

The Hon Scott Morrison MP
Prime Minister
Suite 102, Level 1
30 The Kingsway
Cronulla NSW 2230

Dear Prime Minister,

We request that you intervene to stop the construction of a Cruise Ship Terminal in Yarra Bay and Molineaux Point.

The obvious solution to Sydney's reported cruise infrastructure capacity constraints is for Garden Island to become a shared facility. We ask that you consider the recommendations of the Cruise Industry Reference Group Chaired by former Leader of the LNP in NSW, Mr Peter Collins, which recommended two sites – Garden Island West and North East Garden Island. The proposal recommended sharing the Garden Island facility with the Navy, achieving the original goal of maximising the capacity of Sydney's existing berths, in particular for hosting Large and Mega Cruise Ships. This is consistent with reviews from 2009, 2011, 2017 and 2018 proposing a share arrangement at Garden Island.

We request you consider this report and initiate discussions with the NSW Government to consider this as a serious option. The former Prime Minister, Malcolm Turnbull, made an ill-considered captain's call that did not take into account the full range of factors, policy and cost considerations outlined in the Cruise Industry Reference Group Report.

The NSW Government is now doing a detailed business case on a terminal in Yarra Bay that will have significant, detrimental and costly impacts on the following:

1. Kurnell, in your own electorate
2. Australian Businesses, "A fair go, for those who have a go"
3. Clubs, the lifeblood of our Communities

1. KURNELL

A massive island breakwater would need to be built across the wide mouth of Yarra Bay in order to protect the mega cruise ships berthed at the new cruise ship terminal in Yarra Bay from powerful, damaging swells. The damaging, redirected swells would rebound onto the vulnerable, white sandy beaches of Kurnell's shoreline. The beautiful, calm beaches of Kurnell, enjoyed by so many families in the Sutherland Shire, would be damaged. The oil tankers at the Kurnell oil products terminal jetty and the swinging buoy north of the jetty would also be negatively impacted by the powerful, damaging, rebounding swells.

Compounding matters, redirected swells from the Molineaux Point breakwall would also rebound from the island breakwater causing confused cross seas in the shipping channel, resulting in passing ships to list side to side and plunge bow to stern. This is a disaster for

large, deep, draughted vessels with minimal Under Keel Clearance (UKC) and could cause hull damage or in the worst case scenario, groundings on Kurnell. The confused seas would also greatly increase the risk of the capsizing of smaller, recreational fishing boats and other pleasure craft.

2. AUSTRALIAN BUSINESSES

The impact on Australian businesses, especially those who need to use Port Botany, La Perouse or Botany Cemetery, can be summed up in one word, GRIDLOCK. The slogan, “Without Trucks Australia Stops” is as common as it is true. Road congestion and poor infrastructure in the area are already affecting the operational efficiency of our busy Port. The NSW Ports Masterplan has projected that truck volumes in the roads surrounding Yarra Bay will increase from 3900 to between 6300 and 6900 trucks per day in the next 20 years. A cruise terminal would add thousands of trucks and buses to the heavily congested (often gridlocked) area. The chaos that would ensue if thousands of passengers and crew were to be transported along Foreshore Road, Botany Road and adjoining major roads would be bad for cruise passengers, but also devastating for residential communities and our trading port - the lifeblood of our economy. There are no plans to improve on the transport and road infrastructure in this part of Sydney.

3. CLUBS

Yarra Bay Sailing Club would no longer be able to operate and the Maroubra and Coogee surf clubs surfboat and Inflatable Rescue Boat (IRB) training would be compromised due to the effects of the Island Breakwater. This is because the Island Breakwater would create dangerous currents and deep channels near the beach, scouring of the seabed and sand depletion from the beach. Yarra Bay Beach would become dangerous, especially on the ebb tide. Fishing groups, both commercial and recreational would not be able to fish in Yarra Bay and would be at greater risk from capsizing in Botany Bay due to the confused swells from the two competing breakwalls.

We ask that you intervene to bring some common sense and rational thinking to address cruise capacity constraints. There is whole-of-industry, NSW Government and community consensus to consider a shared facility at Garden Island with the cruise industry located at West Garden Island. This solution, reaches the original goal of maximising the capacity of Sydney’s existing berths, in particular for hosting Large and Mega Cruise Ships simultaneously protecting Kurnell Beach, Australian Businesses and local Clubs from irreversible damage.

Kind regards,

Name:

Address:

Signature: