



CAIRNS - A STRATEGIC PORT

CURRENT ISSUES AS AT 25 SEPTEMBER 2017



CAIRNS PORT
DEVELOPMENT INC
OUR PORT - OUR FUTURE

Cairns Port Development Inc. is not-for-profit and community based.
We live and work beside the Great Barrier Reef, applying world's best standards to protect it.
Our 'Nationbuilder' campaign platform has over 10,000 active followers.

Further information can be downloaded from this link:

http://www.cairnsport.org.au/economic_future_of_city_relies_on_port_expansion

CAIRNS - A STRATEGIC PORT

Cairns port is Queensland's largest regional multi-use port. Upgrading the port of Cairns is vital to the economy of the Cairns region as it is:

- The largest in population in northern Australia
- The largest agricultural cropping region
- The largest tourism region with the North's largest airport
- The location of Queensland's naval operations base
- The location of Queensland's largest number of registered commercial vessels for passenger movement, freight, fishing and other purposes.

Recent events have made us shout!



CAIRNS PORT
DEVELOPMENT INC
OUR PORT - OUR FUTURE



NO, YOU CANNOT PUT AN ECONOMIC CAP ON CAIRNS BY STOPPING THE FUTURE EXPANSION OF THE PORT



Extract: Cairns Post July 15.



CAIRNS PORT
DEVELOPMENT INC
OUR PORT - OUR FUTURE



The Cairns Shipping Development Project Starts:

In the lead up to the 2012 State elections, the LNP signalled a policy that recognized the importance of upgrading the port of Cairns. On election, the Newman government instituted an Environmental Impact Study into the works necessary to upgrade the port.

These studies indicated that:

- a) The cost would be approximately \$100m, placing the spoil off shore.
- b) That unless the works were undertaken, the growing size of cruise ships being commonly used would increasingly be unable to enter the port.
- c) The current depths are causing inefficiencies for fuel, sugar and fertilizer ships using the port.
- d) It potentially affected Cairns' efficiency as the Australian Navy's base in Queensland.

The LNP government prior to the last election undertook to provide as special funding to Ports North, an amount of \$90m to complete the project.



In 2014, the Cairns Shipping Development project was on track to be delivered.

In 2015 it was stopped in its tracks. What went wrong?

In the rush to improve mining assets in Central Queensland and political outcomes relating to the Great Barrier Reef, the future of the Port of Cairns has been set back.

Why?



CAIRNS PORT
DEVELOPMENT INC
OUR PORT - OUR FUTURE



The impact of the Reef 2050 Plan on our Port.



Have your say on managing and protecting the Great Barrier Reef

Comments are now being sought on the Australian and Queensland governments' Reef 2050 Long-Term Sustainability Plan.

The Plan will ensure the Reef remains one of our nation's greatest assets.

You can access the Plan and make an online submission at the Department of the Environment website:
www.environment.gov.au/marine/great-barrier-reef/long-term-sustainability-plan

Consultation closes: **27 October 2014.**
 For more information phone: **1800 803 772.**

Australian Government Queensland Government

045018
 V3x2_33-750W
 The Australia's

The Reef 2050 Plan was issued in late 2014 for public consultation. Within 12 months the Reef 2050 Plan & Sustainable Ports Development Act, with a devastating blow to the city and region, blocked the right to carry out major capital dredging at the port beyond the Cairns Shipping Development Project. Now that the project has been down-scaled the legislation is very damaging to the future of the region.

Submission supporting the plan were from people generally outside of the Cairns area: WWF Campaign (6621); CAFNEC Campaign (54); Recreational Fishers Campaign (6) Surveys (41); Individual Emails (87).



Reef 2050 Plan: Extract Appendix H: (page 97)

How the Plan will lead to the protection, maintenance and transmission of the World Heritage Area's Outstanding Universal Value

The extract of the table summarises how the recommendations of the World Heritage Committee have been met through preparation of the Plan.

WQA14	Restrict capital dredging for the development of new or expansion of existing port facilities to within the regulated port limits of Gladstone, Hay Point/ Mackay, Abbot Point and Townsville.	QG
-------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----

We understand that the plan is currently undergoing a review.

We request that WQA14 be amended to also include ‘within the regulated port limits of Cairns’.



CAIRNS PORT
DEVELOPMENT INC
OUR PORT - OUR FUTURE



Sustainable Ports Development Bill 2015

Report No. 6, 55th Parliament
Infrastructure, Planning and Natural Resources Committee
September 2015

Impact of the ban

Ports Australia submitted that the prohibition on sea disposal of capital dredge material 'will result in both economic and ecological detriment'. It further stated that 'the inability of ports to consider the full range of disposal options ... for suitable dredge material does not align with the London Protocol ... nor the principles outlined within the National Assessment Guidelines for Dredging'. It stated that issues related to onshore disposal of dredged material include:

- taking years to dry
- needing to be stored within containment walls, and able to cater for cyclones and storm surges
- large areas of land close to the port are required, and
- reclamation results in a loss of shallow coastal habitats and may cause foreshore erosion.

The cost difference between disposing of capital dredged material onshore or at sea will differ between projects but it is likely that banning sea-based disposal will increase the cost of future port development and it may make projects unviable.



Cairns Port development Inc. submits that the Government should provide funding (including grants and long-term loans) for ports to cover the costs of onshore disposal of dredge spoil and for research and development

The IPNRC bipartisan committee unanimously agreed that the Port of Cairns should have 'priority port' status under the Act.

Recommendation 12

38

The committee unanimously recommends the Minister considers declaring the Port of Cairns as a priority port following a considered assessment of:

- the environmental impacts on the Great Barrier Reef
- the economic benefits to the Cairns region, and
- the government's commitments made to UNESCO and under the Reef 2050 Long-Term Sustainability Plan.

Amendments to the Bill failed in November 2015 when the LNP sided with Labour against the KAP amendment that was supported by the independent member for Cook. LNP submitted their own amendment, that KAP supported although Labor and the member for Cook did not.





**CRUISE PASSENGERS CREATE RETAIL JOBS
SUPPORT DEEPENING OF CAIRNS SEAPORT**
www.cairnsport.org.au

Authorised by Ron Crew, 51 Kamerunga Rd Stratford, for Cairns Port Development Inc.

4.4 m cubic metres of dredged material onshore at East Trinity was costed at \$365 million. This was grossly over-stated based on the terms of reference provided to consultants. The Labour government used the cost to terminate the project.

The Cairns community indicated strongly that it was not satisfied with the process being terminated and indicated capital cost of placement of dredged material at East Trinity would be only about \$240m.

The EIS process was extended by the Coordinator General.

The Labour government subsequently advised that a proposal was being developed for the removal of 1 million cubic meters for onshore placement, either at East Trinity or in the Barron Delta, for a cost of about \$120m that would allow up to 80% of prospective cruise ships to enter the port.

It should be noted however, that because the 20% of ships standing offshore would be the larger ships, the proportion of passengers standing offshore would be much higher than 20%.



Project DELAYED AGAIN for fourth time to 31st December 2017.

CAIRNSPOST.COM.AU THURSDAY FEBRUARY 16 2017

Dredge delays veiled in secrecy

CHRIS CALCINO
christopher.calcino@news.com.au

UPGRADES to the Port of Cairns have been delayed by at least six months after a hushed-up deadline extension for an environmental impact study into dredging.

The six-month extension was granted on December 20 last year but the only form of public notification was a single line of text on the Department of State Development's project timeline.

Ports North released an online fact sheet early last week indicating the Office of the Coordinator-General had approved an extension from June 30 to December 31.

Ports North says it is still on track to deliver the study by June. The government's response will take longer, possibly after the state election.

The study was first ordered in 2012 with a revised version requested in July 2015.

The delay comes as about 2500 passengers aboard cruise ship *Radiance of the Seas* were unable to come ashore due to windy conditions off Yorkeys Knob on Tuesday.

The ship is too large to dock at an undredged Cairns Port so four smaller boats, including three from Townsville, were brought to Yorkeys Knob for transfers that proved impossible under the conditions.

Cairns Port Development chairman Ron Crew said the passengers would have spent about \$500,000 at businesses if they had made it to shore.

