



Transport Workers' Union of NSW

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The TWU responds to the question taken on notice during the parliamentary hearing for *Inquiry into Critical Transport Infrastructure Supporting the Western Sydney International Airport and Western Sydney Aerotropolis*.

As requested by **the CHAIR**.

In the example of a Boeing 747 specifically, the plane uses approximately 4 litres of fuel every second. A 10-hour flight may see it burn roughly 150,000 litres.

Such extensive fuel demands do require the investment of numerous fuel trucks. Based on anecdotal information, the amount of actual dedicated refuelling trucks may vary, but the process of refuelling an aircraft, such as a Boeing 747, is one that can take well over an hour. The process itself may vary in time depending on whether there are direct fuel lines or trucks working the task.

At Sydney Airport, refuelling occurs by either:

- Fuel trucks (loaded with fuel from the truck tanker loading rack); or
- Hydrant Points (grounded connections that link the hydrant dispenser to the aircraft)

In the example of Sydney International Airport (Kingsford Smith), there are approximately 11 kilometres of underground pipelines connecting aviation fuel storage tanks to both international and domestic terminals, which would ultimately influence the movement and necessity of refuelling vehicles. At this time, the TWU can only assume that the Western Sydney International Airport, based on the lack of dedicated fuel lines in the years following launch, will operate in a different manner.

The TWU's concern regarding trucks is more in focus of the actual heavy vehicles that will be delivering the aircraft fuel to the Western Sydney International Airport. Though purely speculative at this point based on available information, there will likely be a need for many of these fuel delivery trucks travelling to and from the airport on any given day. These trucks will undoubtedly face serious congestion-based challenges on the squeezed M7 – M12 route.

The TWU would again emphasise on the need to consider the practical needs of these truck drivers, and just what kind of lived struggles they may experience.