



AIR POLLUTION IN MELBOURNE'S INNER WEST

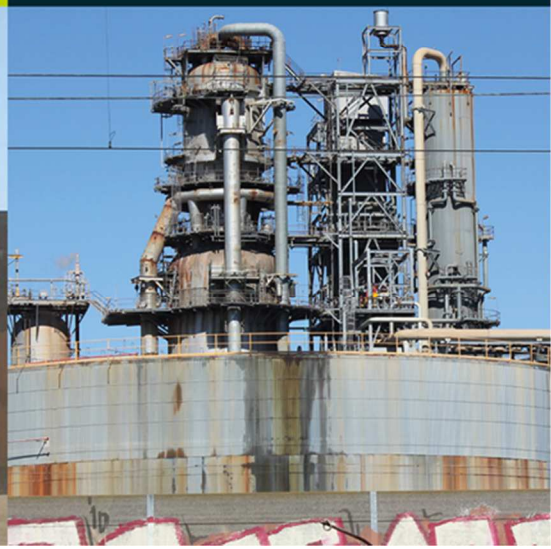
TAKING DIRECT ACTION TO REDUCE OUR COMMUNITY'S EXPOSURE

SUMMARY REPORT

MARCH 2020

Inner West Air Quality

COMMUNITY REFERENCE GROUP



Summary Report

Air Pollution in Melbourne's Inner West

Taking direct action to reduce our community's exposure

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Acknowledgment

We acknowledge and respect Victorian Traditional Owners as the original custodians of Victoria's land and waters, their unique ability to care for Country and deep spiritual connection to it. We acknowledge the Traditional Owners of the lands within the Brimbank, Maribyrnong and Hobsons Bay municipalities, the Kulin Nation including the Wurundjeri and other traditional owners. We honour Elders past and present whose knowledge and wisdom has ensured the continuation of culture and traditional practices.

Decisions relating to the Report's content and recommendations were made by consensus among members of the Inner West Air Quality Community Reference Group and do not necessarily represent the views of individual members.

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Overview

The Inner West Air Quality Community Reference Group was announced by the Minister for Energy, Environment and Climate Change, the Hon Lily D'Ambrosio, and the former Minister for Roads, the Hon Luke Donnellan, in July 2018. Its key task was to investigate and provide advice, for Victorian Government consideration, on actions to address air quality issues in the Inner West of Melbourne (Brimbank, Hobsons Bay and Maribyrnong municipalities).

Members of the Community Reference Group included general community members and groups (all of whom volunteered their time) and local government representatives. Over 15 months, they met 22 times to deliver on their Terms of Reference to:

- investigate current air quality issues and concerns across the three municipalities, including current transport initiatives such as the West Gate Tunnel project;
- provide advice and recommendations for government consideration, including feasibility and relative importance of any actions, to address air quality issues in the inner west, including in relation to tunnel filtration for the West Gate Tunnel project; and
- ensure their findings are communicated to communities of the inner west.

The Community Reference Group's public Report, *Air Pollution in Melbourne's Inner West: taking direct action to reduce our community's exposure*, was delivered to ministers on 31 March 2020.

The Report details the health and amenity impacts of air pollution on Inner West communities, and contains 26 recommendations, with 65 supporting actions, about how the Victorian Government can tackle the impacts of local air pollution.

This document summarises the key findings of the Report, together with all recommendations and supporting actions.

