



Hon Tony Kelly MLC  
Minister for Planning  
Minister for Infrastructure  
Minister for Lands  
Deputy Leader of the Government in the Legislative Council  
Leader of the House in the Legislative Council

## MEDIA RELEASE

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### GREENS GET THE FACTS WRONG

The NSW Government has accused the Greens of getting the facts wrong over the proposed scuttling of the former HMAS Adelaide off the Central Coast.

Minister for Lands, Tony Kelly, said this is a last ditch effort by the Greens to thwart the project.

“The scuttling will drive significant recreational, tourism and economic benefits for the region, as well as creating educational and scientific research opportunities,” the Minister said.

“The Administration Appeals Tribunal specifically addressed the issue of recycling recognising the scuttling of the ship to form an artificial reef is a reuse of the vessel.

“In addition, it found more than 500 tonnes of copper, aluminium, stainless steel and lead have already been recycled from the ship.”

**The Minister also reminded the Greens, the Tribunal said “...The level of pollutants now aboard the ship is low, and those that remain are either in very low quantities or inert and unlikely to cause any environmental problem...”**

“It’s hardly a case of dumping significant pollutants into the marine environment as the Greens are claiming,” the Minister said.

“The Tribunal said any exfoliating (peeling) paint should be removed **if** it is found when the insulation is removed - it did not identify any specific locations where peeling paint had been identified.

“The removal of the canvas and insulation was not specified by the Tribunal because of environmental harm, it was really a **precautionary measure** which the Tribunal required ‘**...to enable the paint surfaces to be examined and, where necessary, treated**’.

“The Tribunal concluded ‘**...all the information available to us points to a conclusion that there is no risk of harm to human health or the environment.**’

“I also remind the Greens, a comprehensive review of environmental factors was undertaken by international consultant Worley Parsons which addressed issues of coastal processes and effects.

“On top of that, a separate approval was required and granted by the Minister for Climate Change and the Environment, under the Coastal Protection Act.

“Finally, following a detailed assessment of the ship’s stability, experts from NSW Maritime and Sydney Ports Corporation gave permission for the vessel to be towed to the Central Coast.

“I note the issue of the ship’s condition for the tow was dropped by the Environmental Defender’s Office as a matter for the Tribunal’s consideration.”

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