

# **Maldon to Dombarton Rail Link Feasibility Study**

Submission from

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I should point out that some time ago I was the Transport Manager of the vast fleet at C.I.G. gases .

I was also the first to introduce discrete simulation and Operations Research into Australia

This feasibility study is just another failure in the long list of failures in this sorry project.

The study appears to have been written by someone associated with the trucking lobby and fails to address the following,

## **Fuel savings of transporting by rail vs. truck**

There are 2 very important gains from completing this rail link

### **1 economic**

- a) For each truck that is replaced by rail there is a decrease in fuel by a factor of 3 (this figure applies only if the trucks drove along the same route as the rail line – however taking into account their actual route, which is much longer and with many many steep hills, the figure would be closer to 5.
- This factor also represents the same decrease in pollution and green house gases (not mentioned in study)
- This represents a larger saving of green house and fuel than any other comparable project in Australia.
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**No reference to cost of repair of damage to road pavement caused by trucks.**

To give some idea of the damage done to the pavement of our roads by such trucks consider the following - one B double is

equivalent to the damage done by about 20 000 cars ! ( 4th power law accepted by NRMA) so less than 2 of these per day does as much damage as the all the cars on the road for that day .

- b) 600 jobs in the Illawarra will be created to work on this project
- c) enormous savings in transport costs as the container terminal begins accepting cars

## **2 Safety**

For each truck that is replaced by rail there is an increase in safety by a factor of **20** !

So just on the basis of economic rationalism the project should go ahead without delay . But if it doesn't the people of Wollongong will be presented with the Mt Ousley Highway grid locked by trucks many of them monstrous B doubles . Some of you might remember the earlier carnage on this road when the coal trucks numbers were unregulated - back in 1969, 6 people were killed in just one week !- what is more the carnage continued as long numbers as the trucks were unregulated .

These are some of the other **direct benefits**

a) Big savings for Tahmoor Coal to Port Kembla - only 72 km as against 118 km via Moss Vale or 175km via Enfield.

b) Better train service to Sydney by relieving the growing rail congestion on Sydney lines, and removing freight train curfews.

c) Providing a direct Wollongong - Campbelltown-Parramatta passenger link

d) An easier path for coal trains from Lithgow with easier grades and less congestion than through Sutherland. This would tie in well with construction of the South Sydney Freight Project by the Australian Rail Track Corporation. This is due by 2009 at a cost of \$192 million.

- e) would attract high grade visitors from Bowral and Mittagong to Wollongong . Tourists in general would be attracted by scenic views along the route
- e) most of the traffic is destined for the south western suburbs of Sydney - if the containers from Port Kembla were transported to Minto ( near Campbelltown )and stored in depots this would be the ideal pick point for most of the cargo .
- f) reduces trucks on Mt Ousley high way and northern distributor -and reduces load on Wollongong to Sydney rail line
- g) Moss Vale might be getting a car depot so the new link would be vital for safety and reducing cost of transport

As most of the proposed car transport ends up in depots in the South West of Sydney I would like to see a detailed and accurate study showing the comparison of costs of transporting a standard load of cars from the car terminal at Port Kembla terminal to depots at Minto

a) by truck

b) via the rail link

This will show immediately that my rough estimates above are correct .

By the way where have you shown the cost of keeping a fully loaded freight train waiting as it comes into the Sydney rail system?

Where have you shown the cost of loss of productivity of road commuters to Sydney and tourist traffic as the Mt Ousley rd becomes gridlocked by trucks?