GOOD BUSINESS

A STEADY stream of ships have been docking at the Cairns Cruise Liner Terminal, with *Azamara Journey* bringing 1052 guests on Tuesday and *Crystal Symphony* arriving yesterday with 1400 passengers. The *Pacific Princess* will make its maiden voyage to Cairns this morning, arriving with about 800 passengers and crew at 7am and leaving at 5pm. The *Albatross* will arrive on Sunday morning and leave that night, carrying about 1170 people. One of the largest cruise ships yet to enter Cairns Port, the *Legend of the Seas*, will arrive in Cairns for the last time on Wednesday before changing ownership to a UK-based cruise company.

"We have been well advised that this is costing our local businesses at least \$60 million a year in lost earnings and the project has been slashed to one quarter of the original size," Mr Crew said.

"The study's cost to the taxpayer is nearly \$8 million alone. This is all for a project that is estimated to cost, in total, about \$120 million to deliver."

A Department of State Development spokesman said Ports North requested extra time to undertake further wet season studies, which required no public notification other than updating the department's website.

CAIRNSPOST.COM.AU FRIDAY FEBRUARY 17 2017

NEWS 15

Cynics slam port delay

CHRIS CALCINO
christopher.calcino@news.com.au

LNP claims ploy to shore up Greens vote

CYNICISM surrounds Ports North's request for a six-month extension to perform further wet season studies in its Cairns Port dredging environmental impact study.

The Cairns Post yesterday revealed the study's due date had been stretched out to December 31 with minimal public notification.

Cairns and Far North Environment Centre president Denis Walls said the cause was simple and obvious - there was never going to be enough time to have it completed by June 30.

"It was clear they weren't going to meet their deadlines because of the fact they don't have a place to dump the dredge spoils," he said. Mr Walls said two dump sites had been considered - East Trinity, which taxpayers have already spent millions of dollars rehabilitating, and the Barron Delta voids.

"It was clear those studies hadn't been done," Mr Walls said. "To suggest the delay is an electoral ploy is preposterous. I don't see any political advantage."

Leichhardt MP Warren Entsch disagreed.

"You have to ask the question - are there genuine reasons for the delays? Does Ports North not have the capacity to complete this task in the time frames set?" he asked. "Or is this just playing the politics and complying with the State Labor Government's agenda? Either way, it is not in the best interests of the community."

Opposition state development spokeswoman Deb Frecklington argued the delay was an effort to stop the study being released until after the next state election.

"At the end of the day, this is all about shoring up inner-city green votes," she said.

The Department of State Development issued a statement saying the study's deadline extension did "not require public notification other than updating project information on the department's website."

@editorial@cairnspost.com.au
facebook.com/TheCairnsPost
www.cairnspost.com.au
twitter.com/TheCairnsPost

Dredging up excuses

The continuing delays to deepening Trinity Inlet are a disgrace (CP, 16/2).

I recall a meeting with Mayor Bob Manning nearly two years ago to discuss the port deepening and major associated benefits. I was dismayed at Bob's explanations and said so. Having led or advised on many far larger projects overseas, I know how projects can be completed rapidly, particularly when the benefit-cost calculations are very positive, as is the case with the port deepening.

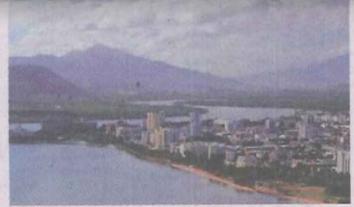
Now, I realise that the main driver of FNQ infrastructure projects is politics, and offer my apologies to you, Bob, for my naivety.

The latest explanation from Ports North for not completing a comprehensive project plan after some five years, and spending over \$8 million of our money, is pathetic and appears to assume we locals are idiots.

Peter Senior, Redlynch

Letters

Send them to PO Box 126, Cairns 4870 or email letters@cairnspost.com.au



Dredging won't harm Reef

IT'S almost seven years since I wrote my first letter to the *Cairns Post* regarding the need to have our inlet dredged, to accommodate larger cruise ships, to boost our city economically and create employment.

Cairns continually gets put on the back burner with any infrastructure projects, which we desperately need.

Both LNP and ALP have said they would dredge.

To date we are still waiting, excuses given, no money or environment concerns.

There seems to be plenty of money available in the southeast. As for environmental concerns, Trinity Inlet had capital dredging done over 100 years ago where

TRINITY INLET: One writer says past dredging has not harmed the Reef.

it went from a depth of 2.4 metres to 4.57 metres with no damage done to the Reef.

We have two political parties in this state that are treating Cairns unfairly and will continue to do so if we keep voting them in.

I say boot both out and give a newbie a go. It can't be any worse.

E. Ashwell, Edmonton

Hard labour to deter crims

A GREAT thanks to the *Cairns Post* for printing and presenting the views of Rita Panahi (24/01) and Julian Tomlinson



Invitation for submissions Revised draft environmental impact statement Cairns Shipping Development Project – Trinity Inlet, Cairns

The proponent, Far North Queensland Ports Corporation Ltd (trading as Ports North), proposes upgrades at the Port of Cairns to improve access for larger shipping, including cruise ships.

The project involves dredging to widen, deepen and lengthen the existing inner harbour channel, Crystal Swing Basin, and outer shipping channel (Trinity Inlet); and dredging to establish the new Smiths Creek Swing Basin to enable future expansion of the HMAS Cairns Navy Base. The dredged material from capital dredging will be placed on land. The project also involves upgrades to the existing cruise shipping wharves (Trinity wharves 1 to 5) and relocation and installation of new navigational aids.

The Coordinator-General declared this project a 'coordinated project', under section 26(1)(a) of the *State Development and Public Works Organisation Act 1971* (Qld) on 24 September 2012, triggering the requirement for an environmental impact statement (EIS).

At the request of the Coordinator-General, the proponent has prepared a revised draft EIS to address matters raised in submissions on the draft EIS, which was released for comment from 18 April 2015 to 1 June 2015. You are invited to make a submission on the revised draft EIS.

The Commonwealth Minister for the Environment has determined that the project may have a significant impact upon matters of national environmental significance, and will require approval under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwth) (EPBC Act) before it can proceed. The impact on these matters is being considered by the Commonwealth Minister separately under a parallel EIS process.

How to make a submission

For information about making a submission, refer to the fact sheet *Have your say on the revised draft environmental impact statement* and its attached submission form, available online and at the public display locations shown below.

The revised draft EIS is available online at <https://www.statedevelopment.qld.gov.au/csdp>. An electronic copy is also available from the proponent free of charge by contacting telephone 07 4052 3888 or email enquiries@portsnorth.com.au.

The revised draft EIS will be available to view between 12 July 2017 and 25 August 2017 during business hours at:

- Cairns Library, 151 Abbott Street, Cairns
- Smithfield Branch, Cairns Library, 70 Cheviot St, Smithfield
- State Library of Queensland, Cultural Centre, Stanley Place, South Bank, Brisbane.

Send your submission using one of the following methods:

Online: <https://haveyoursay.dsd.qld.gov.au/coordinatorgeneral/cairnssdp>

Email: CairnsSDP@coordinatorgeneral.qld.gov.au

Post: Attention: The Coordinator-General
c/- EIS project manager—Cairns Shipping Development Project
Coordinated Project Delivery
Office of the Coordinator-General
PO Box 15517
City East Qld 4002 Australia

SUBMISSIONS CLOSE AT 5 PM ON 25 August 2017.

Notes: While you are encouraged to use the submission form, it is not mandatory. We will provide the project proponent with a full copy of your submission. If you have special communication needs, telephone the project manager on +61 7 3452 7458 to make alternative submission arrangements. For public and administrative convenience, the Coordinator-General will receive all submissions on behalf of the Queensland government.



Finally, the revised draft EIS is released 11 July 2017. The project lapse date is 31st December 2017.

CAIRNSPOST.COM.AU WEDNESDAY JULY 12 2017

COMMUNITY

Sand mine to take port dredge spoil

HAYDEN SMITH
hayden.smith@news.com.au

SPEAK UP

PUMPING dredge spoil into a Barron Delta sand mine is at the heart of Ports North's blueprint for welcoming more lucrative cruise ships to Cairns.

The \$120 million Cairns Shipping Development Project has taken another step forward following yesterday's release of the Revised Draft Environmental Impact Statement (EIS), now open for public comment.

