

KALBAR

Fingerboards Mineral Sands Project Submitter 34

John Wheeler

Environmental Effects Statement

- Submission to Inquiry Advisory Committee
- 2021
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Executive Summary

- Allow Project with regulation to impose strict adherence to product transport by Rail Transport option only.
- Government Regulation enacted to expressly remove option of Road Transport of Mineral Sands on Public Roads ever.

Significant Danger Of Project to Community Health

Noise and Vibration

- Kalbar EES Report Advise
- Page 210, Chapter 9
- Trucks associated with the project are expected to produce noise levels of 61 to 63 dB at dwellings located 100m from the road.

Noise and Vibration

- Kalbar EES Report Advise
- Page 342, Chapter 9
- Residents along the HMC transport route experiencing impacts on individual wellbeing is **LIKELY** with a **HIGH** impact.

Noise and Vibration

- Kalbar EES Report advises.
- Page 210, Chapter 9
- Individuals are awoken from sleep at 60 to 65 dB
- Noise levels EXCEED the sleep disturbance criterion.

Implications

- Residents of Large communities of Sale, Stratford, Rosedale, Traralgon and Yarram significantly impacted.
- Residents of Smaller communities of Longford, Toora, Woodside, and Alberton significantly impacted.
- Residents on 233 km of dwellings fronting public road significantly impacted.

THE PROBLEM

- The road transport option details 24 hour operations over 7 days every week for up to 20 years potential. At the 80 truck trips per 24 hours as detailed in the Kalbar EES, this equates to a B Double truck every 18 minutes down the main street of Sale. Between the hours of 10PM and 6AM or sleeping hours, significant proportion of the Gippsland population will be continually woken from sleep, which is considered in some circles if allowed ,as nothing short of a form of Human Torture.

Risk Minimisation Options

- Signs advising truck drivers not to use Engine Brakes are useless to prevent this risk. The noise levels also occur when trucks are increasing speed and moving through gears such as at traffic lights and roundabouts. Engine brakes are not used in these situation. They are used to reduce speeds only.
- Engine brake noise and other significantly increased level of noise associated by fully loaded B Double trucks , is not detailed in the EES. If included, it would amplify the noise risk to public health significantly, much higher than already noted in this EES.
- B Double Drivers are elite truck drivers already. Additional driver training proposed will not reduce Truck noise and vibration as expressed in the EES.

Recommendations - Primary

- Public Awareness and Consultation program required to address noise and vibration issues associated with this project before a road transport option is progressed further.
- Kalbar asked to produce more detailed noise and vibration analysis of B Double road option for inclusion into the current EES for re-examination before progressing further.
- Kalbar asked to consider a no road transport allowed option between 10pm and 6am scenario for inclusion in updated EES.

Recommendation - Secondary

- Vline study required of Latrobe River Rail Bridge for use with Kalbar Mining Operations as current Bridge older than the already replaced Avon River rail bridge
- Vline study required of Thompson River Rail Bridge for use with Kalbar Mining Operations as current Bridge older than the already replaced Avon River rail bridge.

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- Fingerboards Mineral Sands Project.
- Additional Observations regarding Kalbar EES not already expressed .

Further Observations to submission

- The EES is deficient in detailing any information regarding the project description and operation of the preferred Melbourne Port scenarios
- The EES is deficient in detailing any information regarding the project description and operation requirements of the non preferred Port Anthony / Barry Beach Port scenarios.
- The Gippsland community is primarily an Agriculture and Tourism based community. A small mining industry could seriously undermine the existing strengths of these established industries in this community, to its long term economic detriment.

High Risk Activity **ALREADY** Endangering Human Life.

- The Sale City road roundabout, located at the Sale City Lake is Totally Deficient as a B Double approved intersection and its status as such should be immediately withdrawn by Government agency Vicroads. There is a high Danger of Human Fatality at this intersection already, and increased further risk, if this project proceeds allowing road transport of mined product through this roundabout. B Double trucks are too large to safely negotiate this tight roundabout without significant danger to human life of the other road users. Its current status as B Double approved, as such, verges already, on significant professional government agency negligence.
- **VICROADS asked to and must show cause, to this EES enquiry panel, as to why this roundabout is currently approved for B Double truck operations !!**



Straight through from the left turn only lane.

Note also left turn from the right lane is allowed.



Right turn from the Left Lane is also allowed .

Every Truck is forced to do this



Watch out legal blue
car.

A Squash Alert every time.



Too Big... Lets Use Both Lanes



Squashing the inside lane car. Not quite mounting the footpath this time.



Too Big ... Stuck on the
Footpath this one

Photos taken in just 30 minutes at this Roundabout

Task Vicroads project to allow Sale bypass Truck road for use by the B Double Trucks also .
Most trucks are already using this existing bypass road , and thus avoiding this very unsafe city roundabout.

KALBAR

- Fingerboards Mineral Sands Project EES
- OUTLAW the Road transport of Mineral Sands with this project ,, and give KALBAR their preferred Rail Transport option only ,, ,, ,, ,, which is what they seek !!!
- Report End.