

**From:** Greg Cameron  
**Date:** 3 February 2019 at 10:02:28 am AEDT  
**To:** "Cate Faehrmann "

"John Graham "

, "Lynda Voltz "  
"Robert Brown "  
, "Scot MacDonald "  
"Taylor Martin "  
"Trevor Khan "

**Subject: Error correction**

The Hon Robert Brown MLC  
Chair  
Public Works Committee

Dear Mr Brown,

May I correct an error in my testimony on Thursday, January 31? I stated (page 58):  
"The benefits of that alone are documented by the Australasian Railway Association in a report I have referenced. It says that if 25 per cent of the increase in road transportation in Sydney can be converted to rail the savings, in 2011, were estimated at \$6 billion a year."

The statement published in the "Deloitte Access Economics" report at page iii was: "In Sydney, for example, if rail absorbed 30% of the forecast increase in urban travel then congestion, safety and carbon emission costs could be reduced by around \$1 billion a year by 2025." (Deloitte Access Economics, "The True Value of Rail", 2011

I apologise to the Committee for my error.

What I should have said was: "The benefits of that alone are documented by the Australasian Railway Association in a report I have referenced. It says that if 30 per cent of the increase in road transportation in Sydney can be converted to rail the savings, in 2011, were estimated at \$1 billion a year."

Might I point out that if Sydney's current rail freight capacity was converted to passenger capacity, benefits of \$1 billion a year would support building a rail freight bypass of Sydney, between the Port of Newcastle and Port Kembla?

In relation to NSW government container port policy, may I draw the Committee's attention to the government's objectives in 2009 for the Port of Newcastle container terminal site as detailed in Newcastle Port Corporation's document "Invitation To Submit Detailed Proposal, Mayfield Site", page 7:

#### Objectives for the Site

Newcastle Port Corporation's objectives for development of the Site are to:

- (a) have cargo handling terminal activity for containers and other cargo which may include bulk, break bulk, roll on roll off, etc., consistent with the characteristics, assets and capabilities of the Site;
- (b) include a best practice container operation capable of handling in excess of 1 million TEU per annum;
- (c) select a Proponent that is committed and has the capacity, resources and expertise to successfully deliver and grow their development proposal;
- (d) increase the proportion of northern NSW trade for NSW ports;
- (e) generate employment opportunities in the Hunter region;
- (f) provide environmental, safety and community amenity benefits through reduced road traffic congestion in Sydney, thereby reducing greenhouse gas, vehicle emissions and noise;
- (g) optimise public value for money by maximising land use intensity and engaging the private sector in the development of the State's port and transport infrastructure for handling container and general cargo trades;
- (h) ensure investment and development is delivered in a timely manner;
- (i) recognise relationships between parties who may use the existing facilities and access points to and from the Site; and
- (j) secure an appropriate commercial return to Newcastle Port Corporation.

Yours faithfully,

Greg Cameron