

Sub No. 002
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23 June
2015

From: [Jonathan Peter](#)
To: [Infrastructure, Planning and Natural Resources Committee](#)
Subject: Sustainable Ports Development Bill 2015
Date: Tuesday, 23 June 2015 8:13:53 PM

Dear Committee,

Thank you for the opportunity to make a submission on the above proposed Bill. I am a retired professional Charter captain, now living in the Whitsundays; and after a lifetime on the water, and the last 18 years in this area, I have seen considerable degradation of water quality on the Queensland coast, and am very concerned about the continued industrialization of our coastline.

This new Bill is a great improvement over the previously government's 'open slather' approach to port developments by attempting to spell out restrictions on future dredging and dumping for 12 ports and limiting the developments outside these designated ports. Regrettably, it does not go far enough in these restrictions, and doesn't support the 2050 Plan with enough protection for the Great Barrier Reef.

In order to better protect our waters and monitor this Sustainable Ports plan the following items should be included BEFORE it is put up for consideration in Parliament.

- 1.) The maintenance dredging of existing shipping channels must be controlled with an eye to reducing the impact of this dredging spoils; moving the spoils to land, putting a limit on annual totals, and otherwise controlling this activity.
- 2.) Trans-shipping (ie. of coal and other commodities at sea, from barges to ships) must be specifically banned, as these practices inside the World Heritage Area could have very damaging impacts on water quality. On shore facilities that might encourage this kind of trans-shipping must not be allowed to go ahead, and this should be spelled out in the Bill.
- 3.) Dumping of ALL capital dredging in the waters of the WHA must be prohibited, and this Bill only covers such capital dredging in the Port areas. It must be extended to All capital dredging, with minor allowances for boat ramp work where necessary.
- 4.) While to government has said it will protect the Fitzroy Delta, these protections should be included in the Bill by restricting future development of Port Alma.
- 5.) Non-port development must also be restricted, as these activities can have a cumulative impact on our coastal waters. For example, any development of a Shute Harbour Marina (or in other places), could have a damaging impact on WHA waters, and should be restricted and controlled more carefully than is spelled out so far in this Bill.
- 6.) In order to make accountability obvious and available to the community, this Bill should include (amendments?) that spell out third party oversight, judicial review of any decisions made, and public access to any master plans or proposals that might impact on these preferred 'sustainable' outcomes.

Thank you for seriously considering these aspects of this proposed Bill, and hopefully including them in the final draft before it is submitted for consideration at Parliament.

Respectfully,

Jonathan Peter

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