

Title of Referral: SIMTA Moorebank Intermodal Facility Stage 1

Re: EIS Exhibition

Dear Proposal Assessors,

The local community and I are deeply concerned that a proposal of such magnitude and potential to harm so many residents over a number of decades has been submitted for your consideration. In particular, we are genuinely concerned about the negative health outcomes and loss of amenity that this proposal will deliver to the residents living in Wattle Grove and Casula.

Australia has not seen a freight terminal of this size before. There is no benchmark for us to quantify what level of health outcomes are in stall for residents in proximity of the proposal. We therefore had to look to the US for science based research. [The Trade, Health & Environment Impact Project](#) (THE Impact Project) is a collaboration of community and university partners focused on reducing the impacts of trade, ports and goods movement activities on health and community life.

The collaborative uses science-based information to inform public policy decision-making to encourage healthy solutions for communities impacted by ports, rail yards, intermodal facilities, distribution centres, trucking routes and other goods movement expansion activities. The group has published a number of videos and articles, a couple of which have been listed in our reference section at the bottom of this letter.

The reports are clear. Residents living in proximity of a such a proposal face dire health consequences. We understand the need to take into account a balanced assessment of proposal impacts on the environment including native fauna and wildlife. We ask that you also consider the significant health consequences that will be waiting for the men, women and children living near the facility. I have attached an extract from the he forthcoming report: *Global Trade Impacts: Addressing the Health, Social and Environmental Consequences of Moving International Freight through Our Communities* report for your perusal.

Putting the health effects aside, the plan is flawed from so many perspectives. Two new \$30m cranes were recently purchased at the Chullora freight terminal, doubling capacity from 300,000 to 600,000 containers arriving from Port Botany. When Mike Beard opened the upgraded facility earlier this year, he said in his speach that the upgraded facility will "solve all the freight needs of Sydney. It will operate as both an interstate rail terminal and act as an important rail terminal for rail links to Botany Bay". Let's be clear, there is no freight crisis in Sydney. The Chullora upgrade with is double capacity has taken the pressure off the Freight system and left plenty of capacity.

Mr Craig Kelly (Hughes) (10:57) last week gave a speech to the House of Representatives in the Federal Parliament highlighting the flaws in the proposal. In his speech he counters the three premises of the proposal in which promised to take trucks off the road, reduce pollution costs; and save costs to the economy. He concluded that these three premises were misguided and mistaken.

Firstly, he argued that taking the concept that it would take trucks off the road is a simplistic idea. He quoted

"It seems to be a wonderful solution but that occurs only if you are taking containers and dumping them in a big hole at Moorebank. You have to consider where the containers are actually going and where the goods are actually going.

The Moorebank Intermodal Company out a out a map of Sydney showing where the containers go which was simply and utterly misleading. The map creates the false impression that there is a large and existing market for containers in Sydney to go Moorebank when any further analysis of where the containers go simply shows that it is factually incorrect. The majority of containers from Port Botany that are distributed from Port Botany are distributed around Sydney currently go to three basic areas: they go to Enfield area, the go to the Eastern Creek areas or the go to the Wetherill Park Area.

Moorebank as an area for containers current being delivery to has simply been rejected by the market. Very few containers actually go today from Port Botany to Moorebank. By locating the intermodal terminal at Moorebank, the idea is that the containers would go from Port Botany to Moorebank, be unloaded and then out on the road and taken out to Wetherill Park or Eastern Creek. This is simply and completely illogical. It will not take containers off the road; it simply transfers the point from Port Botany and transfers that to Moorebank."

In addition, claims that Moorebank Intermodal Terminal will reduce the number of Port Botany containers moved by truck are false. According to the NSW Bureau of Transport Statistics (February 2014), 6.9 million Port Botany containers will be moved by truck in 2046, compared with 1.9 million in 2013. BTS assumes intermodals operating at Moorebank and Eastern Creek. If this gigantic intermodal goes ahead, there will an extra truck on the road every 20 seconds 24 hours a day 7 hours a week.

The second premise is that the proposal will result in a reduction of pollution. Craig Kelly argued in Parliament that while it is indeed true that more container movement instead of truck movement should reduce carbon dioxide emissions, it fails to take into account that by taking a container off a truck and putting on those old 40 to 50 year old locomotives, without any pollution controls actually increases pollution tenfold. We are talking about diesel particular matter. There is no safe level of diesel exposure and that studies I have seen show that kids can be affected after 45 minutes exposure; and adults after 1 hour exposure which means that children could be effected by their going to and back from school each day.