Speaking in Cairns, Premier Annastacia Palaszczuk described the revised EIS as a "good win" for the environment and economy.

"We would expect that every two to three nights there would be a cruise ship docking here in Cairns," she said.

"The EIS is due to be finalised by the end of the year, but I've said to the Co-ordinator General - 'get a move on'."

"Cruise ships plan their docking ports two years out. We want to be ready, willing and able to take as many cruise ships as possible."

Critics of the project, such as the Cairns and Far North Environment Centre (CAF-NEC), have long questioned the merit of holding a capital dredging exercise on the Great Barrier Reef's doorstep.

Ports North plans to pump about 900,000 cubic metres of "soft clays" from a temporary site about 3km offshore from the mouth of Richters Creek near Yorke's Knob, into an existing Barron Delta sand mine.

The remaining 100,000 cubic metres of "stiff clays" will be dredged and then taken by barges to Port-owned land at Tingira St, Portsmith.

This material could then be used for future development.

"The concept of putting the soft silt into the Barron Delta was a sensible solution that added up from an environmental and cost perspective," said Ports North chairman Russell Beer.

"Work will be done to ensure none of the dredge spoil will end up back at sea."

"It will spend forever at the bottom of that sand pit in the Barron Delta."

Mr Beer said Cairns' port would remain "completely operational" throughout the 12-week dredging exercise, flagged to begin in 2019.

The Cairns Shipping Development Project has been tipped to create more than 2700 jobs after completion.

Submissions for the Revised Draft EIS close on August 25.

THE public has been urged to have its say on the proposed Cairns South State Development Area (SDA), flagged to be built on an 840ha site near Gordonvale. The project has been tipped to grow Cairns' industrial strength.

"In 15 years this (southern) area will have a population the size of Rockhampton. It's important we plan ahead for economic development in this zone," said Minister for State Development Anthony Lynham. "We had a lot of consultation with government agencies, but this plan now goes on for community consultation." Treasurer and Member for Mulgrave Curtis Pitt said he "could not be more excited" for the new SDA to be declared. "Edmonton and Gordonvale have been dormitory suburbs of Cairns, which will be a thing of the past," he said.

SMOOTHER WATERS: Queensland Premier Annastacia Palaszczuk and Treasurer Curtis Pitt take a boat ride on Trinity Inlet yesterday.

Picture: STEWART MCGLEAN



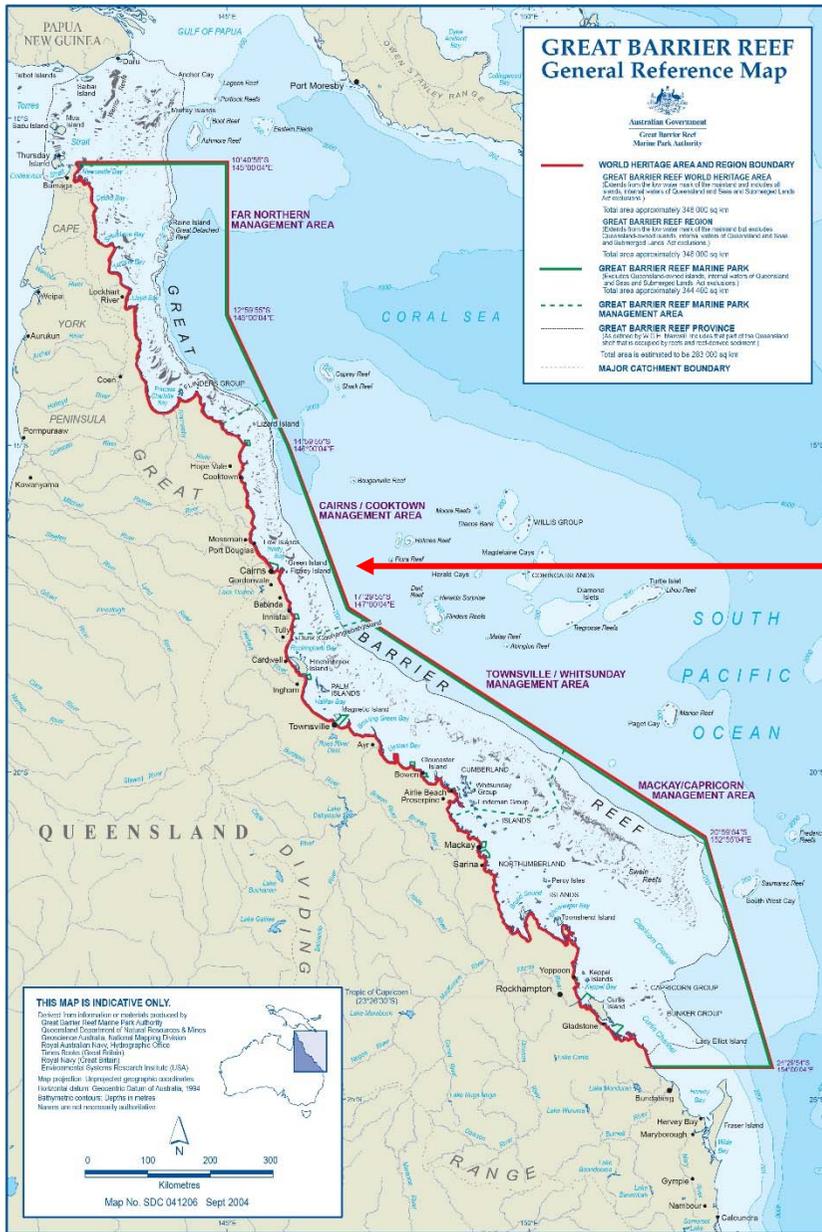
The Reef 2050 Plan, Great Barrier Reef World Heritage, UNESCO & Local Reef Tourism Operators

- The value of the Great Barrier Reef has been used by Green activists to support UNESCO's activities to regulate Port expansion.
- The value of World Heritage listing is mainly a 'marketing-tool'. It is not essential to reef protection that is the responsibility of Australian governments.
- Although an unsubstantiated value has been placed on the GBR, the real value of world heritage listing will certainly be much less.
- Most reef related tourism is not dependent on world heritage listing (*TNQ Repositioning Study, Commonwealth 2009-10*)
- Recently world heritage listing has made the reef the target of very damaging publicity that infers that the reef is degraded, detracting from the value of the GBR.
- Reef tourism is a small part of the overall local economy and accounts for less than 10% of the employment base in Far North Queensland.
- During the GFC and economic downturn, the economy was supported by agriculture that is relying on Port expansion for operating efficiency.



A loud minority of local Green activists are supported by international activists opposing coal exports.
Coal is not exported from the Port of Cairns.





The Great Barrier Reef Marine Park:

- covers 344,400 km² in area
- includes the world's largest coral reef ecosystem
- includes some 3000 coral reefs, 600 continental islands, 300 coral cays and about 150 inshore mangrove islands
- has an average depth of 35 metres in its inshore waters, while on outer reefs, continental slopes extend down to depths of more than 2000 metres



Dr Fanny Douvere
Coordinator
Marine Programme
World Heritage Centre
UNESCO

Pressure from UNESCO has resulted ending a Century long practice, stipulating it be instead disposed of on shore. "We discussed this very seriously with the Government and after substantial discussions decided to basically ban the dumping of capital dredging in the world heritage area," Dr Douvere said. "It was banned first in the park and then later expanded to the entire world heritage area, so those were important and that issue has been dealt with."



