



**POLITICS  
PLANNING  
PASSION  
and  
PERSEVERANCE**

**A History of the  
Preserve Western Port Action Group Campaign**



**POLITICS, PLANNING, PASSION AND PERSEVERANCE:  
A History of the Preserve Western Port Action Group Campaign (PWPAG)**

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**Attachments - refer to: [www.preservewesternport.org](http://www.preservewesternport.org)**

**Photos/Images of select publicity and promotional material**

**PWPAG Discussion Paper. September 2014**

**Submission to Infrastructure Victoria. January 2017**

**Submission to Infrastructure Victoria (which includes Letters of Endorsement)  
April 2017**

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## Foreword

The locals have long battled to protect our precious Westernport.

As detailed in Leonie Sandercock's book 'Property, Politics and Urban Planning', in spite of strong local opposition, Premier Bolte, in the late 1960s argued that an industrial zone in Hastings, would be '*a big lift for Victoria... having the biggest tonnage of any port in Australia*', with complete disregard for environmental considerations.

Such was the heavy-handed government approach of the day that gave rise to the first and ultimately unsuccessful Save Westernport rally, which took place in 1971, attended by some 2,000 people.

Fast forward to 2014, and we see history has a habit of repeating itself – only this time, the locals are more prepared and a lot more savvy.

*Politics, Planning, Passion and Perseverance* is a summary of a carefully crafted, strategic campaign which in its early stages identified, at best, the state Governments flawed understanding or, at worst, its intentionally obfuscation, in relation to the potential for this so-called 'natural' deep water port.

Soon after the Action Group was formed, it had established sub groups, tapping into the talent and passion of those tenacious locals. The Group identified the key issues and set about getting their message out to the community. They educated the community – in simple lay person language. They turned the tide.

Whilst there are many contributors to the success of the Preserve Western Port Action Group, it is Jeff Nottle, despite his reluctance to accept his incredible contribution, who must take a bow for his doggedness and tenacity; for his strategic campaign design and for its ultimate success, as leader of the Action Group.

What a debt of gratitude, we, the residents of Phillip Island and waterline towns owe to the Preserve Western Port Action Group. I wonder if the next battle to protect this region will be against man or nature. Whichever way it goes, I feel heartened that the passion and tenacity of the locals in bygone days are still very much alive and well in Western Port.

Pamela Rothfield

Mayor

Bass Coast Shire

## Introduction

*Politics, Planning, Passion and Perseverance* is an essential read for people considering commencing or expanding a peaceful, direct action community campaign. This is a story of how a group of dedicated community members found themselves brought together with a common passion of protecting the region's economy and environment. With \$30 raised from the first Phillip Island Conservation Society public meeting a newly formed sub committee was formed, the Preserve Western Port Action Group who found themselves facing a determined State LNP Government and Port Authority flushed with millions of dollars to prosecute the case for industrialising Western Port with a container port.

Phyllis Papps, well known Phillip Island writer, has compiled a comprehensive history of the campaign journey that thrust this unknown group on the local, State and International stage. Phyllis obtained firsthand the thoughts and individual actions of the many people who were ultimately drawn to the realisation that our region's economy and environment was at serious risk. Through the relentless contribution by the Action Group the tide of opinion started to galvanize around protecting our valuable environment and ultimately our economy and way of life.

You will read how a Monash University study identified the many successes the Action Group had throughout the intense phase of a three and a half year campaign. *Politics, Planning, Passion and Perseverance* will lead you through the strategies and key milestones that resulted in the glorious win. Such is the scale of the victory that any future consideration of Western Port as a possible additional container port has been discarded for at least the next 100 years.

Whilst this victory is important and symbolic of people power and the well researched evidence which was strategically and professionally presented, the need to stay vigilant for the protection of Western Port and the region's economy is ongoing. Governments and other vested interests will continue to seek to exploit our natural assets for their personal or political gain.

I encourage you to read this history of what can be achieved against considerable and well financed proponents seeking to promote a proposal built on slogans and, as evidenced by the recommendations of Infrastructure Victoria, ultimately bereft of sound economic, social and environmental outcomes.

Jeff Nottle

Chairman

Preserve Western Port Action Group

## Political Background

The decision about a future port location in Victoria is complex and long-lasting.

Successive governments have looked at the best location for a second container port in Victoria, with the Hastings site identified in government policy for about 20 years.

More recently, governments have also considered the feasibility of a second container port on the north-west shore of Port Phillip Bay, referred to as the Bay West option. For future reference, these are referred to as the Hastings and Bay West options.

The *Victorian Ports Strategic Framework*, released in 2004, set out a strategy for Victorian ports. The strategy was to maximise the capacity of the Port of Melbourne and then progressively relocate port activity to a container port at Hastings. The ultimate capacity of the Port of Melbourne was assumed to be approximately 8 million TEU.

In 2008, the *Freight Futures Strategy* was developed. The port strategy was also refreshed and in 2009 the *Port Futures* document was released. These updated policies considered how capacity at the Port of Melbourne would be achieved, assessing in detail future Port of Melbourne layouts and transport links.

In 2010, based on the prevailing container demand forecasts, the LNP government took the position that a second container port was required by the late 2020s. Hastings was their preferred location for a second container port and this position underpinned planning in the *Victorian Freight and Logistics Plan*, released in 2013.

In 2011 the LNP government passed legislation enabling the establishment of the Port of Hastings Development Authority (POHDA) reversing the previous government's decision to merge Hastings and Melbourne. Early in 2012 Yehudi Blacher was appointed as inaugural Chairman. The 2012/13 Budget allocation was for \$4 million to support and assist the POHDA in their initial work and towards the long term development of the Port of Hastings.

The former LNP State Government, in late 2013, allocated \$110 million to develop Hastings as a "the biggest container port in Australia". Speaking at the gigantic

Shanghai Container Port, on a 2013 trade mission visit to China, Denis Napthine, Premier was quoted as saying, “This will be Hastings in 20 years”.

In June 2014 the Port of Hastings expansion proposal was declared under the former LNP Government using the Major Transport Facilitation Act 2009.

### **Bay West:**

Various Victorian governments have considered the feasibility of a second container port on the north-west shore of Port Phillip Bay. Studies such as the Environment Effect Statements for the Channel Deepening Project and work on the Western Treatment Plant have also examined areas around Bay West.

There is information available about the feasibility and impact of locating a port at either site.

### **Port of Hastings:**

Western Port has been used for various trading port activities since the early 1800s. The land at Hastings has been reserved for port-related uses since the late 1960s.

In the mid-1970s, three additional areas were identified for port purposes and set aside so that the state’s options for any future port development at Western Port could be preserved.

In 2013, the Port of Hastings Development Authority commenced work to examine the feasibility of a container port at the site, and commenced early planning for it.

The Port of Hastings is in Western Port, a special region of Victoria, less than two hours from Melbourne. It is a popular destination for local and international tourists alike because it offers an environmental sanctuary with abundant bird and marine life, and a range of activities including nature hikes, whale viewing, fishing and recreational boating. The daily penguin parade on Phillip Island has an iconic status.

The government proposed expanding the Port of Hastings to service more than eight container ships a day—ships that are twice as long as the MCG. This number of ships entering the bay around the clock would have serious adverse consequences for the everyday life of the region, its economy, its social fabric and of course its biodiversity.

The LNP government had made much of the potential for the Port of Hastings to be the biggest container terminal in the country, but their proposal while big on claims and slogans was short on detail. In the midst of the uncertainty about what the port would mean for the region, and for Victoria generally, the Preserve Western Port Action Group (PWPAG) was formed in response to the former LNP Victorian state government proposal to build for a massive international container port at the expansion of the Port of Hastings

The State Government elections were held in November 2014. A new Labor State Government was elected. The Infrastructure Victoria Act was promulgated in 2015 and Infrastructure Victoria was established as an independent authority on 1st October 2015 to advise on the location and timing of a second container port for Victoria. Infrastructure Victoria is an independent body reporting directly to the State Government Minister of State, Gavin Jennings MLC.

20% of the primary votes in the seat of Bass were cast in favour of anti-port candidates. Bass had hitherto been a very safe Liberal seat and the current member Mr Brian Paynter, MLA, had to go to preferences to gain the seat. Independent candidate Cr Clare Le Serve gained 10% of the primary vote. *The South Gippsland Sentinel Times* post-election headline summed this up most succinctly, “Paynter Cops a Serve on Port”

The Federal elections were held in July 2016. The Liberal/Coalition Government was re-elected by a narrow margin and is now reliant on Independent MPs to get policies and Legislation passed.

The sitting Member, the Hon Greg Hunt, experienced an average 5.5% swing against him in the 10 polling booths around Western Port, with three booths in the Bass part of the electorate recording either double figure swings or close to it. His primary vote was 51%. 37% of primary votes cast were for candidates opposed to the port.

The Local Government elections were held in October 2016. New electoral subdivisions made changes to the boundaries and created three large wards with three Councillors for each ward. The results of the election for the Bass Coast Shire Council were not surprising. All previous Councillors (with the exception of Cr. Clare

Le Serve) were not re-elected. Cr Le Serve has always been involved in the PWPAG campaign and newly elected Councillor Michael Whelan had been involved in the early stages of the campaign but has always had a very strong involvement in environment and conservation issues.

## **The Beginnings**

A large Public Meeting convened by the Phillip Island Conservation Society (PICS) was held on March 22nd 2014 in the Parish Hall at Cowes. Over 100 people attended the meeting, called to provide information about the concern over the proposed expansion of the Port of Hastings. Guest Speakers were : Margaret Hancock who spoke of the PICS history of involvement with Western Port issues, Lisa Schonberg presented her magnificent collection of photos of the marine life, Jeff Nottle spoke of the potential effects of the dredging on the Cowes foreshore beaches, Xenia Dennett, from Birdlife Australia spoke of the importance of Western Port as a Ramsar site and Jenny Warfe, Co-ordinator of Blue Wedges, spoke of the effect of dredging in Port Phillip. They were great Speakers, with excellent power point presentations. During Question and Discussion time, Natalie Hutchins, Shadow Minister for Ports, Freight and Logistics, stated that the Labor Party did not support Hastings as the Port expansion site. The Meeting passed two Motions with regard to the proposed expansion of the Port of Hastings:

1. "That this meeting inform the Premier, Dennis Napthine and Opposition Leader Daniel Andrews, that the development of the Port of Hastings will negatively impact on the environmental, economic and social value of Western Port and should not proceed."
2. "That a Preserve Western Port (PWP) Action Group be formed"

The two Motions were passed unanimously.