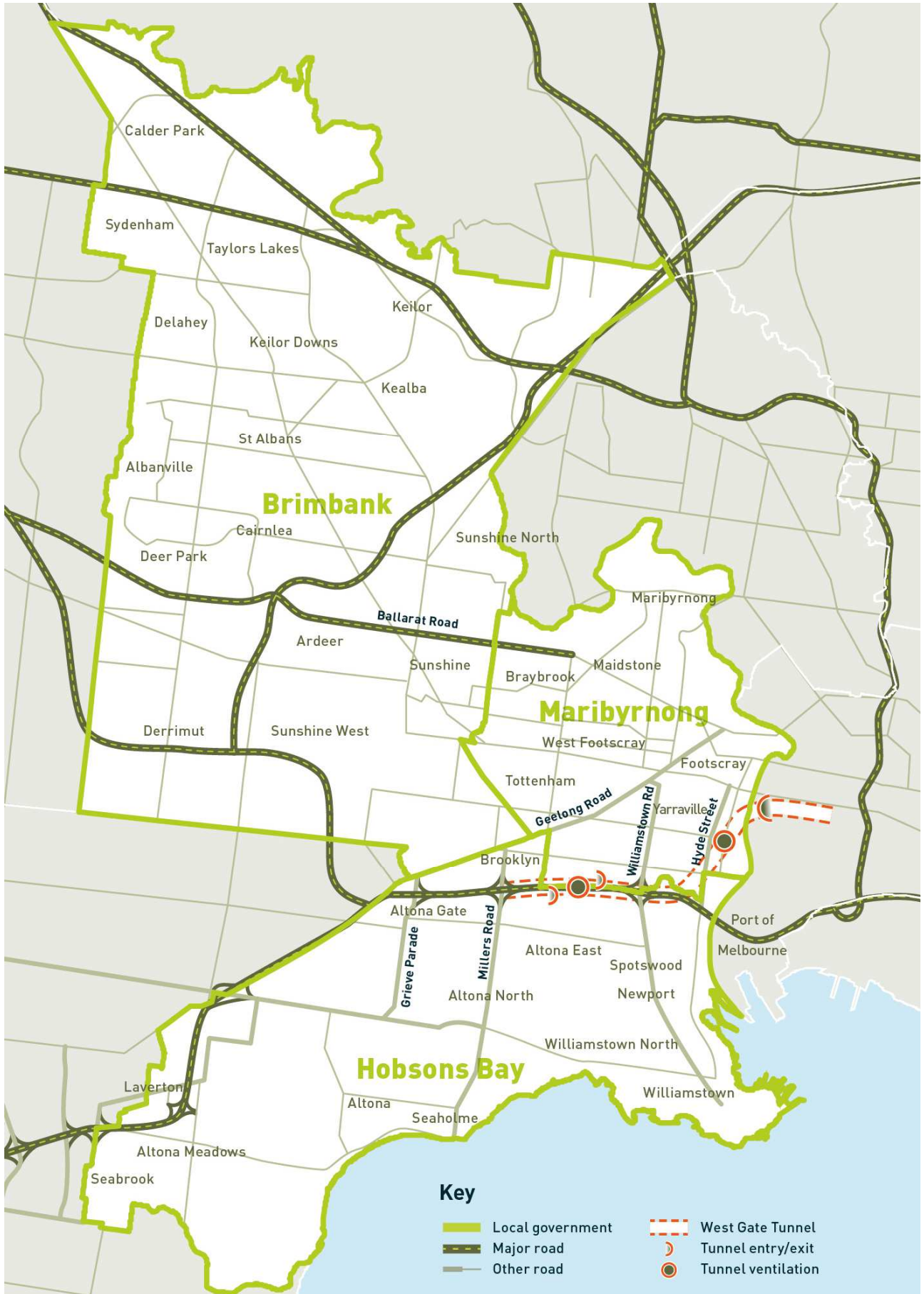
The Report's content is grouped according to the following themes:

- Health effects of air pollution
- Monitoring, analysis and reporting
- The regulatory and policy environment
- Transport
- Industrial emissions
- Planning

This full Report can be found at: <https://www.environment.vic.gov.au/sustainability/inner-west-air-quality-reference-group>.

The Community Reference Group awaits the Victorian Government's response to its findings and recommendations.

Melbourne's Inner West: Brimbank, Maribyrnong, Hobsons Bay municipalities



Introduction

The municipalities of Brimbank, Hobsons Bay and Maribyrnong—Melbourne's Inner West—represent a major residential, business, industrial and cultural hub for Melbourne. Located near important infrastructure, transport links, the Port of Melbourne and Melbourne's CBD, the Inner West is crucial to Victoria's economic development and its social, environmental and cultural fabric.

Inner West communities are exposed to high levels of air pollution, including dust and odour. Industry and transport are primary contributors. These levels create serious risks for our communities' health, quality of life and amenity.

There are many reasons for this, the main ones being:

- the historical legacy of industrial sites and associated transport hubs in the Inner West and surrounding areas
- our geographic location, which 'funnels' large numbers of vehicles through the Inner West, to and from the CBD, the Port of Melbourne, and the eastern, northern and southern suburbs
- the large number of diesel-fuelled vehicles on our roads
- the extensive areas of open and unsealed land (which create dust), often containing uncovered material stockpiles and linked by unsealed roads
- the historical lack of effective government action to deal with the pollution.

The situation is being made worse by a rapidly growing population, which is increasingly exposed in many locations to industrial and transport emissions. Urban infill is resulting in residential areas becoming ever closer to industrial areas and transport corridors. Further, the warming, drying climate is also heightening risks from bushfires and dust storms, and exacerbating dust from industry, landfills and unsealed roads and sites.

According to Environmental Justice Australia, the Inner West contains two of Victoria's air pollution 'hot spots', Yarraville and Brooklyn, which rank seventh and eighth in Australia for air pollution concentrations.

Poor air quality poses serious risks for human health. It leads to around 4,880 premature deaths in Australia each year. This is more than four times the number of lives lost on Australia's roads in 2019.

