

Meeting Minutes

Meeting 2 - MRL CRG 2017

Thurs 18 May, 2017

6:15 for 6.30pm – 8.30pm

**Community Information Centre, Melbourne
Regional Landfill, Christies Road, Ravenhall**

Attendees	
Guest	Matt Walsh, VicRoads Manager Assets Metro North West (E: matt.walsh@roads.vic.gov.au , P: 9313 114, M:0417 345 161)
Community	David Anderson, Monika Thomas, Marion Martin, Margaret Hewitt, Sharon Lee, Mia Marevic
Local Government	Cr Goran Kesic – Melton City Council, Cr Bruce Lancashire – Brimbank City Council,
EPA	Alistair Nairn, Advisor - Community and Environmental Partners Maurice Gubiani – Environmental Protection Officer
Cleanaway	Mark Globan - Regional Manager Post-Collections, Nick Stuhlemer - Landfill Operations Manager, Olga Ghiri - Stakeholder and Community Engagement Manager
Apologies	Haileluel Gebre-Selassie, Eyal Cohen, Frank Alexopolous, Bob Baggio – Manager Planning Services, Melton City Council, Cr Bob Turner - Melton City Council, Melissa Westin, Metropolitan Remand Centre

Meeting start 6.30pm (*Traffic issues caused delayed arrival for multiple attendees. Some re-ordering of agenda items occurred to address absences and maintain meeting flow*).

1. CRG Governance

a. Previous minutes – member comments

b. Outstanding actions to be addressed

- Correction required to previous minutes: Item 2.4 – Sharon Lee would like noted – waste from Dandenong is being trucked to Ravenhall, that was the key point to be made. Was not recorded accurately in previous minutes.

ACTION 170518_1: Previous minutes to be corrected to include this point, updated version to replace existing on website

- Facilitator requested group members to provide further details for three outstanding actions relating to two-way sharing of information with the community, specific details for incorrect/inaccurate Cleanaway information and reference to illegal traffic. G
- Facilitator also asked group to note that while a previous request for names to be removed from minutes has been noted, this is not the preferred way for the group to operate.
- M. Hewitt explained ‘illegal traffic’ query refers to Middle Rd, and residents being woken at 4am in the morning.

ACTION 170518_2: As Council is responsible for local roads, Cr Goran Kesic committed to address review of Middle Road (unmade road).

- **Special guest:** Matt Walsh, VicRoads Asset Manager, Metro North West – Matt Walsh

Group welcomed Matt, in attendance to respond to questions posed by group from the February meeting:

- 1) The weight limit of Westgate Bridge vs Quantity of trucks coming across on the Westgate Bridge.
Cleanaway to show their weigh-bridge logs to show their volume
- 2) Road capacity of the highways and roads leading to and away from landfill
- 3) Conditions of the trucks carrying the waste to and from the landfill
- 4) Road behaviour of the truck drivers carrying the waste to and from the landfill
- 5) Pollution caused by the trucks: diesel-engine particulates, the waste littering the roads, liquid run-offs from the trucks.
- 6) Congestion within the estates roads through Caroline Springs Blvd and Ballarat Road

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- M. Walsh expressed understanding for community concerns about trucks and truck movements. VicRoads is working with communities in the West to address concerns. All communities deserve attention, particularly around amenity and health concerns.

Responses:

1) The weight limit of Westgate Bridge vs quantity of trucks coming across on the Westgate Bridge. Cleanaway to show their weigh-bridge logs to show their volume.

- All trucks whether Cleanaway or not, have mass requirements, length, and dimensions. There are specified parameters for all registered trucks. Specific trucks operate under a permit system and have restricted routes.
- Truck permit system relates to number of axles and tyres. Each axle has a max mass they can use.
- Transport Safety Service (TSS) officers travel the network and inspect trucks for overload, faulty – then reported. Network surveillance is adhoc. Any company not compliant is thoroughly investigated. Example given of NSW truck company – Cootes. Entire fleet was investigated, multiple notices issued.
- Roadside weigh stations are also used to target operators, particularly those with poor safety/maintenance. Most big companies operate properly. Cleanaway is one of the large operators, and run properly.
- 68.5 tonnes is the legal load. Bridge is regularly monitored and assessed for structural condition. Loading limits have increased (up to 68 tonnes). No indication that traffic loading on Bridge causing traffic concerns.
- Local bridge designed for mass legal loadings (AS1600 code provided for legal loading plus factor of safety). There is no danger or concern about legal loading on any road in Victoria. All designed for legal loading. When loads change, bridges are assessed and strengthened. This generally applies to older bridges, none on major roads.
- Westgate Bridge is absolutely safe. Not a capacity issue. An approximate 200,000 vehicles per day. 10-15% are commercial vehicles. 20,000 trucks use the West Gate daily – not just Cleanaway trucks.

2) Road capacity of the highways and roads leading to and away from landfill

- A road's ability to tolerate traffic load relates to paving strength – paving is designed for legally loaded commercial vehicles, with a 20-year design life
- Overloading will do more damage, but damage appears as shortened design life. The aim is for a 20-year design life that has community growth factor built in. A shortened design life simply means that earlier maintenance treatments may be required.

3) Conditions of the trucks carrying the waste to and from the landfill

4) Road behaviour of the truck drivers carrying the waste to and from the landfill

5) Pollution caused by the trucks: diesel-engine particulates, the waste littering the roads, liquid run-offs from the trucks.

6) Congestion within the estates roads through Caroline Springs Blvd and Ballarat Road

Minutes reflect that conversation moved between each of the questions.

- S. Lee suggested that local roads cannot handle the traffic load, particularly between 5-7pm, Christies Rd to Robinson Road is very congested. M. Walsh suggested that this is about traffic capacity – from a planning point of view, VicRoads may need to look at additional lanes for this section of road.
- M. Martin: when landfill opened in 2000, we were told the trucks would stay on the Bypass, not use these roads.
- M. Walsh: difficult for VicRoads to direct anyone to use particular roads outside of permit requirements.
- S. Lee: very dangerous on Caroline Springs Blvd, roundabouts act as crossings for children, big trucks present a danger within a residential area. Is there any way to restrict truck sizes during specific times?
- M. Walsh: only trucks requiring permits such as B-Doubles have restricted routes. Local government is responsible for administration of local roads, and Councils have the power to apply curfews/bans.

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- Cr Bruce Lancashire asked series of questions relating to Transport Safety Service officers:
 - a) Where do TSS vehicles come from? **Answer:** there is a central pool.
 - b) How many assigned to the North-West district? What are the hours of operation?
 - c) Do truck logbooks define their route i.e. are TSS officers able to check route against logbooks kept in vehicles?
 - d) Do TSS officers know the routes B-Doubles are meant to take in relation to their permits? **Answer:** TSS officers check B-Double operations very thoroughly. B-Double vehicles are required to record and use designated routes only. Trucks such as those in the Cleanaway B-Double fleet operate under very specific routes.

ACTION 170518_3 M.Walsh to provide responses to questions regarding number of TSS vehicles assigned to the North-West metro region, their hours of operation and whether logbooks checked by officers include routes.

- Cr B. Lancashire: there are other trucks that don't have to have that information?
- M. Walsh: those trucks can use any road they like. Only permit vehicles have restricted routes.
- Cr B. Lancashire: As town planner and councillor, often processed permits for vehicles, enforcement from TSS seems problematic. Concern is over Cleanaway trucks operating.
- N. Stuhlemer: Cleanaway planning permit does not require non-permit trucks to have specific routes.
- **Pollution** from diesel trucks falls within EPA remit. VicRoads would report potential trucks to the EPA, this is on an ad hoc, risk identified basis. We rely on people reporting these things to us.
- M. Hewitt: Would like to know the routes B-Doubles are meant to be on.
- M. Globan: As part of Cleanaway's B-Double permit system, all trucks are fitted with a GPS system that can be logged into by us or VicRoads at any time. Given that the approved route is the most direct, we would be keen to hear of any B-Double departing from the approved route.

ACTION 170518_4 Cleanaway to provide B-Double route as applied to their fleet at next meeting.

- D. Anderson: Now that Caroline Springs station is open, will the road be reviewed due to increased traffic? There are community concerns over safety, particularly over the exit.
- M. Walsh: not aware of any operational or safety problems. Can/will raise with traffic people. It was designed safely, but understand concerns. Design is made with assumptions of safety, for posted speed plus 15-20 km, safety designed for 80km/ph. If a vehicle approaches well over speed, difficult to control. Signals not currently being considered.
- S. Lee: Boral trucks leave a lot of gravel, safety issue for motorbikes.