The Preserve Western Port Action Group was formed in March 2014 two days after the public meeting and their original Mission Statement was as follows:

"To save Western Port today. For tomorrow. By providing information, communication and support to Phillip Island and other Western Port communities on the threat posed by the proposed expansion of the Port of Hastings."

This was the guiding principle and philosophy for all the recommendations made and the research that had been included in all submissions.

Its primary purpose was to encourage public discussion and government response of all the relevant issues, including the economic, environmental and social ramifications of the proposed development and the potential costs and benefits to the community. It was their view that these issues needed to be openly and transparently discussed before a final decision was made.

This Mission Statement was revised 3<sup>rd</sup> June 2015 and expanded to include the vital last eight words:

*“To save Westernport today. For tomorrow. By providing information, communication and support to Phillip Island and other Westernport communities on the threat posed by the proposed expansion on the Port of Hastings or any threat to the amenity of Westernport.”*

What followed over the ensuing three years, resulted in one of the most powerful and effective community based campaigns in the history of Bass Coast.

## **The PWPAG Structure**

At the 11 May 2014 planning day of PWPAG it was agreed to set up various sub groups as follows: Stakeholders group, Merchandise group, Port Logistics group, Communications group, Key Issues group and Events group.

Many members of these groups were from all walks of life and interests within the Bass Coast Community. Writers, artists, community leaders, recreational fishermen, environmentalists, photographers, IT experts, etc. all played a very crucial part. (See Section Key People)

## **Key Themes and Key Issues**

Throughout the extensive campaign, PWPAG highlighted the following key issues.

### **Environmental Issues:**

#### *The Waters of Westernport*

- Port of Hastings is NOT a natural deep water port
- Adverse impact on marine life

- Natural deep water is to Sandy Point only
- Dredging in the 70's to Long Island
- Existing Port has maintained (dredged) depth
- Shipping channel has maintained depth
- Westernport surface area at high tide is less than half of Port Phillip
- Swells from Bass Strait + deep water + south-westerly on rapidly incoming tide dissipate on the middle bank and Tortoise Head
- The tidal stream at the Eastern Entrance between Newhaven and San Remo averages 5-6 knots (9-11kph)
- Tidal movement defines Westernport the ecosystem, beaches and land mass
- North of French Island flood and drain 150 square kilometres of mudflats
- Westernport surface at low tide much less
- Deep wide entrance on the west allows large volumes of water to enter Westernport
- 3M (spring) tides from low to high twice a day
- The tidal stream in the Western Entrance averages from 1.5- 2.5 knots

### Port of Hastings Dredging

What dredging will do:

- Remove large volumes of sea floor
- Remove natural obstacles that currently calm tides
- Increase the water energy in the bay
- Damage and remove the mud banks
- Speed up the tides
- Erode coastal foreshore

### Potential Tidal impacts

- The tidal impacts from dredging need to be known and measured
- The tidal impacts need to be part of the Port of Hastings business case
- The tidal impacts need to be part of the Bass Coast Shire Council economic impact study
- Our ecosystem, beaches, fishing, recreation and land mass will never be the same if dredged

### Land Subject to Inundation Overlay (Amendment C82)

In early 2017 The Minister for Planning approved this Amendment to the Bass Coast Planning scheme with new controls. The data used was:

- Based on a "Bath-Tub" model with inundation from storm tide
- Does not include wave run-up or erosion of the foreshore
- Excludes Port of Hastings proposed dredging impacts

**Social Issues:**

- PWPAG highlighted the risk of toxic fuel being spread by on shore wind to the surrounding communities and the negative affect this will have on air and water quality.
- PWPAG furthers this by highlighting that the more vulnerable members of the community who suffer from asthma or lung capacities are at risk of suffering from poorer health.
- The group also highlighted that the sound and visual changes that will potentially occur as a result of increased freight traffic is likely to be intrusive and 'degrade the acoustic amenity' of towns.
- PWPAG highlighted the likelihood of decreased recreational opportunities in the bay due to reduced marine life and eroding beaches.

**Economic Issues:**

- PWPAG focused on the likelihood of decreased tourism that currently provides high levels of employment for local residents in surrounding communities if industrialisation of Western Port occurs.
- Providing evidence of the unviable economic outcomes the development would create.

**Political Issues:**

- PWPAG successfully lobbied with Bass Coast Shire Council to seek an independent study to look into both the environmental and economic outcomes the development could create.
- PWPAG continuously campaigned for more transparent information from political parties involved in the development and the PODHA.

**Community Education and Involvement**

Market stalls, public displays and various functions:

In the earlier days, PWPAG started out with market stalls in Cowes, but later on these expanded out to places like Grantville, San Remo for the annual Channel

Challenge and Fishing Festival, plus they shared space with the Western Port and Peninsula Protection Council at events such as the Somers Winter Market. These stalls became the principal means of distributing PWPAG materials such as bumper stickers, t shirts, brochures, corflute signs and anti-Hastings Port postcards to be sent to State and Federal politicians.

Some notable outcomes from these activities were:

(a) Setting up at the Grantville market, just prior to the State Election in November 2014, and being threatened with being evicted from the market if PWPAG members, “harassed the candidates”. This was not Democracy at work!! Initial anger at such discrimination gave way to the realization that all PWPAG’s efforts were “getting to them” i.e., the few “certain persons”, who via their political affiliations and conservative were in favour of a second container port at Hastings.

(b) When the Port of Hastings Development Authority (POHDA) set up an information session at the Grantville Hall, PWPAG members decorated one member’s fishing boat outside the Hall with streamers, balloons and their anti-Hastings material. Sadly not many people showed up, but it did further illustrate to the POHDA, that PWPAG was ‘in it to the end’.

(c) Meeting up with a market fishing tackle stand owner, who then took PWPAG brochures to markets all around Western Port and the eastern side of Port Phillip.

It has been estimated that over the three years since PWPAG was formed, these activities, plus the brochure distribution and fishing club talks referred to in the next sections, as well as community information initiatives on Phillip Island resulted in the distribution of a remarkable 10,000 brochures and postcards.

These community information initiatives ranged from a picnic/bbq on the foreshore at Cowes, to a very successful art show organized by John Adam that raised over \$4,500 for the PWPAG campaign, as well as a five day seminar at the Newhaven Yacht Squadron entitled, “Scenario Planning for Western Port” and a boat tour out of Tooradin to the port site at Hastings.

Major sponsored events were varied and included experts from various well known organizations, Universities, community organizations etc. (For more detailed information See Section Key Presentations, Forums and Critical Meetings)

## **Key Organizations, Support and Endorsement**

The following Organizations, Associations, Societies and special interest groups supported PWPAG during various stages of the campaign.

This was done either by being partners, sending endorsement letters, providing financial assistance, holding various functions and rallies, and/or making submissions to State Government opposing the establishment of a second container port at Hastings.

Some of these organisations and groups were involved from the very beginning of the campaign; others became involved after the State Government elections and some towards the end of the campaign. Some organisations refused to be involved because of internal political differences and an initial perception that the PWPAG campaign was “too political.”

In reality PWPAG undertook research, presented factual evidence and made evidence based decisions. This approach resulted in comprehensive support for PWPAG as the issues were presented.

### **Bass Coast Shire Council:**

Paul Buckley, CEO.

Mayor Cr. Pam Rothfield

Cr. Clare Le Serve

Cr. Michael Whelan

Cr. Geoff Ellis

Former Councillors Kimberley Brown, Neil Rankine, Phil Wright and Ross Fairhurst.

Phillip Island Conservation Society

Victorian National Parks Association

Sea Sheppard Australia

Westernport & Peninsula Protection Council  
Australian National University  
Phillip Island Tourism and Business Association  
Destination Phillip Island- Regional Tourist Board  
Phillip Island Nature Parks  
Environment Victoria  
The Nature Conservancy  
Environmental Defenders Office  
Blue Wedges  
French Island Port Stoppers  
South Gippsland Angling Clubs  
South Gippsland Conservation Society  
Waterline Communities  
Friends of the Earth  
Surfrider Foundation  
Cowes Yacht Club and Newhaven Yacht Club  
Australian Conservation Foundation  
Western Port Warrior Women  
Westernport Preservation Society  
Friends of French Island  
Westernport Catchment Committee

## **Key People and Community Involvement**

Thousands of people were involved in the campaign but there were key people who committed their time, their energy and their passion towards the cause – above and beyond the call of duty. These are the people who deserve a special mention (see also Acknowledgements).

This is what they have to say in their own words when asked the following questions:

*WHY DID YOU BECOME INVOLVED WITH PWPAG?*

*WHY DID YOU REMAIN IN PWPAG?*

*HOW DID YOU ASSIST IN THE CAMPAIGN?*

Jeff Nottle (Chairman)

“I responded to the invitation by Anne Davie to present to the initial public forum in Cowes. I was aware of the container policy of the Liberal/National Party and did not accept the divisive process for engaging with the community and establishing the Port of Hastings Development Authority without a business case or any detailed analysis.

I attended the initial Phillip Island Conservation Society (PICS) forum of interested people held the day after the public forum. I was nominated by Anne to be chair of the action group and this was carried unanimously by the members present.

Once I had accepted the role to lead a group of passionate conservationists I was determined to ensure that we established a functioning and efficient group of people. As networks developed and our research was undertaken I became determined to ensure we professionally represented key concerns to the community, media, politicians and other key stakeholders.

