RE: NORTHCONNEX ENVIRONMENTAL IMPACT STATEMENT - Application number - SSI 13_6136

This is an objection to the NorthConnex proposal.

EXTREME HIGH Health Risks on Local Residents within 1 KM of the Northern and the Southern Stacks

a) Northconnex quote some vague statements in the what they called Key facts:

"There will be air quality monitoring stations in locations like schools operating 24/7... " but do not mention where the schools are within 1 km of the stack, entries and exits or not.

"By reducing the travel times vehicles and trucks are spending in this community, our modelling predicts air quality improvements of up to 38 per cent (for particle matter 2.5 microns and less for Pennant Hills Road" and again do not mention which part of the Pennant Hills Road where the reduction of the 38 per cent are.

If Northconnex are clean, they will mention the locations of the monitoring stations which will be installed and which parts of Pennant Hills Road where their modelling is based on.

What we concern about are the residence, schools etc within 1km of the Northern and the Southern stacks if the stacks are not filtered. You don't need to be a scientist to understand if the whole of the pennant hills road traffic exhaust are all discharged into the atmosphere by these 2 stacks, the traffic pollution in those areas around 1km of the stacks will significantly increase. Anyone with half a brain will know those who live far away from the stacks (e.g. Pennant Hills Road, Thornleigh) will benefits significantly from the tunnel because all the trucks will be in the tunnel and the trucks exhaust are not released into the air around Thornleigh (fyi, trucks will be fined if they do not use the tunnel, ABC 7.30 report noted this point).

b) Northconnex use the cross harbour tunnel stacks as the aerial again is trying to mislead the community because there will always be sea breeze at the sea shore because the air temperature at the sea surface and at the land surface are always different (secondary school physics).

As the sea breeze disperse the stacks pollution almost immediately when they reach the outside, pollution of course will be significantly less in areas around the stacks.

c) Northconnex quoting why filtration system are required for the tunnels in Japan. "In Japan they are required to address the combination of a high fraction of diesel powered cars and a very high percentage of heavy goods vehicles"

What if there was a higher proportion of diesel cars in Australia? Would that then offer sufficient reason for filtration by their own admission?

Japan – peaked at about 6% in the 1980s

> *"You can buy practically anything in Japan, but not diesel cars," said Himei, a native of Okayama, who drove a gasoline-powered 307 before buying his used diesel version online.*
>
> *"It's high time Japan woke up to the merits of diesel, he said.*
>
> *It was not always so.* ***In 1990, diesel powered 6.4 percent of all new cars sold in Japan****. But a law in 1992 lowering the limit on emissions of smog- forming nitrogen oxide - a major by product when burning diesel fuel - and tax changes that effectively narrowed the cost advantage of diesel fuel and made diesel cars more expensive, prompted a steady downturn in demand.*
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> *The death blow came in 1999 when, in a widely televised stunt, the governor of Tokyo, Shintaro Ishihara,* ***waved a bottle containing black particles of carcinogenic soot that were emitted in greater quantity by diesels than gasoline vehicles****.*

http://www.nytimes.com/2006/03/03/business/worldbusiness/03iht-diesel.html?_r=0 (2006)

> ***Japanese diesel vehicle sales peaked in the 1980s, accounting for as much as 6 percent of new car deliveries****, according to the transport ministry. In 2003, Tokyo started requiring diesel owners to install exhaust gas purifiers and barred those that didn't from driving their cars in the city. In 2001, Japanese carmakers produced 24 diesel models. By the end of 2007, there were none made at home.*

http://www.bloomberg.com/news/2012-12-11/mazda-leads-diesel-comeback-as-dirty-clunker-stigma-fades.html (2012)

Australia - Diesel car registrations grew by 60% between 2007 and 2012 and now stand at **15.9% nationally** and 16.6% in NSW.

> *The Australian Bureau of Statistics' 2012 motor vehicle census shows* ***diesel registrations across the country have grown by 60 per cent over the past five years.***
>
> *Registrations of diesel light commercial vehicles such as the segment-leading Toyota HiLux were up 65 per cent since 2007 while the number of passenger diesels on the road more than doubled in the same period.*
>
> *The ABS data shows diesels now account for 15.9 per cent of the 16.7 million vehicles on the road as of January 31 this year. Passenger vehicles, including SUVs, represent 12.7 million of total registrations and more than 2,654,000 of those are diesels.*

http://www.heraldsun.com.au/news/national/diesel-car-sales-in-australia-up-60-per-cent-new-abs-figures-show/story-fndo48ca-1226456056158 (2012)

In NSW Reg'd cars by fuel breakdown:

State	Petrol	Diesel	LPG/dual fuel
NSW	4,070,505	676,449	123,042

This is exactly the scenario for the Northconnex tunnels which are mainly used by uphill and downhill trucks and Northconnex are still trying to bend the fact of not providing filtration. Hence filtration for the Northern and Southern stacks are required based on the Japan experience.

Requirement 1

The governments of Australia, both Federal and State, must comply with their duty of care and to take every practical step to ensure the health risks of local residents within 1 KM of the Northern and the Southern Stacks are kept to absolute minimum.

Requirement 2

That NorthConnex is made to detail the locations of the air quality monitoring stations which will be installed and which parts of Pennant Hills Road where their modeling is based on for their claim of "our modeling predicts air quality improvements of up to 38 per cent".

Requirement 3

That independent, on-going monitoring of air quality around the tunnel exit portals must be undertaken for the life of the tunnels, to ensure that the air quality remains of the highest standard. This will guarantee that the long term health effects of the tunnel can be appropriately assessed.

Requirement 4

That NorthConnex is made to investigate the best quality air filtration system using the latest in world class technological design and to install this system in all four ventilation outlets of the M1 – M2 twin tunnels. i.e. Southern Ventilation Stack, Northern Ventilation Stack, Wilson Road Emergency Outlet and Trelawney Street Emergency Outlet.