

My objection to the construction of the fourth coal terminal in Newcastle fall under the following main points.

- 1. The proposed terminal is an added threat to the health of Newcastle residents**
- 2. The proposed terminal will directly negatively impact on significant local environments, in particular the Kooragang Wetlands.**
- 3. The proposed terminal will increase traffic congestion in an already poorly serviced by transport infrastructure**
- 4. The proposed terminal will threaten the viability of other existing and potential industries in Newcastle and the Hunter.**
- 5. The proposed terminal will lock human and technical resources into the coal industry cycle which is directly responsible for the production of the greenhouse gases responsible for unacceptable levels of projected global warming – a fact recognised by all levels of government.**

**1. The proposed terminal is an added threat to the health of Newcastle residents**

A group of six prominent health professionals from University of Newcastle's School of Medicine and Public Health have already pointed out that the increased risks of health problems due to escaping coal dust has not been adequately quantified by the proponents of the development. The coal dust burden in Newcastle's atmosphere has noticeably increased over the past five years covering the time of the greatest expansion of the port's coal-loading facilities. Systematic studies have yet to be carried out on the long-term health effects of the already unhealthy levels of coal dust in our atmosphere. The proposed new terminal will double the dust and the noise for communities already affected by the coal trains in Newcastle and beyond.

**2. The proposed terminal will directly negatively impact on significant local environments, in particular the Kooragang Wetlands.**

The Shortland and Kooragang Wetlands provide a Ramsar listed habitat for rare and endangered migratory bird colonies and provide habitat for nationally threatened species on Kooragang Island. The site includes some area that is currently national park providing important habitat to bird species and other wildlife. The dredging preparation, building and operation of the site will significantly disrupt these delicate wetlands. This ecological community will be significantly threatened by disruption to the aquatic environment and the encroachment of noise, dust and pollution.

**3. The proposed terminal will increase traffic congestion in an already poorly serviced by transport infrastructure**

The increased traffic congestion caused during the construction of the site will cause serious disruption for the local community. The operational stage of the terminal will

result in an increase of around 40 additional coal trains per day through Maitland and into Newcastle causing a significant increase in congestion on the rail lines.

**4. The proposed terminal will threaten the viability of other existing and potential industries in Newcastle and the Hunter.**

The proposed terminal will significantly add to the uglification of Newcastle as a result of its construction. The visual landscape of the mouth of the Hunter while already severely disrupted, will be made several degrees worse by this encroachment on the delicate wetlands of our river. While the terminal will not provide any additional employment after the construction phase, the terminal will significantly adversely affect the value of the wetlands for tourism and recreation. Dredging required for construction of the terminal will undoubtedly impact heavily the commercial fishing industry and any other industries that rely on a clear and unfettered waterway.

**5. The proposed terminal will lock human and technical resources into the coal industry cycle, which is directly responsible for the production of the greenhouse gases responsible for unacceptable levels of projected global warming, a fact recognised by all levels of government.**

Because of increased trade in coal made possible by expansion of terminal facilities, an even greater expansion of the open-cut coalmine industry is envisaged for the Hunter Valley and beyond. The greenhouse pollution impact of the coal exported from NSW will add around 300 million tonnes of carbon dioxide to the atmosphere annually. PWCS deny that they have any responsibility for the end use of their product.