

# Submission opposing the Intermodals at Moorebank

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**Traffic Congestion:** Stating that taking the containers from Port Botany by train will take trucks off the roads is just a lot of untrue reporting. **You are moving it from one area to another. In fact, you are increasing the traffic in south western Sydney and especially for Moorebank and the surrounding suburbs.** With so many trucks on our roads – it is quoted as one every 20 seconds arriving or leaving the proposed intermodals, how can anyone believe that having the intermodals at Moorebank is going to reduce traffic on our roads. Probably will for Port Botany but how many residents live around that terminal and how close?

- The roads around Moorebank, especially Newbridge Road, Moorebank Ave, M5, Heathcote Road, Henry Lawson Drive and Governor Macquarie Drive are already congested and putting 3000+ plus per day more is just simply unliveable for the residents of this area and surrounding suburbs.
- Not only will there be excessive noise, more poisonous diesel fumes to be breathed in and the quality of air in this area will be to say the least “Non Existent” .
- There will also be sleep deprivation from the 24/7 movements.
- Has anyone in Government even considered what damage the constant vibrations from these container trucks will do to our houses??
- Not only will Moorebank residents be suffering health problems for the rest of our lives if the intermodals are accepted but we, the residents are also fighting to have a Building Waste Recycling Plant from being approved, which will be crushing six days a week and bringing toxic materials to this site as in silica and possible asbestos, blowing as hidden airborne particles right up into Georges Fair where I live.
- Another 320+ truck movements per day on top of the 3000+ from the intermodals.
- **Would you put up with breathing toxic waste and fumes and less air quality than anywhere else in Sydney? Your answer would be no, just as we the residents of Moorebank is.**
- **WE SAY NO TO THE INTERMODALS IN MOOREBANK. THERE ARE MORE SUITABLE LOCATIONS AND THEY SHOULD BE BUILT THERE.**
- **MOOREBANK IS NOT THE DUMPING GROUND OF SYDNEY.**
- With evidence that diesel exhaust fumes does cause serious health problems I hope that common sense prevails with the person/persons who have the final say whether this project goes ahead and that the intermodals are relocated to a more suitable site.
- With the number of submissions presented previously opposing these intermodals, I am worried that the health concerns of all residents have not been taken seriously and instead it is based on financial arrangements. So I ask you please put human life and health ahead of financial gain.
- The ABC Health and Wellbeing Website states that: Diesel exhaust is more carcinogenic than cigarette smoke, but it is not regulated like smoking. If not, then why not?
- Does the Australian Government’s tax system encourage more diesel use in our cities?? If so, where is the “Quit” Campaign against “dirty diesel”??

I have included references from WHO INT and other sources which prove diesel engine exhaust fumes are harmful and poisonous and any company or individual who is planning for the intermodals to be located at Moorebank should really take note of the serious health conditions from diesel exhaust, air quality and noise.

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## **WHO INT confirms diesel fumes are carcinogenic**

Updated 13 Jun 2012, 7:43pm

**Experts at the World Health Organisation (WHO) say diesel engine exhaust fumes can cause cancer in humans.**

- They say they belong in the same potentially deadly category as asbestos, arsenic and mustard gas.
  - It says diesel emissions cause lung cancer and increase the risk of bladder cancer.
  - They say their decision was unanimous and based on "compelling" scientific evidence.
  - The director of New York's Clean Fuels and Vehicles Project, Rich Kassel, has told CNN the WHO has confirmed what has been suspected for some time.
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- The pollution that we care about from diesel - buses, trucks and other diesel engines, including trains - is technically called particulate matter. We all know it is soot. It's fine, fine particles that are small enough to get past our throat, past our lungs into the deepest part, the deepest of our lungs, where they trigger asthma attacks, bronchitis, emphysema, heart disease and now of course we've learned cancer.

## **Have changes reduced the risks.**

- The difficulty is that all the pollutants, whether it is a petrol engine or a diesel engine, are all mixed together and that is why the data upon which this was based had to be the more specialised sort of high-level exposure of various occupations.
- Most state regulatory bodies in Australia accept there is no safe level of exposure to diesel exhaust. As well as cancer, other health hazards are respiratory illnesses and heart disease
- **An estimated 3 million Australians live and work near busy arterial roads, exposed to high levels of exhaust on a daily basis. You can count the residents of Moorebank as part of that 3 million.**

## **Air Quality**

- Not surprisingly, for the past decade or more, opinion polls have shown air quality is our nation's **'number one' environmental concern.**
- **As particle concentrations in the air rise, so do death rates, from a variety of causes. And the impacts add up over a lifetime. At greatest risk are children, with their developing lungs; the elderly, on top of a lifetime of exposure; and people with emphysema, asthma, and chronic heart and lung disease.**
- **I fall into this category and I do not want to be breathing in toxic fumes and particles.**