Poor air quality damages respiratory and cardiovascular systems, and is associated with diabetes, cognitive decline and dementia, inflammatory bowel disease, brain tumours and mental health problems. Pollutants such as diesel exhaust emissions are known to be carcinogenic; science is also showing that adverse health effects can occur at lower levels of concentration than previously thought and that even short-term exposure can aggravate existing heart and lung conditions. Older adults, children, pregnant women and people with underlying chronic health conditions are at greatest risk.

The number of pollutants known to cause health risks is increasing as the scientific evidence develops. For example, particulate matter with a diameter of less than one micrometre is increasingly a health concern.

People who live and work in the Inner West experience health problems associated with air pollution at a higher rate than the general Australian population. These include higher rates of hospitalisation for heart failure, asthma and heart disease, and a higher incidence of lung cancer. These problems cannot be fully explained by factors such as socio-economic status, smoking rates, obesity levels and age profiles, and air pollution is likely an important contributory factor.

The high current and historical air pollution levels in the Inner West mean that local communities have been and continue to be exposed to greater health and amenity risks than many other Victorian communities. Strong action is required to protect our communities. Effective government intervention is necessary to bring about change.

Air pollution from sources in the Inner West—particularly motor vehicles and industry—is controllable and the risks to the Inner West community can be mitigated, if not prevented.

Monitoring, analysis and reporting

Accurate, comprehensive monitoring of and reporting on air pollution are crucial to identifying levels, sources and trends that can be used to develop effective, targeted pollution reduction programs.

Pollution monitoring in the Inner West is currently insufficient. There is a particular lack of monitoring at potential 'hot spots' such as along main roads, freight corridors and adjacent to industrial sites.

The Environment Protection Authority (EPA) operates only three long-term monitoring stations in the Inner West. These aim to represent ambient air pollution, and so are situated away from major roads, which means there is no long-term monitoring where pollution levels are likely to be at their highest. There are six temporary air pollution monitoring stations, commissioned by the West Gate Tunnel project (WGTP). There is limited monitoring for sulphur dioxide, nitrogen dioxide, carbon monoxide and ozone. No monitoring is done for ultrafine particulate matter, which is a known risk to human health.

Although limited, the monitoring that does take place shows that air pollution is a widespread and alarming problem in the Inner West.

For example, in 2019 Victorian objectives for particulate matter were regularly exceeded at the majority of monitoring stations. There were between five and eight days on which fine particulate matter (PM_{2.5}) concentrations exceeded the 24-hour objective of 25 µg/m³, and between seven and 41 days when coarse particulate matter (PM₁₀) concentrations exceeded the 24-hour objective of 50 µg/m³. Also, in 2019, average annual PM_{2.5} and PM₁₀ concentrations exceeded the Victorian objectives for these at the majority of Inner West monitoring stations.

Air quality objectives themselves are not sufficient to protect community health and amenity. There is no apparent government goal to make all objectives equivalent to international best practice.

Because they are non-statutory and are measured at only a limited number of monitoring sites, air quality objectives have a limited impact on driving major polluters to take meaningful action to reduce emissions.

To help the Inner West community limit its exposure to and risk from air pollution, it is vital that it is provided with more comprehensive air quality reporting, in accessible formats and in plain English. Current reporting is primarily on websites, which are not accessible for many community members, and the language in the reports is highly technical. Many Inner West residents are not able to obtain air quality information they can understand and act on.

Further, there is no targeted education campaign in the Inner West to explain the health risks posed by poor air quality or action people can take to protect themselves from it.

The Community Reference Group makes four recommendations in relation to improving the monitoring of and reporting on air quality and increasing community awareness (pages 11 and 12).

The regulatory and policy environment

Effective government policy and regulation, and action to ensure compliance, are central to reducing Inner West air pollution.

These apply to all regulation and policy associated with management of air pollution, among them environment protection, transport, planning, public health and wellbeing, occupational health and safety, and emergency management. Aspects of the current regulatory and policy environment, including gaps and loopholes, can limit effective action to manage and reduce air pollution.

For example, there is a functional disconnect between air quality regulators and public health authorities. This is exemplified in the Victorian Public Health and Wellbeing Plan, which has no focus on reducing air pollution despite the large body of evidence on the adverse health effects of poor air quality.

The process for developing policy, legislation and regulation does not provide for sufficient weighting of human health and community amenity benefits. Consideration of economic impacts is given priority over these.

The Victorian Government is reforming the state's environment protection framework, introducing a preventative approach to managing pollution underpinned by a 'general environmental duty' that requires Victorians to take reasonably practical measures to prevent pollution occurring. This is vastly preferable to the approach applied to date, which often focuses on responding to pollution only after it has occurred. Adequate funding and resourcing of the EPA and other authorities will, however, be required so the new powers and tools can be used to best effect.

National laws can restrict Victoria from taking a stronger approach to air pollution management. For example, the main provisions controlling transport-related emissions are set through national emissions standards, fuel quality standards and the National Heavy Vehicle Law. For shipping fuel standards, they depend on an international convention.

If national policy and statutory frameworks are to better deal with air pollution risks, the Victorian Government has a clear role in advocating for improvements.

The Community Reference Group makes four recommendations in relation to improving policy and statutory frameworks governing air quality (page 13).

Transport emissions

The Inner West is subject to disproportionate levels of air pollution from transport emissions, especially from trucks. The area is a transport, industry and logistics hub and is close to other major hubs such as the Port of Melbourne. A growing population and increasing urban density, industrial activity and commuter traffic, including future increases in Port of Melbourne activity, are causing adverse health and amenity impacts on the Inner West community from transport emissions to become worse.

An increasing number of trucks are moving throughout the Inner West each day, many of them using residential streets and going through community areas—past schools, kindergartens, aged-care facilities, shops and recreational facilities. Many are older, more polluting vehicles: the average age of Australia's heavy vehicle fleet is 14.8 years.

In the absence of any action, the adverse effects of increased transport air pollution will continue to grow. For example, the opening of the West Gate Tunnel will result in increased traffic along the tunnel's feeder roads, and truck traffic associated with the expansion of the Port of Melbourne is forecast to grow from about 11,000 trips each weekday in 2016 to 34,000 in 2050.

Of particular concern are the impacts resulting from diesel emissions, which are carcinogenic. There is no safe level of exposure to these. About 80–95 per cent of diesel exhaust particulates are ultrafine, which are particularly damaging to health. Exacerbating this situation are Australia’s fuel quality and vehicle emission standards, which are among the poorest in the OECD. The Commonwealth Government is not taking effective action to improve these standards.

Additionally, there are no effective processes for ensuring that in-service vehicles are maintained in such a way as to comply with vehicle emission standards.

The West Gate Tunnel will emit concentrated streams of exhaust air through two ventilation stacks, with these emissions contributing to an overall increase in local airshed pollution. The Inquiry and Advisory Committee appointed to advise the Minister for Planning on the West Gate Tunnel proposal recommended that ventilation stack filtration be fitted to reduce air pollution emissions, but the Victorian Government decided filtration will be retrofitted only if monitoring shows that air pollutants reach undefined ‘trigger’ levels. The increased airshed emissions will pose unknown risks for local communities.

Tunnel construction is already causing unacceptable air quality problems, including elevated levels of dust (some of which may contain pollutants of concern, such as PFAS, asbestos, lead, mercury and arsenic), emissions from on-site machinery and idling vehicles, and increased traffic congestion.

Access restrictions for heavy vehicles are planned for some Inner West roads once the West Gate Tunnel has opened. This will, however, probably cause increased traffic and pollution effects for other roads, especially feeder routes such as Millers Road in Brooklyn (4,500 extra trucks projected a day), Williamstown Road, and to and from a new ramp on Hyde Street, Spotswood. There is also a risk that drivers will choose new routes through Spotswood, Williamstown, Newport and Yarraville to avoid tunnel tolls.

The Port of Melbourne is another major source of air pollution. Its operations generate large volumes of particulate matter and sulphur dioxide from shipping, onshore diesel machinery and inward and outbound trucks. The port’s proximity to the Inner West and its future expansion plans mean it will continue to have major impacts on our communities.

The Community Reference Group makes six recommendations in relation to reducing transport emissions (pages 14 to 16).

Industrial emissions

Industry makes a disproportionately high contribution to poor air quality in the Inner West. The area contains 18 per cent of Melbourne’s industrially-zoned land. There are some plans to reduce the impacts of heavy industry on the community—for example, through the Brooklyn Evolution Strategy, which was developed to change this precinct’s zoning from heavy industrial to light industrial over 20 years—but implementation is occurring too slowly.

Air pollution is very common near industrial areas such as the Brooklyn Industrial Precinct and Altona North, where residential development has been encroaching on industrial areas.

In 2018–19 there were 22 days when dust levels in Brooklyn exceeded Victorian air quality objectives. In 2019, EPA and West Gate Tunnel project monitoring stations near Brooklyn showed exceedances of PM₁₀ objectives for between 26 and 41 days. This has been a long-term problem: for example, the standard was exceeded 40 times in 2009–10.

As well as being a pollutant that has health impacts, dust has major deleterious impacts on amenity: for example, cement dust from rock-crushing plants can clog guttering and cause structural damage to homes and vehicles.

Industrial sites can also cause odour problems, which have serious impacts on community amenity. Residents of Brooklyn, Altona North, Yarraville and South Kingsville are severely affected by odour from the Brooklyn Industrial Precinct. Constant exposure affects people's health, wellbeing and lifestyle, restricting outdoor activity and generally creating an unpleasant environment. In the Community Reference Group's view, odour-causing facilities are not doing enough to control their emissions, and better EPA action in response to community reports of odour is essential.

