

2019 NSW STATE ELECTION STATEMENT



THREE BASIC MEASURES TO:

- *help improve energy reliability and security for consumers;*
- *improve environmental outcomes by reducing emissions;*
- *reduce energy costs for business, community and residential sectors by using gaseous fuels and more productively transporting freight; and*
- *support both direct and indirect jobs in the industry and manufacturing jobs more broadly.*

1

Help increase the reliability of energy supply by:

- *establishing a pilot program in conjunction with the gaseous fuels industry, to convert off-grid communities to reliable, affordable, cleaner fuels, including gas and gas hybrids;*
- *committing to reforming current regulatory barriers to the uptake of distributed energy resources which offer lower energy costs for many consumers and businesses; and*
- *delivering an effective consumer education program about the range of lower emitting fuel energy sources available that can help mitigate against supply disruptions, increase energy security provide lower business and consumer energy costs.*

2

Improve environmental outcomes cost effectively by:

- *adopting a truly technology neutral approach to 'green schemes' and innovation initiatives;*
- *calling on the NSW Government to ensure its procurement rules and policies include low emission gaseous fuel options for their fleets and public transport including buses and ferries;*
- *ensuring all off-road vehicles, including trains, that are used in mining, agriculture and construction, are subject to emission control regulations;*
- *ensuring that policies and programs to support zero emission fuels include renewable gaseous fuels such as biomethane and biopropane as well as hydrogen; and*
- *remove barriers to greater use of Australian LNG as a marine fuel, including adopting an international standard for LNG marine bunkering with Australian content.*

3

Increase freight transport productivity by:

- *integrating dangerous goods transport into a national freight and logistics strategy that incorporates the necessary mechanism to protect designated dangerous goods transport corridors from the impact of urban intensification; and*
- *aligning and removing duplication of freight transport regulation across New South Wales.*

CLEANER, AUSTRALIAN, RELIABLE FUELS

Gaseous fuels address the triple drivers of security, cost and environment and it is therefore critical to take the necessary steps to ensure that these fuels become a bigger part of New South Wales's energy mix. Adopting these three basic measures to increase the use of gaseous fuels, will also create more Australian jobs.

With domestic fuel security concerns and rising energy prices, now is an opportune time to act to promote diversification into other low-emitting energy sources with different risk profiles - particularly gaseous fuels.

However, it isn't about choosing between gas or renewables. It is about making sure that the right energy and right technology can co-exist to provide, secure, affordable and low emission energy to New South Wales consumers.

FIND OUT MORE AT:
www.cleanercheaperfuels.com

2019 NEW SOUTH WALES STATE ELECTION STATEMENT

AUSTRALIAN GASEOUS FUELS INCLUDING LIQUEFIED PETROLEUM GAS (LPG), LIQUEFIED NATURAL GAS (LNG) AND COMPRESSED NATURAL GAS (CNG) ARE NEW SOUTH WALES'S NATURAL ADVANTAGE.

These fuels are cleaner, Australian, better for the environment and can provide greater energy security for New South Wales. With Australia's abundant supplies of gaseous fuels, it makes no sense for New South Wales to be fully dependent on imported, dirtier and more expensive oil-based fuels (i.e. petrol and diesel) particularly for transport energy and off-grid power generation. Australian produced fuels also create more Australian jobs.

As the national peak body that represents the bulk of the downstream gaseous fuels industry, Gas Energy Australia (GEA) is pleased to submit this 2019 New South Wales State Election Statement. It builds on our Visions for natural gas fuels and stationary energy LPG - both of which include 10-point plans for industry, government and the community.

Unfortunately, cleaner, Australian and reliable gaseous fuels - with existing technology and abundant natural supplies - are often overlooked or penalised in New South Wales's policy settings - despite being the only feasible alternative to diesel and other sources of energy for heavy transport and off-grid baseload generation.

WHY AUSTRALIAN GASEOUS FUELS?

While there is a lot of politics around energy policy and the pace of change towards renewables, there is one common element everyone agrees is needed. That our current and future energy sources must also be reliable. Gaseous fuels are Australian, they are cleaner and they are reliable. On current technology, gaseous fuels are the most reliable, low-emitting technology currently available.

