

## **LRTC NOTES OF MEETING**

### **24<sup>TH</sup> MAY 2014 AT DUBBO**

**Gordon Bradbery**                      **Mayor of Wollongong**

Additional crossing loops are needed on Moss Vale-Unanderra line but are not happening yet either. Gordon will be meeting with Warren Truss at the forthcoming Australian Local Government Association conference in Canberra. He sees the focus of discussion (at the policy/political level) is on Sydney.

**Dom Figliomeni**                      **CEO of NSW Ports (Port Kembla and Port Botany)**

Substantial development continues at Port Kembla  
Grain Corp Bulk Liquids is building a bulk liquid import facility in the inner harbour. This facility will import oils and other bulk liquid industrial products to service NSW.  
Quattro Grain is building a new 100000 tonnes grain storage facility in the Port capable of handling in excess of 1m. Tonnes of grain exports per annum. The facility will also allow the import of other agri products.  
As part of the Quattro project a new rail discharge facility will also be built to allow grain to come into the port by rail as currently provided by Graincorp.  
NSW Ports is extending berth 103 to allow the berthing of Panamax vessels—vessels with a length of 225m and a draft of 14m.  
The Maldon- Dombarton rail project being managed by Transport for NSW to get the project “shovel ready” is close to completion.

**Tony Madden**                      **Madden’s Transport Harden**

The Maldon-Dombarton line is critical  
Access to Port Kembla from the Central West could be cheaper via Goulburn than via the Blue Mountains.

**Ted Books**                              **Ex-Mayor of Hawkesbury**

His group is seeking a dual carriageway road from the Hawkesbury area, connected with the M7, following the general route of the Bell’s Line of Road, to Marangaroo. The proposed road would have minimal impact on the National Park and be built to a European standard.

**Graham Dun**                      **Cowra**

Graham outlined his proposal for a dual carriageway road through the Blue Mountains, i.e. following a route south of that proposed by Ted, but like Ted, aiming at feeding the Great Western Highway at a point beyond Lithgow. Graham’s proposed road would have maximum 5% grades and minimum 600m radius curves. He pointed out that following the Bell’s Line would effectively cut off the population of most of the Blue Mountains area from direct access to the proposed road.

**Parkes Shire**

Parkes is working to become the freight hub of inland Australia. It sees 2,500 heavy vehicle movements per day now.

**Mike Sullivan**                      **Alkane**

Explained the proposed mine development at Toongi, 30 kms south of Dubbo on the former Dubbo to Molong railway line.