Sulphur dioxide, which has damaging effects on respiratory health, is released from shipping operations, chemical industries and refinery operations. Licence limits can control this but can also be set very high: for example, one major refinery in the Inner West is licensed to emit over 6,000 tonnes of sulphur dioxide a year.

The Community Reference Group has identified a number of other air quality risks posed by industrial land:

- Landfill operations do not always take due care to prevent emissions, especially of dust and odour, and compliance with planning permit conditions and licence requirements is not always effectively policed.
- Unsealed roads, driveways and industrial sites are a major source of dust. Although some efforts have been made to resolve this (such as the partial sealing of Jones and Bunting Roads in Brooklyn), many unsealed areas, including road verges, remain.
- Storage sites for shipping containers appear to be proliferating in and around the Inner West because of the area's proximity to the Port of Melbourne. Storage sites are often on unsealed land, where heavy vehicle movements and general site activities lead to large amounts of dust.
- Stockpiling of materials such as waste soil and industrial chemicals often appears to be poorly managed. The stockpiles can create wind-blown dust (which may include unknown hazardous chemicals). Toxic emissions can also occur from industrial fires and other accidents. Given the often-unknown composition of waste materials and industrial chemicals, these can cause significant health risks to the community.

The EPA carries out inspections of industrial sites to assess compliance with licence requirements and in response to community complaints, yet pollution persists. Compliance action is not meeting community expectations. It appears that the onus for reporting and proving instances of pollution is often placed on the community or councils rather than the EPA or industry. The EPA needs to increase the number of its inspections and improve its responsiveness to community complaints. Compliance efforts should be more streamlined and transparent.

The Community Reference Group makes seven recommendations in relation to reducing industrial emissions, dust and odour (pages 17 and 18).

Planning

The Victorian planning system offers limited capacity for effectively controlling air quality. Air quality requirements are difficult to apply effectively and to enforce through planning permits and conditions, and the planning system is biased towards achieving economic benefits.

'Existing use rights' can enable a landowner to keep undertaking activities, even if these impact local health or reduce local amenity, making it difficult to address and reduce such sources of air pollution. For example, many sites in the Brooklyn Industrial Precinct received their planning permits over 25 years ago, if they received permits at all. However, because use of the sites has continued for longer than 15 years, site owners are considered to have 'existing use rights', enabling them to continue with polluting activities that would not be allowed under a planning permit issued today.

Rather than matters relating to amenity being open to interpretation, the Community Reference Group considers it should be made clear that if there are any potentially adverse health or amenity impacts associated with an industrial use—regardless of how minor those impacts might be—a planning permit should be required so that some control can be exercised over this. Decisions regarding amenity matters should not be left to a council planner, as this can potentially result in disputes with an applicant, or even referral to the Victorian Civil and Administrative Tribunal (VCAT) to seek a determination.

Given the significant volume of air pollution from traffic, the Community Reference Group understands that the location of sensitive-use facilities close to major road corridors is creating difficulties for local government planning departments. VCAT recently decided to allow a childcare centre to be built on the corner of Williamstown Road and Francis Street in Yarraville, despite Maribyrnong Council's objections due to concern of the health impacts to vulnerable children. This decision highlights the barriers the planning system can pose when it comes to reducing health risks. In its determination of the application, VCAT failed to recognise the problem of poor air quality at what is possibly one of the most polluted intersections in Melbourne.

An amendment to the Planning Policy Framework to specify separation distances would remove all uncertainty for developers and provide clear indications for the location of all future sensitive-use facilities.

The Community Reference Group makes five recommendations in relation to improving the ability of Victoria's planning system to reduce air pollution (page 19).

Next steps

The Community Reference Group awaits the Victorian Government's careful consideration of our findings and recommendations, and its formal public response to these. The Community Reference Group expects the government will release a response to its Report within six months and, shortly thereafter, an action plan articulating how it will respond to the recommendations. We also expect the government to provide regular, public reporting on progress against its commitments. This will be crucial to keeping the community informed of progress to reduce hazardous air pollution in Melbourne's Inner West and its impacts on our health and amenity.

Recommendations

This is a list of all our recommendations to reduce air pollution and improve the health and amenity of the Inner West.

In line with our Terms of Reference, we have considered the relative importance of these recommendations. Although we strongly recommend that the Victorian Government act on each one, there are several which are particular priorities, addressing key air pollution problems. **All priority recommendations are shown in bold text below.**

Recommendations have also been classified as:

Short-term	Likely to be able to be implemented in the next one to two years at limited or no additional cost to government
Medium-term	Likely to be able to be implemented in three to eight years and will require additional government investment
Long-term	Likely to require eight or more years and significant government investment before recommendation can be actioned

Monitoring, Analysis and Reporting

That the Victorian Government:

Medium-term 3.1 Increases the level of, and access to, Inner West air quality monitoring and information. [Priority]

Through actions such as:

- permanently transferring WGTP monitoring stations to the EPA
- utilising air quality modelling and forecasting processes to complement the monitoring network
- publicly and promptly reporting actions taken in response to significant instances of air pollution, such as industrial fires
- implementing a representative monitoring network, including for key pollution locations such as major roads, the West Gate Tunnel and industrial sites
- publishing all information in as close to real time as possible and maintaining historical data, on a single website
- utilising lower cost monitoring sensors to complement permanent monitoring stations where appropriate to achieve more representative monitoring coverage of the Inner West
- reporting all data in 8-minute, 1 hour, 24-hour and annual average increments

- Medium-term 3.2 Implements an air pollution education campaign to improve Inner West communities and visitors' knowledge of the health risks from local air pollution and what can be done to address and avoid these. [Priority]**
- Actions to achieve this could include:
- creating a phone app (like an upgraded version of AirWatch) to alert local populations of levels of air pollution and specific actions that can be taken, depending on severity
 - using multiple communication tools to target the diverse communities of the Inner West
 - using innovative tools such as environmental health tracking, a community impacts scorecard and/or an Inner West air quality map, to provide information on local pollution levels and their health impacts
 - for the top ten of these pollutants (based on community health risk) demonstrating how premises emitting them will be made to be compliant with their environment protection statutory obligations
 - publishing a comprehensive and transparent list of all major organic compounds emitted as air pollutants by Inner West industrial premises (on the AirWatch website)
- Medium-term 3.3 Identifies pollutants of emerging scientific concern to the Inner West, including PM₁ and ultrafine particles, to inform policies, legislation and programs to manage them.
- Through actions such as:
- funding epidemiological studies to better understand likely community exposure and health risks
 - identifying ways to effectively monitor and report these pollutants
 - setting reporting standards for these pollutants
- Short-term 3.4 Considers the cumulative impact of historic Inner West community exposure to air pollution when making decisions regarding planning applications, developments and other initiatives, and applies more stringent actions in this area to drive down air pollution.

The Regulatory and Policy Environment

That the Victorian Government:

Medium-term 4.1 Builds on the reforms to the environment protection framework, ensuring its policy, strategy and statutory framework development, and decision-making, prioritise addressing the health impacts of Inner West air pollution. [Priority]

Through actions such as:

- committing to ongoing funding and expansion on the number of OPLE roles or similar in the Inner West, enabling them to:
 - o respond to air pollution complaints in a timely manner
 - o reduce air pollution risks through prevention and community and industry education
- reviewing other statutory frameworks impacting on air quality management, to assess opportunities for complementary strengthening, including addressing inconsistencies, gaps and loopholes
- including air quality as a priority in the next Public Health and Wellbeing Plan (Vic) and requiring consistent and complimentary Inner West municipal health plans
- improving cooperation between agencies with air quality management, including reporting, responsibilities
- ensuring Inner West air quality solutions are a key focus in the Victorian Air Quality Strategy
- engaging effectively, proactively and transparently with the community wherever appropriate

Medium-term 4.2 Commits to ongoing funding of local medical resources specialising in addressing health risks from air pollution, commensurate with the enhanced risks to Inner West communities.

Medium-term 4.3 Undertakes a health risk assessment of the public health impacts caused by air pollution in hot spot areas in the Inner West, including the Brooklyn residential precinct.

Short-term 4.4 Ensures the environmental and social requirements of the *Transport Integration Act* are upheld such that transport and land use authorities work together to achieve an integrated and sustainable transport system in the Inner West.

Transport

That the Victorian Government:

Medium-term 5.1 Develops a comprehensive policy to drive uptake of low and no emission vehicles, and reduce transport emissions, with a focus on the Inner West. [Priority]

This could accommodate the following actions:

- introducing a low emission zone bounded by Grieve Parade, Geelong Road, Kororoit Creek Road and Whitehall Street. Initially, more polluting vehicles should be banned from entering the zone for three hours per day, and immediately before and after core child care, kindergarten and school hours. Over time the ban should be increased to 24-hours. Introduction of the zone should be complemented by measures to support vehicle owners to upgrade to less polluting vehicles
- incentivising businesses - particularly freight operators - to upgrade fleets to incorporate vehicles that are, at a minimum, Euro 5 / V equivalent or use alternate fuels
- only entering public transport contracts with bus operators that stipulate the use of low and no emission vehicles, for example electric buses
- facilitating the movement of freight from road to rail, including fast tracking the Port Rail Shuttle project and identifying if this can be expanded, and working with the Port of Melbourne to enable rail to Webb Dock
- changing its procurement requirements to ensure all other vehicles used for Victorian Government services and projects are, at a minimum, Euro 5 / V or equivalent compliant or utilise alternative fuels
- investigating other ways to drive greater uptake of alternative fuels

Medium-term 5.2 Develops a comprehensive, evidence-based policy to minimise air pollution associated with the WGTP both during construction and once the tunnel opens. [Priority]

Actions should include:

- installation of green walls - using technology such as the Jungleyf Breathing Wall modules - along the West Gate Freeway between Millers and Melbourne Roads and along the section of Millers Road north of the Freeway
- measures to ensure the operation of the tunnel project does not encourage increased truck traffic on feeder roads through residential communities – particularly along Millers and Williamstown Roads. This could be done, for example, by ensuring trucks are redirected through industrial areas and providing alternate heavy vehicle routes (e.g. through the upgrade of Grieve Parade through to Market Road and upgrade of Paramount Road route) and enforcing bans or restrictions

- anti-idling requirements for vehicles involved in WGTP construction
- action on the IAC's recommendation to install filtration on the tunnel ventilation stacks. Filtration should be installed prior to the tunnel opening
- a requirement that the WGTP plants replacement trees as near to their original location as possible. (e.g. near Primula Avenue, Millers Road and Grieve Parade, and along the West Gate Freeway corridor)
- installation of fixed barriers to shield sensitive uses from traffic pollution, particularly on the Hyde Street on-ramp in Spotswood, adjacent to the Emma McLean Kindergarten
- explore opportunities to better protect existing sensitive uses exposed to significant air pollution sources (e.g. new highways or major roads), such as through installation of on-site monitoring, installation of on-site filtration systems, and/or protection and regeneration of trees and wildlife, funded, for instance, through increasing road tolling charges.

Long-term **5.3 Prioritises improvements to public transport in the Inner West (including better integration between modes). [Priority]**

Actions could include:

- reopening the Paisley and Galvin train stations
- fast-tracking the MM2 project
- increasing frequency and coverage of bus routes in the Inner West and regularly reviewing to ensure access is maximised
- improving passenger facilities (e.g. bike parking) at train stations in the Inner West
- expanding the MM2 project to include
 - o the upgrade of the existing freight line between Newport and Sunshine to accommodate passenger services (e.g. electrification and widening of the rail-line)
 - o the opening of new stations at locations such Altona North/South Kingsville and Brooklyn
 - o developing and implementing access plans for all Inner West train stations to further encourage patronage.

Medium-term **5.4 Advocates to the Commonwealth to implement measures that will improve air quality in the Inner West.**

Through actions such as:

- promoting and enabling greater use of alternative fuels and low and no emission vehicles to replace use of diesel and petrol-powered vehicles through e.g. a national plan, incentives and/or disincentives for manufacturers and end-users

- strengthening the eligibility criteria for the Federal Diesel Fuel Tax Credit Scheme to ensure the rebate is only provided for newer, less polluting heavy vehicles
- strengthening fuel quality standards to bring them in line with Australia's trading partners, reducing sulphur content in vehicle fuels to 10ppm or lower
- strengthening vehicle emission standards for heavy vehicles by:
 - o requiring that all new heavy vehicles meet, at a minimum, Euro VI equivalent standard.
 - o monitoring in-service heavy vehicles in the Inner West to make sure they continue to meet air emission standards
- reducing train emissions by
 - o implementing diesel locomotive standards by requiring that all freight locomotives meet the equivalent of the US Tier 4 standard
 - o identifying opportunities to promote the adoption of electric trains

Medium-term 5.5 Works with the Port of Melbourne to develop a Clean Port Program. [Priority]

Actions which could incorporate:

- an environmental charge, bans or restricted access to the port for older more polluting vehicles
- financial incentives e.g. discounted berthing fees for 'cleaner' ships with newest engines or equivalent NOx reducing technology
- on-shore electrical power so ships do not need to use diesel generated power while berthed
- electrifying or utilising hybrid fuel systems for port operations such as ship to shore cranes and gantry cranes
- establishing air quality improvement targets, and regular monitoring and reporting of air pollutant levels, from the Port of Melbourne
- working with the Australian Government to enable EPA to have jurisdiction over the development and implementation of Port of Melbourne environment protection controls

Medium-term 5.6 Facilitates all levels of Government to develop targeted 'polluter pays' incentives to fast track air quality improvements and produce resources required to implement this report's recommendations and meet clean energy targets.

Actions could include:

- a new tax or levy for diesel and other polluting fuels, including those used to transport shipping containers, power cruise ships, and manufacture plastics

Industrial emissions

That the Victorian Government:

Medium-term 6.1 Fast tracks implementation of the Brooklyn Evolution Strategy 2016 long term framework plan, providing the necessary support for local government, community and industry to achieve the Strategy's aims. [Priority]

Medium-term 6.2 Provides appropriate resourcing to the EPA to enable it to use its strengthened tools and powers. [Priority]

Short-term 6.3 Identifies and eliminates sources of dust emissions. [Priority]

Actions could include:

- ensuring any industrial and commercial sites with significant vehicular traffic, such as container parks, be sealed
- identifying and sealing roads and verges
- the use of wheel wash facilities for heavy vehicles
- require that all crushing operations be enclosed to contain all dust

Short-term 6.4 Requires that the EPA prioritise its strengthened statutory tools and powers to ensure Inner West industrial premises comply with their air pollution management obligations.

