

TRINITY INLET DREDGING FACTSHEET

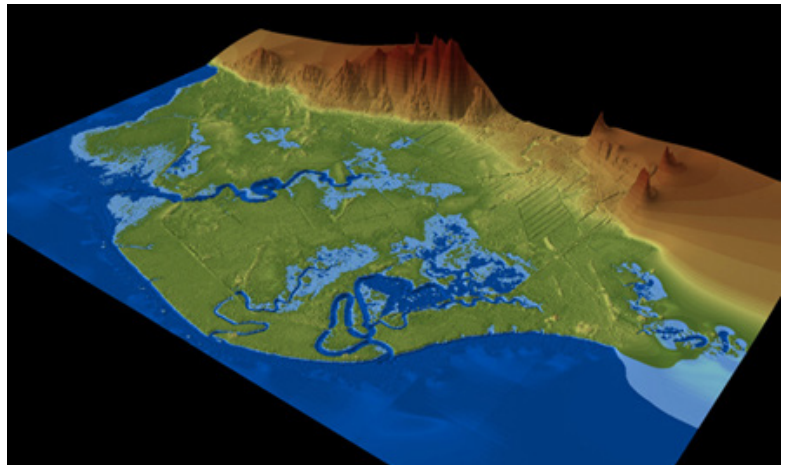
Ports North, the Cairns port authority, is proposing to undertake a major dredging operation in Trinity Inlet to allow larger cruise liners to enter. The claim is that this will provide economic benefits to the city, however this is yet to be backed up by economic data. Our concern is that this major dredging operation will jeopardise the health of the marine ecosystems that many of our tourists come to see. A healthy reef is fundamental to a healthy tourism economy, so any risks to reef health should not be taken lightly.

Dredge spoil (the sand and sediment removed from the sea floor) often contains heavy metals and other contaminants from industrial land uses and shipping. This is then disposed of in the Great Barrier Reef Marine Park, posing risks to marine life by increasing sediment and nutrient loads and introducing contaminants.

Once the expansions to the channel are completed the maintenance dredging undertaken on a yearly basis will be over half a million cubic metres - twice the current levels.

Resulting dredge spoil:

- 5,073,600 m³ of dredge spoil from the channel
- 89,700 m³ of dredge spoil for the swing basin relocation
- Estimated annual maintenance dredging quantity for the proposed channel is 580,000 m³ (an increase of 260,000 m³/year from current annual average)



Why do we think extensive dredging of Trinity Inlet is a concerning?

Given the proximity of Trinity Inlet to the Great Barrier Reef, and its value to the tourism industry, we believe that the risks are too high and that this activity should only go ahead if it can be clearly shown that the dredging will have no adverse impact on the natural environment.

Issues of concern include:

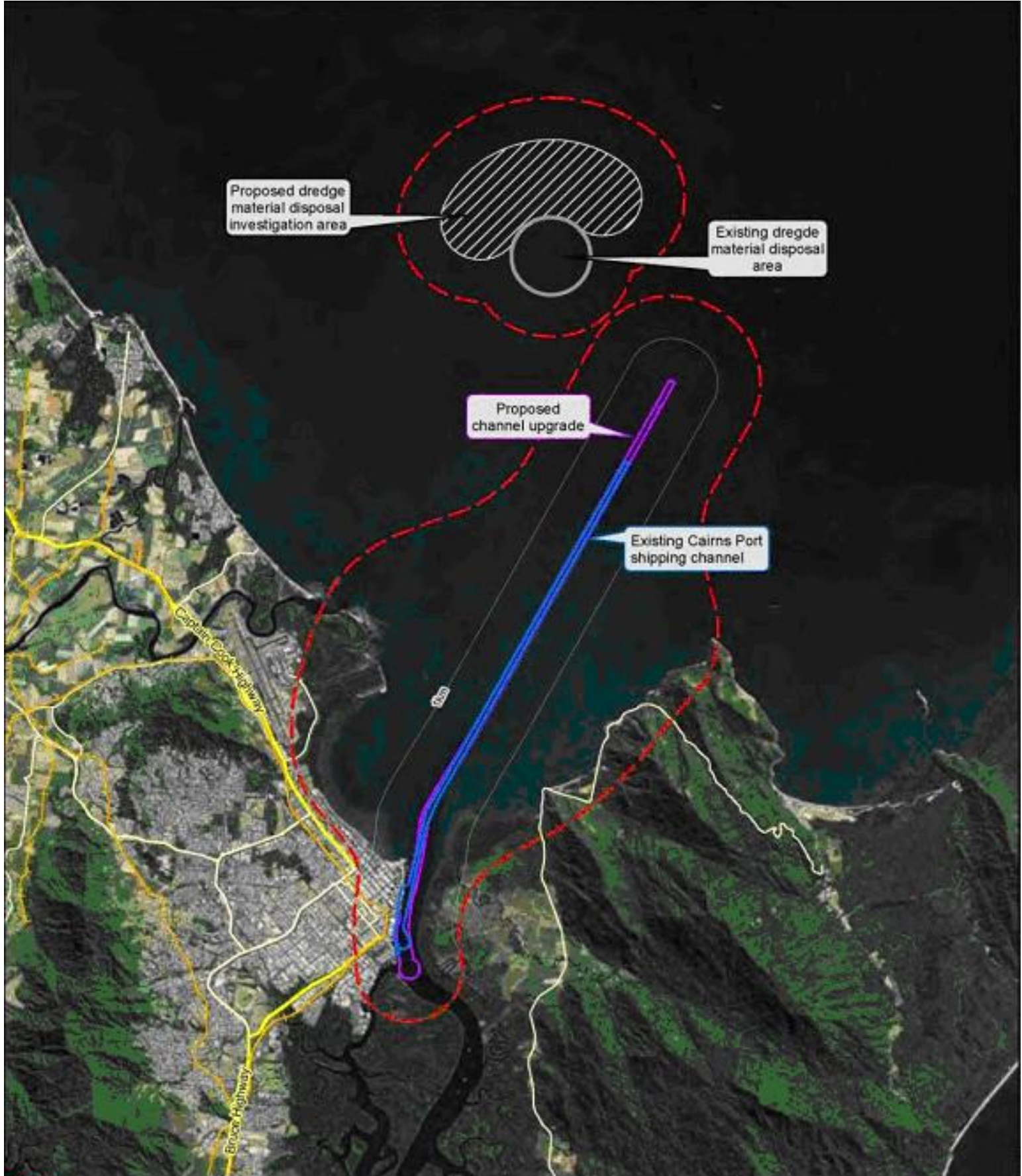
- Impacts on marine life such as dugongs and turtles;
- The release of potentially contaminated sediment into the greater Trinity environment, and
- Subsequent impact on recreational fishing; and,
- Changes in the movement of tides and currents.

Cairns Port Authority proposes to:

- Widen the existing outer channel (11.2km long) from 90m to 140m wide;
- Increase depth of the outer and inner harbour channel from 8.3m to 9.4m;
- Expand the Dredge Material Placement Area (currently an area of 296ha) by 1 nautical mile seawards;
- Create a new swing basin in the inner harbour and most likely expand the 2 existing swing basins;
- Upgrade the existing cruise shipping wharves 1-5 to accommodate larger and heavier cruise ships; and
- Install some other infrastructure (e.g. a fuel line and potable water supply) to the terminal.

Purpose of the project:

- The proposed works would allow mega cruise ships to dock in Cairns
- The proponent claims that the works would result in an additional 61 annual cruise ship visits by 2025 and states that this would deliver regional economic benefits of \$436m.
- No economic feasibility study has been done, so it is unclear how the proponent arrived at this figure.

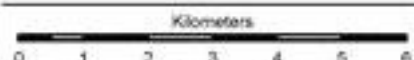


-  Study area
-  Railway line
-  Highway
-  Main road

Client
Ports North

Job Title
Cairns Cruise Shipping Strategy

Drawing Title
Site Context



2	18/07/2012	GJK	LCM	
Issue	Date	By	Chkd	Appd



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Scale at A4 1:125,000	Drawing Status Draft
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Coordinate System
GDA 1994 MGA Zone 55

Job No 222368	Figure No 003
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