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**Mr Green, log trucks, pulp mills**



By[Jason Lovell](https://tasmaniantimes.com/guest-author/jason-lovell/)

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Byan Green (Monday) revealed that rail services are not required for the pulp mill, raising questions about the possibility of 70,000-odd logtruck trips per year in and out of the pulp mill site.

It also raises questions about the impact of these movements and the inclusion, or not, of these impacts in the proposal documentation.

**JOURNALIST: Are you concerned about impact [of cancelled rail services] on the pulp mill?**

**BRYAN GREEN: It’s my understanding that discussions between rail and the pulp mill proponents have ensured that the pulp mill can be serviced adequately without rail.**

**JOURNO: It was said in the project statement that they could guarantee people living in the area that most of the logs would come into the pulp mill by rail instead of road and road movements have been estimated at 35,000 movements per year, if they all have to come by road. Now that is obviously going to put the project in a different light to many people.**

**BRYAN GREEN: Bell Bay is serviced from a range of catchments right now, predominantly by road and we’re talking about an equivalent tonnage of woodchips.**

That’s right, it is apparent that Minister Green doesn’t care if Tamar residents face an extra 35,000 logtruck “movements” per year as a result of their new pulp mill.

By the way, one logtruck “movement” involves one delivery and one return trip. In my book, that makes 35,000 trips one way and 35,000 the other way, which used to equal 70,000 when I went to school.



**Dave Groves**

October 4, 2005 at 2:03 pm

I love the smell of diesel in the morning (apologies to Apocalypse Now).

With the Ministerâ€™s confirmation that the Longreach pulp mill proposal will see our mainly native forests dragged into the site exclusively by log trucks, the pall of diesel will hang through the Tamar Valley day and night and as this announcement comes to light our Premier is in Japan talking up the sale of woodchips.

Working on the proponent’s minimum output of 810,000 ADT pulp per annum and allowing a 40 tonne payload per truck, that gives well over 80,000 deliveries per year or a truck movement every 3 minutes, 24 hours per day for the next 30 to 50 years.

Imagine living on one of the truck routes to the mill. The non-stop noise, smell and debris would be terrible.

Imagine driving the East Tamar Highway or the Bridport Road for example.

At least there will be some employment prospects for windscreen repairers, panel beaters, road workers (They can slip in an out of the traffic) and fast food outlets (but theyâ€™ll have to be quick).

For now, sit back, stare at your white knuckles and donâ€™t forget to duck.