I set the strategic direction of the group, chaired meetings and ensured that available skills and interests of members were put to most effect. I was the media spokesperson and the key spokesperson for the Committee to Council and other key groups. I assisted in drafting all Media Releases, and PWPAG reports.”

[Author’s Note]:

Because Jeff Nottle is so humble about his achievements, I have added the following quote from a published media article.]

*The Star*. January 20th, 2015

*Jeff named Bass Coast’s top citizen*

*BASS Coast Shire Council announced Jeff Nottle of Newhaven as the 2015 Bass Coast Citizen of the Year at the Australia Day Awards presentation on Wednesday night.*

*Mayor Cr Kimberley Brown and 2014 citizen of the year Barbara Oates made presentations to nominees and award winners in a ceremony at the Civic Centre Council Chambers in Wonthaggi.*

*Cr Brown commended all nominees.*

*“We celebrate and thank you all,” she said.*

*Bass MLA Brian Paynter, also a former Australia Day nominee, spoke at the ceremony.*

*“In my opinion, volunteering is the heart and soul of building communities,” he said.*

*Cr Brown congratulated Mr Nottle, who was nominated by Anne Davie, for his dedication to the local community, including his keen interest in the environment.*

*“Mr Nottle is currently chair of the Preserve Western Port Action Group, which is a sub-group of the Phillip Island Conservation Society,” Cr Brown said.*

*“Holding this position for the past nine months, Jeff has worked tirelessly to promote the significant natural assets Bass Coast has to offer, with a view to preserving our coasts, flora and fauna for the community to enjoy into the future.*

*“In all his volunteer positions, Jeff has enthusiastically taken on his responsibilities – an example of the values in a worthy winner of the 2015 Bass Coast Citizen of the Year Award.”*

### Kevin Chambers

“PWPAG members are proud Bass Coast residents/ratepayers who have a deep commitment to preserving Western Port and its surrounds for what it is today and for future generations to enjoy the peace, tranquillity and outstanding natural environment that is, ‘our Bay’.

Western Port Bay has been a major part of my life for 65 years. I’ve fished it on land and water since that time. Swam in it and had four generations of my family love and respect it.”

### Lisa & Alia Schonberg (Photographers and marine conservationists)

“The Government of Victoria announced the establishment of the Port Of Hastings Development Authority in 2011 to fast track a container port.

I had already been documenting the local whale population for conservation groups through photography where there had been none. I was now dedicated to the

protection Western Port marine life through photography and awareness of the biodiversity that exists on our door step.

Upon meeting the PODHA staff at a marketing session held in Cowes, I was told, “we like passionate people who wear sensible shoes”!

I joined Phillip Island Conservation Society (PICS) where we had street stalls promoting local conservation issues. Sue Saliba, Anne Davie, Alia Schonberg and I were promoting awareness of the looming port expansion and the growing whale population of Western Port and Phillip Island.

Anne Davie watched the passion and disbelief of locals that our backyard would soon be become the largest container port in the southern hemisphere!

Anne made an obvious conclusion and stated, “I can feel a group coming on”.

It was then decided that PICS would hold a public meeting with various speakers which was huge success filling the Parish hall. This resulted in the amazing group of people who came together to fight the unwinnable and take on the Victorian Government and various stakeholders.

Alia and I remained dedicated to PWPAG through the entire campaign offering services when we could, as these were the people who cared enough to drive this fight home. The combination of such diverse personalities was glued together with deep passion, drive, perseverance and humour. I feel honoured to have been part of this unique family of fighters.

Photography of Western Port marine life was my main contribution to the group, which also expanded to various functions and stalls held over the years.

The initial campaign came through the publication of various post cards of whales, dolphins, and seals that were used to directly protest to members of parliament a state and federal level. These post cards were available at stalls for members of the public to write their own message and choose the politician. PWPAG would pay and post these individual protests which proved a great success for individual participation.

I still continue to photograph the whale population of Phillip Island to raise awareness of Western Port and Phillip Island as unique area that needs to be protected from all forms industrialisation.”

Kate Whittaker (Secretary)

“I remember so vividly reading through an article about the proposed container port in *The Advertiser*. It hit me like a tonne of sledgehammers. Immediately I knew that I had to fight this terrible proposal. I remember reading the article and closing the paper in trepidation of the tremendous fight ahead. “Over my freaking dead body!” I said to myself.

I had been coming to this Island since the 1960s when I was a tiny kid. It was a place of freedom, beaches, sunshine, bird and marine life. This was not an industrial place. This was a sanctuary. There was never a question of not being involved.

I remained with PWPAG because the fight was so terribly important. And the people involved were some of the best people that I have ever had the privilege of knowing. My attendance waned about  $\frac{3}{4}$  of the way through the campaign – my non-attendance at home caused big problems in my relationship (from which it never recovered) and work pressures kept intervening. My heart was always 100% with Westernport and the campaign is probably one of the most important things that I have ever done.

I was “volunteered” to become Secretary of PWPAG at the very first meeting. I wasn’t sure what it involved, but forged ahead. I loathed the note-taking involved, but loved being at the pointy end of the campaign – chasing down (the then) Ports Minister David Hodgett in Rhyll with Jeff Nottle, literally begging Sea Shepherd to join the fight, Organising the “Save the Bay picnic Day”, speaking at the pre-election public meeting in the Church Hall, attending Tourism and trade meetings with Jeff, garnering support of the public at our many street stalls, arguing with Greg Hunt in the car park at Newhaven college (to the horror of the school principal!), walking the streets putting up posters, having signs and t-shirts printed, coming up with ludicrous stunt ideas, like blocking the bridge with a shipping container. Doing whatever it took...and always in my beret and t-shirt! Man, it was fun.”

Anne Davie (President Phillip Island Conservation Society)

“In the 60 years that I have lived on Phillip Island, there have been a number of proposals that threatened the integrity and environmental future of Western Port.

I believed the proposal to develop a Container Port at Hastings was “the mother of them all”.

The committee was fortunate in having strong leadership from its Chairperson, Jeff Nottle. He inspired the commitment of a diverse, dedicated group of people who were determined to be heard and to secure a positive outcome for Western Port’s future.

As President of the Phillip Island Conservation Society (PICS), I chaired the Public Meeting in March 2014 when PWPAG was formed. Like many others, I attended committee meetings, assisted on street stalls selling PWPAG memorabilia, wrote letters to appropriated agencies, and assisted with media releases.

I nominated Jeff Nottle for the Bass Coast Citizen of the Year in 2015 and he was recognised for his significant contribution to the PWPAG campaign. This acknowledgement of the integrity and respect of the pro-active community group was important at that time, for the momentum going forward.”

John Adam (award-winning artist)

“I joined PWPAG because I felt quite strongly that a container port at Hastings would be a disaster for Westernport, which is, after all, an International RAMSAR Site.

I have a particular interest in migratory birds which use mudflats in Westernport as feeding grounds. There were numerous environmental issues which would certainly come under threat. The popular and safe northern beaches at Phillip Island would be affected.

I remained on the committee because the more I learned about the possible consequences; the more important it became to oppose the proposed port. Due to radiation treatment for prostate cancer I took very little part in committee activities for over a year.

The most positive assistance I gave was to organise an art exhibition in which seven artists agreed to donate 50% of the money from sales to PWPAG. This happened late July/August 2014 in the campaign when there was very little money in the bank, and raised \$4,500.”

### Ross Lloyd

“I became involved with PWPAG because I was very concerned with the impacts of the proposed dredging on the aquatic health of the bay, erosion of the coast and the aesthetic degradation of the visual outlook from Cowes due to containership activity that would result from the proposed terminal at Hastings. While there many other items of concern the previous three were initially of the most concern to me. I therefore wished to assist in opposing this proposal.

I remained on the PWPAG committee as it was very important to continue opposing the proposed container terminal until the proposal was abandoned or in the worst case construction of it commenced. The enthusiasm and friendship of the committee members encouraged me to remain involved.

I assisted in the campaign by participating in committee meeting discussions, distributing PWPAG information, helping man PWPAG stalls and reviewing PWPAG submissions to Infrastructure Victoria.

I think the success of the campaign was due to well researched information being prepared and the publicity that was continued on many fronts for the whole time until Infrastructure Victoria ruled against the Hastings location.”

### Graeme and Tina Hanigan

“My PWPAG involvement began following a statement, by a long term, boat-less, resident of Cannons Creek, that 'Western Port was a natural deep water port!'

Having sailed on Western Port for a couple of decades, and being aware that yachters come from all round the world to run aground in Western Port, my disbelief could not have been greater had he said 'the earth is flat!'

I then indulged in an internet search for the phrase and was astounded to find that there was a considerable number of State Liberal Party Representatives and the

then Mayor of the Mornington Peninsula, who were more than willing to be on the public record reciting this highly misleading statement.

I repeatedly challenged Neale Burgess, the local Member, for a clarification of the misleading phrase on his Facebook Page until he took it upon himself to block my polite but persistent questioning.

My response to being blocked was to create my own "This is not the Neale Burgess, MP for Hastings, Facebook Page", so that open honest discussion of the matter could take place.

Initially I was printing my own flyers and delivering them into letterboxes in the Coastal Villages and western shore line of Western Port, at some stage I became aware of PWPAG and joined up, and will remain a supporter.

I continued to attend public meetings and to distribute PWPAG flyers, to discuss the issue at our residents meetings and came involved in the organizing and supporting the annual Cannons Creek Environmental Festival.

When my wife and I moved to Cannons Creek the attitude of the local residents to the port proposal was positive with jobs being the reason for its support, and general ignorance of what a Ramsar site was.

I am pleased to say that five years later in a local resident's survey conducted last year, the number one issue expressed by residents is the preservation of the environment of Western Port and the RAMSAR wetlands.

I believe that PWPAG and the other environmental groups must continue to take the role of education and ensure that this magnificent and unique coast with its southern most Mangroves and wetlands are preserved.

