



ABN: 86517839 961

11 September 2015

Secretary  
Port of Melbourne Select Committee  
Parliament House, Spring St  
EAST MELBOURNE VIC 3002

The Hon. Gordon Rich-Phillips

Thank you for the opportunity to make a submission on behalf of Maribyrnong City Council and its residents as regards to the Delivery Victorian Infrastructure (Port of Melbourne Lease Transaction) Bill 2015.

For more than 20 years, truck movements have punctuated residential streets in the City of Maribyrnong, particularly through Yarraville and Footscray.

A 2013 truck movement survey, commissioned by Maribyrnong City Council and VicRoads measured 22,000 daily truck movements through the streets within the Maribyrnong City Council municipal boundary, emanating from the Port of Melbourne. It was determined that approximately half of those who undertook those trips had no legitimate business within the municipality.

#### Health and Safety implications

There is overwhelming medical evidence documenting the serious adverse health effects of exposure to diesel exhaust, including asthma attacks, strokes, heart attacks, adverse birth outcomes, effects on the immune system, multiple respiratory effects and neurotoxicity. Many health studies have been conducted in relation to diesel emissions, and the overwhelming consensus is that they are harmful to health at any level of exposure. According to a Federal Government paper (NEPM 2011), there is no safe threshold for diesel exhaust.

Air quality, noise, loss of sleep, safety around schools, enforcement of existing curfews and general liveability are a number of the community's concerns.

#### MUNICIPAL OFFICES

Napier Street

Footscray

#### POSTAL ADDRESS

PO Box 58

Footscray

Victoria 3011

#### DX

DX81112

Footscray

#### TELEPHONE

(03) 9688 0200

#### FACSIMILE

(03) 9687 7793

#### INTERNET ADDRESS

[www.maribyrnongvic.gov.au](http://www.maribyrnongvic.gov.au)

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[www.maribyrnongvic.gov.au](http://www.maribyrnongvic.gov.au)

Even with the extended curfew in two key truck corridors, effective January 2015, the daily movement of trucks through these communities number in excess of 15,000.

The Environment Protection Authority (EPA) air quality monitoring on Francis Street Yarraville, noted that there were eight days that this community experienced noise levels above the daily objective (over 16 months of monitoring). Further, the small particles measured on Francis Street, in comparison with other major communities noted that these particles exceed that of the Cities of Seattle, Stockholm and Toronto.

The EPA also conducted noise monitoring over 12 months in Francis Street, which noted that based on World Health Organisation Guidelines for community noise, road traffic noise levels measured in that location were high enough to cause annoyance, disturbed sleep and speech.

Similarly, the average noise levels in all monitored sites, along Moore and Francis Street, at all times exceeded the VicRoads noise limit applied to new arterial roads and freeways. Further, 8 out of 9 locations exceeded the VicRoads criterion for considering noise mitigation works.

#### Coode Island incident 1991

In 1991, an emergency incident occurred on Coode Island, within the Port environs, whereby a 600,000 litre storage tank filled with acrylonitrile caught fire and exploded, which resulted in clouds of toxic smoke emanating from the site to approximately 30 kms.

Emergency evacuations occurred of residences, schools and the closure of roads, with the wider community ordered to stay indoors. This incident was further impacted due to a ruptured pipeline which caused an explosion of an adjacent storage tank.

The incident not only cost industry and emergency services between \$20 - \$35 million in damage and associated clean up, it also was a stark reminder to the Maribyrnong community of the potentially hazardous materials stored in close proximity.

The Coode Island Review Panel (1992) stated that, “the Panel is highly supportive of the right of the community have information concerning the development and operation of bulk liquid chemical storage facilities.”

### Impacts on local amenity

In addition, the Port creates major off-site impacts on the local Maribyrnong community, which are real to our community and will escalate with Port growth and additional container capacity, such:

- Pavement damage due to continuous heavy loads which places increasing demands on ratepayers to fund renewal works;
- The use of engine exhaust brakes at night;
- Potential public safety risks associated with the transport of hazardous and dangerous goods through residential areas;
- Poor environment and safety hazards for pedestrians and cyclists; and
- Non-compliance of traffic regulations by truck drivers (eg. Breaking curfews, speeding and running red lights).

