

40 Multiple Sources available.

Governments “have not restated this [targets of 28% + 40%] objective but have reiterated the importance of rail as an element of government policy”

Pg:14 ARTC 2015-2024 Metropolitan Freight Strategy.

41 <http://www.micl.com.au/the-precinct/why-we-need-the-intermodal-freight-precinct.aspx>
3300 trucks off the road is said to account for 9 -10 billion benefit over 30 years

42 This would be in addition to Background Traffic already using the M5, and why it would still wise to capture this very minimal growth on a near by terminal.

43 A Parsons Brincherhoff Consultant presented modelling at a Community Consultation Session at Hunts Motel Casula. He indicated that at capacity the Moorebank Precinct would push approx. 8800 trucks through the Moorebank Ave + M5 interchange.

Which is astonishing given the claim of 2700/3300 truck off the M5. Moreover, the model explained did not really account for commuting workforce, rigid trucks, vans and utes making up induced traffic.

And this was before an extra 500,000sqm warehousing was added to the plan and the PR rhetoric implied even further industrialisation of the area [despite the lack of land to do so].

⁴⁴ This would be in addition to Background Traffic already using the West Connex, and why it would be absolutely necessary to capture this growth on rail

⁴⁵ <http://westernsydneyairport.gov.au> - Must undergo rigorous Conceptual + EIS evaluation, to ensure the project is right and undertakes all necessary conditions and mitigation.

⁴⁶ WEST CONNEX – Business Case Executive Summary – Sept 2013
Must undergo rigorous Conceptual + EIS evaluation, to ensure the project is right and undertakes all necessary conditions and mitigation.

⁴⁷ ARTC: 2015-2024 Sydney Metropolitan Freight Strategy – Oct 2015
Pg:13 Table 2-1 Summary of Intermodal Terminal Capacity

⁴⁸ NSW PORTS' 30 YEAR MASTERPLAN – Navigating the future – Oct 2015
Pg:52 – Rail Capacity
“The existing rail infrastructure at Port Botany has capability to handle one million TEU based on realistic productivity levels. Allocation of additional equipment and labour to rail operations, together with the required improvement in rail operation performance, will allow this capacity to be realised.”

⁴⁹ ARTC: 2015-2024 Sydney Metropolitan Freight Strategy – Oct 2015
Chapter 5: “Ensuring Efficiency and Capacity at Port Botany”
Chapter 6: “Providing capacity on the MFN & SSFL”
Chapter 7: “Issues on the Shared Passenger / Freight Network”

⁵⁰ ARTC: 2015-2024 Sydney Metropolitan Freight Strategy – Oct 2015
Pg: 29 - Table 6-1: Infrastructure Requirements Scenario

⁵¹ ARTC: 2015-2024 Sydney Metropolitan Freight Strategy – Oct 2015
Pg:12 – “Moorebank Intermodal Terminal”

⁵² ARTC: 2015-2024 Sydney Metropolitan Freight Strategy – Oct 2015
Pg:12 – “Pacific National has stated that it intends to remain at its Chullora terminal despite the availability of Moorebank as a common user terminal.”

Pg: 29/30 - “Pacific National Super-freighters will continue to terminate at Chullora rather than relocate to a new interstate intermodal terminal at Moorebank.”

⁵³ ABC – The Business with Tikky Fullerton.
<http://www.abc.net.au/news/2015-06-12/qube-moorebank-intermodal-hub-infrastructure/6541514>

⁵⁴ ARTC: 2015-2024 Sydney Metropolitan Freight Strategy – Oct 2015
Pg:5 – “The Southern Sydney Freight Line extends from an interface with the MFN at Sefton Park Junction to beyond Macarthur, which is the limit of the Sydney suburban network. At Macarthur it connects to ARTC’s Main South line. The SSFL is a dedicated single track freight line and provides adequate capacity for current volumes while removing the constraints of shared operation with passenger services, particularly the peak period curfews. The current MIST facility, Leightonfield yard and proposed Moorebank intermodal terminal are on this corridor, though MIST does not connect to the SSFL. The major challenge for this corridor is the effect of the proposed Moorebank terminal on capacity.”

Pg: 29 - “With existing infrastructure and currently projected growth the capacity on the SSFL will be consumed by 2020... In 2025 some capacity is recovered on account of the commencement of operations of the Inland Rail which diverts freight volumes from Sydney”.

