

ENVIRONMENTALLY SPEAKING 4

AIR & WATER POLLUTION – NATIONAL POLLUTION INDEX (www.npi.gov.au)

The summary for 2003-04 shows the number of toxic substances reported in postcode 2036 down from 54 in the previous year to 49. In adjacent Maroubra (2035) the substances are up from 26 to 27.

RECREATIONAL LICENCE FEES RISE BY 20% ON JULY 1

Where does Fisheries (Department of Primary Industries) spend its money? Sydney Harbour? Certainly not on the north side of Botany Bay where there is only 1 jetty. Fish from this jetty and you could be fined. There are signs in this area around Penrhyn Estuary advising the public not to fish or even to touch the water. There is no talk of a clean up so that fishing can occur in the future. Under the Port Expansion Plan, Sydney Ports propose to dredge over 7 million cubic meters in this area. The jetty will disappear and so will the right to fish anywhere between the third runway and Foreshore Beach.



Penrhyn Estuary, Spit and Jetty

CONSUMPTION

Australians are throwing away more than 3 million tonnes of food a year, mostly because of over shopping and waste at the table. Planet Ark looked at how much food was being wasted by Australian households

and they found as much as 25 per cent of food ended up in the rubbish bin. The study suggested total food wastage was worth \$5.3 billion per year, comprising \$2.9 billion in fresh food, \$630 million of uneaten take-away food, \$876 million of leftovers, \$596 million of unfinished drinks and \$241 million in frozen foods.

ORICA COMMUNITY MEETINGS

This is a reminder that Orica is conducting regular information/community engagement meetings. Everyone can get involved and the dates and times for these are advertised in the Southern Courier. A destination for the HCB waste in drums is yet to be found. But there are proposals for the HCB contamination of the car park with promising results coming from the laboratory based bioremediation work. This work is scheduled to progress to site trials in September. There is extensive information available on EDC contamination at www.oricagroundwater.com and HCB waste at www.oztoxics.org.

In relation to the EDC plumes no-one in Orica nor in the Department of Environment and Conservation(DEC) is suggesting the precautionary principle be invoked to stop Sydney Ports' proposed dredging. At the Upper House Inquiry into NSW Ports, Mr Colin Woodward, Executive Director of Operations in DEC stated: "the EIS that we have received and assessed in relation to the port development proposal indicates that there will not be a disturbance of that plume or a speeding up of that plume in any sense that would be created by the port development." The Committee for State Development quoted Mr Woodward in its report.

The Sydney Morning Herald, August 7th 2003 reported that "Sydney's water crisis has forced the Carr Government to consider sinking bores to draw on the city's stores of groundwater...(including).....the city's best aquifer, at Botany...." Now people are told not to use their bores and an area stretching

from La Perouse to Redfern is embargoed from sinking new bores. If the experts had always been right the Botany Aquifer would not be contaminated. Yet Mr Woodward and the Sydney Ports consultants (URS) and the Orica consultants (URS) are all confidence – all confidence and no accountability.

It's too dangerous to fish but perfectly alright to dredge 7 million cubic metres.



The Sydney Ports Vision for Sydney

Jeffrey Smart's Truck and trailer approaching a city, 1973, Art Gallery of NSW

DOES SYDNEY REALLY NEED TO BE A FREIGHT HUB?

It will mean more prime sites in Sydney turned over for container parks and warehouses, more roadways to accommodate semitrailers, more rail track to accommodate freight trains competing with commuter trains, more tunnels, more stacks, more diesel and noise pollution and congestion.

It will mean the reclamation of the equivalent of 2 Botanic Gardens in Botany Bay. Dredging in an area of the Bay where you cannot touch the water or fish because of Orica's toxic chemical contamination of the Botany Aquifer. It will mean expanding container traffic at Port Botany – from 1 million to possibly 7 million containers. If operational today the proposed terminal would compromise air safety at Kingsford Smith. It will take at least 5 years and a \$10 million contribution from Sydney Ports for appropriate technology to be developed. And then there is no guarantee that it will be

approved by CASA. Kingsford-Smith already accounts for 50% of the total \$ value of Australia's air freight.

It will mean that the Enfield Marshalling Yards will be developed for handling freight. The opportunity cost is enormous. Enfield is located in the centre of Sydney and has rail in place and could be developed into a Technology Park providing a diversity of employment for the greater population of Sydney.

The growth in container imports into Port Botany outstrips population growth by 12 to 1. The most significant export through Port Botany is empty containers at 1,000 a day. The most important single commodity exported through Port Botany is aluminium which is rail freighted down from the Hunter.

The Port Botany – Enfield scenario is not for the benefit of Sydney, nor exporters from regional NSW, nor the commuters from the Central Coast, Illawarra and Hunter. Global examples of regional ports worldwide acting in a satellite capacity for the primary port and, in themselves, becoming tangible national economic drivers include: Felixstowe, England servicing the Greater London area; Baltimore, USA servicing the New York metropolis and Tauranga, New Zealand and its innovative link to Auckland. The Newcastle Multi Purpose Terminal (MPT) can be operational in 2008. The Hunter Economic Zone (HEZ), outside Kurri Kurri, complements the Port. The proposed Brisbane-Melbourne freight line would provide opportunities for regional centres such as Parkes, Dubbo, and Wagga Wagga. But then would Sydney need more tunnels, stacks, tollways and Westfield malls. Perhaps decentralisation would not suit Transfield, Leighton, Westfield, Meriton, Mirvac, Macquarie Bank.