My children spent their childhood sailing, swimming, snorkelling, surfing, fishing, kayaking in Western Port and I would like to think that their grandchildren will be able to do the same."

Carmen Bush (Minute Secretary)

"Initially I was urged to join PWPAG because the development of a container port at Hastings would have a negative impact on Rhyll.

The more information that became available through PWPAG's research the more I realised that more than just our lifestyle was threatened, the environment that we so enjoy was at great risk.

I assisted where I could by attending meetings and taking the minutes, assisting with information and fundraising stalls and helping with any other event that was held, market stalls, the Scenario workshops and the big family day at Erewhon point. I also wrote letters to the Advertiser and in our local Rhyll Community Association. I also reported PWPAG activities and findings to local groups both in Rhyll and Phillip Island. In fact in pretty much every group that I belonged to at the time and anyone who would listen to me. I also distributed PWPAG leaflets and flyers at local Art Shows and to local shops."

Joanna Johnson (Website Online petition & Social Media Volunteer)

"I have been interested in environmental issues since I started my first 'Save the Whales' petition age five in 1975. Having such a beautiful natural environment living on Phillip Island it was amazing to me that Government would put such an environment at risk. Knowing what we know about how precious our natural environment is to the overall health of the planet I was outraged and so I put my hand up to help where I could.

The passionate collective of voices and the professional engagement and awareness campaign was what kept me interested in supporting the PWPAG.

I assisted in the campaign by designing a website to educate and reach a wide audience and to share our campaign online through social media was my contribution. I put an online petition online for people to sign as well. I have also ensured that the website is preserved in the National Archives through the Pandora Project so that generations to come can read about our fight to protect Westernport. I have also scanned and archived news articles and had them and our reports stored in the Victorian State Archives."

Sue Saliba (Award-winning published author and environmentalist)

"I greatly value the natural environment and I was horrified at the destruction and damage the port expansion would have caused to the marine life, the migratory

birds, the beach-nesting birds, the seagrass and other vegetation and to the beaches themselves around Westernport.

I believed the cause was incredibly important and I think the people in the committee were very dedicated and inspiring. When the hooded plover season arrived, I found that I couldn't contribute as much to PWPAG as it deserved and, sadly, I wasn't able to get to committee meetings any longer.

I helped run some of the stalls we held where we spoke with the public about the proposed port development and the dangers it posed to Westernport. We gave out written information and answered people's questions and I was struck by how many people were opposed to the development.

I distributed PWPAG leaflets to local businesses on the island and spoke with those businesses about the dangers of the development.

I did some of the kitchen duties, etc. for the seminar held at Newhaven Yacht Club.

I wrote several letters to the local paper regarding the development."

Pauline Taylor (Vice-President Phillip Island Conservation Society)

"I became involved with PWPAG through being a member of the committee for the Phillip Island Conservation Society which is the organisation which auspiced PWPAG – it was a subcommittee. I am also politically active locally & at a Melbourne level, it was after speaking to a few people in Melbourne that I realised just what an enormous, monstrous & disastrous plan was being hatched for the redevelopment of the Port of Hastings.

Phillip Island is surrounded by a unique, magnificent & pristine coastline with an abundance of wildlife & particularly sea life. Around the Rhyll inlet we have an internationally acclaimed RAMSAR site that has to be protected at all costs. We have a high tourist influx every year that come to Phillip Island to enjoy the waters around our coastline & in Westernport Bay this activity was in total contradiction to the proposed very large freighter/container port, anyone could see that it was a major disaster waiting to happen the results would have been horrendous with repercussions Australia wide if not Globally as well. This was the main reason for getting involved with PWPAG & the reason I stayed on the committee was that I saw

what a great job we were doing through our campaign getting the community to support us, it had also been made obvious to me that we could well be on the long road to success.

It was a very long hard fight & I have so much admiration for the many committed people that worked all the time going to the interest groups such as Fishing clubs, Foreshore & Conservation networks etc. Unfortunately not being able to drive, my assistance to the cause had to be more low-key. I helped run stalls, distributed information within the community, raised some monies for the fighting fund & went to as many protests/demonstrations that I could. But I personally felt that the work I did was equally as important at a Political level meeting & talking with as many of the State Ministers & MPs demonstrating to them just how disastrous this proposal, if supported at a Government level, would be to the environment & fragile coastal wetlands - not just for the future generations of Phillip Island, the state of Victoria, Australia as a whole but Globally as well.

Great satisfaction, joy & exultation abounded when we heard the decision by the Labor State Government – well done by all involved – but we have to keep vigilant.”

#### Virginia Hamilton (Treasurer)

Virginia is an environmentalist who has been involved in various local environmental issues. Virginia was part of the inaugural meeting of PWPAG.

Virginia remained in PWPAG as an active member and provided input to draft media releases and flyers that were prepared during the campaign.

As part of the PWPAG committee Virginia was the PWPAG treasurer. This included liaising with the bank and with the PICS treasurer. Virginia prepared the financial statements for the committee.

Virginia collected the donations and purchases as part of the PWPAG and Island Art Show that raised considerable amounts of money for PWPAG activities.

#### Leigh Phillips

Leigh has a good working knowledge of shipping vessels and had visited overseas container terminals. Leigh is a keen fisherman who has been fishing Western Port

for more than 20 years and feared a loss of recreational fishing if the container terminal was built.

Leigh was a key community spokesperson on fishing and dredging impacts and was able to use the PWPAG platform, media and social media presence to advance his concerns.

Leigh assisted the campaign by attending numerous information market days to talk with community representatives, Leigh also spoke to the local media and wrote letters to the media outlining key concerns.

Leigh assisted with PWPAG public events including erecting gazebo's, setting up tables, signs and talking with the community.

### Jane Westworth

Jane is a committed conservationist and was always opposed to the concept of a container port in Westernport.

Jane was part of the initial PICS public forum and foundation member of PWPAG.

Jane developed good social connections with PWPAG members and was always a welcome part of public awareness campaigns.

Jane assisted in numerous public forums. Jane also played a key role in the invitations and running of the five day workshop PWPAG held with Australian National University and other key stakeholders.

**The following Councillors and ex-Councillors of Bass Coast Shire Council were asked a slightly different lot of questions as follows:**

*WHY DID YOU BECOME INVOLVED WITH PWPAG?*

*WHY DID YOU CONTINUE TO SUPPORT PWPAG?*

*HOW DID YOU ASSIST IN THE CAMPAIGN?*

### Neil Rankine (former long-standing Councillor and Mayor of BCSC)

“This campaign was won largely by those advocating THE FACTS. Evidence based argument that in the end couldn't be denied. Well done to all the PWPAG members who stuck to that strategy. And great it was to have academics and transport logistics experts on board as well, they can't be forgotten.

Of course before those experts would be listened to, there had to be a demonstrated community concern about the proposal. I was involved in getting that message out beyond the Bass Coast Shire. Firstly as our representative on the South Eastern Metropolitan Group of Councils. Many of these councils were, to an extent the enemy, choosing to only see the perceived positives of potential jobs, new transport infrastructure and export options. I managed to get a resolution from the group that triple bottom line assessments must be done in any investigations. When the Port of Hastings Development Authority was charged with spending mountains of cash on assessments we also resolved that these must be freely available, hence allowing PWPAG and the experts to also assess the marine and near shore implications. Bass Coast Shire led a stakeholder's discussion around submissions where I also moved and achieved a unanimous motion to this effect. Council's strategy to participate in, and make submissions to Infrastructure Victoria through the development of the 30 year Infrastructure Strategy for Victoria in particular turned out to be very appropriate.

There were presentations to be made to parliamentary inquiries, and media interviews afterwards, all helping to get the word out there and to make sure the politicians knew the strength of community concern. To have the Bass Coast Shire on board helps with a perception of universal displeasure from this region. And to have us fund studies like the alternative Western Port Scenarios work also helped further the media interest.

Why did I get involved - well, the day they declared the project one of 'State Significance' under the Major Projects Facilitation Act 2009, I knew they were seriously contemplating this monstrosity. What else could I do but get involved.

I'd also like to acknowledge Councillors Clare Le Serve & Phil Wright who relentlessly looked for and found opportunities to get the Shire's views out into the local community."

#### Cr. Michael Whelan

"I was a peripheral player. I originally offered help to Jeff Nottle to sharpen up the media response and attack this was before PWPAG had assembled its full team and began the ongoing very effective battle. As you know I became involved in the State

Election fight during 2014 with Cr. Clare Le Serve and was otherwise too busy to assist. We did of course give the issue a very good direct political airing in the campaign.

I supported the campaign because it is vital to the Phillip Island environment and the integrity of Westernport. The extent of loss of RAMSAR wetland would have been criminal. As well it was based on false premise of the continuing consumer demand escalation. I am concerned that it is always the environment that is flexible and not the economic demand we see that in every day decisions. If a tree is "in the way" chop the tree rather than go around it or change behaviour.

In the final stages prior to the release of the Infrastructure Victoria (IV) report I put an urgent motion through Council demanding that Infrastructure Victoria come to Bass Coast - they and their predecessors Port of Hastings Development Authority had a tendency to do public consultation at Hastings. That resulted in a very good meeting in Wonthaggi with IV and for the first time Phillip Island National Parks spoke out and indicated that there was impact on the penguins. Also Council and DPI also took a strong stance through John Pandazopoulos. I made a personal submission as well as contributing to Council's submission."

#### Cr Clare Le Serve (Second-term Councillor and former Mayor)

"I became involved because I thought it was the right thing to do for environmental, economic and moral reasons.

I believe we should adhere to the RAMSAR principles and preserve the ecology of Western Port. It has taken many years for Western Port to recover from the dredging and commercial fishing that has taken place over the decades. Our environment is our economy. Tourism and water activities play a major part in Bass Coast being a destination and a lifestyle choice. Recreation, fishing and tourism play a significant role in the state's economy and this industry employs many thousands of people.

I am passionate about where I live and the people that live here.

