

21 October 2011

Cruise Ship Access Review Secretariat  
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Department of Defence  
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**Re: Submission to Cruise Ship Review**

The Sydney Business Chamber (SBC) is a division of the NSW Business Chamber and represents Sydney's leading corporations including corporations involved in tourism and infrastructure. The SBC welcomes the Cruise Ship Access Review and is pleased to have the opportunity to make a submission.

The SBC is not in a position to respond in detail to the current and future needs of the Navy, we are however aware of the growth in cruising as a key part of the tourism sector. Sydney is Australia's premier cruise hub but the SBC also acknowledges the economic contribution to the Sydney and Australian economy made by the Navy and other defence suppliers at Garden Island. The SBC supports the sharing of facilities at Garden Island by the Navy and the cruise industry. In particular the Thales Australia dry dock at Garden Island is an important piece of infrastructure to both the Navy and the cruise ship industry.

The constraints imposed on Sydney Harbour by the Sydney Harbour Bridge cannot be ignored if cruising is to achieve its potential. From eight ships in 2012 the number is expected to reach 40 by 2016 of ships that cannot berth west of the harbour bridge. Current infrastructure constraints within Sydney Harbour require a more flexible approach to managing current assets.

The period November to March is the period when cruise ships visiting Sydney Harbour is at its maximum, coinciding with the peak period for naval ships in port. The SBC urges consideration of the upgrade of other port facilities to support the navy, in particular improvements at Glebe Island for the use by the Navy when ships have extended port lay-over. We believe that achieves the goal of maintaining Sydney Harbor as a working port whilst opening up some wharf space at Garden Island for visits by cruise ships when there is insufficient capacity at the Overseas Passenger Terminal and other wharves.

Collaboration and some compromise by the Navy would seem to be the only way forward if the economic contribution of both the Navy and the cruise ship Industry is to be achieved.

Please contact [REDACTED] or [REDACTED] should you have any queries about this submission.

Yours sincerely



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Executive Director

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