

# SUBMISSION TO MALDON TO DOMBARTON RAIL LINK FEASIBILITY STUDY

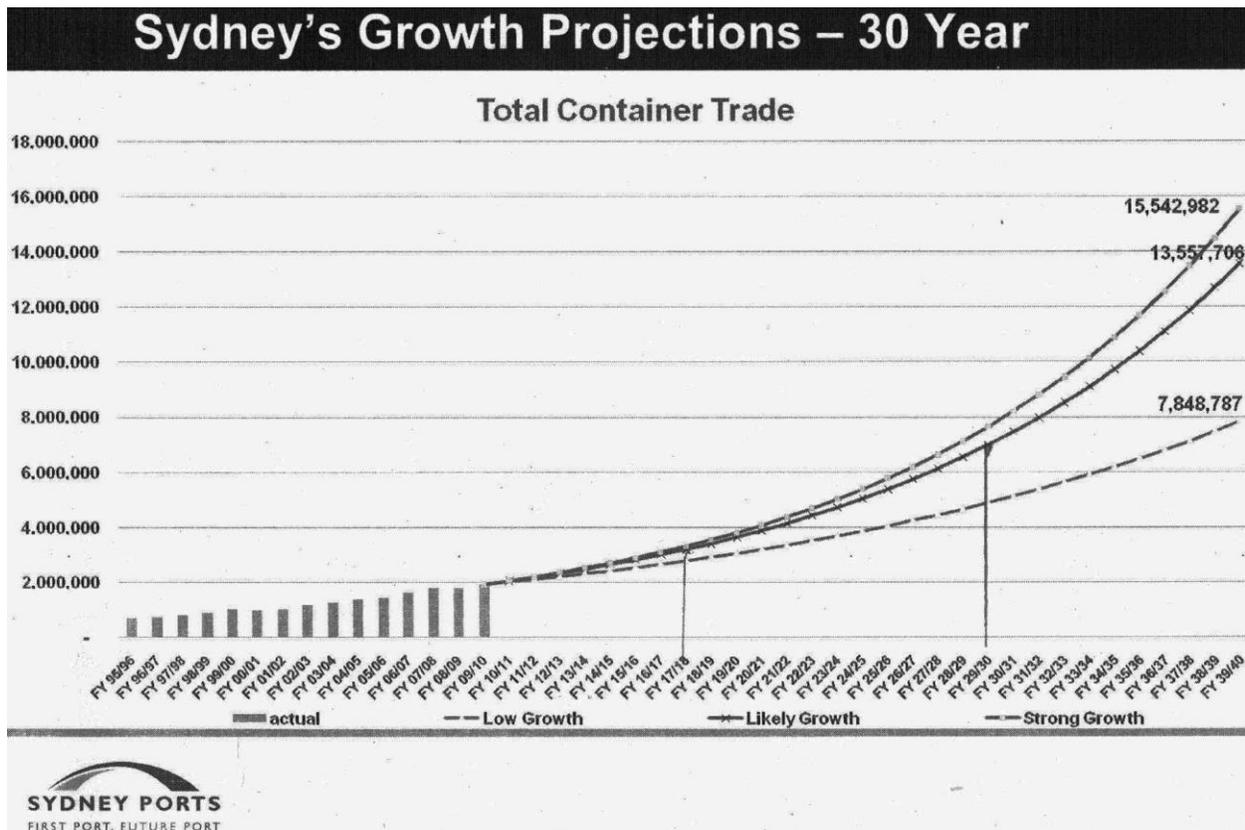
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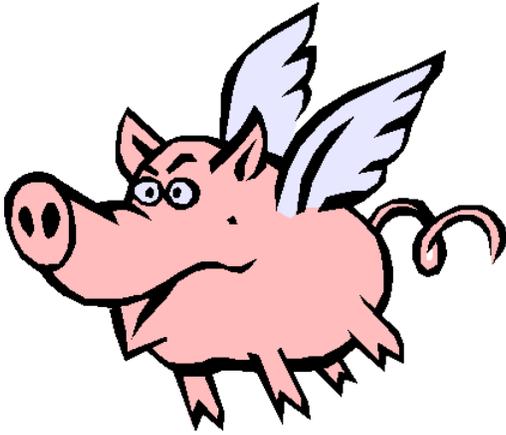
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I write in support of the Maldon to Dombarton Rail Link. My submission is based on Port Botany reaching it's cap, 3.2 million TEU, within the next 7-10 years.



Equipping Sydney Ports for Growth is the title of a presentation given a few weeks ago by the CEO of Sydney Ports Corporation to Ports Australia. The slide titled "Sydney's Growth Projections - 30 year" show the cap of 3.2million containers(as TEU = Twenty Foot Equivalent) being reached around 2017 with 7 million being achieved by 2030 and within 30 years the figure is 13,557,706.



The current trade is around 2 million and Sydney isn't coping well with that. **Even moving more containers by rail is not going to address growth at this level and who seriously believes that 40% rail can be achieved out of Port Botany.** Under the Government's 2003 Ports Growth Plan Newcastle was expected to come on stream after Port Botany reached capacity. The public have been led to believe that the capacity referred to is 3.2million TEU, because the modeling for the Environmental Impact Statement for the Port Expansion was based on this figure and 3.2

million is set as the cap in the determination by Minister Sartor. The major reason given for the \$1 billion expansion was that Port Botany was running out of room and a third terminal was required to accommodate growth to 3.2 million. Both stevedores argued that far in excess of 3.2 million could be achieved at the existing terminals. The [Commission of Inquiry](#) recommended against the expansion with the Commissioner stating that Port Botany could not be expanded like Melbourne and Brisbane because of environmental constraints and proximity to Sydney Airport.

