

NO Shipping Terminal – Hands Off Our Open Space!

A shipping terminal for the Gold Coast is a land grab by developers for prime waterfront land that belongs to us all. The cruise ship idea is a cover for seizing our public open space for the construction of casinos, hotels, condominiums, marinas and commercial premises.

Loss of parks/recreation

- Loss forever of vast public open space areas, parks, foreshores, beaches and/or waterways and the beauty and relaxation these places give us.
- Loss of recreational opportunities and space for our growing population for fishing, diving, surfing, kayaking, boating, walking and picnicking in parklands etc

Losses to existing businesses

- Damage of existing businesses that rely on the clean waterways and open spaces- diving, surfing, boating, whale watching, fishing. Current income from:- Recreational fishing and tourism - \$110 million pa. Recreational boating - \$200 million pa. Inshore diving - \$20m; Surfing- \$233m; (GCCC Report 2006)
- Compare this with an estimated income from 30 cruise ships p.a. of 3000 passengers (30% stay on board) with avg. passenger spend of \$75 per person, which equals \$150,000 per ship visit; or \$4.6-\$6.5 m pa (Midwood Report 2012)

Costs to taxpayers

- Costs of rebuilding the Seaway and initial dredging, to accommodate the ships over 300m long and over 22 storeys high. (\$150m in Qld. Govt. IAS 2005)
- Costs of endless dredging to keep the channel and swing basin open to huge ships.
- Costs of maintenance of dock facilities/operating costs \$8m pa partially offset by charging passengers \$20 per head port fee. This fee deters cruise companies from using the port. (Prof. Klein 2012)
- Costs of a third sand bypass system at Kirra. (GCCC Minutes 2012)

Safety

- Safety issues bringing ships through narrow passage in unfavourable winds, tides, currents, swells and channel depths. (Nav. Report 2004) Maritime insurers reluctant to cover vessels.
- Safety of Broadwater and ocean users when huge ships enter and leave “port”. (ISPS code)
- Increased vulnerability to maritime accidents due to more frequent extreme weather events. (Govt. IAS 2005)
- Threats to the safety of small craft held at sea and unable to enter the Seaway for up to two hours while the cruise ship enters or leaves. (ISPS Code)
- Increased flood risk for upstream/ canal estates with increased tidal volume and flows (GCCC Reports 1998, 2003)
- Destabilization of the water table under Main Beach and Surfers Paradise. (Westham Dredge Report)

Environmental damage

- Environmental damage to marine life from dredging, pollution and foreign organisms. (IAS 2005)
- Destruction of sea grass beds- marine life nurseries. (IAS 2005)
- Loss of migratory shore birds and habitat, protected under international treaties. (IAS 2005)
- Threatens endangered species such as turtles and dugong. (IAS 2005)
- Ships generate the equivalent air pollution of 12 -14,000 cars per day while in port. (Ocean Conservancy 2010)
- Increased crowds, commercial traffic, pollution in already congested city areas. (MB Traffic Survey 2006)

