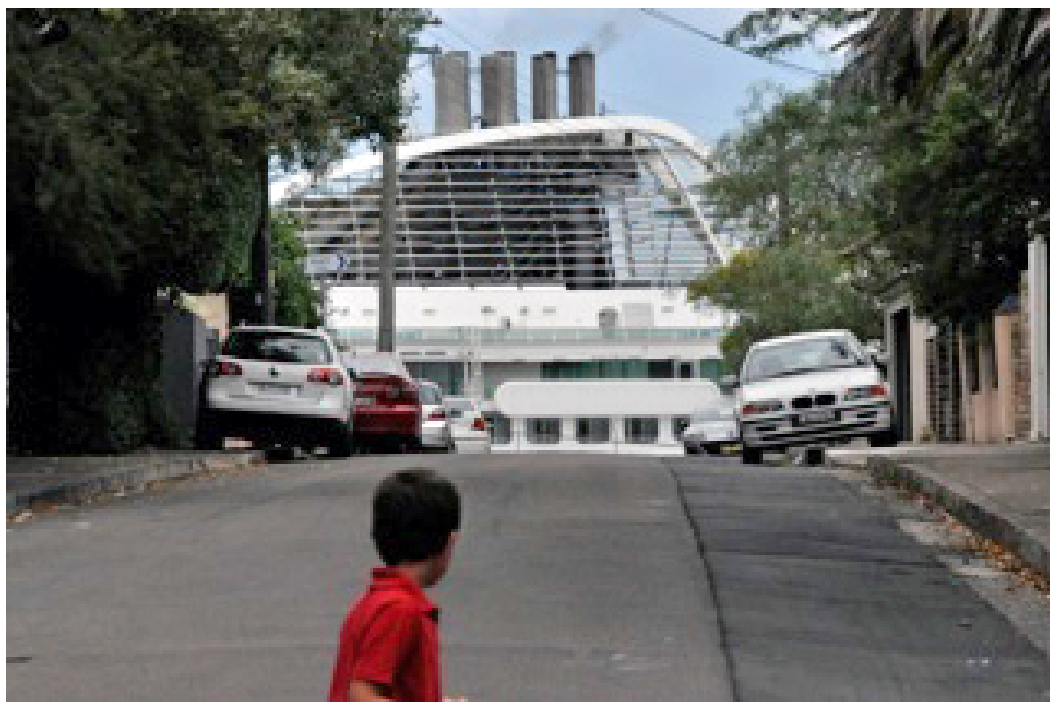
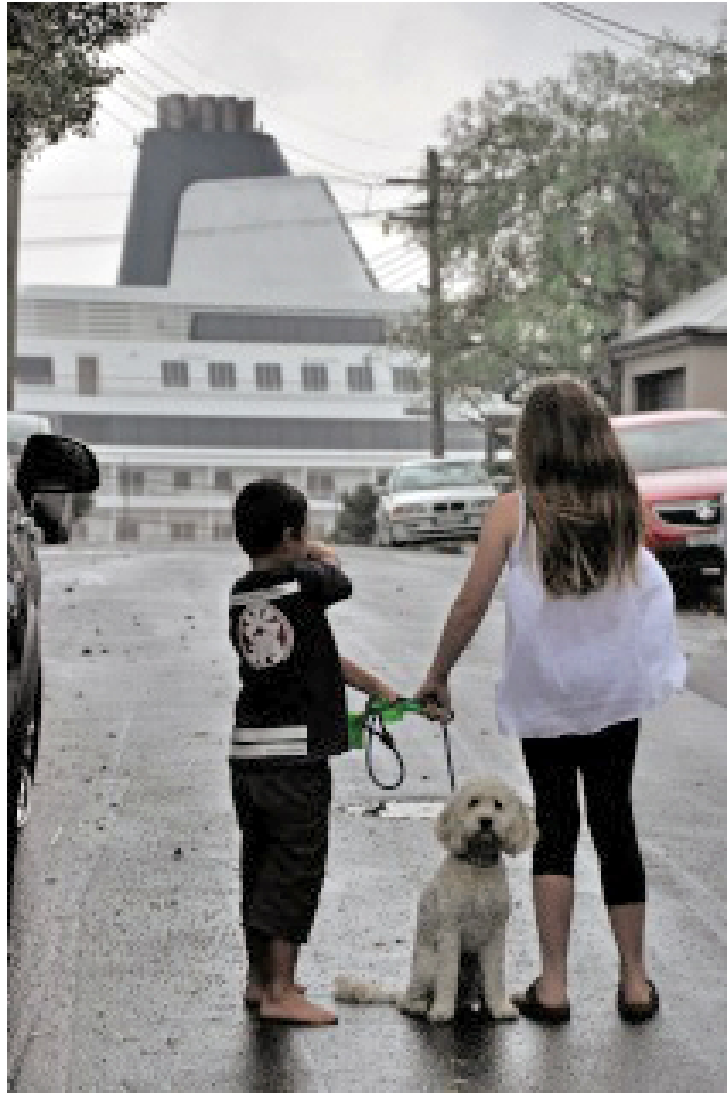


