

Moorebank Intermodal PAC Meeting 1/2/2016

Hello members of the PAC Panel.

I hope that you are able to hear and understand this Communities concerns regarding the two applications from MIC and SIMTA to construct and manage a large Intermodal amidst the many many homes surrounding it.

For convenience sake my future reference to the intermodal applications will be in relation to either one or both of the applications. There are two separate plans for the Intermodal, two separate companies, not one combined EIS and Application which in my humble opinion is deliberate made to divide and confuse the affected communities of Moorebank, Chipping Norton, Holsworthy Casula and Liverpool.

My family has lived in [REDACTED] area for over 35yrs. We have raised our children whilst living with noise from trains as our home backs onto the Main Southern Railway line between Liverpool and Casula Stations. Freight Train Noise was not an issue until ten years ago in 2005.

It was at this stage that ARTC decided to start running longer faster heavier freight trains. Freight train length went from 900m to over 1800m in length. Speed went from about 40ks/hr to 80ks/hr and this had the unfortunate consequence of causing vibrations thru the ground to our homes. Pictures on walls would bounce and move, windows rattle and most of all, the longer heavier faster noiser trains which take longer to pass our homes especially at night and the early hours of the morning, disturb our deep sleep patterns meaning that we are woken several times a week and had go to work fatigued.

Now why have I mentioned this for the Intermodal. Well because there has been absolutely no consideration for the freighters noise along the corridor to the Intermodal. When questioned about the lack of EIS information and mitigation measures regarding noise being generated, both proponents responding that it was outside their areas of operation and therefore they have no responsibility to address the issue of noise or vibration caused by freighters until entering the intermodal.

Now this may be correct...but as a consequence of them creating the intermodal many many receivers living along the rail corridor will be subjected to addition noise and vibration on a continuous 24hour seven days a week non stop operation.

In 2005 Sydney Trains and ARTC conducted noise logging and results showed that the Casula area was receiving considerably more than the NSW Governments legislation limit of 40dba average during the late night early morning hours. ST advised us that the average level was 83dba, not the recommended level of 40...that is 43dba over the limit...And that was not the end of it...The loudest freighter recorded was 101 dba at 1am. Well both ARTC and ST agreed that any works conducted with relation the Southern Sydney Freight Line would require noise and vibration mitigation under agreement with the then Environment Protection Agency. To cut a long story short we received no noise mitigation despite promises from all Government agencies.. Their justification was that by moving the freight line four metres further away from our homes would actually reduce N&V to our

homes. Mind you homes further down the line towards the CBD received N&V mitigation because their noise levels increased from 63 to 65dba..To this day we cannot understand how the increase in freighter traffic from 10 freighters a day to nearly 20 trains per day does not increase the average noise levels. Science,,, who can explain it? Certainly the noise experts from the intermodals cant because we asked them and they were unable to assist except by ensuring us the noise levels were manageable.

Now here is another conodrumdum for you to entertain. Many years ago the DMR advised us that the new bridge over the Georges River at Casula could not justify sound walls on the bridge even though house were just 10m from the bridge. Later during the M5 upgrade when we approached the DMR about sound mitigation on the bridge we were advised that the bridge was not able to support the weight of the mitigation measures...put simple by the DMR...the bridge is operating at full capacity and could not support additional weight...So does this mean that all the additional double bogies travelling on the bridge that are expected to service the intermodal do not way anything...And to rub salt into the wounds, during the recent upgrade of the M5 new sound mitigations measures were install for the entire length of the M5 except the bridge over the Georges River near our homes Plenty od parklands got mitigation Not the Bridge Trees need it more than people....Off the bridge areas, there was mitigation but again nothing on the bridge so we residents will not only get increased freighter noise but also additional truck air brakes noise into our homes 24/7...all due to the Intermodals but alas again ther response to out concerns.. Its not their responsibility.

I ask the Question.???.Then Whos Responsibility is it to Protect the Community from the Intermodals additional N&V along with the additional Carceogenic Diesel Emissions from trucks and freighters...The answer I guess is YOU Members of PAC.

And that is why we are here now.

PAC Panel Members...I ask that you put yourselves in our homes..Weather it be Moorebank Chipping Norton, Liverpool or Casula. We are going to be impacted by the operation of the 24hours per day, every day, every year with absoutely no respite form Lights Spill, Noise from Trucks, Freighters entering leaving and shunting yards.

