



Speech by

**Hon. Paul Lucas**

**MEMBER FOR LYTTON**

Hansard Wednesday, 18 August 2004

---

## **MINISTERIAL STATEMENT**

### **Fisherman Islands**

**Hon. P.T. LUCAS** (Lytton—ALP) (Minister for Transport and Main Roads) (10.09 a.m.): Last Thursday, 12 August, I had the honour of representing the government at a ceremony to mark the completion of the Port of Brisbane Corporation's massive 4.6-kilometre \$90 million seawall at Fisherman Islands. The completed seawall now encircles 230 hectares, which will be reclaimed progressively over the next 20 years with dredging spoil from the waters off Fisherman Islands. This landmark construction project was completed on budget and six months ahead of schedule. I think it is slightly under budget.

I am also very pleased to say that the seawall project was conducted according to the strictest environmental guidelines. The reclaimed land will allow wharf capacity at the port to be extended from the current nine berths to between 14 and 16. This expansion will allow the Port of Brisbane Corporation to cater for the commercial growth in the area and allow further relocation of port facilities from the Hamilton port precinct to Fisherman Islands. The seawall is a rock structure placed on top of a layer of geotextile and sand. It is made up of about 1.25 million tonnes of rock, 220,000 square metres of high-strength geotextile, 155,000 square metres of filtration geotextile and 425,000 cubic metres of sand. The seawall has been a Queensland project through and through, with rock railed from Beaudesert Blue Metal Quarries in the honourable member for Beaudesert's electorate; high-strength geotextile stitched by Toowoomba company Darling Downs Tarpaulins—I am not sure whether that is in Toowoomba North or Toowoomba South but is certainly in the downs; and sand from the port's maintenance dredging program. A group known as the FPE Seawall Alliance was formed to construct the seawall consisting of the Port of Brisbane Corporation, Leighton Contractors, Coffey Geosciences, WBM Oceanographics and Parsons Brinckerhoff.

Once the 230 hectares of reclaimed land is fully developed, up to 1,860 new jobs will be created in new port facilities and related industries. I should say that Melbourne has a problem at the moment that it needs to expand its port and it is going to have to blast all the way through Port Phillip Bay from Melbourne out to the ocean. Whether they will be able to do that environmentally or indeed technically is a major problem. Sydney also has issues in terms of its port. Brisbane has great advantages in our port, and it is wonderful to note that international trade through the port of Brisbane in 2003-04 was valued at over \$19.5 billion. The port of Brisbane is one of Queensland's most important assets. It handles 25 million tonnes of trade per annum and is a key source of direct employment with the Port of Brisbane Corporation and indirect jobs through businesses serviced by the port.

The corporation directly contributes to an increase in gross state product of around \$40 million per annum. Indirect flow-on effects of this expenditure is of the order of \$30 million, providing a total impact on gross state product of over \$70 million per year. Port related activity is not just limited to that of the corporation. There are a number of other businesses within the port of Brisbane which contribute to economic activity in Queensland, including ship handling services, road and rail transportation, storage, freight forwarding, brokerage and related services. These businesses contribute approximately \$700 million to gross state product. I congratulate everyone involved in this magnificent seawall project,

from the managers and engineers to the truckies and machine operators who gradually closed the seawall gap. I must say as well that I am a proud local member.