## **Health effects of diesel exhaust**

- Coughs and phlegm
- Light-headedness, nausea

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- Increased susceptibility to allergens like dust or pollen
- Irritation of eyes, nose, throat and lungs
- Inflammation of lungs, and increased asthma attacks
- Respiratory diseases such as chronic obstructive pulmonary disease
- Lowered resistance to respiratory infection
- Macrophages overwhelmed by particles result in immune reactions that cause inflammation and 'sticky' blood, increasing risk of clots and both heart and lung disease
- Mutations in chromosomes and damage to DNA
- For people exposed chronically to  $1\mu\text{g}/\text{m}^3$  of diesel exhaust, a rate of lung cancer in the range of 34 to 650 people per million
- Possible cause of multiple chemical sensitisations, leading to changes in red and white blood cells, bleeding, liver damage, and degeneration of the nervous system.
- There are two things about diesel exhaust that affect our health: one is the particles and their size; the other is what the particles are made of. Particles are made whenever something is burned – whether wood, petrol, tobacco, gas or diesel. Diesel is popular for fuel economy, but the size, number and composition of the particles in its exhaust make it more toxic than other fuels.
- Burning diesel creates fine particles of oily carbon, ash, sulphates, and sulphuric acid that are ejected out the exhaust pipe and into the air. Diesel exhaust is thickest when the engine is old, working hard, or badly tuned, and the fuel has impurities.
- **While only 10 per cent of cars and trucks run on diesel, they're responsible for around 80 per cent of fine particles from vehicles. Along with road grit, bits of brake lining, tyre rubber, and exhaust from other fuels, they form mostly invisible dust storms in the concrete canyons and suburban savannahs of our cities.**
- **The high hazard zone for health is considered to be 150 metres either side of busy roads – particularly within 50 metres.**
- **Depending on the number of vehicles trailing plumes of particles in their wake, levels here can be two, three, up to 10 times higher than the usual city background – which is already unhealthily high.**
- How deeply particles can penetrate our bodies depends on their size. The most hazardous sizes are known as PM10 – Particulate Matter with diameters at or below 10 micrometres (10-thousandths of a millimetre – by comparison, the average width of human hair is 80 micrometres). All fine particles fall within this category, and 75 per cent of PM10 comes from diesel exhaust.
- Of even greater concern are the smallest subsets of this size range. Particles of diameter 2.5 micrometres or less (PM2.5) are smaller than our red blood cells and many bacteria. Unlike the larger fine particles, which are more likely to be caught in the nose or upper airways, these are carried deep into our lungs.

**But it's the infinitesimal ultrafines and nanoparticles – 1 micrometre and smaller – that are suspected to be the hidden killers. Up to 99 per cent of particles are in the ultrafine size range. At 0.05 micrometres across – smaller than many viruses and able to waft through a surgical mask – nanoparticles can even squeeze through capillaries in the lung walls to enter the bloodstream.**

**. So what's in the particles that make them so dangerous?**

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- Diesel exhaust is a chemical cocktail of at least 450 different compounds, in poisonous gases like nitrogen oxides. The particles are coated in a mixture of toxic contaminants like arsenic, benzene, dioxins, toluene, formaldehyde, and heavy metals – even 3-nitrobenzanthrone and 1, 8-dinitropyrene, the two most carcinogenic chemicals ever discovered.

### **Number not weight**

Government agencies in Australia measure particle pollution by weighing the *mass* of particles in a given volume of air (in micrograms per cubic metre). Unfortunately, this tells us nothing about the *number* of the deadly ultrafines and nanoparticles, which hardly weigh anything.

### **Breathing easier?**

The bad news is that pollution hazards are causing preventable diseases, right now. A lack of Australian research to protect public health, and a disconnection between evidence effective policy, is a "major national deficiency", according to the Clean Air Society.

The good news is not great either. While new engines, alternative fuels, and cleaner diesel are all starting to make inroads, pollution problems are likely to get worse before they get better.

- **For the people of Moorebank as in large populations are exposed to diesel exhaust in everyday life even through ambient air.**
- **We are struggling to live with a rising tide of truck traffic and diesel exhaust, better air quality seems a distant prospect.– many suburbs in every state are blighted by blackspots, why make it worse?**
- **Not only are we exposed to diesel fumes from trucks, but we are also exposed from diesel trains which will be part of the Intermodals every day activity.**

The health of urban Australians is being exhausted by diesel and transport pollution. The danger will persist until industry leaders, vested interests, and policy makers take decisive action in the public interest – and we take more personal responsibility for our transport choices.

### **ABC Health and Wellbeing Website**

**[www.env.nm.gov/aqb](http://www.env.nm.gov/aqb)**

**Myth:** Diesel exhaust doesn't hurt anyone. **Fact:** Diesel exhaust contains several chemicals and compounds that may be detrimental to human health. The health effects of diesel exhaust are both acute, from short-term exposure, and chronic, from long-term or repeated exposure. Specific health risks and their severity depend upon the amount of chemical that you are exposed to as well as the duration of the exposure.

An acute exposure to diesel exhaust could cause an irritation of the eyes, nose, throat, and lungs as well as light-headedness. Chronic exposure to diesel exhaust can have several more severe effects on human health.