## White Bay Cruise Terminal – community impacts



Community Member Presentation given at the EPA Diesel Emissions Management Workshop 13 June 2014





- In April last year, Sydney's second Cruise Ship Terminal was relocated from Barangaroo to White Bay, immediately adjacent to the high-density residential community of Balmain in inner western Sydney. Literally at the end of my street and 100metres from my doorstep.
- In the months following the terminal opening, local residents started to notice that we were getting sick. We had kids getting asthma for the first time, adults with worsening respiratory conditions, heart palpitations, and bronchitis, to name a few.
- We also noticed strong odours coming from the thick black smoke spewing out of the ship funnels. This overpowering, acrid smell forced us to close all our windows and doors even on hot summers days, but because we mostly live in old houses, they are impossible to seal. The fumes are trapped in anyway, and we start to experience headaches accompanied by lethargy and eye irritations.
- As neighbours talked to each other, we realised that we were not alone and began to wonder what was causing this outbreak of health symptoms
- So we did some research and the answers become painfully clear

- We learned:
  - That our symptoms were entirely consistent with the well-known health impacts of diesel emissions and that key to emission volumes are the sulphur levels in diesel
  - That the bunker fuel burned by cruise ships in Sydney Harbour is allowed to have a sulphur content of up to 3.5% whilst road diesel used by Australian cars is only allowed 0.001% sulphur
  - That the criteria against which sulphur dioxide was being monitored at White Bay was more than ten times higher than the WHO recommended and that many of the known dangerous toxins were not even being monitored
  - That governments in Europe and North America had recognised the risks to their citizens' health created by cruise ship diesel emissions and had established emissions control areas as a result. This meant that ships in Europe could only burn 0.1% sulphur fuel whilst in port and in North America, once a ship came within 200 nautical miles of the east or west coasts, they could only burn 1% and that this requirement will further reduce to 0.1% within the next 6 months.
  - We also learned that the cruise companies and ports in Europe and North America were working to implement a further range of solutions including filtration systems and shore power (which is now available at more than 100 ports around the world)
  - Imagine our astonishment at the realisation that none of these international developments had been implemented in the brand spanking new terminal in the middle of iconic Sydney Harbour, and our horror and fright at the realisation that our high-density family community which is located only metres away from the terminal was being exposed to such significant health risks.
- To give you a bit more of an idea of what we're dealing with:
  1. All the immediate community of Balmain is built along the ridge of the peninsula, which places our homes at the same level as these smoke stacks
    - There is absolutely no buffer zone between the cruise ships and the homes.
  2. These ships are massive and fundamentally different from any other vessel which has ever entered White Bay
    - Our most frequent visitor weighs 70,000 tonnes
    - Has three times as many rooms as Star City (Sydney's largest hotel)
    - While in port, she generates enough power to light 15,000 Sydney homes (that's double the amount of homes in Balmain)

- In just 9 hours she emits the same amount of sulphur dioxide as millions of cars, all from a single large source
  - To put that in perspective, we understand the North Connex tunnel will eventually carry around 100,000 cars a day. The community of Wahroonga are quite understandably seeking protection from emissions, which will come from the two 30m unfiltered stacks. That's emissions from 100,000 cars a day versus the equivalent of millions of cars in 9 hours at White Bay.
3. The current cruise schedule shows that there will be a 56% increase in cruise ships visiting Sydney Harbour over the next 2 years. Sydney is the fastest growing cruise market in the world.
  4. Average age of ships most frequently visiting White Bay is 23 years old.
- So we are effectively dealing with an unregulated dirty power station at the end of our street with no protections from the tonnes of toxic pollution for our community. We're very frightened.