

Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis

Questions on Notice – INSW

QoN 1:

Mr WARREN KIRBY: There has been quite a bit of talk about getting in and out on the major roads, and about the major projects. What's the New South Wales Government doing to minimise the impact of the airport and aerotropolis on local road congestion in the region?

TOM GELLIBRAND: I would have to take that on notice, but I'm not sure if I could answer it in a short time, anyway.

Response:

Transport for NSW is leading transport planning for the region, however the Infrastructure NSW Sector Plan for the Aerotropolis will consider the prioritisation and sequencing of key road upgrades.

QoN 2:

Mr WARREN KIRBY: Do you have any estimates of how many flight movements, particularly outbound flight movements, there will be after the first year?

TOM GELLIBRAND: I certainly don't. Those forecasts would be available, though, from the Federal Government, I would expect.

SAID HIRSH: Yes, we can get that, but we don't have it with us.

The CHAIR: If you could take it on notice, that would be great.

Response:

This information is publicly available in the Western Sydney International (Nancy-Bird Walton) Airport – Airspace and Flight Path Design Draft Environmental Impact Statement (EIS), published in October 2023.

The EIS notes that for Stage 1 of airport operations, WSI “would handle up to 10 million annual passengers and around 81,000 air traffic movements per year by 2033 including freight operations (a movement being a single aircraft arrival or departure). Single runway operations are expected to reach capacity at around 37 million annual passengers and around 226,000 air traffic movements per year in 2055”. Further detail can be found in the draft EIS, available at <https://www.wsiflightpaths.gov.au/>.

QoN 3:

Mr WARREN KIRBY: Can I just add one on notice? On notice, can I get an estimate of how many fuel trucks will be going in with aviation fuel in lieu of there being a pipeline? A rough, back-of-the-envelope calculation suggests there will be at least 100 trucks carrying 40,000 litres of fuel per day going into that airport. I am curious to know how many trucks are needed to service the flights.

The CHAIR: And where they're coming from.

Mr WARREN KIRBY: And who is driving them.

Response:

This matter is addressed in the 2016 Western Sydney Airport EIS, which notes that “it is expected that the proposed airport would initially be serviced by B-

double fuel tanker trucks. In 2030, the forecast fuel demand would require the mobilisation of approximately 43 B-doubles per day. If a dedicated fuel supply pipeline was not provided, the number of truck movements would need to increase in line with the growth in air traffic.”

While the movements of fuel trucks in the airport precinct is of relevance to all government agencies supporting development in Western Sydney and the aerotropolis, requests for further information in relation to truck movements is best directed to Transport for NSW.