

Tracy Bellamy - Re: SUBMISSION ON PROPOSED EPPING TO THORNLEIGH THIRD RAIL TRACK PROPOSAL

From: Michael Bianchino <mbianchino@optusnet.com.au>
To: Malcolm Powell <powellsyd@ozemail.com.au>, Gail Simpson <gail.m.simpson@gmail.com>, Michael Stove <mstove@optusnet.com.au>, Alex Sell <sell.alex@gmail.com>
Date: 2/11/2012 4:12 PM
Subject: Re: SUBMISSION ON PROPOSED EPPING TO THORNLEIGH THIRD RAIL TRACK PROPOSAL
CC: "Director Infrastructure Assessments" <plan_comment@planning.nsw.gov.au>, "Greg Smith" <epping@parliament.nsw.gov.au>

Malcolm -

What the residents also need to know is the link between Chinese mining company Shenhua Group & its mining activities outside of Gunnedah on the Liverpool Plains, Ports & the proposed 3rd Freight line through Northern Sydney?

Is the 3rd freight line facilitating the transport of millions of tonnes of coal via urban Sydney to Port Kembla? Is Shenhua also financially supporting the construction of the 3rd freight line if this is the case? Why is the coal being transported an extra 200-300km south to Port Kembla, rather than Newcastle Ports.

Why isn't the state LNP NSW government looking at finishing & using Dombarton-Maldon freight line on the outskirts of Sydney, rather than imposing millions of tonnes of polluting coal freight trains through residential Sydney (to Port Kembla).

Many of these issues have been brought to light by the Greens Senator Jeremy Buckingham. We need the State LNP Government & our sitting member to clarify.

cheers
 Michael

On 02/11/2012, at 3:30 PM, Malcolm Powell wrote:

Director - Infrastructure Projects
 Epping to Thornleigh Third Track Project - SSI 5132
 NSW Department of Planning and Infrastructure
 GPO Box 39 Sydney NSW 2001
 Email plan_comment@planning.nsw.gov.au

Attached please find my submission on the proposed Epping to Thornleigh Third Rail Track presented to accommodate an increase in freight rail movements.

As presented in my submission the existing rail corridor with high operational use for CityRail and CountryLink trains is entirely unsuitable for the proposed third track enhancements.

Proper costing analysis (including social costs from noise impacts well above regulated levels) and operational cost analysis would expose the project funding allocation as a waste of scarce

government resources.

The proposal should therefore be abandoned in favour of real solution alternatives such as an inland rail connection from Port Phillip Bay in Victoria to Brisbane Queensland intermodel depots.

A reply dealing with the issues raised in my submission would be greatly appreciated.

A copy of the cost benefit analysis (CBA) used to justify the project, which should be available under GIPA rules for community research, would be greatly appreciated.

Finally, complete information on the methodology used to assess submissions made would also be greatly appreciated to ensure full transparency for assessment of submissions. We would also like to know the number of submissions made.

Malcolm Powell

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