

Dear Sir/Madam,

I wish to make a brief submission in regards to the Adelaide Rail Freight Movements Study. I do not have a personal preference regarding the alternative route which is taken and that is not the focus of my comment. I do however, wish to add my voice to the argument that an alternative route needs to be found for the future of rail freight to and from Adelaide for environmental health reasons. I have undertaken a small study of the governance structures regarding rail noise which I presented previously to Mitcham Hills rail freight sub-committee.

The data that is publicly available from Heathfield regarding the monitoring of rail noise suggests that freight train noise is consistently breaking the State and World Health Organisation guidelines for noise pollution, and ARTC reports that must be obtained under Freedom of Information only confirm that conclusion. Quoting from "WHO Guidelines for Community Noise"

[http://www.ruidos.org/Noise/WHO\\_Noise\\_guidelines\\_contents.html](http://www.ruidos.org/Noise/WHO_Noise_guidelines_contents.html), accessed  
15/4/09

"Measurable effects on sleep start at background noise levels of about 30 dB LAeq... If the noise is not continuous... effects have been observed at individual L<sub>Amax</sub> exposures of 45 dB or less."

- "At night, sound pressure levels at the outside façades of the living spaces should not exceed 45 dB LAeq and 60 dB L<sub>Amax</sub>, so that people may sleep with bedroom windows open."

- "Epidemiological studies show that cardiovascular effects occur after long-term exposure to noise (aircraft and road traffic) with LAeq,24h values of 65–70 dB."

- "At very high instantaneous sound pressure levels mechanical damage to the ear may occur ... In the case of children... peak sound pressure levels should never exceed 120 dBA."

The only equivalent noise governance system, given that the tracks are owned by the Federal

government, is the airport. In that case, there are 5 permanent Noise Monitoring Terminals; the loudest planes measured at these Terminals appear to be considerably quieter than the maximum daily noise measured for goods trains at Heathfield; & night airport operations are restricted between the hours of 2300 & 0600 by the Adelaide Airport Curfew Act 2000. There is a considerable governance gap in relation to this issue and the levels of noise could cause health effects as suggested by the WHO.

Currently people have only been complaining about this issue in area, but it is a potential environmental health issue that the Federal and State governments may need to face in the future.

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