Mr Kelly goes on to the third logical idea that the project will save costs. For this project to have any hope of working for the containers movement required, \$750 million will be required to upgrade access to the M5 on Moorebank Avenue. The current bridge across the M5 takes 120,000 cars a day. The Sydney Harbour Bridge takes 160,000. Mr Kelly argues that fully laden semitrailers trying to merge into traffic on the Harbour Bridge is simply not feasibly, yet that is exactly what we are trying to with the Moorebank Bridge. Without \$750 million, at least, upgrading the bridge terminal will not work and it will become a white elephant.

The proposal will bring additional traffic into the area that is already overburdened and impact on more than 20 road intersections. Apparently that is okay because the roads are going to get busier anyway. But it is not okay and it is not good enough. Some road works on Moorebank Avenue are expected to help with this. I have read through the information provided by the Moorebank Intermodal Company for the period of community consultation. It says that, should there be an accident on the M5 or Moorebank Avenue, the facility will need to close while the accident is being cleared. If the facility already, it would have had to close down. Just last week there were seven accidents that would have closed down this facility. It is not the ideal facility. These 1.8-kilometre long trains will pull up and will not be able to be cleared because the facility has had to close due to accidents. The Federal Government is apparently putting \$370 million into the project, which is worth more than \$1 billion. But \$1 billion of road and rail upgrades need to be done.

To my great surprise, a cost benefit analysis of the proposal has not been released. Yet as previously mentioned, the proposal does not take into account all the infrastructure upgrades that would be required to support the intermodal at Moorebank. Additional taxpayer's money would be required to invest in the required infrastructure. The numbers just don't seem to stack up. If this project is so terrific, let the public see the cost benefit analysis so they can make a determination for themselves.

The proposal simply does not benefit the community and even worse, it lacks vision. In cities all around the world, they are knocking down their factories along rivers and giving them back to the community so that the people can enjoy them and live there. Yet here we are in 2015 in Sydney and we're building this freight terminal monstrosity near our river. It is a beautiful river and is one of Sydney's best kept secrets. It's a beautiful fresh water area that the community should be living in. Instead we have bureaucrats who think that this is good outcome for the community. Did you know that native animals like platypuses rely on the river for their survival and a large colony of Koalas whom might be impacted by non-sterilised containers? It isn't only the community who isn't getting a fair deal with this proposal.

The government is about to invest many billions of dollars in Badgery's creek. Why not take advantage of that new infrastructure and build an extra rail line there and obtain real economic value by taking advantage of even more modes of freight transportation from one freight terminal location. Sure it may take a while to build that infrastructure, but Sydney, with many thanks to the Chullora upgrade has amply capacity.

I want to draw your attention back to the health risks and poor amenity the community will face should this proposal proceed. Residents who live in Wattle Grove and Casula will face a much elevated cancer risk. The area has an enormous number of residents with sickness and disabilities and has the highest number of residents with diabetes and a huge number of residents with asthma. The area suffers from high levels of pollution and is situated in a basin geography. As a result pollution stays for an inordinate time. There are 10 schools and 19 child care centres in a 2km radius and with 39,000 in a 2km radius and 135,000 in a 10km radius. It is a matter of great concern that a proposal of this magnitude is aiming to be located between two densely populated residential areas. If Badgerys Creek is not an option then Eastern Creek would be the prime area for most of the cargo as that is where most warehouses are situated.

It should be noted that the recent fire ant problem experienced at Botany would be unable to be contained in Moorebank. Allan Corben (MP) in a recent meeting with the Wattle Grove community stated that the ongoing noise problem at Port Botany had never been addressed.

BTS estimates that 4 million containers will be moved by rail in 2046, compared with 0.3 million in 2013. This requires building new rail freight lines to Port Botany, and between Chullora and Eastern Creek. For containers that are railed to Moorebank, the road system is unable to sustain any increase in traffic. Already, key traffic intersections are frequently gridlocked. But those trains will go straight past the backyards of Casula residents in a 24-hour-a-day seven-day-a-week operation. The trains are 1.8 kilometres long. There is no way to avoid their wheels squealing. It is appalling that such impacts in a residential area are considered to be okay

For the joint facility SIMTA wants 1 million containers for local freight and 500,000 containers for interstate freight—so we are talking about 1.5 million containers instead of the 250,000 that are currently in the mix. Ian Hunt, the Chief Executive Officer of the MIC has said that there should be no limit on the number of containers; it should just be whatever the train line can take. He is not worried about what the community can take. It is not good enough. My community will not get signification public benefits; it will only get hindrances. Please do not approve this proposal. The community loses on so many fronts. The power is in your hands to make the right decision. The communcity and I place trust in you to exercise your power wisely.

Faithfully,

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Wattle Grove, NSW 2173