There are alternatives to allowing Port Botany to grow out of control. These alternatives include the [Inland Rail](#) with [Parkes](#) as a major distribution hub for the Eastern seaboard together with the development of [Port Kembla](#) servicing intermodals in Sydney and the Southern Highlands (for details see [Wingecarribee Council's Submission to National Ports Strategy](#)).

Port Botany is located only 10km south of the CBD of Australia's largest city. The biggest container port in the UK is Felixstowe, over 90km south of London. Sydney is choking port operations and with predicted population growth intensified within 10-20km from the CBD, the situation will only get worse. NSW needs an alternative vision.

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Section on Container trade in Issues Paper: 4.4 Containers

*Demand 8*

*Questions Are there likely to be overflow containers from Port Botany in the 2010-2030 study period? Would one of the international shipping companies move from Port Botany to Port Kembla?*

*4.4.1 Port Botany overflow*

*In 2009-10, Port Botany handled 1.9 million containers (TEUs1). At present, the port has a cap of 3.2 million TEUs, which is estimated by the consultants to be reached between 2017 and 2021 when using Port Botany's published growth forecasts. However, the port has been extended and a third stevedore appointed. Whether a higher capacity is reached inside the study period (2030) will depend on growth rates. The real constraint may not be the port itself but the access to it. Road links are*

*congested and rail links must deal with passenger priority and congestion issues. **Both road and rail links are now being upgraded.** Sydney Ports is planning to build a dedicated road link from the new terminal directly to the **heavy truck route on Foreshore Road**, via a six-span bridge.*

#### *4.4.2 Which overflow port?*

*The NSW Government "s 2003 Ports Growth Plan recommended the Port of Newcastle as the overflow port for NSW. It is currently conducting a Ports Growth Plan Review.*

*There is road and rail congestion on the Sydney-Newcastle corridor, and Port Kembla is closer to the fast-growing west and southwest Sydney area, where intermodal terminals and other logistics infrastructure are being developed.*

## **RESPONSE**

We need to stop thinking in terms of 'overflow' and plan for the long-term for NSW. In the Metrostrategy Sydney is planned to be a 'City of Cities'. Some of these cities, in addition to the fast-growing central coast and Hunter might be better served from Newcastle while others through Port Kembla. The mistake has been to concentrate port and airport freight operations so close (less than 10km) to the Sydney CBD. At the Commission of Inquiry into the Port Botany expansion in October 2004 the then NSW Treasurer made a very late submission in which he 'directed' the Commissioner to ignore Newcastle saying that it was outside the terms of references even though Sydney Ports had selectively used information about both Newcastle and Kembla in their EIS. Infrastructure required to make Port Botany workable was not costed while infrastructure lacking for Newcastle and Kembla were cited as negatives for those ports. The Treasury submission was later referred to in the Planning determination to the effect that the Commissioner had not paid sufficient attention to the Treasurer's directions. It appeared that the focus was on increasing coal terminal capacity at Newcastle (at that time from 80 to 100 million tonnes per annum) and securing a third stevedore at Port Botany not on a long term strategy for facilitating improved freight handling.

***Both road and rail links are now being upgraded.*** Beware of the spin. Proposals for upgrades have not translated into large scale construction. The Great Freight Task report referred to the need for intermodals and double stacking. Double-stacking out of Port Botany is not possible unless an unreasonable amount of money is put into modifying overhead bridges. There is considerable opposition to the supersized Moorebank intermodal, likewise for the M5East and M4East and ramps. Around Botany traffic problems are increasing: the Hale Street exit, the Boat Ramp entry, the lookout entry, the proposed entry to McPherson street from Botany Road, the truck marshalling yard, the new road link from T3. The reference to the **"heavy truck route on Foreshore Road"** makes it sound like a dedicated 'truck route'. This is the main east-west route for tens of thousands of commuters and for just as many who access the eastern suburbs beaches, national park and other 'green spaces'. **"Both road and rail links are now being upgraded"** makes it sound as though the problem is going away. It's not, it's getting bigger and of course it would be given the population pressure so close to the centre of Australia's largest CBD. It is only a short bicycle commute from Botany to the CBD. If the Boston Big Dig could be

replicated perhaps it might work better but who has that amount of money to invest when far better and cheaper outcomes can be delivered elsewhere taking a long-term, whole of State (and National) approach.

#### 4.4.3 What type of overflow?

*International shipping companies may prefer to serve only one NSW port. However, one or more shipping companies might choose to serve Port Kembla should Port Botany or its landside infrastructure encounter capacity constraints. Some companies may seek to use Port Kembla for all their NSW containers.*

## RESPONSE

Llew Russell and other representatives of the shipping companies were exceptional advocates for the expansion of Port Botany because the focus was on a third stevedore to compete with Patrick and DP not on securing the long-term future of the State. The wrong questions continue to be asked. We need to present a picture of Sydney, Newcastle, Kembla and the rest of NSW in 2050 with growth centres and higher density areas mapped and then ask questions on how best to service the various sub-regions. And then do a thorough analysis of costs in providing infrastructure. There were never any costings for infrastructure required for Port Botany compared to what was needed for Newcastle and Port Kembla. It was assumed that someone else, more likely the Federal Government through Auslink, would pick up the bill for the M5, the F6, the M4East, ramps on the ED and other works. Sydney Ports is on a 4 year or more 'dividend holiday' to 'compensate' for building a third terminal. That's money that the State didn't get yet by building the third terminal they have increased their monopoly on container operations as well as added to traffic congestion in an already critically congested region.

Sydney is choking Port Botany and Port Botany is choking its people.