ACTION 170518_5: M. Walsh to raise issue of Caroline Springs traffic with appropriate VicRoads staff, and ensure gravel at roundabout cleaned up, and communication undertaken with Boral around preventative action.

M. Walsh closing remarks: If the group has any concerns about the road network, please don't hesitate to contact me (M. Walsh contact details in attendee list at start of minutes).

Agenda Item 2. Site operations including air/water quality, amenity, vermin control and truck movements

Agenda item 4. Environmental compliance including remediation and rehabilitation overview

N. Stuhlemer provided PowerPoint presentation on site rehabilitation

- Part A – refilled 2005/2008. Capped with native vegetation. This is under a trial basis. Doing a 5-year trial on that cap. There are several types of monitors, with surface emission monitoring occurring every 6 months. Trial in Part A ends in April 2021. Part B on map no longer being filled, and we are using clean fill to contour site to align with Council plan permit. All native grasses are being used.
- S. Lee: queried when Part A would be safe, and ready for public access?

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- N. Stuhlemer: Surface emission monitoring has shown three hits on part A and Part B. Cleanaway proposes to hand back Victory Rd landfill, but we have to wait for stabilization and putrescible waste means it's a bit of an unknown.
- A. Nairn: A good proportion of playing fields and golf courses throughout the metropolitan area are built on former landfill sites.
- M. Marevic queried who has ongoing responsibility for these sites.
- M. Globan: Cleanaway has responsibility for 30 years, if land is sold at any time, the responsibility passed onto new owner, who will have ongoing engagement with EPA until requirements of Pollution Abatement Notice (PAN) is fulfilled.
- M. Gubiani (EPA) responded: This scenario takes three parties, Cleanaway, EPA and auditor. The auditor will make risk-based assessment. If risks are still too high, PAN will be extended to ensure ongoing owner is responsible. Independent auditor provides assessment of risk to the community.
- EPA will reissue PAN notice to new owner. In the modern era, very unusual for landfills to go beyond 30 years. Old landfills are much more problematic. EPA expectations of how things should operate usually see 30 years as an absolute maximum. The monitoring and auditing is ongoing. Checks are regular.
- M. Hewitt: When a landfill is 'finished', if it's really wet, and there's excessive leachate, what happens to the leachate ponds?
- M. Globan: Once the 30 years starts, the design of the cap is to shed water. Purpose is to STOP leachate production. Leachate still extracted and managed. Still operating a landfill, just no rubbish being accepted.
- Cr B. Lancashire: There is no guarantee it will go to public land. It's up to Cleanaway and the local council.
- D. Anderson: Asked group to note that most of Ravenhall landfill is above ground, community needs to manage expectations as the land is not flat, so we shouldn't expect an Albert Park Lake type of outcome.
- As requested at February meeting, groundwater results were made available to S. Lee to view. Report conclusion are that groundwater outcomes are within compliance.
- N. Stuhlemer – truck movements, there have been an extra 28 movements. On average, every direct haul truck is 5 tonnes. The new trucks are 35 tonnes, so we reduce truck numbers through bulk hauling.
- Nothing to update in relation to birds/vermin.

7.30pm – Cr. G. Kesic and M. Walsh left meeting

Agenda item 3. Environmental compliance including Cleanaway update on gas leak and monitoring, and EPA update

- N. Stuhlemer provided update on perimeter gas issue. Fingerprinting of gas results are in. Make-up of gas does not match gas of the landfill. We won't rely on this report solely. Report draws the conclusion that the gas is naturally occurring, and most likely the result of organic waste material (possibly tree trunks). The flow of methane is negligible, extremely low pressure which makes it challenging to get a reading. Low flow means gas can't be collected.
- Image of gas field was presented, showing location and number of gas wells drilled into landfill for monitoring. Cleanaway will take preventative measures and do more in terms of gas monitoring. Limitation to gas well location is their proximity to cell liners – important that liners remain undamaged. N. Stuhlemer explained that Cleanaway plans to put 4-5-meter-deep wells in the area concerned to tap that gas as a preventative measure.
- M. Gubiani: From an EPA perspective, the PAN will not be revoked, and still needs to be addressed. EPA has guidelines that determined investigation was needed. Data is about as close to zero as you can get. Never had great safety concerns because of that flow. EPA receives and reviews monthly data, and the risk is assessed with landfill experts. EPA will do own analysis and discuss findings. This is a tricky one, if the numbers go up – technically we could issue another notice. There are some wells that can't be treated, as there's not enough flow to flare.

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- M. Hewitt: Have current operations, works done, and changes to the land, impacted on or caused the problem to be worse?
- M. Gubiani: EPA never allows landfills to be designed that way. High-risk geology, proximity are considerations, there are strict guidelines in place for landfills. Correct maintenance and progressive rehabilitation are key. Every six months, if gas readings are too high through the cap, they must fix it. All landfills operate under the same strict guidelines. Landfills are held to account.
- S. Lee: Commented that the fix it period of 18 months seems to be a very long time.
- M. Gubiani: The 18-month time-frame is on reasonable time-frames required to drill bores, mobilise and install drill rigs. There is a time factor that can't be rushed. If there is an imminent risk to life, we have the power to stop operations, but stopping operations can't make a drill rig happen any faster. 18 months is a fair time-frame, and we meet monthly for status reports.

EPA update

- Many organisation are involved in monitoring Cleanaway, including EPA landfill expert Nick Simmons, who has attended previous iteration of this reference group. M. Gubiani is designated Environmental Protection Officer, and has delegated authority.
- S. Lee: Suggested that perhaps Nick Simmons could attend MRL CRG meeting before PAN notice in January 2018

ACTION 170518_6: EPA to invite Nick Simmons to meet with group prior to PAN notice deadline in January 2018.

- A. Nairn: Highlighted that the EPA had issued a reduced sized works approval, and is still waiting to see the other approval element. There are a number of parties taking it to Victorian Civil and Administrative Tribunal (VCAT). Key thing is that EPA stands by our decision, but it does not come into effect until there's a planning decision. EPA has statutory timeline, which is what was followed (in response to M. Marevic query about why EPA released decision before Planning Minister. The Planning Minister is the only entity that can 'call in' a planning process.
- M. Gubiani: Confirmed that this is the usual process, and EPA advice can be taken or ignored.

Agenda item 5. Community engagement/Awareness including community feedback/complaints update and two-way information sharing

- Olga G: Expressed concerns that the responses provided at last meeting and via minutes had not been posted publicly even though the original questions were posted publicly.
- Group response: Further clarification sought about timelines for agenda and minutes distribution.

ACTION 170518_7: Facilitator to provide ready reckoner of dates/deadlines as per Terms of Reference.
ACTION 170518_8: Reference group members to ensure answers for STT questions are shared in a public forum.

- M. Hewitt: Regarding complaints, odours have been reported multiple times to the EPA over the last few months.
- M. Gubiani: There have been 14 registered complaints in May. Bit higher than last year.
- Multiple members of group reported lack of faith in the EPA odour reporting system. Examples given of complaints made with no evidence of follow up action. Long wait times on hold, and error messages received when making online reports (date given of 16/5). Community members get tired of making complaints and not seeing any action. Would like to see an EPA officer located in the area.
- A. Nairn: Explained that it's not always about an immediate response. It's about having a strategic response. It's crucial to keep specific details. Understands groups frustrations, and hopes that recent reforms to EPA powers will make a difference, in particular around 'general or preventative duty'. Enforcement can now be made on the failure to prevent something happening, not just on the outcomes of that failure.

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Agenda Item 6. Other business (including response to leachate queries)

- N. Stuhler provided responses to Community questions regarding leachate management
 - a) How many sections is the leachate pond divided into, and how many aeration stirrers are used to stir the leachate in the pond?
 - i) **Answer:** There are two pond sections of approximately 6 Mg each (East and West) with two stirrers in each pond (total of four).
 - b) What is the contingency plan for any motor failure of the stirrers and the preventative maintenance schedule of this equipment?
 - i) **Answer:** A preventative maintenance schedule is in place. There is only ever one offline at any time. All motors are electric, and each one has a sim card. If an error or fault occurs, a text message is sent to key contacts. There's also a control panel/dashboard that provides engine diagnostics.
 - c) What is the estimated time for the leachate going anaerobic with any failure of the aeration stirrers?
 - i) **Answer:** While there is no exact formula to calculate the time it would take for leachate to become anaerobic, an educated guess is that if all four stopped working, it would take at least one month.
 - S. Lee: Queried whether officer tested during recent rains.
 - A. Nairn: This relates to a concern about the impact of recent rain on leachate levels.
 - M. Gubiani: Explained that he does monthly inspections of the leachate ponds, and there must be at least 300mm of free space from leachate level to top of dam. Recent inspections showed that dams are at acceptable levels, EPA has no concerns.
 - M. Hewitt: Has query about contents of Quarantine Report provided as per request. There are elements outlined the report that she has not observed in multiple site visits which she would like to know more about.
- ACTION 170518_9: M. Hewitt and D. Anderson to submit questions requiring further clarification on the quarantine process for Cleanaway to respond at the next meeting.**
- Matter for information, Cr Bruce Lancashire: Provided update from Municipal Waste Committee. At last meeting, Committee adopted a motion to monitor/seek explanation from the Environment Minister about the alleged inappropriate expenditure of Environmental Levy from this site.
 - **Meeting closed 8.30pm**

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Paper due dates as per group request:

Meeting agenda and minutes governance
 Meetings held every three months
 Quorum = 5 members (min 3 community plus 1 Cleanaway plus Chair)
 DRAFT minutes to be provided within two weeks of meeting for comment
 DRAFT minute review period of 21 days
 Finalised minutes to be distributed and posted on Cleanaway website within 5 working days of finalisation
 AGENDA items to be proposed to Chair 7 working days before next meeting
 AGENDA and papers to be distributed 5 working days before next meeting

MTG 3 Meeting 3: 18 May 2017	Due dates
Agenda items confirmed (7 days prior)	9.5
Agenda and papers distributed (5 days prior)	11.5
DRAFT minutes distributed for review (within two weeks)	2.6
FEEDBACK provided within 21 days	23.6
MINUTES finalised and distributed to members and website	30.6
MTG 4 Meeting 4: 17 August 2017	
Agenda items confirmed (7 days prior)	8.8
Agenda and papers distributed (5 days prior)	10.8
DRAFT minutes distributed for review (within two weeks)	1.9
FEEDBACK provided within 21 days	22.9
MINUTES finalised and distributed to members and website	29.9
MTG 5 Meeting 5: 30 November 2017	
Agenda items confirmed (7 days prior)	21.11
Agenda and papers distributed (5 days prior)	23.11
DRAFT minutes distributed for review (within two weeks)	15.12
FEEDBACK provided within 21 days	5.1.18
MINUTES finalised and distributed to members and website	12.1.18

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Action table (please note that completed actions can be viewed in Meeting #2 minutes, February 2017)

Reference	Action	Respondent/s	Due	Status/comment
170518_1	Correct previous minutes and redistribute	Facilitators		Complete
170518_2	Review use/status of unmade road causing resident concern – Middle Rd.	Cr Goran Kesic	17.8	Update to be provided at next meeting
170518_3	M.Walsh to raise issue of Caroline Springs traffic with appropriate VicRoads staff and provide responses to questions regarding number of TSS vehicles assigned to the North-West metro region, their hours of operation and whether logbooks checked by officers include routes	M. Walsh, VicRoads	17.8	Update to be provided at next meeting
170518_4	Cleanaway to provide B-Double route as applied to their fleet at next meeting	Cleanaway	17.8	Update to be provided at next meeting
170518_5	M. Walsh to ensure gravel at roundabout cleaned up, and communication undertaken with Boral around preventative action.	M. Walsh, VicRoads	17.8	Update to be provided at next meeting
170518_6	EPA to invite Nick Simmons to meet with group prior to PAN notice deadline in January 2018.	EPA	17.8	Update to be provided prior to January deadline.
170518_7	Facilitator to provide ready reckoner of dates/deadlines as per Terms of Reference	Facilitators	17.8	Complete
170518_8	Reference group members to ensure answers for STT questions are shared in a public forum.	Reference group members	17.8	Update to be provided at next meeting
170518_9	M. Hewitt and D. Anderson to submit questions requiring further clarification on the quarantine process for Cleanaway to respond at the next meeting.	Reference group members	17.8	Update to be provided at next meeting
170223_5	Members to provide suggestions/requests for information sharing as needed	Reference group members	18.5	Not complete - group to advise
170223_6	More specific details needed on incorrect/inaccurate information so correction can be made where relevant.	Reference group members	18.5	Not complete - group to advise
170223_14	Group to provide more details on 'illegal road' concern.	Reference group members	10.3	Not complete - group to advise