To have a Container Port dominating the vista of Western Port would forever change where we live and call home.

PWPAG has shown that it dealt with the evidence-based decisions making and analyses. The group commissioned and responded to issues in a way that lobbied Government and highlighted issues that were credible. They fought the fight and galvanised the community to the issues of what they could lose if the project went ahead.

I believe their leadership and guidance showed the community that, you can achieve an outcome through dogged tenacity and determination, and I like that in people.

I was able to lobby and campaign the issues as a part of my State Independent Candidacy in late 2014. The issues mobilised the community and the people helped drive the campaign. People were passionate and this enabled me to voice their concerns.

It was an incredible campaign with many people supporting me and I believe there will be other issues that will or could impact on our way of life that need community based driven campaigns and the PWPAG is an excellent example of how to proceed.

Above all else we have and will continue to put all levels of Governments on notice, if they think they can disregard the community.”

Phil Wright (former long-standing Councillor and passionate environmentalist)

“My main contribution in the battle against Port of Hastings was:

As Bass Coast Councillor – I voted each time (3) for Council to reject the proposal  
I ran very successful Community Forums each month and invited Port of Hastings CEO to speak as well as several speakers against the proposal.

Spoke at Institute of Engineers Seminar on Disruptive Technologies for Engineers to get involved and speak up against the proposal.

Spoke to the Parliamentary Enquiry at Hastings and when the Chair said – “I’m sure everyone in this room agrees we need a second port.” I said, “No. We want a new transitional port so that we can move out of Melbourne. The new Port must be suitable for industry and transport.” This is documented in Hansards.

If we include the last battle against car ferry. I spoke at the PICS public meeting, main speaker at footy ground, lead march and convinced Council to unanimously reject.”

Ross Fairhurst (former long-standing Councillor and Greens candidate for the State Government elections in 2014)

“I first became aware of PWPAG by virtue of being a member of the Phillip Island Conservation Society (PICS) and supported the creation of the group as separate from PICS due to the politically different needs and functions of the 2 groups.

I supported the position of PWPAG financially and through cross promotion via Facebook pages both as an individual as the Greens candidate for the District of BASS during the State Government elections in late 2014.

### **The Media and Spreading the Word**

From day one, PWPAG worked closely with local print and on line media. Countless letters to the editor and press releases were distributed and printed via this medium. It all helped convey the “No Hastings Port message”, in a very powerful manner. Events were extensively covered in the local and regional press.

PWPAG also met with local Councillors, plus State and Federal Politicians. Sadly, none of those at State or Federal level could be described as productive.

Not all of those however, the interaction with bodies such as The Port of Melbourne Privatisation Committee and Infrastructure Victoria was much better. PWPAG was very pleased to be asked to testify at the former and provided extensive information on the port proposal to the latter (see Key Presentation, Forums and Critical Meetings).

PWPAG also submitted in the Draft Central Coastal Plan and the Draft Western Port RAMSAR Site Management Plan.

### **Social Media and Web Site:**

PWPAG has been very fortunate to have a highly skilled and passionate member with exceptional social media skills. The exposure via the

www.preservewesternport.org.au website plus other mediums such as Facebook and Twitter has been instrumental right throughout the campaign.

### **Metropolitan Media and Radio:**

PWPAG chair, Jeff Nottle was interviewed on both ABC Melbourne metro and regional radio, plus on two occasions on 3RRR. On one occasion there was a full program on Western Port, with other PWPAG members who were interviewed. These included: Kevin Chambers, Lisa and Alia Schonberg and Karri Giles of the Westernport Peninsula Protection Council.

### **Preserve Westernport - Discussion Paper:**

All through the above time frame, work continued on production and distribution of a PWPAG Discussion Paper on the Hastings Port Proposal.

This extensively researched document was prepared by Walter Broussard (former Ministerial Advisor) and edited by Victoria Chance. It was produced in September 2014 and 100 copies were very widely distributed to much acclaim from many of those that read it and the most validating highlight of the document is, in the three years since it was printed, not one person or organization has been able to come back and point out any errors!! Many recipients provided positive feedback on the detailed research and readability of the paper.

The Discussion Paper provided the basis for almost all PWPAG submissions to the State Government on studies such as the Central Coastal Plan, Draft RAMSAR Plan and to Infrastructure Victoria on their deliberations on advising the State Government on the siting of Victoria's next Container Port.

### **Press Releases and Research Papers:**

These were always made available on the PWPAG website and added to, as the campaign progressed:

A key Media release had a major impact on the progress of the campaign and provided research and information that supported PWPAG's principles. This was issued by Associate Professor David Kennedy, Coastal Geomorphologist, School of Geography, University of Melbourne:

*Geomorphic Impact of the Proposed Container Port at Hastings. 9 November 2015.*

*Dear Preserve Western Port Committee, Thank you for the information provided by the Western Port Local Coastal Hazard Assessment and the Preserve Western Port Action Group Discussion Paper regarding the proposed development in Western Port, especially the plans for a single channel deep-water channel and associated mooring and swing basin at the northern and southern ends of the this channel.*

*Based on my > 15 year experience in coastal geomorphology including recent work in Western Port and similar structurally controlled estuaries in New Zealand I can conclude that the proposed development is almost certain to have major environmental impacts on the marine and coastal environment of Western Port Bay.*

*There will be immediate effects from dredging particularly associated with suspended sediment and its impact on the benthic intertidal and subtidal communities. A larger concern is the changes in hydrodynamics and associated sediment movement that will be associated with the development.*

*A deep-water channel will lead to the propagation of open ocean waves further into the estuary as well as enhance the size of locally-generated wind waves. As the coastline of Western Port has evolved under low energy, fetch-limited, conditions any increase in wave energy will result in significant shoreline erosion. All shorelines adjacent to the area of dredging will be affected. The increased channel size will also likely increase the tidal prism within the estuary.*

*The potential for major landscape change is not restricted to just the channel area. The eroding shoreline of the north eastern side of the Bay will also be affected.*

*There is a very high risk of greatly increased erosion throughout the northern, western and southern shores of Western Port including the eastern shoreline of Bass Coast around Coronet Bay and the Phillip Island north shore. A general lack of knowledge of sediment transport pathways within the Bay mean the potential impacts could be more widespread than inferred here as there is likely to be strong connectivity between sedimentary systems around the entire bay.*

## **Key Presentations, Forums and Critical Meetings**

December 2013: Bass Coast Shire Council resolution requiring an economic impact statement to form the Port of Hastings feasibility study.

14 February 2014 and 11 April 2014: Bass Coast Shire council wrote to the Minister for Ports and met with him on 9<sup>th</sup> April 2014 expressing the wish to have further reports and impact studies and peer review regarding the port of Hastings development.

22 March 2014: Changing the Tides in Westernport. Public meeting presentations made by key speakers. This meeting was organized by the Phillip Island Conservation Society. Over 100 people were present and two recommendations were made that resulted in the formation of the PWPAG. (See Section: The Beginnings)

12 May 2014: Jeff Nottle meets with CEO of BCSC Paul Buckley and it was agreed that Councillors and Council staff would work closely with PWPAG

25<sup>th</sup> May 2014: Tide master tour of Westernport

28th July-1st August 2014: Scenario Planning for the Western Port Bay Region. The Westernport Bay Region scenario-planning workshop was organised by the Preserve Western Port Action Group, the Victorian National Parks Association and the Australian National University, with the generous support of Bass Coast Shire Council who donated \$5000 towards the cause. It was held at the Newhaven Yacht Squadron during a five day period.

Robert Costanza, Ida Kubiszewski and the Australian National University PhD students facilitated the scenario-planning workshop. Speakers Peter van Duyn, Steve Cork and Barbara Norman made thought-provoking presentations. Academics, key regional decision makers, strategic planners, scientists, business people, local councillors and members of community groups, in all representing 40 organisations, attended the workshop where they analysed potential future scenarios that could secure or undermine the economic, social and environmental futures of the Westernport Bay Region.

After a series of presentations on Day 1, workshop participants were divided into four groups, each with the task of developing a plausible 2040 scenario for the Westernport Bay Region. The narrative of each scenario was dependent on the extent to which policies for conventional economic development and UN sustainable development goals were implemented in and beyond the region. The four groups each developed a different 2040 scenario for the Westernport Bay Region.

The outcome of the workshop saw four different scenarios explored and evaluated based on the hypothetical impact it would have on the economy, governance, community, natural environmental and infrastructure development between 2014 and

2040. 'WesternFree Port' was based on the port development going ahead as it was proposed, 'The Beacon' was based on the removal of the development, 'Creative Growth' was based on a reconfiguration of the development and the 'Lagom' was based on a full adoption of the United Nations Sustainability Goals and the removal of the development. At the end of the workshop a survey was completed and 54% of respondents ranked the 'Lagom' as their most preferred outcome.

The workshop brought together people whom had different perspectives and interests toward the development.

The Final Report entitled *Scenario Planning for the Westernport Bay Region* was published in October 2014 by the Victorian National Parks Association.

20<sup>th</sup> August 2014: Bass Coast Shire Council unanimously endorsed Council's Position Paper *Port of Hastings Container Expansion Project, July 2014*. This outlined three key principles requesting the need for an independent review and for the State Government to fund such a review.

September 2014: PWPAG Picnic at the Bay. Attended by Sea Shepherd and more than 1,000 community members.

September 2014: Bass Coast Shire Council prepared submission to State Government in response to *Laying the Foundation*. This included Council's Position Paper regarding the proposed expansion of the Port of Hastings led by the Port of Hastings Development Authority.

October 25 2014: Public event organized by PWPAG. "The Port That Makes no Sense or Cents." Key speakers, Dr. Hermanie Parsons, (International Logistics expert of Victoria University) Haans Siver, Sea Shepherd Australia and crew members. Approximately 150 people attended. This event was a massive game-changer for many in the community who then realized that the port was a serious issue for the local marine life and the economy.

November 16 2014: Rally held by Western Port Warrior Women and attended by PWPAG members.