Actions could include:

- implementing a risk-based approach, focusing on premises creating greater air pollution, dust and/or odour risks to human and environmental health and amenity
- commencing with such premises in the Brooklyn Industrial Estate and other major Inner West air pollution emitters, ensuring:
 - o full compliance with all works approval, licence and other permit conditions, general duty obligations and compliance notice obligations, including for major organic compounds being emitted
 - o instances of non-compliance are addressed within three months of their identification
 - o appropriate industry guidance documentation and other information / advice provided
 - o air pollution monitoring and reporting requirements are introduced to enable EPA to assess levels of emissions and compliance with any licence limits
 - o appropriate and regular inspection and/or independent auditing of compliance is undertaken
 - o communities and local governments are supported to effectively comment on draft new or amended works approvals, licences or other permissions, including through provision of adequate

technical expertise and increasing formal referrals to local governments

- dust and odour emissions are treated at source and contained within site boundaries
- undeveloped and/or unoccupied industrial sites are appropriately secured and maintained to prevent emissions
- identifying where it is appropriate to use other new statutory powers (e.g. requiring development of Better Environment Plans) to eliminate emissions of air pollution, and implementing actions to ensure their effective use

Long-term 6.5 Moves existing industrial premises that create substantial air pollution, including dust and/or odour, out of the Inner West to areas where their emissions will have minimal or no impact on local communities. Crushing plants, demolition and materials handling facilities, and materials stockpiles should be prioritised.

Long-term 6.6 Reduces the major risks landfills pose to local air quality.
Actions should include:

- not allowing landfills to rise above natural surrounding ground levels and being filled beyond permitted capacity
- identifying appropriate means to rapidly fill Altona North landfill with clean fill
- monitoring and enforcing landfill environmental management requirements

Short-term 6.7 Assesses the feasibility of transforming the former wholesale fruit and vegetable market on Footscray Road into a container park, to reduce the proliferation of such parks in the Inner West and associated haulage of containers to and from them.

Planning

That the Victorian Government:

- Medium-term 7.1 Amends the Planning Policy Framework to support development of consistent and appropriate local planning policies to improve environmental and amenity outcomes to better protect the community from transport, commercial and industrial induced air pollution.
- Actions could include:
- ensuring that sensitive-use facilities, such as childcare centres, schools, aged care facilities and hospitals, are located at specified distances from existing air polluting industries and major transport corridors, including air, road and rail. The specified distance from transport corridors will be determined by scientific evidence related to vehicle numbers, pollution levels, type of vehicle (truck/car/diesel train), with the specified distance incorporated into the local planning policies of Councils in the Inner West
 - supporting Planning Schemes in the Inner West requiring planning permits for the establishment of all shipping container storage and handling sites, and review and strengthen the decision guidelines (VPP 53.07-1) to reduce on and off-site emissions and reduce the proximity to sensitive use facilities including residential zones
 - supporting development of consistent and appropriate local planning policies in the Inner West to improve environmental and amenity outcomes that include Best Practice Industrial/Commercial Land Use Guidelines and landscaping requirements for industrial and commercial sites.
- Medium-term 7.2 Reviews and amends the planning framework, including the *Planning and Environment Act*, to strengthen enforcement powers and penalties for breaches of Planning Permit conditions relating to offsite emissions, including air pollution and that any fines and penalties arising from breaches of the Act be directed to local environmental improvements.
- Medium-term 7.3 Reviews and amends 'as of right' provisions to stop existing land uses creating excessive air pollution, with a particular focus on premises that do not meet current setback/buffer/siting planning requirements.
- This could be done by:
- providing subsidies or incentives to operators/land owners to support change of use or updating existing facilities or practices to bring them up to current planning system requirements, or negotiating early departure from the sites
- Medium-term 7.4 Requires industries that emit a high level of air pollutants to establish ongoing air quality monitoring and reporting as mandatory planning approval requirements.

Long-term

7.5 Prioritises actions in *Plan Melbourne 2017-2050* that will assist to enhance air quality outcomes, particularly:

- Direction 6.6 - Improve air quality and reduce impact of excessive noise
- Direction 3.4 - Improve freight efficiency and increase capacity of gateways while protecting urban amenity
- Direction 5.1 - Create a city of 20-minute neighbourhoods
- Direction 1.1 - Create a city structure that strengthens Melbourne's competitiveness for jobs and investments including
- Policy 1.1.3 - Facilitate the development of national employment and innovation clusters