

ESPERANCE PORT, EXPANSION

340. Hon Kim Chance to the Minister for Transport:
- (1) What is the current status of the agreement to expand the infrastructure of the Port of Esperance?
 - (2) What commitment has been made to cater for Cape class vessels?
 - (3) Is it planned to construct the number 3 iron ore shed?
 - (4) If so, why is this additional capacity required?
 - (5) Is the importation of sulphur a specific and integral component of the proposition that is being dealt with in the PER process?
 - (6) Is it correct that forward planning by the Esperance Port Authority has indicated that sulphur imports could rise to levels as high as 2m tonnes per annum?
 - (7) Is the port currently meeting Ministerial conditions applicable for noise levels?
 - (8) Has the noise factor, including the current compliance/non-compliance with existing guidelines, been considered in the assessment of the application to upgrade and expand the port facilities?

Hon M.J. CRIDDLE replied:

- (1) The proposed upgrade is currently the subject of a Public Environmental Review. Negotiations are also taking place with Portman to conclude a contract that will effectively underwrite the proposed upgrade.
- (2) The upgrade includes the deepening of a section of the Esperance Harbour to 19 metres to enable Cape class vessels to be loaded.
- (3) Yes.
- (4) Extra storage capacity is required in order to meet the through put targets of Portman.
- (5) No.
- (6) Total sulphur requirements for the existing and proposed laterite nickel mines in the Esperance Goldfields region could be as high as two million tonnes per annum. It is highly unlikely that all this product will be sourced through the Esperance Port.
- (7) No.
- (8) The noise issue is being addressed through the Public Environmental Review process which has included public consultation on the issue of noise and consideration of the Port Authorities request to seek a variation to the existing noise levels.