

Mid West Ports Authority —

Mr T.J. Healy, Chair.

Mr D.A. Templeman, Minister for Local Government representing the Minister for Ports.

Ms C. Wallace, Executive Director, Freight, Ports, Aviation and Reform, Department of Transport.

Ms S. Pigdon, General Manager, Corporate Services.

Mr C. Thurley, Chief of Staff, Minister for Ports.

Mr G. Hamley, Chief of Staff, Minister for Local Government.

[Witnesses introduced.]

The CHAIR: This estimates committee will be reported by Hansard. The daily proof *Hansard* will be available the following day. Members may raise questions about matters relating to the operations and budget of the off-budget authority. Off-budget authority officers are recognised as ministerial advisers. It is the intention of the Chair to ensure that as many questions as possible are asked and answered and that both questions and answers are short and to the point.

The minister may agree to provide supplementary information to the committee, rather than asking that the question be put on notice for the next sitting week. I ask the minister to clearly indicate what supplementary information he agrees to provide and I will then allocate a reference number. If supplementary information is to be provided, I seek the minister's cooperation in ensuring that it is delivered to the principal clerk by Friday, 31 May 2019. I caution members that if a minister asks that a matter be put on notice, it is up to the member to lodge the question on notice through the online questions system.

I give the call to the member for Moore.

Mr R.S. LOVE: Would the minister outline what facilities are encompassed within the Mid West Ports Authority?

Mr D.A. TEMPLEMAN: I am happy to ask Ms Pigdon to respond.

Ms S. Pigdon: The Geraldton port at the moment is the singular port. We only have Geraldton port in operation.

Mr R.S. LOVE: That surprised me. How much spare tonnage capacity does Geraldton port have at the current time?

Mr D.A. TEMPLEMAN: I am happy for the general manager to respond.

Ms S. Pigdon: Currently, we are operating at about 45 to 50 per cent capacity.

Mr R.S. LOVE: Is most of that spare capacity in one bulk commodity—in mining-type commodities?

Ms S. Pigdon: Yes, it is.

Mr R.S. LOVE: Does the port have a view on the future of the Oakajee project to the north of Geraldton? Has the port had discussions with other bodies on the continuing provision of roads and infrastructure in the area that used to be thought of as the corridor to Oakajee?

Mr D.A. TEMPLEMAN: Is the member asking about discussions about Oakajee, which is to the north?

Mr R.S. LOVE: I am asking specifically about the transport corridors in and out of Geraldton in the region close to Oakajee.

Mr D.A. TEMPLEMAN: I ask the general manager to comment.

Ms S. Pigdon: We are currently undertaking our port master plan for the Geraldton port. It does not include Oakajee just yet, but it includes planning around the infrastructure corridor for the Geraldton port.

Mr R.S. LOVE: How far from completion is that planning?

Mr D.A. TEMPLEMAN: I need to caution the member that the port authority, ultimately, is not responsible for the transport corridor planning process. It can have input into it, but it is not the planner or the overseer of that particular planning process. The answer to the member's question really is, I think, outside the scope of the responsibility of the Mid West Ports Authority.

Mr R.S. LOVE: I am asking for some clarity. I asked about the completion of the plan. I was just told that there is a master plan and I was asking when that master plan would be complete.

Mr D.A. TEMPLEMAN: I thought the member referred to the transport planning process.

Mr R.S. LOVE: That was earlier. The answer was that a master plan is being developed for the port. I asked when that master plan would be complete.

Mr D.A. TEMPLEMAN: Are you referring to the master planning for the port itself?

Mr R.S. LOVE: I am referring to the master plan of the port.

Mr D.A. TEMPLEMAN: I am happy for the general manager to respond.

Ms S. Pigdon: It will be complete by the end of this year.

Mr R.S. LOVE: I want to ask about cruise ships at Geraldton port. What size cruise ship can tie up at Geraldton port at the moment?

Ms S. Pigdon: I do not know the exact size of vessel that the port is able to take. I will have to take that question on notice and provide that information.

Mr R.S. LOVE: I am seeking the same answer that I got from Kimberley port about the class of ship that can be handled through the port. I would like that information to be provided.

Mr D.A. TEMPLEMAN: I will ask the executive director to comment, which may answer your question.

Ms C. Wallace: I can provide a bit of general information on that. Again, I cannot provide information about the specific sizes, but certainly large cruise ships can now be serviced at Geraldton. There was investment in a number of shore tensioning units to overcome issues with berthing of cruise ships in Geraldton. The port is certainly capable of servicing large vessels, and no dredging is required, like it is at Broome port.

Mr R.S. LOVE: What contribution do cruise ships make to the income of the port? What are the level of charges and how does the port make an income from cruise ships that come to the port?

Mr D.A. TEMPLEMAN: I understand that a regime of charges is required by the port authority for a cruise ship to utilise the services of the port. I will see whether the general manager is able to respond.

Ms S. Pigdon: The cruise ships are charged a nominal fee, basically for pilotage, shipping wharfage and tying up. We do not charge them for the use of the shore tensioning units. Income to the port, as I said, is minimal, but the impact on the region is quite significant in terms of the spend that the visitors make in town. The Mid West Ports Authority has done a lot of work over the last 12 months to facilitate as many cruise ships as we can for the betterment of the region.

The CHAIR: That completes the examination of the Mid West Ports Authority.

Committee adjourned at 9.57 pm
