

I wish to make a submission in relation to the SA Freight Train Movement Study.

This submission is representing my experiences and expectations of the safety of the community when dealing with the transporting of freight via the rail transport system.

I have lived at my address of [REDACTED] Hawthorndene for approx 11 years. It is true that the train system was situated at this location prior to my residence being built and therefore, I accept responsibility for living in a close proximity to the train system.

However, there is a serious danger issue that relates to noise and restrictions of vehicle traffic that is slowly but surely being exacerbated by the increase of train and freight movement.

The noise of the train has been gauged as being far in excess of the safety level in terms of decibels. It is my understanding, that the argument offered by the Environment Protection Authority (EPA) is that there is no clear understanding to the manner in which the noise can be reduced, let alone removed and therefore, as there is no answer to the noise, there is no authority to take any real action. I am aware that the participants of freight travel have carried out a significant amount of research in order to address this problem.

However, the fact remains, that the noise to the community is DANGEROUS as depicted by the various researches. Therefore, even though the noise emitted from the train can not be reduced or eliminated, does not negate the need for a safe and healthy environment for the community to live in. History has shown that governments have in the past made significant changes in order to address safety issues in the community. One that readily comes to mind is the removal of residence from the vicinity of the Chain of Ponds catchment area. A considerable cost to prevent an further safety issues relating to the catchment area for that area. Another incident comes to mind the Mount Barker area where a foundry was required to be closed due to safety issues relating to the emissions of dangerous chemicals. On each occasion, the danger was at the location prior to the increase of residential habitants. But due to the ongoing safety issues, a removal of the issue took place.

In the case of the Chain of Ponds, it was far more efficient and effective to remove the towns people. In the case of the foundry at Mount Barker, it was more efficient and effective to remove the source of the danger and relocate the foundry away from residents.

I submit the noise, as identified as dangerous levels caused by the train, requires the danger to be address and if it can not be reduced to safe levels, the removal and relation of the line MUST be the action required.

The other dangerous issue that relates to this issue is the vehicle and pedestrian transport. The ongoing traffic restrictions is itself of significant concern. However, during the summer periods and now as has been seen by recent spring heat waves in South Australia, the need for free flowing traffic is of major consideration. In the event of a fire, the length of trains and the intended increase of the length of trains will see the likelihood that a train will block the main arterial routes of people from the hills area. That is to say Blackwood and Glenalta crossings will be blocked as will the Blackwood and Coromandel Valley Crossings be blocked. A highly dangerous situation in the event of a wide fire.

The relocation of the freight train line is not win lose situation. It becomes a win win situation, in that it allows for more effective transport of freight by increasing the length of trains, reducing the expense by the lack of need for the extra locomotive to pull the freight through the Hills, increasing

the amount of freight that can be carried by creating a double stacking of freight boxes. And yet this also satisfies the need of government to create a safe living environment for the community.

I forward this information to you for your considerations plse.

Kerry McCloud