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Shipping Australia Limited – EIS Submission on Sydney Gateway

About Shipping Australia Limited

1. Shipping Australia Limited (SAL) is a peak shipowner association with 36-member lines and shipping Agents and 50 corporate associate members, which generally provide services to the maritime industry in Australia. Our member lines are involved with over 80 per cent of Australia's international container trade and car trade as well as over 70 per cent of our break-bulk and bulk trade. A small number of our members are also actively engaged in the provision of coastal cargo services to Australian consignors and consignees; this number has reduced since legislative changes in 2012.

2. A major focus of SAL is to promote efficient and effective maritime trade for Australia whilst advancing the interests of ship-owners and shipping agents. SAL also provides secretariat services to the liner companies and agencies that are members of conferences, consortia and joint services that have their agreements registered under Part X of the Australian Competition and Consumer Act 2012.

Comments of Sydney Gateway Concept Design

3. The Sydney gateway design seems to efficiently support commuters travelling to and from the Sydney Airport Domestic and International terminals. It will also assist freight transport from outer areas of Sydney, via the M4 and M5, directly to and from Port Botany. Both of these outcomes support the stated vision to "greatly improve the way you travel to Sydney Airport and Port Botany."

4. However, the published plan does not provide reasonable heavy vehicle access from the Gateway link to the important Cooks River Intermodal Terminal which is the largest empty container facility in Sydney and essential for international trade. The current Gateway design would increase truck traffic through QANTAS Drive, Robey St, O'Riordan St, Bourke St, and Coward Street to Canal Road and create a congestion bottleneck, with all truck traffic to the intermodal terminal being forced to travel this route in both directions. This congestion will significantly increase truck noise, CO2 emissions and risk to local residents in a high density residential area. In today's society such a result is unacceptable especially when this anticipated congestion and environmental impacts could be avoided by adding on and off ramps from the St Peters interchange directly to Canal Road.

5. While there are plans to increase the share of container movements by rail, the growth in international container trade will ensure that there will also be increasing container movements by truck, and the Cooks river facility, close to Port Botany will remain a strategically important facility to support all shipping lines, especially for the management of empty containers for export through Port Botany.

6. To meet the stated vision of the Sydney Gateway terminal and minimise the environment impact in terms of road noise, truck emissions and traffic risk, it is essential to include on and off ramps for heavy vehicles from the St Peters interchange to Canal Road.

Authorised by:

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Chief Executive Officer