Gaseous fuels like LPG, CNG and LNG are New South Wales's natural advantage and can readily and effectively provide immediate benefits. With significant existing and flexible distribution networks through virtual pipelines that can be very responsive to changing demand without needing expensive new fixed pipelines, gaseous fuels have an important role to play in:

- *helping improve energy reliability and security for New South Wales consumers;*
- *improving environmental outcomes by reducing emissions;*
- *reducing energy costs for New South Wales's business, community and residential sectors by using gaseous fuels and more productively transporting freight; and*
- *supporting both direct and indirect local jobs in the industry and manufacturing jobs more broadly.*

IMPROVED ENVIRONMENTAL AND HEALTH OUTCOMES



There are also strong environmental and health benefits to be gained from removing barriers to the use of Australia's cleaner, reliable and healthier gas - instead of higher-emitting, higher-polluting imported oil-based fuels such as diesel.

The World Health Organisation has concluded that diesel particulates are cancer causing and that there is no safe level of airborne particulates - which are estimated to be causing up to 3,000 deaths a year in Australia.

Further, not only can LPG, LNG and CNG fuels reduce carbon emissions by up to 25% and virtually eliminate particulates along with NOx and SO2 - they are also Sydney Harbour and waterways friendly as they evaporate off water if they spill rather than sediment and slicking like oil-based fuels.

THE GAS INDUSTRY IS CONSTANTLY DEVELOPING AND DEPLOYING NEW LOW-EMISSION GAS TECHNOLOGIES

The gaseous fuels industry is constantly developing and deploying low-emission gas technologies to deliver cleaner and cheaper products to their customers. For example:

- an LPG dual fuel heavy truck trial by Unigas, Prins Autogassystemen and CMV Truck & Bus;
- Intelligas developing technology to retrofit a range of mine vehicles including trucks, dozers and shovels with a 'plug in plug out' tank and High Density Compressed Natural Gas (HDCNG) fuel system;
- the LPG Autogas Centre of Excellence, which has been commissioned to provide 100 LPG hybrid taxis for 13CABS;
- INCAT Group designing the world's first high speed LNG ferry; and
- EVOL LNG successfully conducting the first commercial LNG marine bunkering operation in Australia with truck-to-ship refueling.



Encouraging Australian expertise and the development of gaseous fuels technology also creates and protects New South Wales based manufacturing jobs and helps preserve these local niche skills.

IT'S NOT ABOUT GAS OR RENEWABLES – IT'S ABOUT THE BEST LOW EMITTING FUEL FOR PURPOSE

GEA's 2019 New South Wales State Election Statement isn't about choosing between gas or renewables – it's about making sure that the right energy source and right technology can work together to provide, Australian, reliable and low-emission energy to New South Wales consumers.

One of the measures for example would support either standalone off-grid gas-fuelled power generation or gas-renewable hybrids instead of higher-polluting diesel fuel. That's good for our domestic liquid fuel security, good for the environment, good for local jobs and skills - and good for New South Wales's economy.

READ MORE ABOUT HOW GASEOUS FUELS ARE CLEANER, AUSTRALIAN & RELIABLE

While our 2019 New South Wales State Election Statement concentrates on three basic measures, further information is available in our vision documents (A 2030 Vision for Natural Gas Fuels – CNG and LNG and Vision for Stationary Energy Liquefied Petroleum Gas (LPG)), which advocate removing barriers to the greater use of cleaner, Australian and reliable fuels.

To find out more, please visit www.cleanercheaperfuels.com.





PRIORITY ONE

1. INCREASE THE RELIABILITY OF ENERGY SUPPLY

Strengthen New South Wales's energy security with gas sourced distributed energy

Gaseous fuels can strengthen New South Wales's energy security by providing more low-emission power and more distributed energy, including through renewable energy hybrid options.

Of course, a State as large as New South Wales has a heavy reliance on off-grid generators for small communities not connected to electricity distribution networks. However, much of the electricity for these entities comes from generators running on imported dirty diesel and increasingly from often subsidised unreliable renewable sources.



Therefore, it is essential that we shift New South Wales's regional, remote and off-grid communities away from dirty diesel generation to cleaner gas generation and renewable hybrids.

In our 2019-20 Pre-Budget Submission to the Federal Government, GEA has proposed an innovative national pilot program to provide energy security for these sometimes forgotten communities. This initiative provides a fantastic opportunity for the New South Wales Government to work with a willing gaseous fuels industry – along with the Federal Government.