15 January 2015: The Port of Hastings: An Economic and Environmental Disaster. Presentation made by Kevin Chambers to Lang Lang Rotary, Corinella Probus,

Corinella Anglers. This presentation was also made by Jeff Nottle and Simon Branigan from the Victorian National Parks Association to the Bass Coast Shire Council.

21-23 February 2015: Westernport Festival.

10 March 2015: Public Forum at Inverloch regarding the draft *Central Region Coastal Plan*.

20 May 2015: Bass Coast Shire Council passes resolution reinforcing Council's position in relation to the proposed Port of Hastings development.

June 2015: *Western Port Local Coastal Hazard Assessment Study* was completed and further highlighted various issues supported by PWPAG and this was used extensively in submissions to State Government.

28<sup>th</sup> October 2015: Legislative Council Port of Melbourne Select Committee public hearing. Sub-committee Inquiry into the proposed lease of Port of Melbourne held at Hastings. The primary role of the Committee was to give consideration to the proposed lease of the Port of Melbourne and the impact that lease would have on the development of a subsequent second container port.

Bass Coast Shire Council representatives spoke in the morning including Cr. Clare Le Serve, Cr. Phil Wright and Cr Neil Rankine.

The Witnesses from PWPAG who later spoke at the Inquiry were Jeff Nottle, Kate Whittaker, Graeme Hanigan and Kevin Chambers. A PowerPoint presentation was prepared but no facilities were available, so it was handed out to all members in printed form.

Key points made at the Inquiry are;

Jeff Nottle: "...we have all observed that a lot of mythology has arisen around the discussions about the port of Hastings. Some of that mythology that has arisen is with terms like 'a natural deep water port', 'natural deep water harbour', 'blasting Port Phillip Heads'"

"...a business case and or cost-benefit analysis for a container port at Hastings needs to include all the costs that impact on the region."

“...cost estimates for Western Port.... need to include the impact of increased erosion and sediment flows arising from the dredging in a very high tidal flow environment. Current erosion issues will be accelerated and exacerbated with severe impacts, particularly in the north of the bay and on the north shore of Phillip Island, which includes Cowes and Silverleaves.”

“...seagrasses, saltmarshes and mangroves are among the earths most efficient and long-term carbon sinks. Seagrasses can capture and store carbon at a rate 40 times faster than tropical rainforests; 154 square kilometres of seagrass is in Western Port. Disturbance to the seagrass ecosystem can cause release of ancient carbon, with potentially major global warming consequences”

“The cost estimates need to look at the impact on the Western Port marine life, including the penguins — certainly an iconic worldwide asset that our state has — whales and 1300 other marine species.”

Kevin Chambers: “....if you put that expanded port limit in and allow the container port in, it will wipe out 40 to 50 per cent of the safe high tide navigable fishing waters in Western Port. At low tide Western Port has a quarter of the surface area of Port Phillip. You cannot fish on the mud banks, and also you cannot fish down towards the western entrance, because there is too much swell down there and it is too dangerous.

“..... If you put that expanded port limit in and put a 60 000 tonne container ship in that channel, no one is going to fish there. You cannot fish there. It will throw intolerable pressure on the rest of the ramps in Western Port.”

Jeff Nottle: “...It also sounds like a good reason not to exclude fishermen from 40 to 50 per cent of the bay, given that they contribute \$500 million per annum to the economy and given that they support the towns and hamlets and small businesses that would all suffer if the fishermen stopped turning up.”

Kate Whittaker: “.... Phillip Island, it is seen as being a natural eco type tourism place. I think having a very large container port, with what has been purported to be 8 to 10 container ships off the beaches of Cowes and within Western Port per day, makes that nature and ecotourism lack credibility, because it becomes not a place of nature but rather a place of industry. To me it just makes the whole tourism side of the bay lack credibility and authenticity.”

Kevin Chambers: “...except for the lower reaches of Port Phillip Bay it is nowhere near as tidal as Western Port and it is these strong tides that will do the most damage if Western Port is heavily dredged to build a container Port at Hastings. Port Phillip has not got any tides to speak of, except the southern end. If they were both equal tidally, it would not perhaps make quite such a difference. It is the fact that that water really rips through Western Port that causes most of the problems that would be caused if you put a container port in there.”

Graeme Hanigan: “My objection is the deliberate campaign of misinformation which dates back to probably the 1960s of this ‘natural deep water port’. It is neither natural nor deep.”

“It was first dredged in 1964 to establish the port of Hastings, with the removal of 1.5 million cubic metres of seabed from an area of 85.5 square hectares... It has been dredged ever since. It will need more dredging.”

“Also, bringing your attention to a geological survey report of 1980, discussing the exact same area as the proposed container port and warning that the freshwater aquifers that underlie the bay are at risk of being contaminated with salt water — in fact, they are now — and that further dredging of that area will only make the problem worse.”

“What is the cost to that industry if that industry disappears? I mean, it is massive. We have got thousands of hectares of irrigated land.”

“...everyone believes this myth that it is a natural deep water port..... If you repeat a lie often enough, enough people will believe you.”

Jeff Nottle: “....to get a factual examination of those issues by Infrastructure Victoria with transparency and with the ability for all people to provide submissions — yes, we would support that.”

Graeme Hanigan: “It is going to need extensive dredging. Start talking about the dredging it is going to need and stop talking about the blasting of the Heads. What blasting of the Heads? Where is the paper that describes what blasting of the Heads is going to take place? Again it is all political waffle.”

Jeff Nottle: “And some of the mythology that we have identified in our paper. So we are saying, ‘Stick to the facts’.”

“Graeme referred to ‘blasting the Heads’, and in fact on a recent analysis that Graeme did about the blasting of the Heads we found that a couple of politicians in a doorstep used the term 21 times.”

Graeme Hanigan: “So there is fear mongering from politicians, which is what they do.”

Jeff Nottle: “We understand that there are a lot of other opportunities for ecotourism and other types of development if a container port is not built in Western Port. As part of that knowledge, we and other groups.....were involved in the Costanza review, which was conducted in 2014..... Professor Costanza from the Australian National University and, together with the Victorian National Parks Association, 75 people from 45 different organisations looked at plausible futures for Western Port if a container port was not built. There are plausible alternatives that can increase

employment, increase jobs and increase ecotourism that are not centred around the industrialisation of Western Port with the construction of a container port.”

“If I could just make one further comment on the dredging, the Port of Hastings Development Authority has spent a lot of money on hydrodynamic modelling and other things — tens of millions of dollars — and never released anything in relation to dredging. It was obviously the elephant in the room. So the analysis that we have used has been based on the Victoria University supply chain institute..... 18 million cubic metres worth of dredging at the wharf side and 6 million cubic metres in the approach channel....”

“I would also bring your attention to Project Blue, which as you would be aware was a KPMG study that was prepared for the former LNP government and was a cabinet paper.....”

“Whilst Project Blue was talking about 50 million cubic metres of dredging, we were also being told it was a natural deep water port.....”

14 March 2016: A Presentation to the Australian Asparagus Council, by Graeme Hanigan and Jeff Nottle.

28 April 2016: Future of Port of Hastings Roundtable. Nobbies Conference Centre. Organized by Bass Coast Shire Council and PWPAG. The following five Principles for the future were adopted as follows:

Agreed Principles:

*1. No dredging in Westernport bay other than for maintenance*

*No capital dredging, widening or deepening of channels in Westernport Bay, other than for maintenance*

*If declared as Port Waters, changes status of overlay (for example, the distance you can fish/ reduction of fishing area)*

*Dredging needs to be the position – Not types of use!*

*2. Any change in/or continuation of, port operations should result in no net loss for the environment*

*More environmental safe guards over existing volumes*

*15 Year Clause –*

*Planning can still occur for Port use/s*

*Port of Hastings actively looking at other uses, i.e. car carriers*

*If change in Government, policy is to develop site*

*3. Infrastructure Victoria to demonstrate need for a second major port:*

- a. National approach*
- b. Existing capacity*

*Infrastructure Victoria must demonstrate need and timing for a second major port through consideration of existing port capacity in Victoria and via national approach.*

*2013 Community Plus Forum – requested release of consultation scope and terms of reference – denied. – Lack of transparency*

*Infrastructure Victoria needs to meet community – clear understanding of community and impacts*

*4. Independent, scientifically based research vital:*

- a. Social*
- b. Environmental*
- c. Economic*

*Independent, scientifically based research must be the basis of any recommendation for a second container port in Victoria to ensure that the environment impact is known and understood. Of equal importance are economic and social impacts.*

*Position/s need to be based on accurate research – Need to be able to access past research undertaken*

*Need to lobby for reinstatement of ongoing research to ensure better informed of impacts (tidal flow, salinity, aqua flow into bay etc.)*

*Coastal hazards*

*Economic reference*

*Refer to Melbourne Water report 'Understanding Westernport' – more targeted report*

*Importance of channel ledges feeding grounds – sea life, penguins etc.*

*No position should be set without access to / availability of funds to complete accurate research*

*RAMSAR principles (top two thirds of Westernport RAMSAR)*

*5. Whole of government considerations – not just Department of Transport:*

- a. Tourism*
- b. Environment*
- c. Economic development*
- d. Fisheries*
- e. Recreation*

8<sup>th</sup> September 2016: BCSC letter to Infrastructure Victoria regarding The Principles agreed to at the Roundtable on 28<sup>th</sup> April 2016.

January to 2017 to March 2017: PWPAG makes two detailed submissions to Infrastructure Victoria. (See Section State Government Consultative Processes since 2015)

15<sup>th</sup> March 2017: Bass Coast Shire Council endorses *Impact of Hastings Container Port on Bass Coast Shire Council, Agreed Principles*. (Developed and adopted at the Future of Port of Hastings Roundtable on 28<sup>th</sup> April 2016) These Agreed Principles were also supported by PWPAG and Western Port Peninsula and Protection Council who also had the endorsement of six other conservation groups and organizations.