Plenty of studies with recommendations:

Cairns Shipping Development Project DRAFT EIS: Nov 2014 page 14 Connell Wagner, Environment North (2005) & GHD (2000)

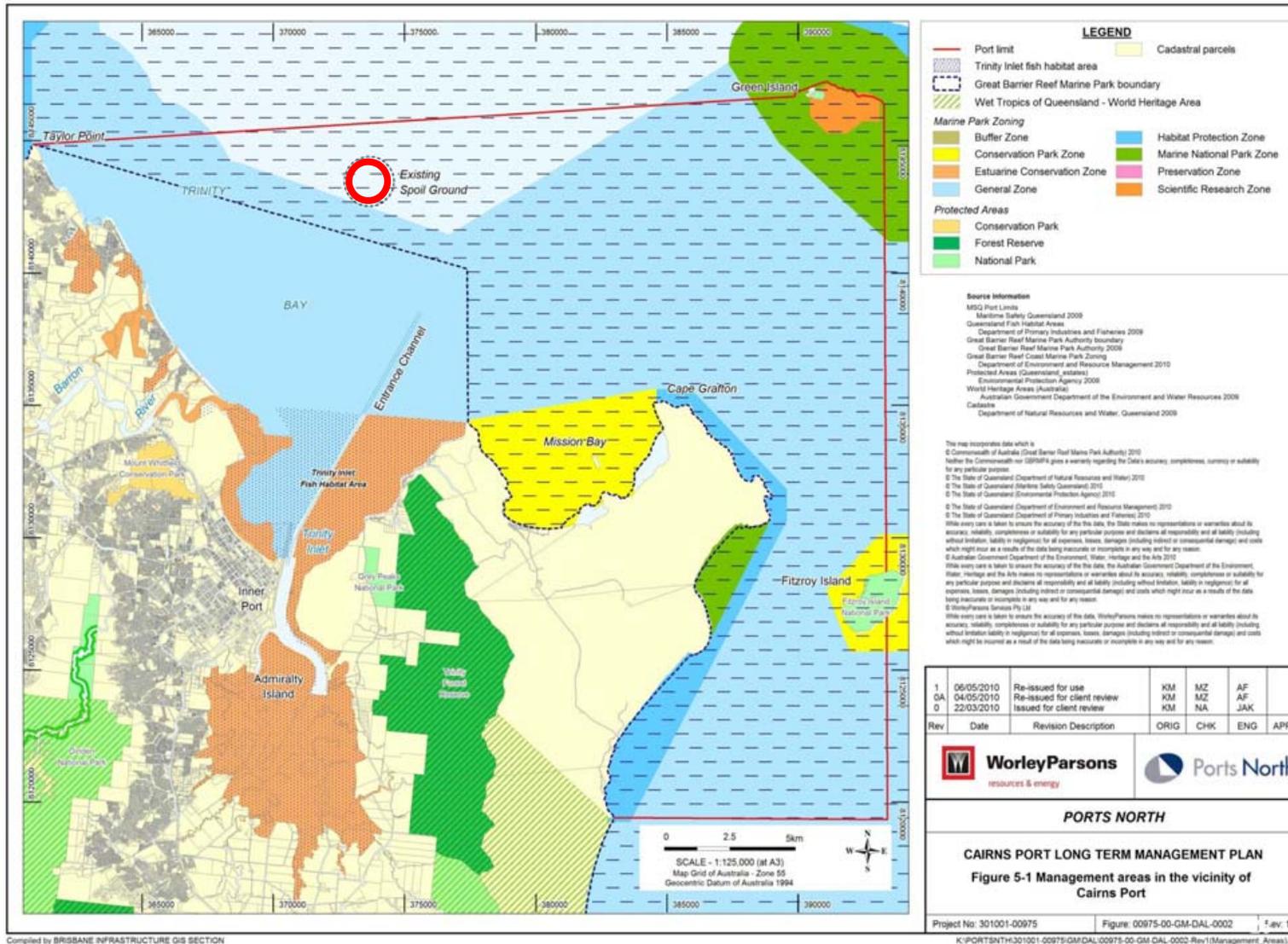
- Marine placement is recommended over on-shore placement as the most cost effective, efficient and long-term management solution. **NO DAMAGE TO THE REEF!**
- Alternative DMPA identification and sediment modelling identified two potential alternative marine DMPA locations.
- East Trinity was recommended for on-shore placement and not supported by Queensland Government departments. Although a CSIRO report has recommended that degraded land should be filled and sealed.



Relocating the dredged marine sediment from the shipping channel to a nearby location at sea is \$13 per cubic metre, or placing it at East Trinity at \$46 per cubic metre. Currently, the Barron Delta cost is much higher at \$73 per cubic metre.



Marine placement is at the designated spoil grounds (DMPA) and has been in use since 1991 for placement of maintenance dredge material and minor volumes of capital dredge material.



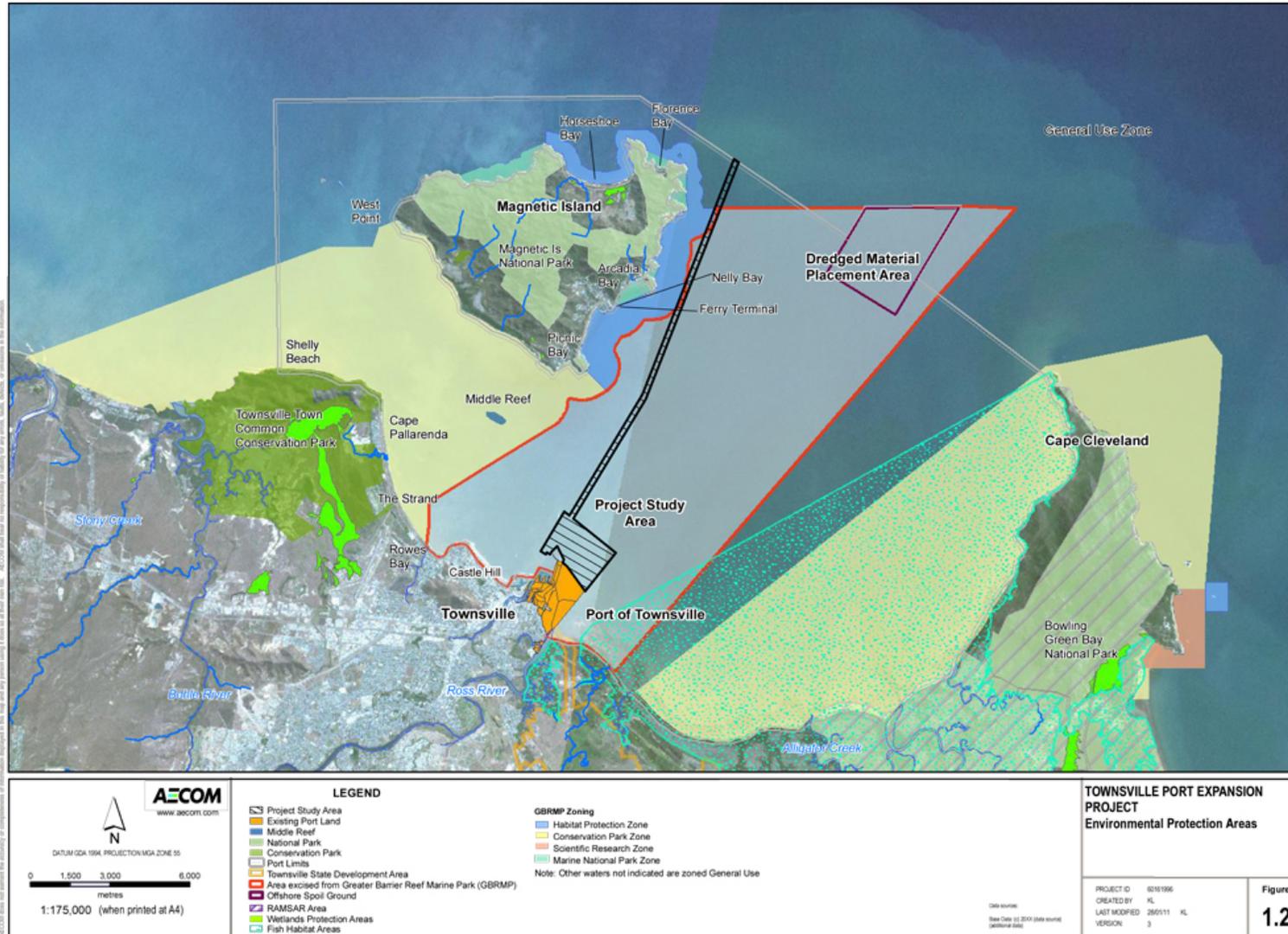
The DMPA was located outside the Great Barrier Reef Marine Park; however, the boundaries were shifted in 2001.

Permits to use the site may be due to expire again in 2020.

The DMPA may have remaining capacity to store about 7.6 M m3. Worley Parsons (2010)



Port of Townsville: Area outlined in **RED** excised from the GBRMPA. Note that it includes the spoil grounds even though they are outside the Port's limits. Why can't we do that for Cairns Port Projects?



