



With Reference to:-Inquiry into Australia`s National Parks, Conservation Reserves and Marine Protected Areas.

The Secretary
Senate Environment ,Communications,Information, Technology and Arts Reference
Committee
Parliament House,
Canberra A.C.T. 2600

Email:-ecita.sen@aph.gov.au

Dear Sir / Madam,

Please accept my apology for this late submission to your Inquiry ,but I have only just become aware of The Executive Director, Association Of Australian Ports and Marine Authorities saying, that

...you cannot have Marine Protected Areas interfering with Ports Expansion...

This attitude and position is in contrast to the Inquiry's *TERMS OF REFERENCE. viz*

c)Any threats to the objectives and management of our national parks, other conservation reserves and marine protected areas.

d) The responsibilities of governments with regard to the creation and management of national parks, other conservation reserves and marine protected areas, with particular reference to long-term plans.

I wish to focus your attention on the Towra Point Nature Reserve in Botany Bay. This area comes under the protection of the RAMSAR migratory bird International Agreement, a Commonwealth responsibility; while the waders and shorebirds known to occur within the Towra Point area come under International Agreements, such as JAMBA,CAMBA and the Bonn Convention. Protection of this area from erosion is of great importance to Australia`s International Standing.

At The Commission of Inquiry into The Expansion of Port Botany, a proposal by Sydney Ports, they (Sydney Ports) brushed aside any hydrodynamic effects from dredging as being minimal.

Appearing for Botany Bay And Catchment Alliance (BBACA), I told them, that the hydrodynamic predictions since the first dredging in the early 1950`s for the Kingsford Smith Airport at that time had caused major problems around Botany Bay, especially Lady Robinsons Beach. Since then successive dredgings and works and predictions have not got it right since then, even with the benefit of the scaled hydrodynamic physical model of Botany Bay which has not been used for predictive purposes for the current developments. We in NPA thus wish to assert that there is a risk that further dredging can

have unpredictable effects on erosion of important wetland areas well beyond the dredging site.

Dr. Fred Bell (ex. University of N.S.W.) appeared before the Commission and he told them, that he too shared BBACA's concerns for the hydrodynamics around Botany Bay.

Also of concern is that the N.S.W. State Govt. yet to decide on Marine Parks for the Hawkesbury Shelf Bioregion. Marine Park locations have been indicated for all of the NSW coast except the Hawkesbury Shelf Bioregion. Indications are that the removal of commercial fishing has led to an increase in recreational fish catch. NPA nor any other group has yet had the opportunity to participate in a state-government facilitated process to identify key Sanctuary Zones in Botany Bay to further guarantee sustainable aquatic ecosystems and fishing sustainability. NPA believes that a grab for extra Port Space without any comprehensive consideration of aquatic values and potential impacts of Ports on such Sanctuary zones is not in the best interests of adequate marine protection.

NPA strongly urges that the Inquiry recommends that the NSW government arms responsible for Marine Park declarations fast-tracks consideration of Hawkesbury Shelf Marine Bioregion Reservations so that more adequate consideration can be given to planned Port impacts only after the values of our marine areas are fully assessed. To do less risks damage to marine areas due to government ignorance.

We feel, that the precautionary principle should dictate that desired zones in Botany Bay need to be considered before consideration for developments, that will compromise their gazettal and viability.

We remind the Inquiry that NPA's Policy position is shared with BBACA, of which we are a member group- that there be no port expansion at Botany Bay which involves reclaiming of any more of the Bay's aquatic environment, and that Newcastle and Wollongong be more strongly investigated as alternative locations in view of the unused Port Space in those locations.

Yours faithfully,

M.Way. A.S.T.C., M.I.E. Aust.
Vice-President
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