

Crib Point Gas Import Jetty
and
Crib Point - Pakenham Gas Pipeline
Inquiry

RE: Submission by Lighter Footprints

Hearing 14 December 2020:

Representation & Powerpoint presented by Michael Nolan (LF Co-Convenor)

Why protecting this environment is important

The Westernport channel, and the lands surrounding it are valued for their unique and relatively un-spoilt landscapes. These values are time-less. From Flinders to Cowes, to the Nobbies at Phillip Island, from Point Leo to Somers to Crib Point. The Ramsar wetlands in particular are unique and recognised Internationally. The waters and lands have been managed by the Bunurong people for perhaps 40,000 years. We are only now starting to properly recognise what the indigenous have preserved.

Industrialisation is very limited and confined to the northern side of a small port at Hastings. ○



Rio Tinto knowingly blew up Juukan Gorge caves, a 46,000 year old sacred site, in WA, in Oct 2020. Society judged Rio Tinto was horribly wrong. This should never have happened. But it is irreversible. Tragically.

- History will also say we should not industrialise this magnificent channel and her tidal wetlands.
- History will say we should not desecrate the sailing waters, the fishing waters, the beachside havens and their communities.



Reasons why the terminal/pipeline might be Approved

- The proposal is to build a gas import terminal at Crib Point. At first glance this would appear to be a most unsuitable site for a terminal.
- It is clear that the proposed terminal would have an adverse impact on the local environment *even if all of the measures proposed by AGL were implemented.*
- Justifications for proceeding would have to first answer all of the following and the answers then point to Crib Point:

Qu 1: Are there more suitable locations ?

Qu 2: Do the economic benefits of proceeding with the terminal outweigh the environmental harm ?

Qu 3: Does Gas have a strong future in a world moving to zero emissions by 2040 to 2050 ?

Let's check the facts

Are there more suitable locations?

YES

- The Port Kembla gas import terminal makes a 2nd terminal on eastern seaboard unnecessary.
- Altona too would be better (though probably not necessary)

Do the economic benefits of proceeding with the terminal outweigh the consequential environmental harm?

NO

- The economic case by comparison with the environmental / social costs are weak vs. Port Kembla.
- The Westernport Channel precincts are not industrialized. On the contrary, the Westernport precinct is highly valued for both unique and relatively un-spoilt landscapes.
- Incremental degradation of Westernport is un-necessary and absolutely un-desirable.

Does Gas have a strong and lasting future in a world moving to zero emissions by 2040 to 2050 ?

NO

- The forecasts of gas supply and gas consumption shows some potential shortages in 2027 (Northmore Gordon). However, Victoria has other ways of meeting this potential shortfall on both **Demand** and **Supply** side.
- Victoria can eliminate any shortfall by promoting the switch from gas to electricity in home and business.
- Any Vic remaining shortfall can be met by importing gas via Port Kembla (or Altona).

Port Kembla versus Crib Point



Greg Hunt MP, Federal Cabinet Member agrees:

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“My long held view remains against the proposed AGL FSRU project and the re-industrialisation of Crib Point generally. There are much more appropriate gas projects under consideration to assist with gas supply on the east coast of Australia”. (Facebook: Greg Hunt 24th August 2020)

“Crib Point is the wrong location for this kind of large-scale industrial facility”. (Greg Hunt MP’s written submission on the ESS)