The EIS documentation for the expansion of the Port of Townsville includes its increasing use as a sea cargo / freight hub for North Queensland.

Dredge volume is 11.4 million cubic metres. Cost \$1.64 billion. Land reclamation 152 Ha. Channel design depth 12.8 metres.

<http://eisdocs.dsdip.qld.gov.au/Townsville%20Port%20Expansion/AEIS/chapter-02-project-description.pdf>

Is this planned to replace services at Cairns Sea Port?



Department of State Development

Townsville Port Expansion Project

Project overview*

EIS status	EIS active
Description	Expansion of the Port of Townsville to accommodate forecast growth in trade at the port and address current capacity constraints.
Proponent	Port of Townsville Ltd
Location/s	Port of Townsville. Map
Local government/s	Townsville City Council
Investment	\$1.64 billion
Key features	<ul style="list-style-type: none"> • new deepwater outer harbour • 6 x additional berths in new harbour • deepening and widening of existing approach channels • reclamation of 152 hectares of existing harbour for new berths, bulk cargo storage and a rail loop.
Jobs	<ul style="list-style-type: none"> • 174 (construction) • 180 (operational)

* Project information supplied by proponent and subject to change.

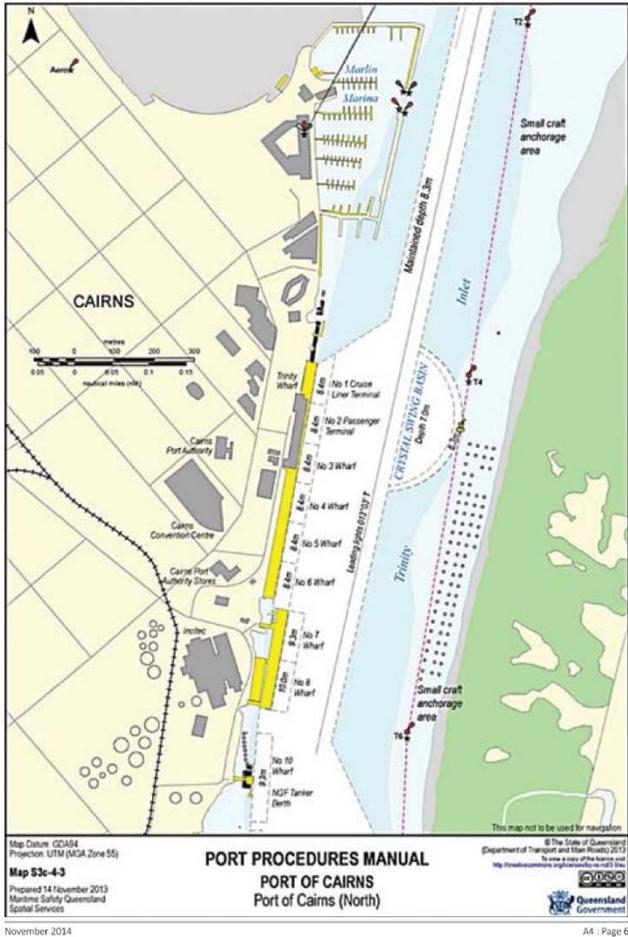
Environmental impact statement (EIS) process

Date	Activity
Currently	The Coordinator-General's evaluation report on the EIS is being prepared.



The project description:

Figure A4.2.3c Cairns Berth (northern layout) (from pp. 74-75 of Transport and Main Roads 2013)



Extract Ports North DRAFT EIS CAIRNS SHIPPING DEVELOPMENT PROJECT: Chapter A4 Project Description. Nov 2014.

Original project plan:

- 20-25 year future proofing of Port
- Widening the existing 90m channel to 130m
- Increasing the depth from 8.3m to 9.4m
- Outer Channel upgrade and extension by 1.0km
- Expansion of the Crystal Swing Basin
- Upgrade of wharf berths
- Upgrade of landside infrastructure
- Relocation of navigational aids
- Relocation of the Main Swing Basin to a new location adjacent to Senrab Point at Admiralty Island.

• Total volume of sediment for removal was 4,400,000 m3.

The revised EIS has reduced the:

- Volume of sediment removal to less than one quarter: now 1 million m3
- Project, now only good for about 10 years
- Land placement forced by new laws and costs now VERY EXPENSIVE

Current legislation is also going to block future dredging



The comparison of the changes to the Cairns Shipping Development Project is best seen in the following table.

Channel Design	Outer Channel	Bend	Inner Channel	Berth Pocket	Crystal Swing Basin	Declared Depth
Existing Channel	90m	150m	105m	50m	380m	-8.3m
2105 Proposed Channel	140m	210m	190m	50m	400m	-9.4m
2017 Downscaled revision	100m	180m	110m	50m	380m	-8.8m

The comparison of the changes to the Cairns Shipping Development Project is best seen in the following table.

Table from Cairns Shipping Development Project Draft EIS 2015 with new revised downscaled revision 2017 added.

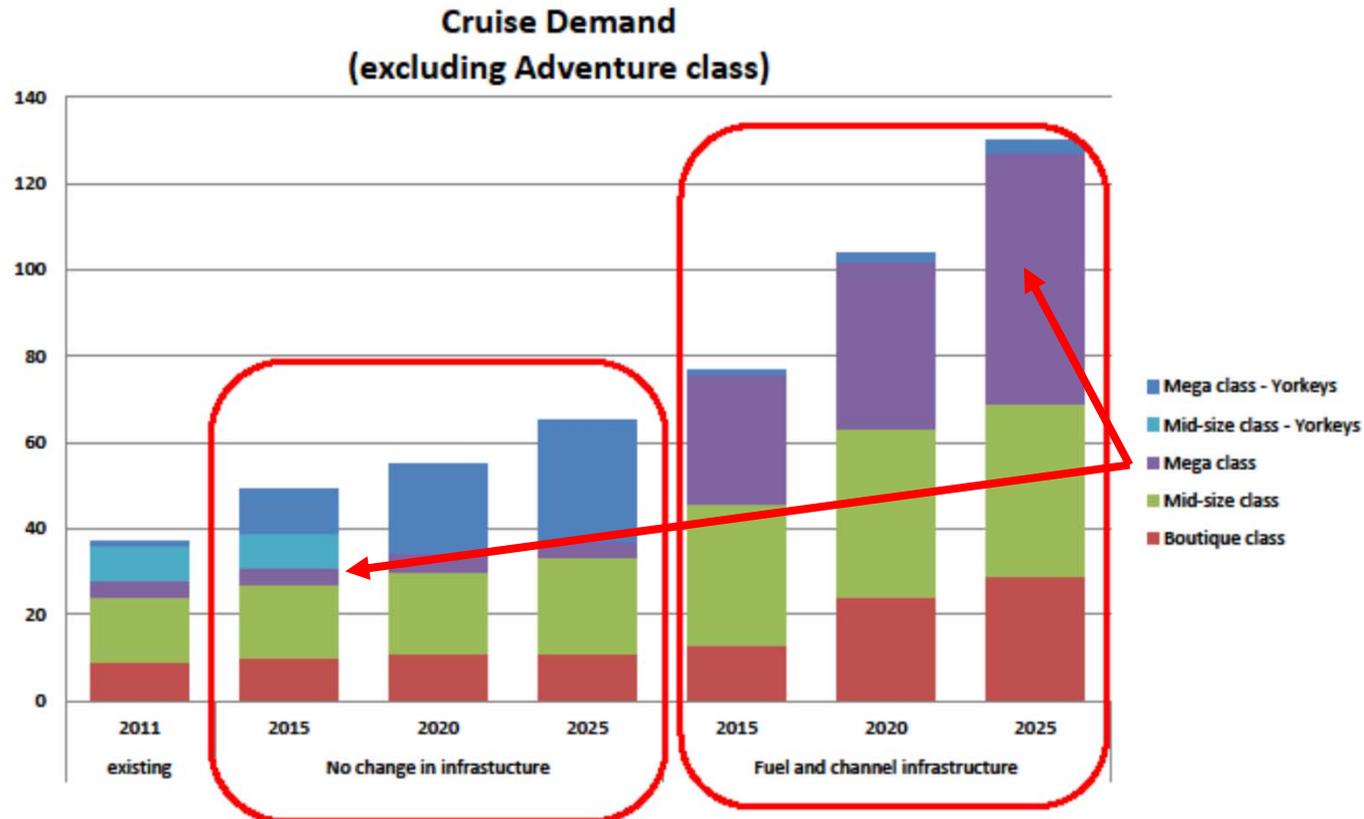
Now it will only allow ships up to 300m in length and up to 110,000 tonnes.