22<sup>nd</sup> March 2017: Discussions held with Infrastructure Victoria at Bass Coast Shire Council in Wonthaggi. Also present were Councillors and participants of the Port of Hastings Roundtable.

## **Key Changes in Government Policy (Federal and State)**

These critical changes are best described in the following media release issued by Jeff Nottle, Chairman of PWPAG:

*Coalition Governments abandon Westernport and Phillip Island (Media release 20<sup>th</sup> November 2014)*

*The State and Federal Coalition Governments have abandoned Westernport and Phillip Island over plans to build a massive international container terminal in Westernport.*

*The State and the Port of Hastings Authority are not providing critical information and the Port Authority has gone into self-declared caretaker mode until after the election.*

*The Bass Coast Shire Council sought funding from the State Government for an independent review of environmental documentation and The Hon David Hodgett MP Minister for Ports replied: "a Peer Review of the environment studies that will be undertaken is not necessary.....resources for any additional studies or reviews such as that requested by Bass Coast Shire, should be sourced from within Council's budget."*

*Federal Environment Minister Greg Hunt has ignored calls and signed an agreement in October to pass*

*Federal Environment assessments to the Victorian Minister for Planning!*

*Jeff Nottle Chairman of the Action Group said “Our group and other leading community and environmental groups as well as environmental lawyers lodged submissions to Greg Hunt and the Federal Environment Office urging the Environment Minister to not pass environmental assessments for the Port of Hastings to the Victorian Government. These views were ignored.”*

*Jeff Nottle added “The Federal and State Coalition Governments have simply walked away from Westernport and Phillip Island. Some last minute pre-election coalition sweeteners have been thrown at the electorate in the hope that these will secure votes in the State election whilst charging ahead with the planning to build a massive international container terminal in Westernport.”*

*Help has arrived for Westernport and Phillip Island with the Greens and minority parties blocking the Federal Environment Minister’s Bill in the Senate to hand over Federal Environment approvals to the States.*

*The move in the Senate has effectively stopped Greg Hunt’s handover of approvals to the States for now.*

*However, as we have seen on other issues the Federal Government and the Environment Minister may seek a way around the Senate to complete the hand over.*

*The coalition is also throwing job numbers around and the community is being led to believe that jobs in logistics, freight forwarding and automated container operations are going to be offered to local residents.*

*This is highly unlikely. What is clear is that the proposed container terminal will have an immediate and long term detrimental impact on jobs in the tourism and recreational boating industries that are worth \$1.1B PA to the economy. The amenity offered by Westernport to the community will be lost forever.*

*Significant help for Westernport and Phillip Island has arrived from the internationally renowned Sea Shepherd who is rallying support for the Preserve Western Port Action Group.*

*Jeff Hansen, Managing Director, Sea Shepherd Australia said “If the Australian Government will not protect the whales in the Southern Ocean Whale Sanctuary, the least they can do is protect them closer to home and cease this destructive Western Port Development”.*

*“The little penguin parade is an iconic, world renowned tourism attraction, part of the UNESCO Western Port Biosphere Reserve, it has global significance and deserves the outmost protection from the threats the Western Port Development proposes.”*

*Mr. Hansen went on to say, “With up to 3,000 large vessels arriving every year, we will see boat strikes and whales deaths. Whales and dolphins live in a world of water and sound. They feed, communicate and find their way around their world using*

*sound. This Western Port Development will have a catastrophic impact on the Southern Rights and Humpback whales ability to communicate and navigate in the area due to the destructive noise pollution from this massive expansion in shipping.”*

*Further international help has arrived following a deputation by local environmentalists to RAMSAR in Switzerland. The Ramsar Secretary General Dr Christopher Briggs arrived in Westernport on 10 November to inspect the site and talk with local environment groups.*

*Business groups including importers, exporters and freight forwarders are also uniting to oppose the proposal. Victoria University Institute of Supply Chain and Logistics estimate over 4,000 additional trucks on the local roads, 95% increase in costs for industry and 113% increase in emissions and air quality degradation.*

*It is incredible to have community, environmentalists, business and the logistics industry oppose the container terminal and the local State and Federal Coalition MPs turn their backs.*

## **State Government Consultative Processes since October 2015**

An independent Advisory body Infrastructure Victoria was formed on 1<sup>st</sup> October 2015 under the Infrastructure Victoria Act 2015. Their major role was to give advice on the future need, timing and location of a second container port in Victoria.

They would report directly to The Victorian Special Minister of State giving their evidence and recommendations by May 2017.

Several major documents were circulated and made available on their website for public comment. Three major documents were:

- *Preparing Advice on Victoria’s Future Ports Capacity Discussion Paper.* September 2016.
- *Draft Options book.* October 2016.
- *Second Container Port Advice– Evidence Base Discussion Paper.* March 2017.

Infrastructure Victoria held ‘drop in’ sessions and consultations in November, December 2016 and March 2017.

After intensive consultation with various organizations, groups and individuals PWPAG made two major submissions in 2017. They were:

- *Submission to Infrastructure Victoria: Preparing Advice on Options to Secure Victoria’s Future Port Capacity.* January 2017.

- *Submission to Infrastructure Victoria: Second Container Port Advice-Evidence Base Discussion Paper and Consultation Summary. April 2017.*

This submission was supported by all key stakeholders and many letters of endorsement were sent as part of this final submission.

In 2017 the State Government released two land and water management policy documents, both relevant to, and mentioning Phillip Island. On March 31 the *Western Port Ramsar Site Management plan* was launched and on April 4 a new long term plan to protect our environment *Protecting Victoria's Environment Biodiversity 2037* was released.

In April 2017 the State Government awarded a 50 year lease for the Port of Melbourne to QIC Lonsdale Consortium Ltd.

## **Key Outcomes, Strategies and Success Factors**

This section has been extracted from a Monash University major assignment written by Brooke Walton in 2015 when her topic was related to the Preserve Western Port campaign.

The strategies employed by PWPAG were fundamentally based on its goal to oppose the Port of Hastings Development and to ensure that people were fully informed about the negative economic and environmental ramifications that it poses. This has meant that it was at odds with the Port of Hastings Development Authority who was employed by the previous state government to ensure the development goes ahead. This is an example of an issue of dissensus.

In 2014, the Federal Minister for Environments, Greg Hunt, entered into a bilateral agreement with the former LNP state government to handover federal environmental assessments to the Victorian State Planning Minister (Australian Government Department of Environment 2014). This meant, that the same state government planning authority that approved the Port of Hastings Development, was also given the power to oversee the environmental assessments for it. This act was perceived by PWPAG as causing a conflict of interest for the state government and subsequently reducing the state's ability to objectively analyse the potential issues the development could create. PWPAG lost its trust and a sense of power to ask for

an independent body to look at the development and as a result an issue of dissensus developed.

The issue of dissensus between the two groups meant that PWPAG utilised several non-violent disruptive tactics. One example of this was the public event held by the group in September 2014. The day was titled 'Picnic by the Bay Day' in order to avoid any overt political connotations and to ensure the community perceived it to be a family friendly event rather than an unsettling rally. Nevertheless, the event effectively encapsulated the desired outcome that a public rally would ensure, with over one thousand people attending to support the work of PWPAG. The use of a public event is also an example of direct action because it confronted the development authority with a level of opposition they wouldn't have otherwise been faced with.

PWPAG has also used disruptive tactics by creating and using sub-groups. A communication group, a logistics group, a legislative group and membership group exist within PWPAG. This was done with the aim of utilising member's strengths and areas of interest in the campaign. This has been found to strengthen campaign outcomes.

PWPAG Chairman, Jeff Nottle used the example of one member in the legislative group, a retired senior advisor to the government, who used his expertise to look at the legislative 'jargon' and find evidence to prove that the development was economically and environmentally unviable. The group then hired a professional editor to rewrite the findings in an easy to read format and sent them to sixty different Government and non-governmental organisations. The findings were even used by the then shadow spokeswoman for Ports, Natalie Hutchins, during a debate about the ports development held prior to the 2014 state election. Copies of the findings were also made available to the general public on both the Internet and in hard copy. This ensured that the campaign was making the community aware of the issues and ensured that effective government lobbying was taking place.

The communication sub-group was responsible for liaising with the media to ensure PWPAG's message reached a large audience. One of the key strategies used by

members was creating flyers and postcards with images of local sea life that could be threatened if the development proceeded.

This is referred to as public campaigning via symbolization. Publicity was used and community education was increased. Furthermore, the ability for the communication group to develop relationships with the likes of Sea Sheperd, demonstrated the ability to form strategic alliances. This enabled the campaigners to raise awareness of a problem on a larger scale. The benefit of developing strategic alliances can also be analysed as view on power tactics - meaning that power is not only what you have, but what the enemy thinks you have.

Following Sea Sheperd's appearance at the September community barbeque, they reported to PWPAG that they had received a call from Federal Environmental Minister Greg Hunt querying why they had become involved. This suggested the group had successfully used tactics that garnered both powerful political and media attention. PWPAG's decision to run the weeklong scenario-planning workshop was a strategic tactic used for a variety of reasons. In particular, according to Chairman Jeff Nottle, it was done in order to show PWPAG'S willingness to remain progressive, non-polarising and open to plausible, alternative suggestions for the future of Western Port.

This decision is illustrative of the suggestion that by using different tactics rather than relying on one action will increase a campaigns assertion of power. This strategy demonstrates a similar approach that the effective Werribee Toxic Dump Campaign used. By involving all cross section of community interests groups and providing the opportunity for them to experience working together for the first time, demonstrated a 'well contrived strategy that united the disparate groups into coordinated action.

The decision to utilise credible academic research and move away from a purely environmental message was another tactic used by PWPAG. PWPAG aimed to place a 'dollar figure' on the development. This was done to avoid the label being perpetuated by some in the community that PWPAG was purely a 'greeny group'.