Stateline: Friday 7.30pm 3/6/05
QUENTIN DEMPSTER: The 'Sydney Morning Herald' is running what it calls a 'Campaign for Sydney'. Implicit in that is a daily embarrassment, almost a condemnation of your government's efforts over the last 10 years. Are the

problems now, in the liveability of greater Sydney - air quality, car dependence, the public transport price tag - just too big for you?

BOB CARR: No, no, Sydney has the highest level of public transport used per day of any Australian city.

QUENTIN DEMPSTER: But I think the point being made is that we're gridlocked. The car use is going to skyrocket.

BOB CARR: No, it won't. We've completed - we completed a year ago, two years ago, a bus freeway running from Liverpool into Parramatta. The usage on it has steadily climbed. You've got people opting to use that and avoid their cars. We are building, for example, a \$100 billion new bus-rail interchange at Parramatta, the very heart of western Sydney. I was in Campbelltown this week and I saw a model housing estate, typical of all those now being built, with water recycling built into every house - that is, a water tank in every house, and that's before the full impact of our new water-saving measures - right next to a state-of-the-art hospital being expanded; aged-care accommodation within walking distance of the hospital; a campus of the university down the road; urban planning of a quality that we would have seen in years past as Scandinavian and not Australian. Now I'm very proud of it. I mean, it is a good thing that 'Sydney Morning Herald' generates a debate. It's a bad thing that they only highlights negatives when the quality of life in Sydney has been hugely enhanced, there's been a great improvement. And the most dramatic improvement of all has been in Sydney's greater west.

QUENTIN DEMPSTER: Mr Premier thanks very much.

BOB CARR: Thank you, Quentin.

From: Sydney Morning Herald, May 28, "Durable Carr is given a roasting", by Kate McClymont and David Marr. "To polite applause and a Muzak fanfare, the Premier entered the underground dining room of the Westin hotel to celebrate his record-breaking reign. The place was packed with almost all Labor greats still living and a thousand of their business backers, municipal supporters and union friend. You'll want some names: Harry Triguboff from Meriton, Brian Rose from Rosecorp, Guido Belgiorno-Nettis from Transfield...Dr Helen Nugent from Macquarie Bank....Seats were a snip at \$500. Whole tables had been taken by KPMG, PricewaterhouseCoopers, Westfield and Rosecorp..."

COMMISSION OF INQUIRY INTO PORT BOTANY EXPANSION

Commissioner Cleland's report is expected to be made public at the end of this month. Under its Ports Growth Plan, the State Government has already identified Newcastle as the next container port for the State. Sydney Ports in their submissions have continued to argue that neither Newcastle nor Port Kembla are viable alternatives. In Appendix D of their EIS they produce figures showing containers (expressed as twenty footers – TEUS) in and out of the various regions of NSW. Amazingly, the Hunter and South Coast do the same number – 6881. Hard to believe that the figures are so low given that the Western Region does over 60,000 and when the single major commodity exported through Port Botany is aluminium which is rail freighted down from the Hunter.

TWO FAMOUS ENVIRONMENTALISTS – CHAMPIONS FOR BOTANY BAY

About one-third of Peter Garrett's federal electorate is Botany Bay itself and at the next State election Bob Carr's state electorate will be extended to take in all the

northern shoreline. What area of Australia can boast two such prominent environmentalists as its representatives. The Bay must indeed be in safe hands.



from the Southern Courier, 7/6/05 “The forgotten one”, by Lucy Porter, Chifley. “I have lived in the La Perouse area for more than 70 years, so I am used to this being the neglected area of Randwick Council in Bob Carr’s electorate. Many streets have no footpaths and a pedestrian walkway along Bunnerong Road connecting Matraville to La Perouse is long overdue.Our local beaches (La Perouse and Yarra) are in a deplorable state and rarely cleaned, so it was adding insult to injury when the Premier was quoted as saying his greatest achievement as the local member is “contributing to cleaner beaches at Clovelly, Coogee, Maroubra and Malabar (Courier, May 24). Listen Bob, open your eyes, wake up and walk south. Your electorate does extend to La Perouse, so maybe you can contribute some of your largesse to the people of your forgotten area.”

Let’s Start a Wishlist:

Walking, cycling and mobility cart tracks to beaches and parks.

Finish Bi-centennial Park, Yarra Bay.

Millions of dollars came from the Federal Government in the 1980s – what have we got to show for it.



Stage 4 of Bi-centennial Park – 20 years on - a sign, a dump, rubbish and weeds.

Complete the coastal walkway from Watson’s Bay to La Perouse and then connect to the Kamai Way around Botany Bay.

Restore habitat for Little Penguins around the Peninsula.

A Whale-Watching Platform at Cape Banks, to complement Cape Solander on the South. For naturist, Joseph Banks.



Whale-watching at Cape Solander, Botany Bay National Park on the south.

Whale-watching season is on and the best vantage point is Cape Banks. There you can watch them pass and sometimes swim into Botany Bay. More details on the Whale-watching season at www.orrca.org.au