

ESPERANCE PORT — THIRD PARTY ACCESS

422. Hon COLIN de GRUSSA to the Leader of the House representing the Minister for Ports:

I refer to the answers provided to question without notice 402, asked by me yesterday, and I again ask the minister to table a copy of the third-party access rules that apply at the port of Esperance.

- (1) What specific cargo-handling infrastructure at the port of Esperance is subject to exclusive access arrangements?
- (2) I again ask whether it is the government's intention to provide prospective iron ore exporters through the port of Esperance with royalty relief and concessional handling rate arrangements, as has been the case previously?
- (3) If no to (2), why not?
- (4) In the case in which royalty relief was provided to exporters at the port of Esperance, was the relief capped at a specific price per tonne of ore?

Hon SUE ELLERY replied:

I thank the honourable member for some notice of the question. I am advised additional advice is being sought from the Southern Ports Authority in regards to the member's request.

- (1) The iron ore storage sheds are leased/licensed with "use it or lose it" clauses; the railcar dumper has a third-party access arrangement based on spare capacity; the site conveyors and ship loader are multi-user infrastructure; and the ship berth is multi-user infrastructure.
- (2)–(4) Royalty rates are not set by the Minister for Ports.

By way of information for the member, I have a corrected answer to one of the questions he asked yesterday, and I will provide that at the end of question time.