I could go on about traffic congestion, health issues concerning diesel emissions and smog especially those with hard evedience links to cancer and asthma but I am sure that other residents will raise these. I implore you to please consider that the applications for the intermodal are proposing is to create an island. The intermodal will be the equivelent of an island , being situated in the middle of suburbia surrounded not only by water but also by peoples homes.The proponents have suggested that they will have mediocre impact on our lives. They have suggested that will create plans that will minimise their impact in our daily lives, yet to date after at least five years their plans are still to be proven with good proof tested ideas..Plenty of estimates but very little proven technology.

They have plans to introduce latest technology to minimise the impact on the residents, yet have failed to endorce any thought of installing electric freighters from Pt Botany.

Electric Locos are much more quieter, produce no local fumes, definately no carcenogenic diesel emissions. Why if they are looking towards to best technogy and communities interest have they refused to consider Electric Locos ito replace the old diesel spewing emmissions locos ?

I hope that you not allow the intermodals to proceed along the currents plans. However if you do would you kindly put some protection in to limit the damage to the residents. Real time monitoring of noise and air quality.. Airplanes have noise monitoring all over sydney real live time information. Something that can be monitored by the public and overseen by the CSIRO to ensure impartiality. And as for breaches in the emissions from the intermodals we require real hard consequences to the parties combined. Fines and shutdowns must be enforced for breaches.starting at \$100000 fines and 24hrs shut down till emissions improve to match World Health Organisation recommendations. Doubled for every breach. Tried and tested world scientific principles...Not the Local , State and Federal Government guidelines which are years behind world standards.. We require good practical world health standards if we Auatralia as a world leader in good environmental stadards are to match or exceed WHO limits.

As I have worked in the NSW railway environment for nearly 40 years I consider the bridge over the Georges River as a major safety issue for the Georges River. This would be the only freighter rail bridge over the Georges River. Based on world wide best practise this is a risk that cannot be mitigated. There is the potential of a derailment or leak of chemicals into the Georges river which would have ramifications all the way to Botany Bay. The life styles and employment of may thousands if not millions of Sydney siders would be ruined by a diaseter in the Georges River. And what is the chance of a spill or derailemnt?? There is always a chance and if you care to delve into accidents involving such incidents you will discover that the majority of incidents are man made... not accidents at all..... but in more than 90% of incidents, caused by failue of someone to conduct their work effectively. Not accidents at all but failure by someone to plan safely and mitigate a failure out of the equation. In this EIS example there has not be one comment made by the intermodals on how they would mitigate a spill, derailment above or around the Georges river. Inside their site where the freighters are in the sidings or broken up, they are full of their ideas and mitigations measures...but for the bridge crossing or along the banks there is none.

Lets ask the question of what spills or derailments have occured recently in Australia.. Well just before Christmas 2015 there were reports of 80,000 litres of Sulphuric acid being spilt in the Hunter Region.

Attached are some recent incedents involving freight train spills and derailments some involving the spill of chemicals including Sulphuric Acid.

These risk could be mitagated away from the Georges River but so far no one is willing to accept Badgers Creek and Eastern Creek as being alternatives.

Lets look at Why Moorebank was chosen.

Firstly in 2005 it was surplus land that the federal government put forward as a site. It was not going to cost much.Therefore it was cheap. It was close tp the main southern rail line. Another Cost saving. Chullora and Enfield were better situated to service industrial parks to the north, south and west of sydney but they could not handle the numbers of TEU's

That was ten years ago and things have changed. Its now 2016 and Chullora by simply changing its container cranes has doubled its hroughput from 300 thoundand TEu's to 600 thousand TEU's. Enfield recently refurbished from 200 thousand to 360 thousand and could possibly with the same

change in technology as Chullora increase again. Both a centrally located and better positioned to major routes and no residential receiver exposure. Enfield is operation at less than 20%

This would mean that Moorebank in theory is not required and Eastern / Badgerys Creeks would be a much better alternative as they are much closer to the distribution warehouses and away from homes, closer to major highways. Disadvantages is the Government will need to put some money in advance in moving Sydney freight container to a much better area. and outcome.