### Port expansion implications

It has been noted in the Port Development Plan (2006-2035) that there will be an exponential increase in containers transiting through the Port as follows:

#### International container intake projections

2010	2.062	6.4%
2015	2.707	5.6%
2025	4.466	5.1%
2035	7.057	4.7%

Council has a concern as to how this growth will be managed and in the event of the Port reaching its natural capacity, what contingency plans are proposed to manage:

- Reducing the impacts of road and rail freight infrastructure and traffic movements through the inner west of Melbourne, and particularly Yarraville and Footscray;
- Managing the increase in freight volumes and movement due to the projected growth in port trade, especially container movements and minimising local impacts; and
- Identifying the external impacts of the Port operations and how they can be mitigated.

Though major infrastructure works have been proposed, such as the Westgate Distributor and the Western Distributor, this will not alleviate truck movements through the north western side of the municipality, whereby the conventional truck route includes residential streets and communities with limited opportunity for noise or air quality mitigation.

Council believes that significant rail investment and operation in the Port is essential. The provision of rail infrastructure and operation should be a key requirement and consideration in future planning for Port expansion. Further, consideration should be given for the development of the intermodal freight hubs and alternative Ports to cater for future container growth.

Council acknowledges that the Port does play a significant role in the goods movement supply chain. The Port of Melbourne is located adjacent to a densely populated residential area, which consists of a high proportion of vulnerable people, such as the young and the elderly. Ships and harbour craft are the largest contributors of diesel pollution. In addition to air quality, water quality may also be a concern.

The relationship of land uses outside the Port and their implications for the sustainability of its operations as a 24-hour working Port is also important. Many Ports located within the inner urban areas of cities find themselves being increasingly constrained by surrounding uses and changing community expectations. There is an increasing need for land use planning in these areas to be cognisant of the Port and its ongoing operations.

The Yarraville Port Industrial Precinct (Maribyrnong Planning Scheme; 22.04-2) provides an important buffer between established residential areas and the Port of Melbourne and the Coode Island Major Hazard Facility (MHF), which are of state significance. The buffer is needed to protect the current and future operational requirements of the Port and to minimise potential adverse amenity and risk/health impacts from the Port and the Coode Island MHF. Council would seek for that important buffer to continue with any lessee.

#### Council's request of any proposed lessee

Council would seek for any lessee of the Port of Melbourne to:

- enter into a Memorandum of Understanding with Maribyrnong City Council, to:
  - better understand the future planning of Port land and adjoining land;
  - express the agreed and intended change or actions to be undertaken by the parties; and
  - management of risk and emergencies in the Port and environs.
- continue to developed programs to ensure impacts on the amenity of the surrounding areas are managed. Significant changes in land use that have occurred in the city of Maribyrnong highlight the importance of ensuring that long-term planning in surrounding municipalities is coordinated;
- acknowledge and consider that its role as a key trading gateway and employment generator also has an influence on local communities in terms of access, safety, heritage and public amenity;

- commit to information sharing and engagement with Maribyrnong City Councils, community groups, residents and businesses to ensure that Port operations and future growth is understood within Port-side communities;
- a program of ongoing environmental monitoring in Port Phillip Bay including water quality monitoring, including seagrass and fish and penguin populations with data regularly reported to the independent Office of the Environmental Monitor (OEM);
- any additional buffering works or changes to the Port Environs Plan must include Council and resident engagement;
- a suite of community building activities in areas that are directly impacted by truck movements within the City of Maribyrnong;
- a series of programs to ensure the impact on the amenity of the surrounding areas are managed, in conjunction with Maribyrnong City Council and residents;
- annual reporting of truck movements to Council and community;
- programs and incentives for transport operators (truck, train and ship) to be more environmentally sustainable, for example the reduction of emissions where possible; with the inclusion of targets.
- consideration of social amenity and public health effects;
- opportunity to further discuss the transfer of Port-owned open space for community benefit; including beautification works (landscaping and amenity improvements) along the buffer and interface with Port land.
- a formalised notification mechanism with the new operator, particularly in relation to Port based road and freight traffic changes, road closures, seasonal freight demands and container freight growth numbers.

This would also include:

- Port Development Plans;
- Terminal operation trends;
- Any changes to freight access routes, particularly those that may affect truck and freight movement within the City of Maribyrnong;

- Developments in rail operations to and from the Port; and
- Night time operations linked with freight movement.

Council would be available to speak to this submission as required by the Committee.

Yours sincerely



Stephen Wall  
Chief Executive Officer