In 2014, Mr Nottle attended a Victorian University Supply Chain presentation held at Point Cook where Dr. Hermione Parsons outlined the negative economic cost involved in truck transportation from ports. PWPAG then enlisted Ms Parsons to

make a public appearance at a community forum held by the group in October 2014 to outline her findings. Given that the rationale outlined for the port's development is based on 'delivering for Victoria economic growth' the ability for PWPAG to effectively ridicule the basis for the development by utilising research that illustrated the contrary, demonstrated an extremely powerful tactic. It is also an example of power tactics because it exposed and ridiculed the main justification for the development.

In 2014, the chairman of the Port of Hastings Development Authority, Yehudi Blacher stated that the development was working to achieve the government's aim to 'improve freight efficiency, grow economic productivity and better connect Victorian businesses with their markets locally, nationally and internationally' This rationalisation can be understood by using the political economy explanation because it depicts a reliance on the 'treadmill of production' for economic expansion.

While conflict between PWPAG and other groups in the community did not overtly appear, Chairman Jeff Nottle did report that tourism and some environmental based organisations were unwilling to engage with PWPAG on the basis that they received government funding to undertake their programs.

In contrast to a neo-liberal ideology, PWPAG's campaign philosophy draws from a green perspective. The threat of over industrialisation of Westernport Bay and the combined ramification this could have on both marine life and human wellbeing provided the motivation for the campaign.

Rather than responding to the issues that the development will create using the existing political order, the group had focused on campaigning for alternative solutions that fundamentally change the underlying issues associated with the development. This meant the group used an environmental justice discourse to outline the issues associated with the development.

### **Evaluating the campaign:**

In order to evaluate the campaign undertaken by PWPAG, four principle questions for evaluation were used. Firstly, that it is essential to determine whether the plan of a campaign was implemented. With respect to PWPAG, the group set out to prevent the Port of Hastings Development whilst ensuring increased public education about

the development was mandated. Not only has the development not yet occurred, but also the campaign has successfully ensured that PWPAG are recognised as a credible group worthy of being involved in a governmental inquiry into the future of port leasing in Victoria. This suggests that while the 'threat' of the development is still there, the campaign has successfully slowed its progress and significantly reduced the likelihood of it continuing in its original form.

Chairman Jeff Nottle noted that the overall objectives of the group have consistently met the original PWPAG mission statement and that only recently had the group decided to update the statements wording to include 'or any other issue facing Westernport Bay'. An increase in public awareness of PWPAG's success has meant that community members have approached the group to ask for assistance with other matters affecting the bay. This is indicative of the campaign's success because it shows there has been an increase in public awareness on a community issue. Furthermore, there has been increased interest shown by people who have joined the campaign in various ways.

When asked how many members PWPAG had, Jeff Nottle stated that the presence of over 1,000 people at the public event, the large number of people 'signing up' via social media, on line petitions and increased tangible membership rates has demonstrated significant growth in PWPAG'S resources.

In order to evaluate the overall effectiveness of the campaign, PWPAG have used 'formative evaluation' at each official meeting to create measurable short and long-term goals. Each meeting entailed a debriefing period whereby each sub-group of PWPAG reported on their progress and the opportunity for sub-groups to discuss their concerns was provided. This ensured that all members of PWPAG had up to date knowledge of the effectiveness of the program and future activities and were better informed.

In relation to the final direction to measure the campaigns efficiency, the expansion of resources is worth analysing. PWPAG's began with less than thirty dollars in the bank and set out to confront a development authority with immeasurable amounts of money and power. The group's use of innovative methods to increase its resources demonstrated an extremely efficient campaign. The ability for a small minority group to influence government policy, contribute to the adoption of motions in state-wide

council meetings and ensure that each statement released has a factual basis, is indicative of a highly efficient and successful campaign.

A successful social action campaign was undertaken by the Preserve Westernport Action Group and members were able to use innovative methods to obtain the resources required to directly oppose the Port of Hastings Development whilst ensuring the tactics used remained politically neutral and non-violent.

## **A Glorious Win**

In May 2017, Infrastructure Victoria provided advice to government on options to secure Victoria's future port capacity. The full document *Advice on Victoria's Future Ports Capacity* (180 pages) is available on their website.

### **In summary there were three key elements to their advice:**

1. Capacity at Victoria's existing commercial ports should be optimised, having regard to social and environmental factors, before any investment in a second major container port.

The Port of Melbourne should be developed to a capacity of approximately 8 million TEU, with some trades relocated to Victoria's other commercial ports at Hastings, Portland and Geelong. Capacity at the Port of Melbourne could be increased to approximately 8 million TEU without building a dedicated road and rail Freight Link through Fisherman's Bend to Webb.

2. A second major container port will not be required until the Port of Melbourne reaches approximately 8 million TEU which is likely to be around 2055.

Detailed development planning for a second major container port needs to begin approximately 15 years prior to the port being required. Based on current analysis and projections, detailed planning for a second major container port should begin around 2040, with the new port to begin operation around 2055. Land use planning actions to secure necessary second container port land and transport corridors need to be taken as soon as possible.

3. Bay West has strong transport, land use, environmental and amenity advantages, when compared to Hastings. Bay West is a good option for catering to container

demand once capacity at the Port of Melbourne has been exhausted and is also well suited to becoming Melbourne's future container port in the long term.

Bay West is the preferred location for a second major container port.

After nearly four years of campaigning against the proposed Port of Hastings, PWPAG had much cause to celebrate and an event was held on 4<sup>th</sup> June 2017 in the Parish Hall at Cowes where over sixty people were present.

## **What We Have Achieved**

It is most appropriate that Jeff Nottle, Chairperson of the PWPAG campaign has the last say regarding what the PWPAG has achieved during a highly intensive campaign:

- Effective and real engagement with Community and Stakeholders;
- Extensive media, social media and Web site coverage;
- Establishment of networks of similar activist groups concerned about environmental impacts;
- Research and documentation of key issues surrounding a Port Development;
- Education Programs;
- Sharing of key outcomes with leading scientists and conservation organisations;
- Protection and lobbying on behalf of Ramsar protected areas;
- Holding Environmental Guidelines up to scrutiny and ensuring they are adhered; and
- Obtaining critical and extensive support from key business, tourist and community groups across Phillip Island.

“We understand that the State Government and the State Opposition haven’t come up with a formal response to the Infrastructure Victoria Report and its findings that Bay West is the preferred option. The State Government have said that they are developing a *Freight Strategy* for all of Victoria and when they have released that, it will combine their comments/decision on the second Container Port. The Government will then make a policy based on the recommendations of the Infrastructure Victoria Report and those of the *Freight Strategy*.”

The PWPAG is in ‘holding pattern’ for the time being and we will meet again once we know what the *Freight Strategy* contains in terms of a second Container Port.”

In terms of the PWPAG campaign he summed it up as follows:

“We have actually further moved conservation awareness into the state, national and international scene. We have guided key stakeholders from a complete lack of knowledge and lack of understanding regarding marine life, the whales and the eco-tourism that exists in the region (and how important Western Port is to all of that) to raising that profile locally, at the State Government level, at the Federal Government level and Internationally through Sea Sheperd. It is now more widely recognised that we have a significant marine environment in our region that drives our regional economy.

I think we have lifted the value of Western Port virtually from a low base to a nationally known resource that needs to be preserved, protected, defended and respected.”

Our campaign Web site has been accepted and included in PANDORA which is Australia’s web archive administered by the National Library of Australia <http://pandora.nla.gov.au>

By late 2018 all PWPAG campaign material and media articles will be kept in perpetuity by the State Library. <https://www.slv.vic.gov.au>

## **Acknowledgements**

As well as the key members of the PWPAG (see Section Key People and Community Involvement) PWPAG would like to give a special mention and sincere thanks to the following people who supported us, gave invaluable advice, helped with research, prepared documents, and/or made presentations during the campaign:

Walter Broussard: Former Ministerial Advisor. For preparation of *Preserve Westernport: A Discussion Paper*. September 2014.

Victoria Chance: For assistance in the final preparation and editing of *Preserve Westernport: A Discussion Paper*. September 2014.

Simon Brannigan: For his assistance and guidance whilst at the Victorian National Parks Association.

John Barnard QC (Deceased): For his legal advice and passion for the Western Port especially his involvement with the Westernport Sea Grass Partnership.

Dr. Hermanie Parsons: Victoria University. Institute of Supply Chain and Logistics. Conducted a seminar in June 2014 and was heavily involved in the public event in October 2014 and who gave invaluable expertise and advice throughout the campaign.

Brooke Walton: Monash University. For her insightful and comprehensive major assignments related to the history of the PWPAG completed in April and November 2015

Associate Professor David Kennedy: Coastal Geomorphologist, School of Geography, University of Melbourne. For his letter of support regarding the preservation of Westernport.

Jenny Warfe: Blue Wedges.

Lynda Burns: For her assistance in responding to The Terms of Reference from Infrastructure Victoria regarding submissions.

Glen Cooper: From 'That's the Thing About Fishing' and who spoke to various fishing clubs during the campaign.

Cheryl and Bill Overton. For their involvement during various stages of the PWPAG campaign.

Maurice Schinkel: For his involvement and passion regarding preserving Western Port and the environment of the region. Also for his attendance at meetings and for his immaculate research and for preparing submissions.

Jeni Jobe: Cartoonist for her wonderful and appropriate cartoons regarding the campaign.

Sue King: Westernport Warrior Women.

Karri Giles: Western Port and Peninsula protection Society for support and assistance in developing communications.

Margaret Hancock: PWPAG Committee member and former long-standing President of the Phillip Island Conservation Society (1982-2008). She provided vital input on key issues related to the campaign.

Garry Morgan: Joined PWPAG and acted as Treasurer and provided support during the campaign.

**Attachments:**

Refer: [www.preservewesternport.org](http://www.preservewesternport.org)

Photos/Images of select publicity and promotional material

PWPAG Discussion Paper. September 2014

Submissions to Infrastructure Victoria. January and April 2017

Letters of Endorsement (included in April 2017 submission)

