support the construction of the Maldon/Dombarton rail line immediately as the economic benefits greatly outweigh any in the negative.

Romeo Cecchele.

Dapto Neighbourhood Forum 8 Convener.

4 Dawes Court, West Dapto, NSW, 2530. 17/12/10.