



**Container Transport
Alliance Australia**

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19th December 2019

Belinda Scott
Planner
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Via email: [REDACTED]

Dear Ms Scott,

Re: Sydney Gateway Environmental Impact Statement

CTAA is writing to you on behalf all CTAA alliance companies involved in container road transport operations to/from Port Botany. CTAA alliance companies are responsible for the majority of landside movements of containers to/from Australia's container ports.

CTAA fully supports the submission made by the Australian Logistics Council (ALC) regarding the need for a direct, dedicated connection for heavy vehicles travelling to and from the Cooks River Intermodal Terminal (CRIT) in Canal Road and adjacent freight depots least you jeopardise the overall ability of Sydney Gateway to achieve its objectives of reducing traffic congestion on nearby roads to/from Port Botany.

The CRIT is Australia's largest empty container park, as well as a freight intermodal facility, which handles some 30 per cent of all empty shipping containers moving through Port Botany each year.

CTAA fears that without efficient access to Sydney Gateway from CRIT, container trucks will continue to use local roads such as Canal Road, Ricketty Street, Kent Road, Coward Street, Bourke Road and O'Riordan Street to access Port Botany.

The growth in residential apartments and other land uses in this area of Mascot will lead to more and more conflict between residents and heavy vehicle movements in the precinct. Subsequently, if heavy vehicle curfews are applied on these local roads without suitable route alternatives, container transport operations will be severely disadvantaged, and freight transport costs will rise.

The container road freight industry would not appreciate curfew restrictions being applied at a later date by the NSW Government if an adequate alternative route between St. Peters and Port Botany is not accommodated.

To avoid the negative environmental and amenity impacts that will be perpetuated in the Mascot area, the truck only ramps at St. Peters should be reinstated into the Sydney Gateway Project.

Yours sincerely,

[REDACTED]

Neil Chambers
Director
Container Transport Alliance Australia (CTAA)

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