

Indeed, the project is visionary but in all honesty, it is unnecessary. It will, without doubt, cause enormous environmental impact but the Government has moved to call for Expressions of Interest long before the Environmental Impact Study is completed.

most cases, in favour of the development of infrastructure for the benefit of the recreational boating sector, this is the most disturbing developmental project to be floated for many decades.

The clear thought of opportunistic big yields from development dollars is driving this proposal. The Queensland Government, already floundering for its inept handling of that State's Health and Infrastructure systems - everything from education to roads and public transport have been side-lined by a government more intent of high profile projects such as the re-development of Lang Park and The Gabba Cricket Ground, than in providing everyday infrastructure, has sought to countenance the project.

Indeed, the project is visionary but in all honesty, it is unnecessary. It will, without doubt, cause enormous environmental impact but the Government has moved to call for EOIs long before the EIS is completed.

The proposed cruise terminal and super yacht facility has already caused enormous public outcry. A group known as "Save Our Spit" has already been formed and at their inaugural rally to oppose the development or should I say, destruction of the Spit as we know it, attracted 2,000 people.

But there is much more to this proposal than perhaps the boating fraternity and indeed the public at large, are aware.

Four years ago the Queensland Government produced a policy paper recommending the investigation of the development of four cruise liner terminal facilities in Queensland. These were, in order of priority, Brisbane, Cairns, Townsville and the Gold Coast.

The taxpayers of Queensland forked out \$6 million dollars for an initial development proposal by Woodsands in Brisbane which failed to eventuate. Now Multiplex, in return for an incentive of free Crown land has subsequently begun the redevelopment of the Hamilton Wharves Brisbane. This development proposes several tower blocks totalling 400 units. The profits are in the development and not the cruise terminal.

One year ago a consortium of developers, Australian Cruise Port International, headed by Mike Evans and including Leighton Constructions, Sinclair Knight Merz, and the Macquarie Bank proposed a cruise liner terminal in the Broadwater and a feasibility study was undertaken for three sites in the Broadwater.

The results of the study were not made public, but it appears that the Broadwater sites were unsuitable and the proposal currently being examined is for a floating pier structure in the Seaway for three liners with a swing basin adjacent to Wavebreak Island. The size of the liners to be accommodated is 300 metres in length and up to 18 storeys high. The fact that the Government chose not to release the initial findings



The Gold Coast could suffer the same infrastructure problems as US coastal cities if a cruise ship terminal is built there