This approach doesn't just offer the prospect of more reliable and cleaner cheaper power for these communities but by taking some load off far flung electricity networks and reducing overall grid costs, it benefits other communities as well. Off-grid distributed energy systems provide a cost-effective alternative to often more expensive, yet less reliable - especially in bushfire prone regions - single wire earth return (SWER) options.



As gaseous fuels are currently transported by tanker to essentially create 'virtual pipelines' of energy without the capital expense of fixed energy infrastructure, this pilot program would be supported by the hundreds of thousands of kilometres of existing 'virtual pipelines' currently providing LPG, CNG and LNG to communities and industries all over New South Wales.

These 'virtual pipelines' move readily with demand and already create thousands of local jobs.

In contrast to centralised electricity generating facilities such as coal and gas fired power stations, hydroelectric dams and large-scale wind/solar farms - all of which typically require electricity to be transmitted over long distances - distributed energy is decentralised, modular and located close to the energy need it meets - increasing energy security.

Examples of distributed energy resources include rooftop solar water heaters and photo-voltaic panels, off-grid diesel/gas electricity generators and gas (both natural gas and LPG) used in homes or businesses to heat water, cook or provide warmth.

One such gaseous fuel that currently has the price advantage, availability, portability and proven environmental benefits is LPG. Not only are there LPG suppliers servicing most of New South Wales's rural and regional communities, but LPG is often the best choice for powering and supporting many of these same communities. LPG is cleaner, affordable, is easily transported with 'virtual pipelines' and is available anytime, anyplace and anywhere. That makes it an ideal fuel option for rural and regional homes, businesses and communities.



LPG's person-to-person distribution system has created a rich distribution network of local distributors across New South Wales. This includes those significant areas beyond the reach of existing reticulated natural gas networks.

There are also a number of mining projects across New South Wales and Australia that have moved away from diesel powered generation to cleaner, Australian and reliable LNG - to generate their own on-site power and fuel their processing plants. This has resulted in these projects achieving considerable savings on their power costs as well as dramatically reducing their sites' CO₂ emissions.

The incoming New South Wales Government needs to also work with the Federal Government and other States and Territory Governments, to reform the current regulatory barriers that exist to the uptake of distributed energy resources.

Although recent changes to the regulatory framework governing the stationary energy market - in particular the National Electricity Rules (NERs) governing the National Electricity Market (NEM) to reduce incentives to over-invest in infrastructure - have increased opportunities for non-network providers and distributed energy, the rules and regulations remain very complicated and represent a barrier for potential new suppliers.

With this in mind, GEA has concerns that the current regulatory regime represents an obstacle to third parties providing distributed energy solutions to reduce network demand, such as network customers going off-grid. Consequently, GEA would like the incoming New South Wales Government to work with its COAG Energy partners to remove impediments to gaseous fuels being part of the energy mix offered to consumers by retailers.

To this end, GEA calls on all Parties and independents to adopt the following commitments for the 2019 New South Wales State Election:

- ***establish a pilot program in conjunction with the gaseous fuels industry, to convert off-grid communities to reliable, affordable, cleaner fuels, including gas and gas hybrids; and***
- ***commit to reforming current regulatory barriers to the uptake of distributed energy resources which offer lower energy costs for many consumers and businesses.***

Implement an effective Consumer Education Program

While noting the current political debate around energy policy and the pace of change towards renewables, there is one universal element everyone can agree on. That is the need for reliable and secure energy solutions for consumers moving forward.

It is critically important to ensure that consumers are reliably informed of all available low emitting energy solutions - so that their choices reflect a factual understanding of the options, not unreliable commentary and political activism.

Gaseous fuels like LPG, CNG and LNG are New South Wales's natural advantage and can readily and effectively provide immediate benefits.

With significant existing and flexible distribution networks through virtual pipelines that can be very responsive to changing demand without expensive additional pipelines, gaseous fuels have an important role to play in:

- *helping improve energy reliability and security for New South Wales consumers;*
- *improving environmental outcomes by reducing emissions;*
- *reducing energy costs for New South Wales's business, community and residential sectors, especially if more productively transported; and*
- *supporting both direct and indirect jobs in the industry and manufacturing jobs more broadly.*



It is also critically important that energy suppliers and retailers are directly involved with the future development of energy policy.

This will help to ensure that the incoming New South Wales Government can deliver a technology neutral energy policy that will be effectively implemented, potential negative regional impacts of the policy are mitigated and greater competition in the market facilitated.

To this end, GEA calls on all Parties and independents to adopt the following commitments for the 2019 New South Wales State Election:

- ***ensure that distributed energy resources providers - including Gas Energy Australia representing gaseous fuels suppliers - are directly involved with the future development of energy policy; and***
- ***deliver an effective consumer education program about the range of lower emitting fuel energy sources available that can help mitigate against supply disruptions, increase energy security provide lower business and consumer energy costs.***



2. IMPROVE ENVIRONMENTAL OUTCOMES COST EFFECTIVELY


Reform New South Wales Government policies and programs to ensure gaseous fuels have the same support as other low emission technologies

Given the significant benefits of using gaseous fuels, the incoming New South Wales Government should provide gaseous fuels the same support as they currently do for other competing low emission technologies by:

- *Providing equivalent incentives for New South Wales consumers to switch to gaseous fuels for domestic hot water, heating and gas-fired cooking needs;*
- *assisting New South Wales businesses with equivalent incentives to use gaseous fuels to help reduce operational costs and provide better environmental outcomes; and*
- *updating government procurement rules and policies to ensure gaseous fuels are not excluded from the preferred fuel types, particularly for government fleet vehicles, ferry, bus and train services.*

The benefits of adopting these simple measures would not only lower energy costs for government, businesses and every day consumers, but would also reduce carbon emissions. For example, when used to power household hot water systems, LPG can be much better for the environment than current solar electric hot water systems.

However, it's not just the environment that can benefit from the use of gaseous fuels – New South Wales consumers can also dramatically reduce their household energy costs:



CASE STUDY

LIZ HAYWARD, TAMWORTH

After much consideration, Liz replaced her old electric hot water system with an LPG hot water system, because of its efficiency and because it is a better option for the environment.

The installation of an LPG hot water system saw Liz's three-person household electricity bills reduce from an average usage of 1650kWh per quarter at a cost of \$340.00 to 660kWh at a cost of \$190.00 per quarter excluding service charges.

"I love the LPG hot water system and I would recommend it to anyone who was needing to buy a new hot water system to replace an electric one. Not just for the environment but also the amount of money you save and less electricity you use."

Unfortunately, there are currently no New South Wales Government rebates available for commercial or residential use of gaseous fuels.

GEA believes that even as governments contemplate fuel efficiency and tighter emissions standards for passenger vehicles, it makes sense that governments themselves can lead the way with their own fleets and public transport options.

To this end, the incoming New South Wales Government should make a strong commitment to adopt lower emitting gaseous fuel technologies for its major bus, ferry and train services.

For example, New South Wales Government owned and operated ferries currently cruise Sydney Harbour, our waterways and the New South Wales coastline on dirty imported diesel.

But if they were powered by cleaner, Australian and reliable gaseous fuels, not only would it reduce the ongoing running costs of these ferries, but it would also reduce the risk of fuel spills and pollution. That's because gaseous fuels vaporise or dissipate into the air instantaneously and are water friendly fuels.



The incoming New South Wales Government would also not need to look overseas for gas-run technology for its future ferry purchases, as Australia has played a significant role in contributing to the growth of natural gas ferries when the first one was built by INCAT in Tasmania. Unfortunately, it was not sold here in Australia but to South America and now the Argentinians are enjoying the many benefits of an Australian company's technology - whilst reducing both running costs and emissions.

Further, the recently established Autogas Centre of Excellence in Melbourne can provide fleet buyers with a seamless autogas installation service prior to new car delivery, providing an OEM (Original Equipment Manufacturer) styled system and service covering a broad range of vehicle selections including Camry Hybrids. The utilisation of autogas in fleets can also significantly lower running costs as autogas is approximately 40 to 45% cheaper than traditional fuels, such as petrol or diesel.

Therefore, the incoming New South Government should not exclude gaseous fuels from preferred fuel types as they contemplate fuel efficiency and tighter emissions standards for passenger vehicles. It makes sense that it could lead the way with its own fleets and public transport options.

To this end, GEA calls on all Parties and independents to adopt the following commitments for the 2019 New South Wales State Election:

- ***adopt a truly technology neutral approach to 'green schemes' and innovation initiatives; and***
- ***ensure the New South Wales Government procurement rules and policies include low emission gaseous fuel options for their fleets and public transport including buses and ferries.***

Emission Standards for Off-road Vehicles for Cleaner Air

There are currently no emission control regulations in place for off-road vehicles used in mining, agriculture and construction – which predominately run on imported dirty diesel.

It is imperative that the incoming New South Wales Government accelerate emission control regulations to include these off-road applications for the environmental and health benefits that it will bring - in a similar way to road and sea transport emissions.



The gaseous fuels industry is confident that it can continue to assist the transport sector to achieve improved emission and environmental outcomes with the aid of supportive government policy settings.

For example:

- *autogas emits 22 percent less CO₂ than petrol;*
- *autogas emits 95 percent less NO_x than diesel;*
- *autogas emits 68 percent less NO_x than petrol; and*
- *autogas produces 120 times less small particle emissions than diesel vehicles.*

Natural gas fuels – CNG and LNG – are also cleaner and healthier than diesel, having:

- *30 percent lower CO₂;*
- *75 percent lower NO_x;*
- *90 percent fewer particulate emissions; and*
- *99 percent lower SO_x.*

In light of the current proliferation of policies and programs to support the growth of hydrogen as a zero-emission fuel, it is also important to recognise that there are other zero emission fuels, such as biogas. Biogases are renewable gaseous fuels recovered from renewable sources including wastewater, landfill, agricultural and forestry waste, which means that there are net-zero emissions from its use.

The Gas 2050 Vision released in 2017 demonstrated how biogases, such as biomethane and biopropane, along with hydrogen, have a long-term future in providing Australians with carbon-free energy. At present, biogas represents a cost-effective solution to providing reliable and affordable zero emission power and Australian companies possess the experience and expertise to deliver such solutions. For example, Brisbane based company Intelligas has developed expertise in extracting waste gas from landfills and using it to generate electricity and create high density compressed renewable gas to power refuse trucks.

As gas undergoes its own decarbonisation journey, it can play a key role if New South Wales's transition to a cleaner energy future is to be affordable and preserve local jobs. Therefore, it is critical that the incoming New South Wales Government ensure that all zero emission fuels are given the same access to clean energy programs and innovation initiatives.

To this end, GEA calls on all Parties and independents to adopt the following commitments for the 2019 New South Wales State Election:

- ***ensure all off-road vehicles, including trains, that are used in mining, agriculture and construction, are subject to emission control regulations; and***
- ***ensure that policies and programs to support zero emission fuels include renewable gaseous fuels such as biomethane and biopropane as well as hydrogen.***

Removing barriers to greater use of Australian LNG as a marine fuel, including adopting an international standard for LNG marine bunkering with Australian content

Increased community demand for a cleaner marine environment, means that port-side communities are also demanding more action on cleaner air initiatives.

Gaseous fuels are the only marine fuels that can achieve that for ferries, cruise ships and other large vessels that traverse Sydney Harbour and the ports in Newcastle and Wollongong.



The mandate of the International Maritime Organisation (IMO) that all ships and vessels operating anywhere in the world must use low-sulphur fuel from 2020, is driving the development of LNG as a marine fuel, especially in Europe, North America and North Asia. The IMO has also adopted a carbon reduction strategy of at least a 50% reduction by 2050 which will further increase demand for clean marine fuels.

In 2015, the New South Wales Government proactively introduced regulatory requirements for the use of low-sulphur fuels by cruise ships in Sydney Harbour. Unfortunately, these regulations became inoperative when the then Federal Government amended the Protection of the Sea (Prevention of Pollution from Ships) Act 1983 in early 2016. In late 2016, the Australian Maritime Safety Authority (AMSA) issued a Direction to cruise ships in Sydney Harbour to use either low sulphur (maximum 0.10% m/m) fuel or an alternative measure that achieves an equivalent outcome - in accordance with subsection 246(1)(b) of the Navigation Act 2012.

GEA believes that an alternative measure that has improved fuel security, health, environmental and employment benefits is LNG marine bunkering.