In 2012, Ports North announced the Cairns Shipping Development project with the following information, verified by industry experts.



Cruise Demand

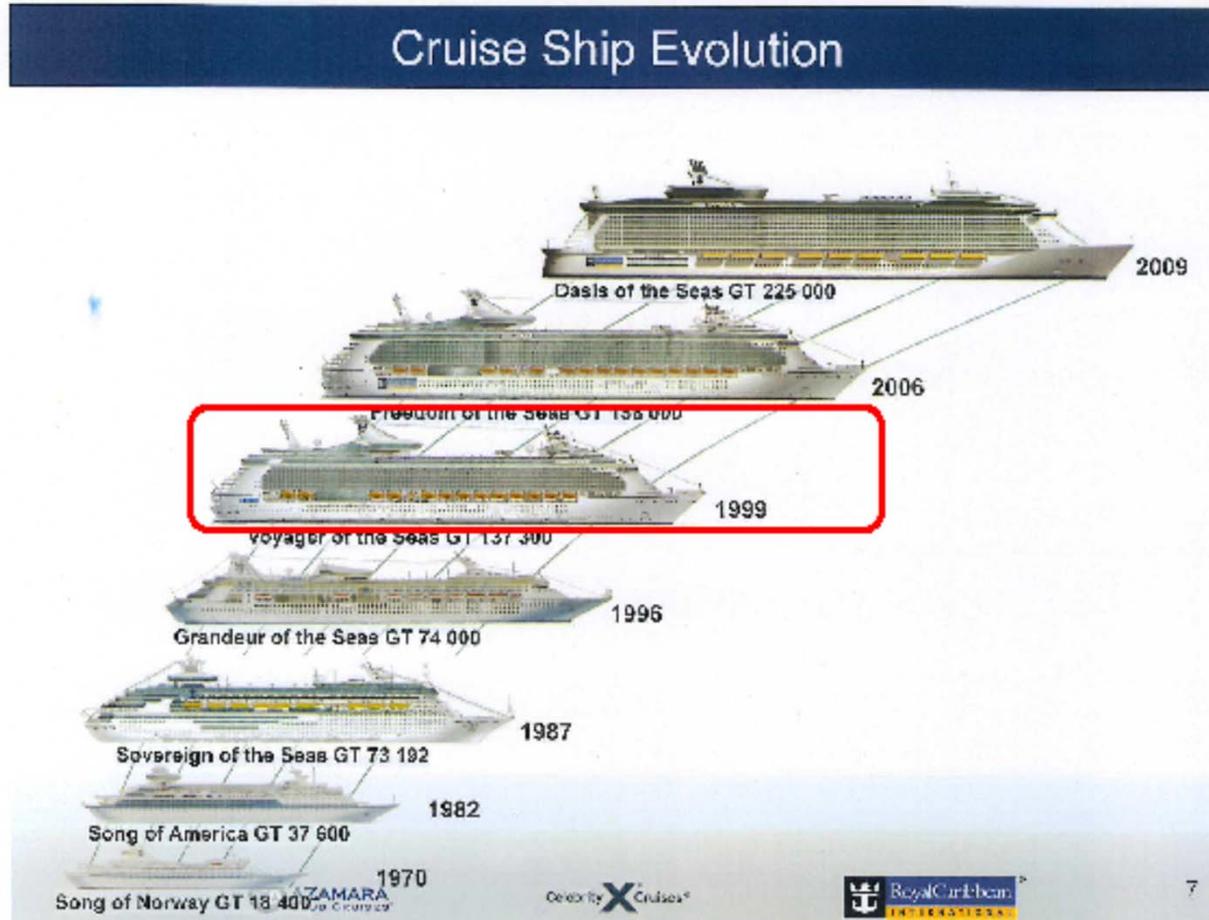


Port of Cairns | Cape Flattery | Karumba | Mourilyan | Skardon River | Quintell Beach | Thursday Island | Burketown | Cooktown



The ships are getting bigger and the original project targets the Voyager class.

Royal Caribbean Ship Evolution



The revised project will work for ships up to 300m only, not the Voyager class.

Mega Class Cruise Ships

- Largest Cruise ship is 279m, 78,491 GRT Rhapsody of Sea
- 80% of ships built since 2008 cannot access Port of Cairns
- Mega class ships are unable to enter the Port without infrastructure improvements

The types of Mega class ships that could visit Cairns after this project is completed are:

Ship Class	Ship Name	Length Overall (m)	Beam (m)	Draft (m)
Regal	Pacific Dawn	245.1	32.3	7.8
Vista	Queen Victoria	294.0	32.3	8.0
Sun	Sun Princess	261.3	32.3	8.1
Grand	Emerald Princess	290.0	36.0	8.0
Voyager	Voyager of the Seas	311.0	38.6	8.6



CAIRNS SHIPPING DEVELOPMENT PROJECT
Revised Draft Environmental Impact Statement

APPENDIX AQ: AEC 2016 Economic Analysis Update Report (2017)



The Environmental Impact Study (EIS) economic impact report estimates the 2015 project earnings are \$1.1 billion but the downscaled project shows an earning of only \$760 million.

The smaller project will lose \$340 million of earnings and only marginally improve the port capacity. The report states that the earnings loss is attributable to the smaller shipping channel that will limit ships lengths to 300 metres rather than 320 metres in the 2015 project plan.

Therefore, the Voyager class of cruise ship class won't be able to access the port with a draft of 9 metres, weight of 138,000 tonnes and length of 311 metres.



The AEC 2016 shipping demand study records that the Voyager will have 60% of the market cruise industry share by 2026 and will succeed the smaller Grand and Vista as the dominant cruise ship in Australian waters.



The study also records that no new smaller Regal or Sun class ships are on order and smaller Grand and Vista vessels will be out of production by 2023. Royal Caribbean Cruise Lines will have eight ships in Australia by 2020 but not one will be less than 300 metres.



DREDGING CAMPAIGNS: Port is regularly deepened and it's been 25 years.....

1876: Cairns port declared. First capital dredging works in 1887.

1913: Trinity Bay dredge took up operations deepening the channel and increasing its width to 45 m by 1929.

1940s: Channel widened progressively to 60 m.

1970s: Further widened to 75 m and deepened the entrance to 8.2 m.

The Sir Thomas Hiley dredge replaced the Trinity Bay dredge.

1990s: Channel widened to 90 m and a design depth of 8.3 m.

2001: The Brisbane dredge replaced the Sir Thomas Hiley and has continued to provide maintenance dredging to the Port of Cairns annually since that time.

Maintenance dredging is undertaken annually at Port of Cairns. Average annual quantity dredged is approximately **600,000 m³** of which 90 percent is removed from the channel and 10 percent is removed from the inner port area.



