

# PLEASE SIGN THE PETITION AGAINST

## The Port of Hastings Land Use and Transport Strategy Consultation Draft

This proposal is the Port of Hastings (state government funded) response to the Victorian Ports Strategic Framework. It is based on the presumption that the Port of Melbourne will reach capacity by 2030 and the Port of Hastings will be required to be the major complementary port.

**In addition to the expansion of the Port of Hastings there are plans to build new road and FREIGHT rail infrastructure to transport goods from Hastings to Melbourne right through the South Eastern Corridor.**

- The estimated cost of this project is **\$4.8b PLUS**
- There appears to be **no economic justification** for this proposal - PoH is to handle **double** the current throughput of Port of Melbourne while PoM handles **quadruple** its current throughput. Exaggerated figures to justify the need for this proposal?
- If the Port of Hastings is expanded and the transport routes secured it could open the door for a **NUCLEAR REACTOR**
- Westernport Bay is part of an internationally recognised **UNESCO biosphere** and **Ramsar-designated wetland** which has **endangered, threatened and rare species** including mangroves and seagrass meadows (which has reduced by 70% in the past 20 years)
- Many people will have up to 500m **public acquisition overlays** (including **rail corridors** and **Westernport Hwy**) put on their property possibly as early as mid 2007 and some may lose their homes. Most of these people still do not know.
- Many thousands of people will be affected by the road and rail **congestion, noise and pollution** not to mention properties nearby may crack due to increased vibrations.
- There will be an extra **3,410 diesel trucks** on our roads **EVERY DAY**. 40% will head to an **inland port** in Lyndhurst (possible customs checking and security issues) and most of the rest will join up with the already congested Monash Freeway.
- There will be **diesel freight trains** at least **1.2 km long** running **maybe 40 TIMES PER DAY** and some double stacked including **energy related products** -many heading into an **inland port in Lyndhurst**. Trains will then continue along the **Pakenham suburban line into the city and also out to Gippsland**. These trains will also travel on the **Stony Point/Frankston lines and Cranbourne** lines. A **new line** is proposed from **Hastings to Clyde and then to Lyndhurst through Cranbourne** and also **Clyde to Pakenham**.
- Some of the proposed new rail lines go through **prime farming land** and some local farmers may be at risk of losing their business.
- There will be **more than 2000 ships** entering Westernport Bay many carrying products such as **crude oil**. The **risk of a significant oil spill and pollution** will be much greater.
- There is a planned **bitumen plant** at Crib Point which disregards past research
- **More than half of the freight** transported will be **unnecessarily moved** through the south eastern suburbs as they will be heading back into Melbourne to be distributed to the northern and western suburbs. This means **much more greenhouse gas emissions** from all these extra trucks and freight trains
- **A national approach for our freight should be adopted**

Please return all completed petitions by the end of February 2007 to:

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