Since early 2017, Perth based EVOL LNG has been refuelling Woodside's state of the art LNG powered offshore platform supply vessel, Siem Thiima, in Western Australia. On the east coast, the new SeaRoad vessel Mersey II, is expected to start using LNG to fuel its operations between Victoria and Tasmania later this year.

Nevertheless, adoption of clean marine fuels in Australia is currently lagging well behind other advanced nations. Most ships and vessels in Australian waters are running on imported diesel and bunker oil which weakens our fuel security as well as pollutes our pristine Australian waters and air - despite the AMSA Direction issued in 2016.

Unfortunately, one of the barriers to greater uptake of LNG as a marine fuel in Australia at the moment is a lack of New South Wales Government support with uncertain regulations such as appropriate state-based emission reduction legislation for cruise ships.

GEA is laying the groundwork for the adoption of an international standard for Australian LNG marine bunkering. But the incoming New South Wales Governments needs to do more to remove this obstacle to the improved fuel security, health, environmental and employment outcomes that would flow from greater use of Australian LNG as a marine fuel - particularly in Sydney Harbour and the ports in Newcastle and Wollongong.

To this end, GEA calls on all Parties and independents to adopt the following commitments for the 2019 New South Wales State Election:

- ***remove barriers to greater use of Australian LNG as a marine fuel, including adopting an international standard for LNG marine bunkering with Australian content.***



3. INCREASE FREIGHT TRANSPORT PRODUCTIVITY

The importance of effectively moving gaseous fuels around Australia

Gaseous fuels are a significant source of energy in New South Wales, providing energy for homes and businesses and fuel to power vehicles. This energy transits national freight infrastructure and can do so multiple times - in the case of the LPG sector - before it reaches consumers. It is worth noting the volume and worth of this trade, the extent of the current supply infrastructure and how reliant it is on freight corridors to deliver product to consumers in a timely manner.

There are multiple uses for LPG in New South Wales, which can be categorised into two key markets – stationary and autogas use. The traditional market for LPG comprises residential (eg, water heating, space heating and cooking), recreational, commercial (eg, forklifts) and industrial uses (eg, steam-raising, kiln firing and food processing). LPG for the traditional market is mainly propane to meet specifications for domestic and industrial heating appliances.

GEA supports the key principle that sound data and information should inform transport planning in New South Wales and considers planning decisions should take into account the impact on all of the different load types, including gaseous fuels. But transport planning can sometimes deliver unintended consequences that increase costs for industry and produce inferior safety and health outcomes for local communities.

A case study of the Tugun Tunnel - which connects the Gold Coast and Tweed Regions as is now managed by Roads and Maritime Services (RMS) - shows the impacts on one carrier and a local community from a tunnel's access restrictions and the resulting dangerous goods alternative route used for the carriage of a class 2 dangerous good.

As the case study below highlights, it is imperative that jurisdictional lead agencies for vehicle registrations and dangerous goods have open data policies, as these are valuable sources of information on vehicle type, tanker volume and route data, which can better inform transport planning decisions. Further, GEA considers that local government impacts should also be included in future data capture.

TUGUN TUNNEL

CASE STUDY

The Tugun Tunnel in Queensland is a 334m tunnel which forms part of the Tugun Bypass project. The Tugun Bypass takes traffic to the west of the Gold Coast Airport, connecting to Stewart Road interchange at Currumbin and the Tweed Heads Bypass north of Kennedy Drive at Tweed Heads West.

When designed, the Tugun Bypass was expected to take 55% of traffic off the existing Gold Coast Highway by 2017 and reduce the average travel time between Currumbin and Tweed Heads West to 5 minutes. The project opened to traffic on 3 June 2008.

The Tugun Tunnel currently precludes the carriage of:

- *dangerous goods class 1*
- *dangerous goods class 2.1; and*
- *dangerous goods: mixed class.*

This requires tankers transporting Liquefied Petroleum Gas (LPG) to take an alternate route using the Gold Coast Highway.

The alternate route passes through commercial areas, entrances to the John Flynn hospital, Southern Cross University and the Gold Coast Airport. LPG tankers must navigate 5 traffic lights and 5 intersections.

While the alternate route is only 1km longer, the transit time increases to between 15 and 30 minutes depending on the time of day, compared to the transit time on the Tugun Bypass of 5 minutes. The Tugun Tunnel's access restrictions require one carrier's LPG tankers to transit the Gold Coast Highway 14 times per day and more during the winter period. Over 5,000 movements per year could have been avoided by one carrier alone with careful assessment of the public risk and appropriate design of the tunnel infrastructure.