It is a Condition of the EIS that other possible sites be investigated. No such investigation has been conducted and on this one failure of the proponents its applications should not proceed until such alternative sites are investigated and used as a fair comparison. Mr Hunt from MIC when questioned about this failure to comply with the EIS guidelines responded that he was not employed by the Federal Government to conduct investigations of alternative sites. His brief was to conduct EIS into Moorebank and get it going.

In Summary.

The EIS for a combined site has not been completed.

Two EIS have been supplied for two different sites where the scope of operation has changed since the individual EIS have been submitted. There is now one combined site which has not had a EIS submitted for the joint operation. Therefore there are holes and failures in the two EIS submitted for this one site.

The EIS supplied have failed to fulfill their obligation under legislation to provide alternative sites.

After readings some of the more interesting parts of the submissions it is not what appears in them that scares me as a resident and as a railway man... It is what has been omitted that concerns me more.

This should be your focus dear PAC members. At what cost and risk is the approval of the Intermodals going to have on the Sydney Wide community.

In summary I believe the Intermodals are in the wrong place at the wrong time. The window of opportunity has been missed. Community expectations and standards have risen and approval would show that such PAC meetings are pointless from the communities view.

I would like to lodge a protest at today's community meeting as it has not been conducted as per the Guide to Public Hearings Dec 2015 Guidelines PAC

In section 3.2 the purpose of a public hearing is to provide interested parties, particularly those who are potentially affected by the proposal, with an opportunity to present their views to the Commission. This has not been achieved by today's hearing. By posting the notice during the Christmas New Year holiday season when many families are potentially on holidays and away from their homes, with no way of knowing that the meeting is being held is morally wrong. The notice has deprived them of their right to have fair notice. Writing to them two weeks prior to the meeting is a waste of time because they may be away from home on holidays, relaxing and not expecting that

the Government agency would be conducting itself in such a way as to deprive them of their opportunity to speak.

Section 4.3 Meetings are to be held in the area in which the application is located, unless a suitable venue is not available. This venue is not in the LCC area in which the application has been planned. Is the Commission trying to tell LCC and the residents of South West Sydney that there is no venue in LCC where the Commission could meet. I know of several which could have been used. Failure to use a venue with LCC is an affront to all of Liverpool. To the residents it looks like the Commission is deliberately trying to prevent residents from attending this meeting

4.4 stipulates the Commission will select a day or days that it believes will accommodate the greatest number of interested parties. This has not been achieved as you have selected the most inopportune time to conduct this meeting. Residents being advised that the meeting is to be held a week after the Christmas New Year Holiday period when they would possibly be required to take a day off work without pay because all their holiday leave is exhausted is definitely not the best time to accommodate the interest of affected residents. The first week of school ???

4.1 has not been fulfilled. This Public hearing was not scheduled as soon as practicable after the request for a public hearing is received. It has been many months since the recommendations were published by the Commission. I believe that they were deliberately delayed so as to take the advantage of the Holiday period to stop people attending

And Finally

Why has the MIC released its latest EIS for the Moorebank Intermodal to the local Community two days after the PAC Public Hearing.. Hope you can explain this ?

Thank you and regards

Leoniell Russell

[REDACTED]

Examples of spills and derailments

One.

A freight train carrying approximately 200,000 litres of sulphuric acid has derailed east of Julia Creek in north-west Queensland.

Two-kilometre exclusion around crash site. Minor leakage of sulphuric acid and diesel fuel spillage. Three drivers sustained minor injuries

The locomotive and all 26 carriages derailed at 10:20am about 20 kilometres east of the outback town.

Result

An exclusion zone around a derailed train in Queensland's north west is expected to be reduced, allowing the Flinders Highway to reopen after a weeklong closure.

The train was carrying more than 800,000 litres of sulfuric acid, of which about 31,500 litres spilled when all 26 of the train's wagons overturned near Julia Creek last Sunday.

Lo! Australia: train derails, spills acid - Dispute.press.dispute.press/news/359673

Dec 28, 2015 - Australian authorities have declared an emergency after a train derailed with tens of thousands of gallons of sulfuric acid on board.

At 2:53pm on 14 January 2007, both Pacific National Limited (PN) and the Australian

Rail Track Corporation (ARTC) notified the Office of Transport Safety Investigations

(OTSI) Duty Officer that, at 2.32pm, PN's 'Super-Freighter' service 6BA6 had

derailed at high speed in the Euabalong West – Matakana section of the Defined

Interstate Rail Network (DIRN).

Result Chemicals spilt Cause Poor maintenance.

Two.

Derailment of Train 1MA6Q near Pura Pura, Vic. 30 March 2008 on a bridge over a viaduct and creek. At about 1932 on 30 March 2008, freight train

1MA6Q derailed on the Mt Emu Creek bridge near

Pura Pura, Vic., as a result of a failed rail due to fatigue cracking emanating from a bolt-hole in the rail web.

Three.

At 2:53pm on 14 January 2007, both Pacific National Limited (PN) and the Australian

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Result Chemicals spilt Cause Poor maintenance.

Four.

Nullarbor east-west rail services to get back on track after freight train derailment

Posted 10 Dec 2015, 2:24pm RELATED STORY: ATSB probes Nullarbor freight train derailment. East-west rail services through the Nullarbor are expected to resume today after almost a week of disruption. Thirty-nine wagons derailed from an SCT Group freight train between Rawlinna and Naretha, about 350 kilometres east of Kalgoorlie, on Friday.

Five.

WA train line reopened 11 December 2015

The rail line connecting Perth to the eastern states has reopened following a derailment in WA on 4 December.

Approximately 50 investigation in 2015, 20 in 2014 and 2013 by ATSB.

(Source. The DOT-111 READER) Wikipedia, ATSB, ITSSR OTSI

https://en.wikipedia.org/wiki/Railway_accidents_in_New_South_Wales

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Car leaked 850 gallons of soybean oil into river at Reno derailment

Fifteen cars derail into Mississippi River, some leaking vegetable oil

No leaks reported from tanker car derailment under Benicia Bridge

CFD: Powder from derailed train not hazardous

Australia train derailment: floods impede sulphuric acid cleanup

2009

January 1, 2009 – Australia – One person is killed and six others injured after a QR Sunlander train collides with a garbage truck at a level crossing with no boom gates or warning lights, near Innisfail, Queensland.[202]

January 7, 2009 – United States – A half-mile radius area is evacuated after a derailment of a CSX Transportation train in Queensgate, Cincinnati, Ohio. two of the four derailed cars are carrying propane, nothing leaked.[203]

February 7, 2009 – Cuba – Three people are killed and more than 90 injured in a collision between two passenger trains in Camagüey, 570 kilometres (350 mi) east of Havana.[204][205]

February 13, 2009 – India – Twelve carriages of the Howrah-Madras Express derail soon after the train departs Jajpur Road station near the city of Bhubaneswar in the state of Odisha, killing 9 people and injuring 250.[206]

February 21, 2009 – Slovakia – Eleven people die in a collision between a bus and a train on a level crossing near Brezno.[207]

March 29, 2009 – Tanzania – Equipment breakdown and culpability causes a rear end collision in Gulwe-Igandu section (Mpwapwa District), killing dozens of passengers and injuring many others.[208]

June 5, 2009 – Canada – A 111-car Canadian Pacific Railway train derails in Oshawa, ON around 2:15 p.m. CDT. Two locomotives and 27 cars of the train derail, some of the cars come to rest in nearby backyards and a schoolyard during recess.[209]

June 19, 2009 – United States – A major downpour of rain in Rockford, Illinois, causes 14 of the 114 ethanol tankers of a Canadian National freight train to leave the track and explode into flames. One person at a rail crossing dies, several others are burned.[210][211]

Washington, D.C.

June 22, 2009 – United States – On the Washington Metro, in Northeast Washington, D.C., an electronic track-circuit module fails, causing a train to go undetected by the automatic train control system. A second train crashes into it, killing 9 people, the deadliest incident in the subway system's 33-year history.[212][213]

Viareggio.

June 29, 2009 – Italy – A freight train derails at Viareggio. Two wagons carrying Liquefied petroleum gas explode.[214] Thirty-two people die,[215] five of them when a house collapses.[214]

June 29, 2009 – China – Two passenger trains collide at 2:34 a.m. local time at Chenzhou railway station, Hunan Province, killing 3 people and leaving 63 injured.[216] The accident is allegedly caused by a brake failure,[217] which is disputed.[218]

July 9, 2009 – United States – The Amtrak Wolverine hits the side of a car in Canton Township, Michigan, near Detroit. All five people in the vehicle die.[219]

Rudine (aftermath).

July 24, 2009 – Croatia – Rudine – HŽ ICN tilting train number 521 bound from Zagreb to Split derails at 10:08 GMT between Labin Dalmatinski and Kaštel Stari near the village of Rudine. 6 passengers die, 55 are injured, 13 of them seriously. The crash is caused by retardant that was sprayed on the railroad approximately 10 minutes before the accident, leaving the track surface slippery, which made braking impossible.[220] 30 minutes after the crash, during the rescue operation, a rescue train experiences the same problem and derails on the very same spot. There are no further injuries or deaths, although the second train passes close to dozens of rescue workers and collides with the derailed wreckage.[221] The ICN trainset has been written off due to the extreme damage.[222]

July 29, 2009 – China – A train runs off the line due to landslide at 4:22 a.m. local time in Liucheng, Guangxi, killing 4 people and leaving 71 injured.[223][224]

August 28, 2009 – Cameroon – A freight train carrying fuel derails south of Yaoundé and catches fire. Eleven wagons carrying diesel fuel and petrol are destroyed. One person dies.[225][226]

August 30, 2009 – Cameroon – A passenger train derails near Yaoundé, Cameroon killing five and injuring 275.[225][226]

September 12, 2009 – Germany – Two steam trains collide head-on on the Löbnitzgrundbahn.[227][228]

September 16, 2009 – Ireland – A Tram and bus collide in Dublin injuring 21 people.[229]

September 30, 2009 – Sweden – A 13-year-old Norwegian boy is electrocuted by the overhead wire after climbing on a parked locomotive in Uddevalla to take a photograph.[230]

October 5, 2009 – Thailand – A passenger train derails in Hua Hin District at 04:50 local time (21:50 on October 4 UTC). At least seven people die and dozens are injured.[231] Occurs during heavy rain.

Mathura.

October 20, 2009 – India – Mathura train collision - A passenger train collision near Mathura, India.

October 21, 2009 – India – 22 passengers die and around 17 are injured when a Goa Express runs into the last coach of a stationary Mewar Express. Later, it is determined that the signalling system was tampered with.[232]

October 23, 2009 – India – Thane train accident – A huge concrete slab comes crashing down just before a train is about to run below it in northeast Mumbai on Friday morning, killing the driver and a commuter. Twelve other people are also injured in the accident.[233]

October 24, 2009 – Egypt – Al Ayyat train collision – A passenger train was stopped after striking water buffalo in the al Ayyat area of Giza. Another passenger train, travelling in the same direction, later runs into the back of the stationary train, resulting in the deaths of at least 18 people.[234]

November 4, 2009 – Pakistan – At least 18 people die after a passenger train, Allama Iqbal Express, collides head on with a goods train in the suburbs of the city of Karachi. The driver of the Allama Iqbal Express passed a stop signal at Juma Goth Station and rammed into another train from Karachi on the same track.[235][236]

November 16, 2009 – Ireland – An IE 29000 Class diesel multiple unit is derailed near Wicklow, when it strikes a landslip obstructing the line.[237]

November 24, 2009 – United States – 116 cars of a Union Pacific Railroad train derail in southwest Houston, Texas, forcing the closure of several lanes of Alternate U.S. Highway 90 for several days.[238]

November 27, 2009 – Russia – A 7-kilogram (15 lb) explosive device derails the last three cars of the Neva Express at Bologoye on a journey from Moscow to St Petersburg while traveling at 200 kilometres per hour, with at least 27 human deaths reported.[239] A second bomb exploded during salvage operations.[240]

December 21, 2009 – Croatia – An early morning HŽ commuter train number 5100 bound from Sisak Caprag to Zagreb fails to stop and crashes into the platform bumper at Zagreb Glavni Kolodvor in Zagreb at 15–20 km/h. The cause of the crash, which occurred at the very end of its journey, is lack of antifreeze fluid in the locomotive's braking system which froze due to the low outside temperature (-22 deg. C). The crash occurs at 5:26 local time (4:26 GMT). 60 people from the train (including the train's engineer) are injured, 7 of them seriously. There are no injuries among people on the platform. Witnesses report that the engineer leaned out of the locomotive window to warn people on the platform that his brakes have failed and the train will crash at the end of the platform.[241]