

Port Kembla Grain Terminal Application Submission *By Martin Laird 8th July 2011*

I am a University of Wollongong student writing in objection of the proposed 24 hour road access and lifting of a tonnage cap (200,000) tonnes by road to the Port Kembla Grain Terminal (PKGT).

Two years ago the nearby Port Kembla Coal Terminal was granted permission to lift its tonnage carried by trucks (to and from the terminal). Many community members were upset about the increased truck numbers on the already congested roads and highways. The PKGT wants to add even more trucks on the local roads causing increased concern to the local Wollongong community whilst at the same time the Port Kembla Port Corporation at a public briefing that I attended on 28 June said it wanted to see more freight on rail (see also The Advertiser 29 June). The Illawarra has a railway network which at times is currently under utilised, and should be further upgraded.

The Picton and Appin roads are major artery from Wollongong to Campbelltown and outer west. These roads have a heavy death toll rate from road collisions. Being a university student I know many students whom regular use the road to travel from Campbelltown to the University of Wollongong. There is concern for not just university students but the general community whom will have to share the Picton and or Appin Roads with increased truck levels resulting from any approval of the PKGT application.

A recent Auspoll study found that 70% of Australians want truck movement restricted to non-peak periods and of those surveyed half want large trucks banned from cities (Clay, 2011). This practice of banning trucks from cities is done in Shanghai which only allows middle sized trucks to enter the main city on non peak hours. The study also found that 80% of Australians wants the Federal Government to be more involved in strategic funding and planning of public transport. One could ask is this PKGT application in the NSW community's best interest?

In the last ten years oil prices have seen an increasing trend rise (from \$25/bbl to around the current \$95/bbl). Many countries are heavily investing in transport infrastructure to dampen the effects of volatile oil prices and reduce carbon emissions. Trains are three times as fuel efficient as motor trucks. If the PKGT application is accepted, this will not only increase emissions but decrease the grain freight train usage which will decrease the economy's ability to adapt to changing oil prices and increase the economies dependency on imported fossil fuels.

In conclusion here is a summary of major points in this submission:

- The high level of trucks already on the Illawarra road network
- Concerns for public road safety
- Research shows Australians want more truck restrictions
- Freight by rail is a better option (oil prices and carbon emissions)

The writer hopes that the NSW Department of Planning takes note of the objections of the community and groups regarding this matter and does what is best for the citizens of NSW - including those living in Wollongong and in the wheatfields.

Reference Lucas, C 2011 July 6 "*Locals make a noise over buck-passing on trucks*" The Age, <http://www.theage.com.au/victoria/locals-make-a-noise-over-buckpassing-on-trucks-20110705-1h0rd.html#ixzz1RPDG3SeM>