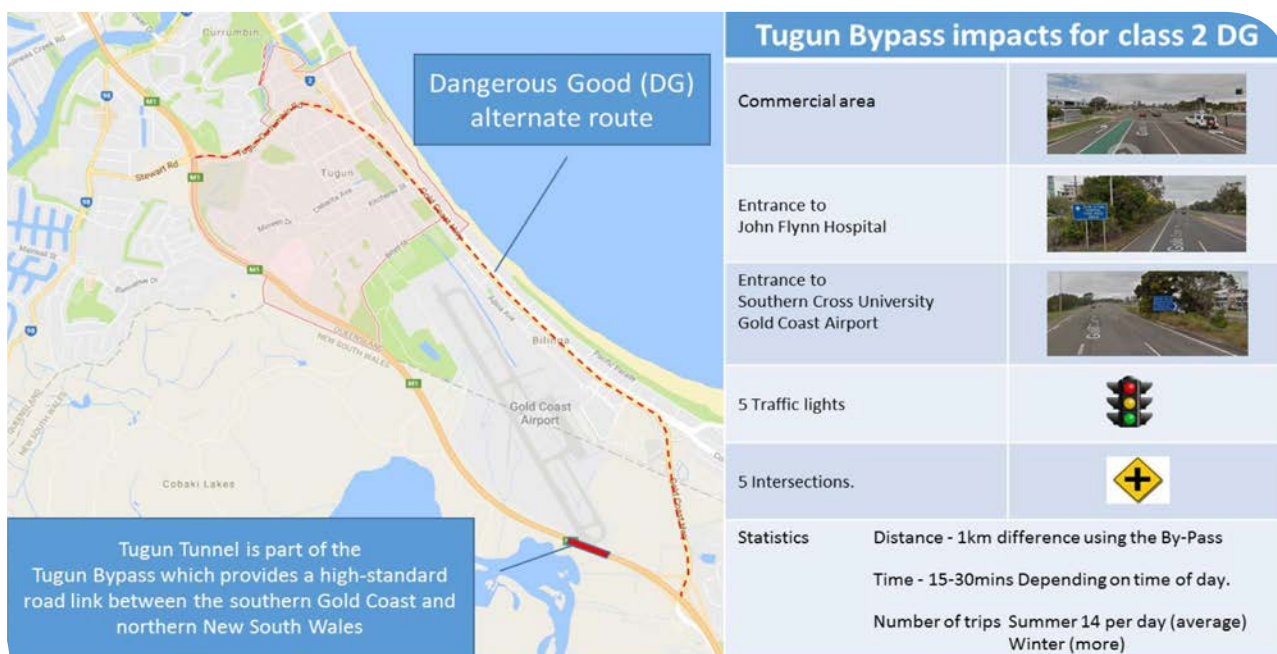


Diagram of Tugun Bypass and dangerous goods alternative route

If there was open and reliable data informing sound planning decisions in the future, restrictions in one area would not create unintended negative impacts, such as what we have highlighted in our case study above – that not utilising 334m of tunnel exposes a community to over 5,000 additional heavy vehicle movements a year.

In conclusion, GEA is seeking that the incoming New South Wales Government agree to support priority action for national freight transport planning and regulations to support the safe and efficient movement of dangerous goods freight.

Currently, people fear and attempt to exclude dangerous goods even though they are a key component in the supply of many consumer goods, be that as an energy source or as an input. Urban growth, port access, regulation and changing technology are all issues which are now impacting the transport of gaseous fuels, increasing cost burdens on consumers and exposing industry and road users to greater risks.

Effective movement of freight is also negatively affected by variations in regulations between Australian states and territories. Therefore, GEA calls on the incoming New South Wales Government to continue working with the Federal Government and other states and territories to align and remove duplication of existing freight transport regulations.

To this end, GEA calls on all Parties and independents to adopt the following commitments for the 2019 New South Wales State Election:

- ***integrate dangerous goods transport into infrastructure, freight and logistics strategies that incorporate the necessary mechanism to protect designated dangerous goods transport corridors from the impact of urban intensification; and***
- ***align and removing duplication of freight transport regulation across New South Wales.***