⁵⁵ All except for Chris Corrigan and his quest for an Eastern Seaboard Container Freight Monopoly. A prospect made all the more possible when he offers to buy the next PPP failure for 10c on the dollar. That is if Moorebank Intermodal is actually built.

⁵⁶ ENVIRON: Locomotive Emission Project – March 2013

Pg: vii – Executive Summary

“Diesel-fuelled locomotives are an important contributor to anthropogenic fine particulate and oxides of nitrogen emissions (NO_x). The World Health Organisation (WHO) has classified diesel engine exhaust as being carcinogenic to humans. It found that exposure to diesel exhaust is a cause of lung cancer and increases the risk of bladder cancer.

In Australia, there are no air emission limits for new or remanufactured locomotives. Nor are there any substantive programs within Australia addressing air emissions from in-service locomotives.”

⁵⁷ See: Craig Kelly – Presentation + Submission

New Legislation limiting PM_{2.5} to 8µg/m³ and PM₁₀ to 25µg/m³

⁵⁸ See Presentation + Submission of David Mawer: Resident & Environmental Professional
Average Background PM_{2.5} in Liverpool is 8.55µg/m³ already exceeding new benchmarks.

Thus One truck, One train is more than one too many.

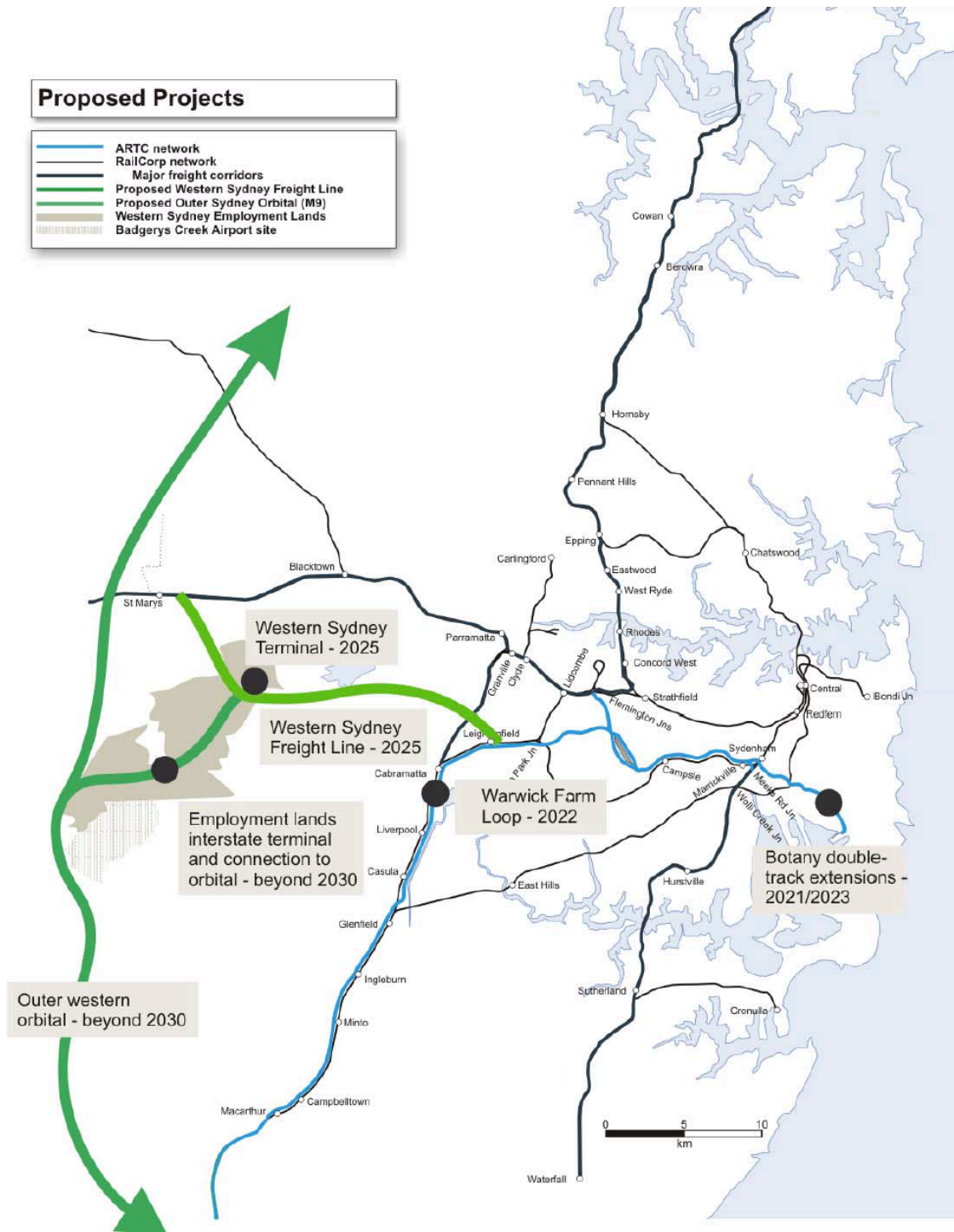
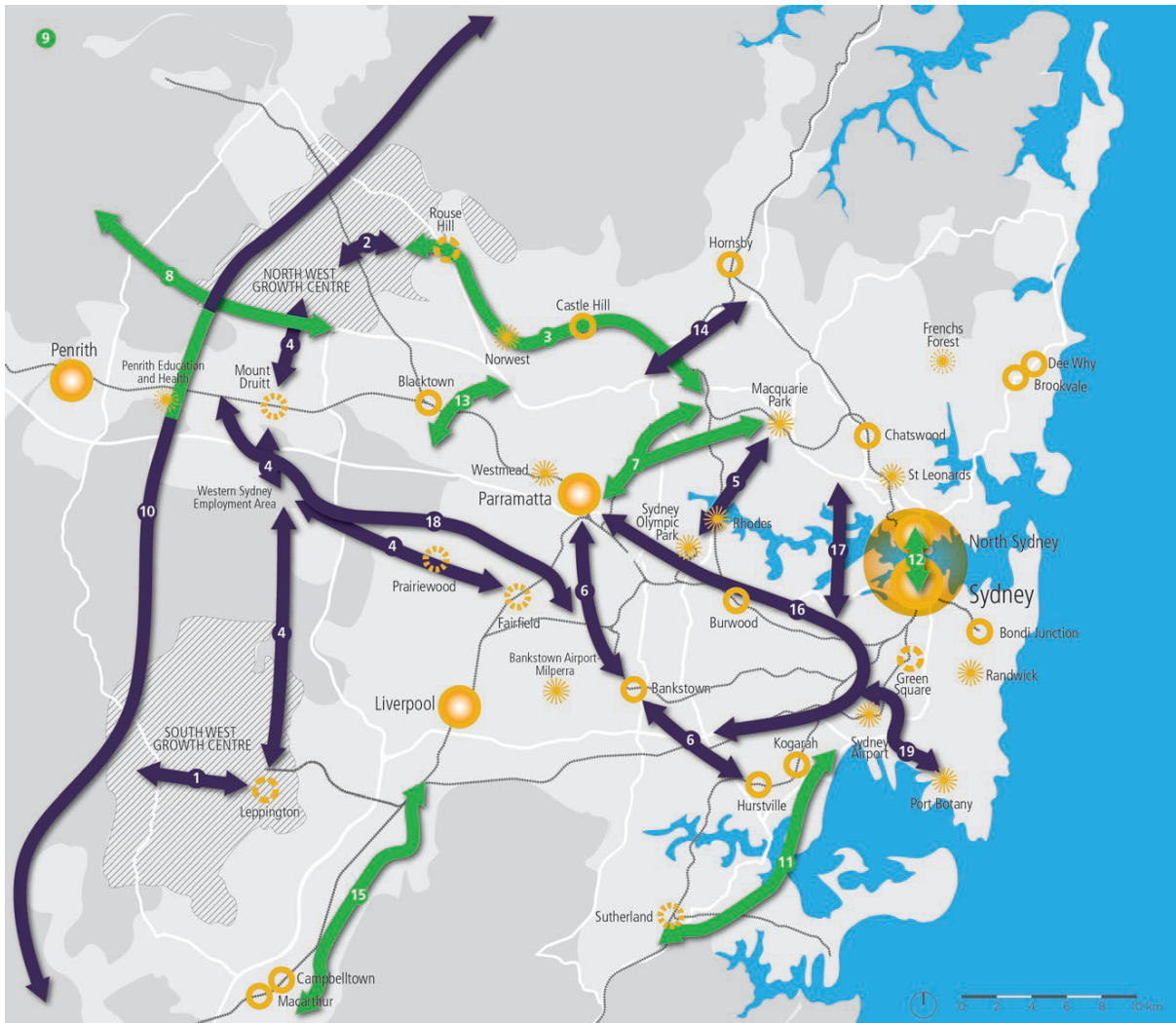
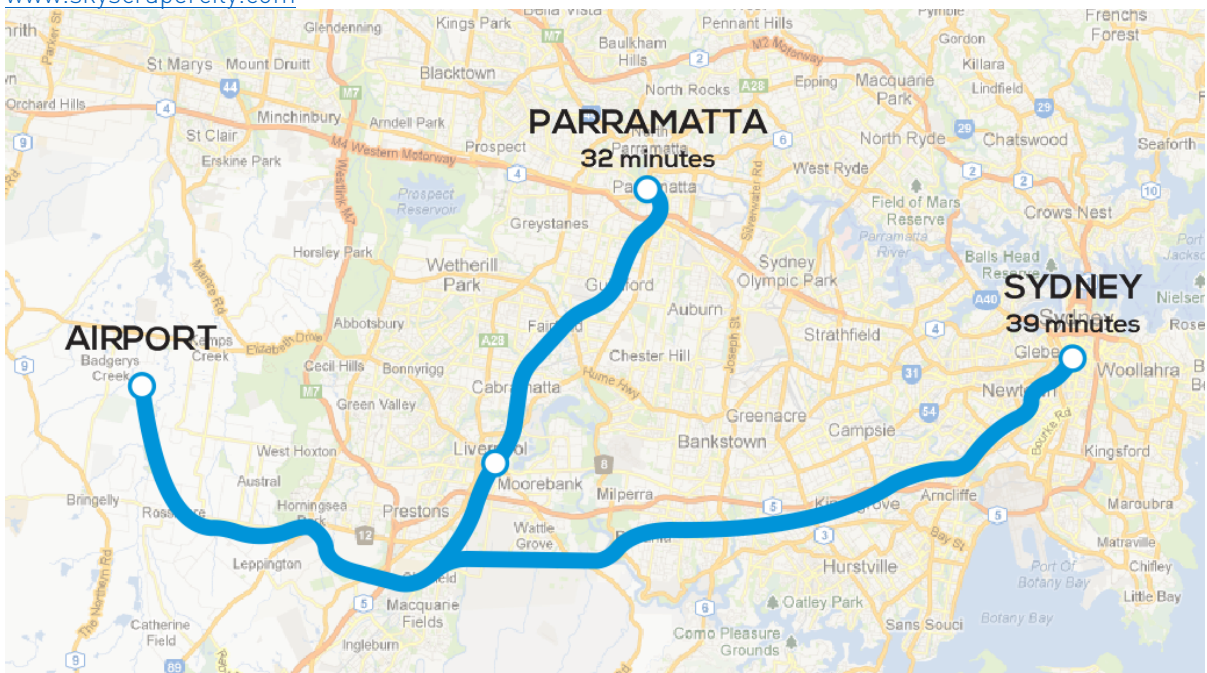


Figure 9-1: Overview of projects



www.skyscrapercity.com



⁶¹ <http://www.containerterminalpolicyinns.com.au>

This site presents a thorough political history of how infrastructure has been privatised with a particular focus on a Container Terminal Cap at Port of Newcastle to inflate the value of Port Botany when it was privatised by Premier Baird, when he was Treasurer of NSW

⁶² ARTC: 2015-2024 Sydney Metropolitan Freight Strategy – Oct 2015
Pg: 7 – Port of Newcastle

⁶³ P+N TRANSPORT MODELLING: Moorebank Intermodal – Better Options – 2014
Pg:69 – “Better use of the Moorebank Federal Government land”
“On the 6th of June 2003, Liverpool City Council published the plan for the Moorebank International Park. [10] This plan received approval at the State and Federal Government levels. Liverpool Council had planned for the Moorebank International Technology Park to have some 15,000 employees.”

Pg:70 – Figure 22 Liverpool Council's International Technology Park

⁶⁴ Architectus – Liverpool Council Consultant
<http://www.architectus.com.au/en/projects/liverpool-river-connections>
<http://www.architectus.com.au/en/projects/liverpool-city-centre-review>

With the right vision, we can produce something truly amazing, on these banks of the Georges River.