LONG EXPERIENCE WITH RECLAMATION DREDGE SPOIL

1920s



CAIRNS PORT
DEVELOPMENT INC
OUR PORT - OUR FUTURE



1940s

PORTSMITH AREA BEFORE RECLAMATION

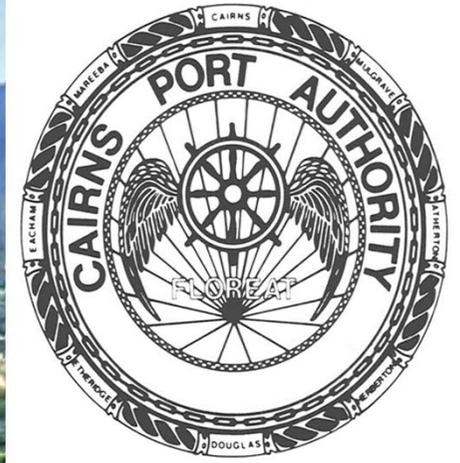
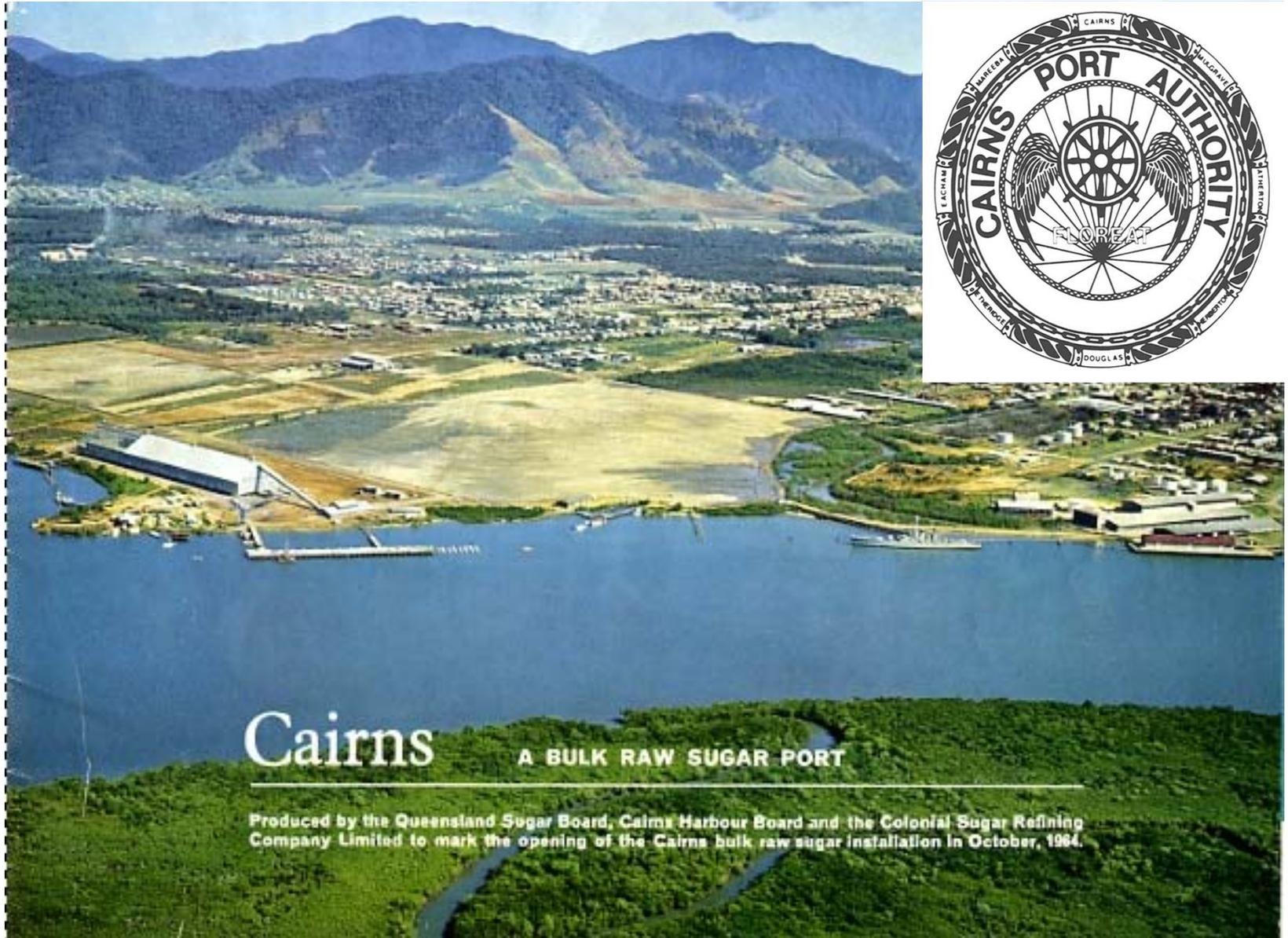


CAIRNS PORT
DEVELOPMENT INC
OUR PORT - OUR FUTURE



PORTSMITH CROWN INDUSTRIAL ESTATE BEING RECLAIMED

1960s

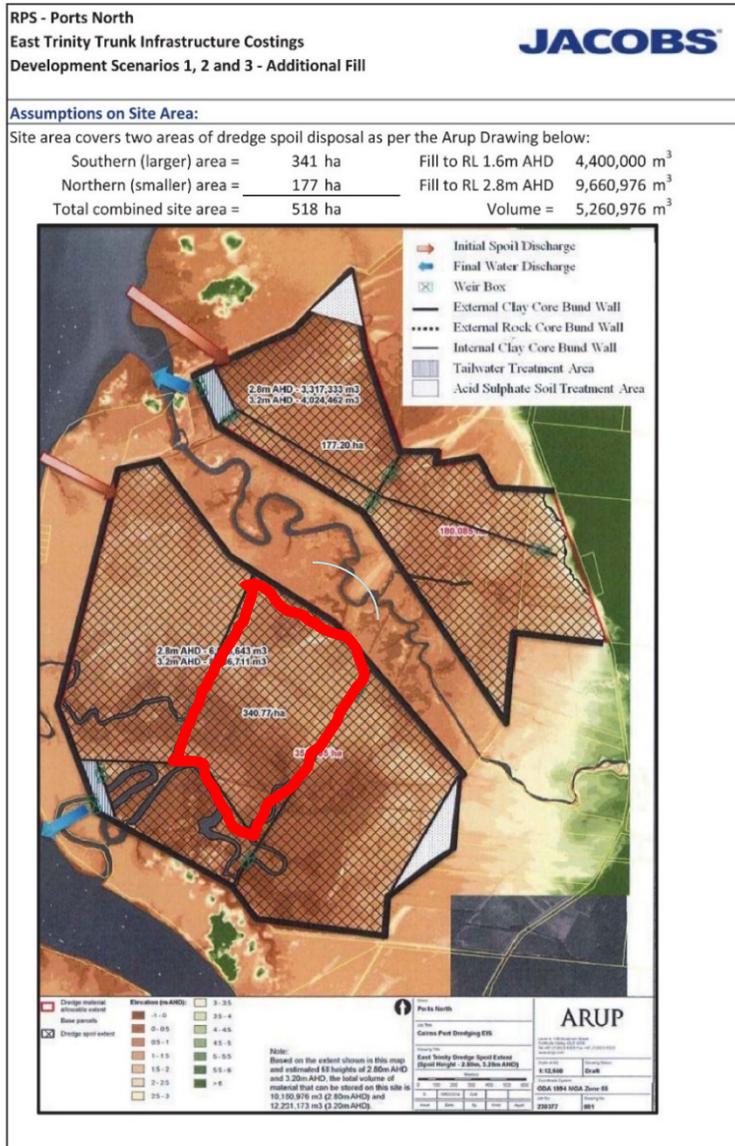


Cairns A BULK RAW SUGAR PORT

Produced by the Queensland Sugar Board, Cairns Harbour Board and the Colonial Sugar Refining Company Limited to mark the opening of the Cairns bulk raw sugar installation in October, 1964.



Cairns Port expansion: On-shore placement at East Trinity



After spending close to \$8 million on the EIS to date, the process has failed to complete a full study of the most cost-effective and environmentally responsible land placement solution at East Trinity, land owned by the citizens of Queensland.

- Original EIS says 518 Ha for 4.4m m3.
- We said only 320 Ha is needed.
- 1m m3 should need less than 100 Ha.



EAST TRINITY

Total state owned land area 950 Ha. Not natural wetland. After the sediment is placed, capped with good soil and revegetated, let's set it aside for the future.



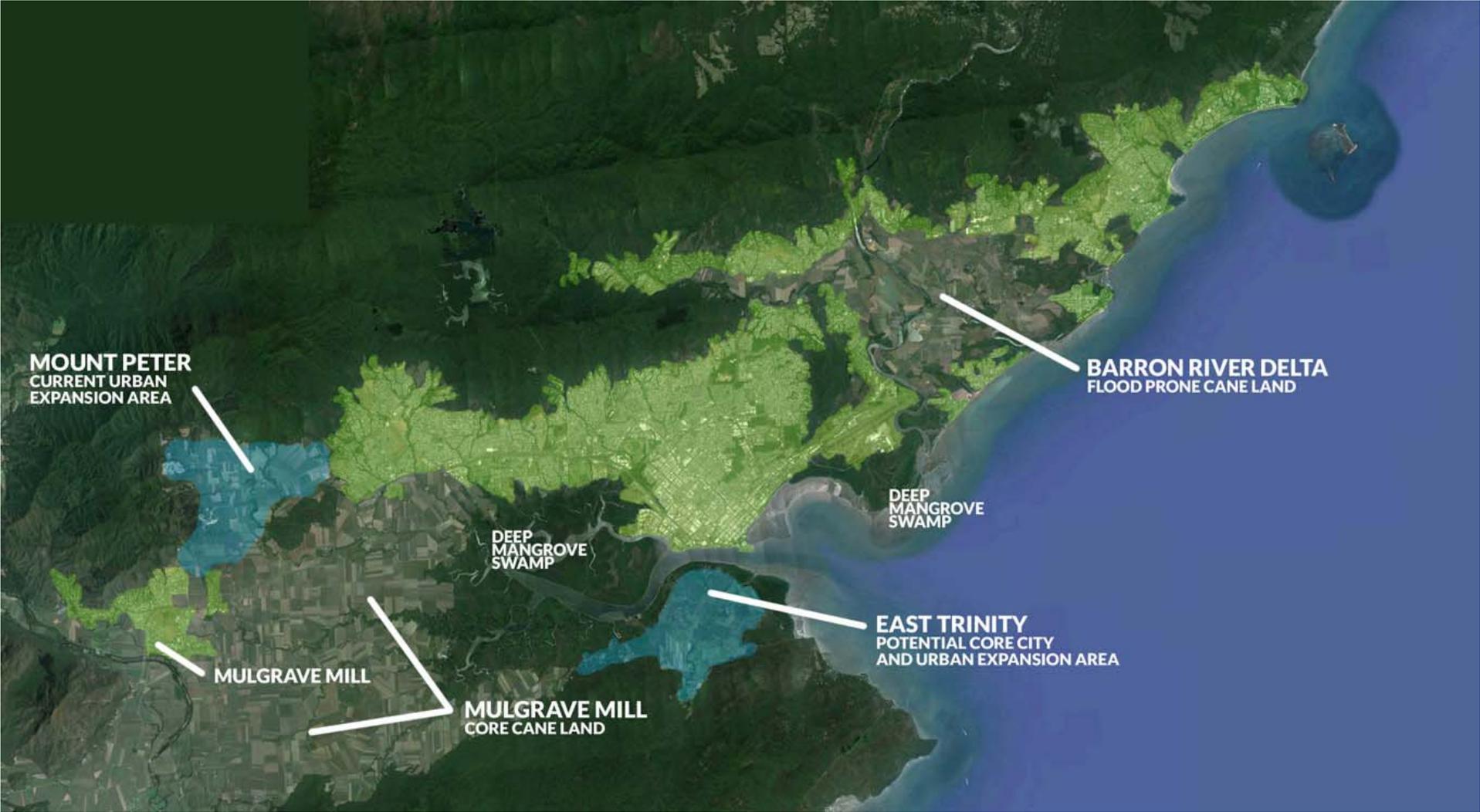
PROSPECTS: Northern end of Admiralty Island, East Trinity & Barron Delta Sand Mine & Prawn Farm



CAIRNS PORT
DEVELOPMENT INC
OUR PORT - OUR FUTURE



CAIRNS LONG-TERM DEVELOPMENT OPTIONS

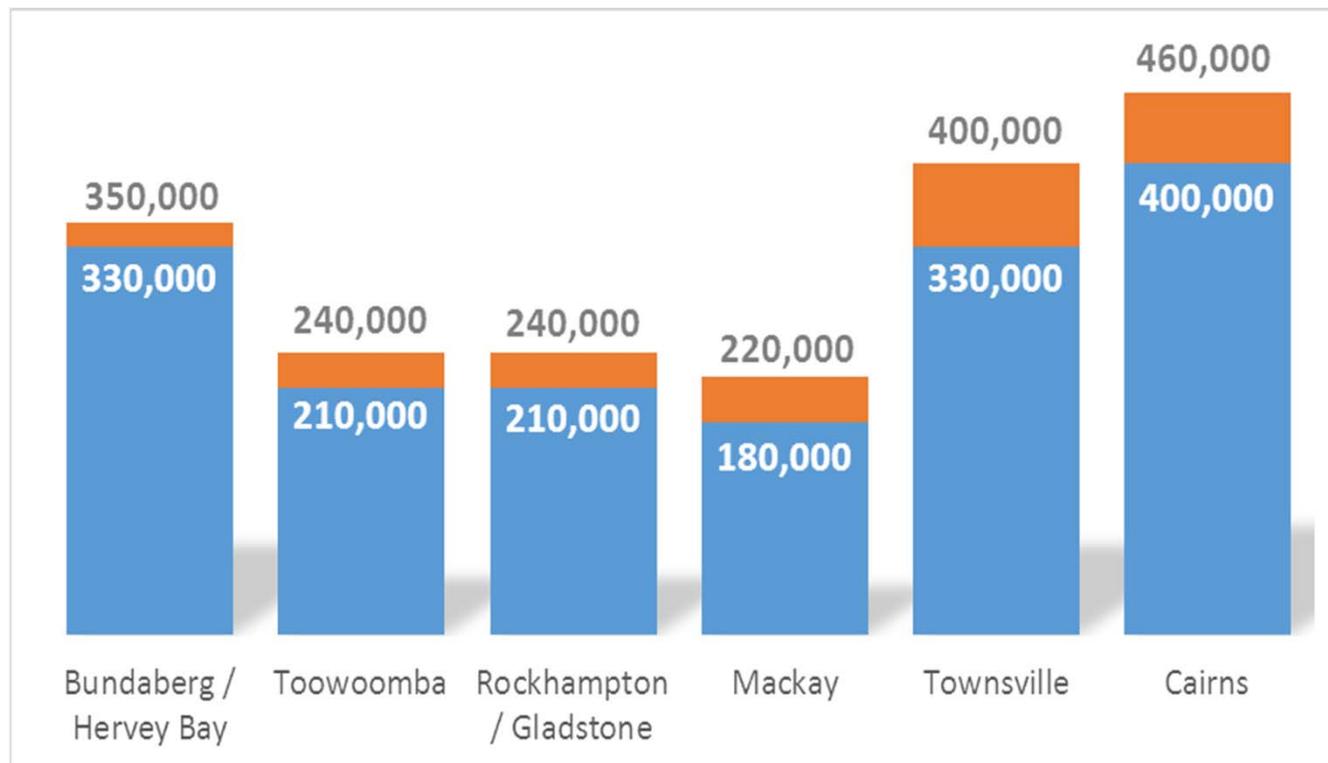


CAIRNS PORT
DEVELOPMENT INC
OUR PORT - OUR FUTURE



CAIRNS LONG-TERM GROWTH

PROJECTED POPULATION RANGES OF QUEENSLAND REGIONAL CITIES, IN 2050,
ON PAST 35, 20 AND 10-YEAR GROWTH RATES



BASED ON PAST 35, 20 AND 10-YEAR TRAJECTORIES, BY 2050, CAIRNS WILL LEAD WITH POPULATION RANGING FROM 400,000 TO 460,000 WITH TOWNSVILLE NEXT AT 330,000 TO 400,000.



The Cost Benefit Analysis indicates that the project has a very high ratio of up to 5 to 1 and that very substantial additional economic activity would occur in the region.

O Revised downscaled project to proceed as STAGE ONE.

O A review of the Queensland Sustainable Ports Act & Reef 2050 Plan to guarantee the ability to extend capital dredging of the port beyond the current proposal

O A Commonwealth government minor change to the boundary of the Great Barrier Reef Marine Park and World Heritage Area to exclude sites for offshore placement.





CAIRNS PORT DEVELOPMENT INC

OUR PORT - OUR FUTURE

www.cairnsport.org.au

Contact: admin@cairnsport.org.au

Phone: 0740531274

PO Box 952

Edge Hill

Cairns

QLD 4870

Cairns Port Development Inc. is not-for-profit and community based.

We live and work beside the Great Barrier Reef, applying world's best standards to protect it.

Our 'Nationbuilder' campaign platform has over 10,000 active followers.

Further information can be downloaded from this link:

http://www.cairnsport.org.au/economic_future_of_city_relies_on_port_expansion

