

The Hon. Gladys Berejiklian MP
Premier
52 Martin Place
Sydney NSW 2000

Dear Premier,

Our United Community, indigenous and non-indigenous, rejects the NSW Government proposal to destroy our pristine Yarra Bay. Yarra Bay is a jewel in the NSW Crown of Nature and we will not allow it to be stolen by foreign Cruise Ship Companies who have only one motive, profit for their shareholders.

La Perouse is the only Sydney suburb where Aboriginal people have had an unbroken connection since sea levels rose, approximately 7,500 years ago, to form today's coast. The Land Council owns the Aboriginal reserve here; it is the only suburb where Aboriginal people have kept their territory from European settlement to today. The local Aboriginal people have been fishing, boating, swimming, collecting shells in Yarra Bay for at least 7,500 years and more recently, surfing. However, if the NSW State Government builds a Cruise Ship Terminal in Yarra Bay, then that 7,500 years of connection will be broken forever.

After thoroughly considering the full range of factors, policy and cost considerations outlined in the Cruise Industry Reference Group Report, the fastest, most cost effective and obvious solution to Sydney's reported cruise infrastructure capacity constraints is for Garden Island to become a shared facility. It also achieves the original goal of maximising the capacity of Sydney's existing berths, in particular for hosting Large and Mega Cruise Ships.

We therefore respectfully request that you engage with the new Prime Minister, the Honourable Scott Morrison, to consider the NSW Government Cruise Industry Reference Group recommendation to share the Garden Island facility with the navy. The Cruise Industry Reference Group Chaired by former Leader of the LNP in NSW, Mr Peter Collins, recommended two sites – Garden Island West and North East Garden Island.

Yarra Bay is completely unsuitable for the construction of a Cruise Ship Terminal for a myriad of reasons but especially because of the potentially dangerous and completely unacceptable public safety concerns highlighted below:

1. The dangerous, redirected swells and confused, turbulent waves created by the new and existing Breakwalls surging through the shipping channel used by the container ships to arrive and depart from Port Botany, which may damage, ground or capsize ships, boats or other pleasure craft.
2. The real and present danger of a Mega Cruise Ship, (carrying approximately 8,000 people), accidentally hitting the Molineaux Point terminal adjacent to the major hazardous facilities, including Bulk Liquid, Chemical and Gas storage, would be catastrophic for the passengers, crew, local residents and would put Port Botany's freight port operations at risk.
3. The dredging required for a mega cruise ship terminal in Botany Bay poses a significant environmental threat to all coastal residents of Sydney. Dredging will lead

to the disturbance of contaminants in the sea bed from years of industrial activity and by 2023 many of Sydney's most iconic ocean beaches would be suffering from significant environmental contamination. A mega cruise ship terminal in Botany Bay would require the dredging of millions of tonnes of seabed sediment (spoil) to create a shipping channel, swing basin and berth boxes for two 350 metre mega cruise ships which would then be dumped off our coastline which would then wash onto our beaches. Allowing this development would cause contaminants to enter the marine food chain and deposit into beach sands up and down the Sydney shoreline for years to come. This would be an environmental disaster for our City and State.

4. The International Pilots Association has expressed concerns about the close proximity of berthed Mega Cruise Ships to Sydney Airport's third runway. Possible issues include turbulence and restricted visibility issues on take-off. Mega Cruise ships in Port Botany could prevent the airport from operating safely and efficiently. The amount of airspace required to be free of obstacles is 45 metres above the airport in Botany Bay, while cruise ships could reach 65 metres above at high tide.

Traffic would also be negatively impacted in Port Botany, La Perouse and Botany. 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 public transport and road infrastructure in this part of Sydney.

In conclusion, the fastest, most cost effective and obvious solution to Sydney's reported cruise infrastructure capacity constraints is for Garden Island to become a shared facility. We therefore respectfully request that you engage with the new Prime Minister, the Honourable Scott Morrison, to consider the NSW Government Cruise Industry Reference Group recommendation to share the Garden Island facility with the navy. The potential dangerous and completely unacceptable public safety concerns highlighted above as well as the resulting gridlock effect on traffic, should completely rule out Yarra Bay and Molineaux Point for the construction of a Cruise Ship Terminal. If the NSW State Government builds a Cruise Ship Terminal in Yarra Bay, then the 7,500 years of Aboriginal connection will be broken forever. Yarra Bay, should remain as it is, an invaluable natural asset and treasure, used, valued and loved by the people of NSW for recreational purposes.

Kind regards,

Name:

Address:

Signature: