

**Fremantle Port Authority —**

Ms J.M. Freeman, Chair.

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

Mr C. Leatt-Hayter, Chief Executive Officer.

Ms T. Haria, Chief Finance Officer/General Manager, Commercial and 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. If an adviser needs to answer from the lectern, I ask them to please state their name prior to answering.

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, 30 October 2020. 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.

Minister, I have been advised by the clerk that the correct to do this is to deal with each authority separately. Are we in agreement to that? I am happy to chair it as best I can if it goes off a bit.

**Mr R.S. LOVE:** Can we sort of leave it open?

**The CHAIR:** We are not supposed to. I will chair it as best I can so that we make sure it all occurs in a cordial manner.

**Mr R.S. LOVE:** Could I clarify something? This is listed as being Mid West, Pilbara, Southern, Fremantle and Kimberley Ports.

**The CHAIR:** Sorry; when you were out of the room, there was some discussion about Fremantle going first. After that, the member for Vasse said that she was sure the member for Moore would like to do Mid West as well. That is what happened. Your colleagues made a decision for you, member for Moore. I give the call to the member for Vasse.

**Ms L. METTAM:** I refer to page 153 of budget paper No 3, and the line item "Reprioritisation of Existing Asset Investment Program" under "Fremantle Port Authority" Why has there been a \$63 million reduction in spend in the port in 2019–20, and why has this not been reinstated in the forward estimates?

**Mr D.A. TEMPLEMAN:** I thank the member for the question. The figure for 2020–21 is \$25.8 million. Is the member asking why there has been no reinstatement of moneys previously?

**Ms L. METTAM:** Yes.

**Mr D.A. TEMPLEMAN:** That is a good question for the chief executive officer of the Fremantle Ports to respond to. I will ask him to respond.

[8.10 pm]

**Mr C. Leatt-Hayter:** Through our capital works program for the last year, a number of projects had to be deferred because of timing and other reasons. As an example, a land purchase was moved across from last year to this year. Some of those things came about because of the negotiations that were taking place with the landholder as an example. We applied, and got a carryover, for a number of projects from one year to another year.

**Ms L. METTAM:** More specifically, what work scheduled to be undertaken at the port is now not being commenced?

**Mr C. Leatt-Hayter:** As far as I am concerned, no works have been delayed or are not happening. The works are progressed as necessary. Where those works cannot be undertaken for one reason or another, we will seek carryover for those, but there are no works that are not been undertaken at our facilities at the moment.

**Ms L. METTAM:** Is it the case that the port is being deliberately run down to justify the case for an outer harbour at Kwinana?

**Mr D.A. TEMPLEMAN:** No, absolutely not. As the member would be well aware, the lifespan of the inner harbour is still 20 to 30 years, from my understanding. Inner harbour investments will continue in this budget and others to ensure that the port will be able to function appropriately with regard to demand.

**Ms L. METTAM:** Is it right that the capacity of the Fremantle port is less than 35 per cent or at about 35 to 40 per cent?

**Mr D.A. TEMPLEMAN:** I will ask the chief executive officer to respond.

**Mr C. Leatt-Hayter:** It depends how we measure that capacity. If we look at the physical capacity of the container terminals as an example—I presume the member is talking about the container trade —

**Ms L. METTAM:** Yes.

**Mr C. Leatt-Hayter:** Work has been shown that in those container terminals, there could be capacity within those facilities for, say, two million containers a year. However, the capacity of the port needs to look at a whole lot of other factors, including the road transport links and the freight links to and from the port. As has been shown for work that has been done by Westport, from that belief that seems to suggest that there will be congestion on those roads at a level that will not be able to be managed into the next decade, in the mid-2030s. If we looked at the trade at that time, if those bottlenecks exist, that would put a limit on the physical capacity of the inner harbour.

**Ms L. METTAM:** I note that there were limitations in what the Westport report actually looked at in relation to road networks. Why is the growth of container traffic at Fremantle port expected to be lower in the next few years?

**Mr D.A. TEMPLEMAN:** Is the member referring to a line item?

**Ms L. METTAM:** Yes. I am referring to “Expenditure in the Inner Harbour” under “Fremantle Port Authority” on page 639. That really refers to the capacity of the Fremantle port.

**Mr D.A. TEMPLEMAN:** I think the chief executive officer has already responded to the capacity question. What was the member’s specific follow-up question?

**Ms L. METTAM:** Given that we are looking at this investment in the inner harbour capacity, can the minister provide a breakdown of future projected growth at Fremantle port, including the container traffic?

**Mr D.A. TEMPLEMAN:** I will ask the chief executive officer to respond.

**Mr C. Leatt-Hayter:** Last year we saw that there was just about no growth in the container trade in the port; there was a slight decline. It showed some impact from COVID. Generally, around Australia, there has been quite a decline over the last couple of years in that trade. At the moment, forecasting the growth for this year and the next few years is difficult because we are in quite unique circumstances. We would expect that there would be moderate growth in the next few years, and that is carried forward in our forward budgets.

**Ms L. METTAM:** This line item is about the deepening of the inner harbour. What is the depth required for the current ships that bring roll-on, roll-off imports into Fremantle? I understand that they arrive at either Elizabeth Quay or Perth. I am specifically asking what the depth requirements are for roll-on roll-off imports.

**Mr C. Leatt-Hayter:** I am quite thankful that we do not have Elizabeth Quay under our responsibility.

**Ms L. METTAM:** Sorry.

**Mr C. Leatt-Hayter:** I was not being facetious. With regard to Victoria Quay, the driver for depth in the inner harbour is more around the container ships.

**Mr D.A. TEMPLEMAN:** A bit of policy development from you, member.

**Ms L. METTAM:** Yes.

**Mr C. Leatt-Hayter:** The container ships dictate the depths that are needed. At the moment we are able to handle 14.5-metre vessel drafts in the inner harbour. That is the same as what can be handled in the eastern states’ ports.

**Mr W.R. MARMION:** It is 14.5 metres currently. If it was deepened, what depth would it go to?

**Mr C. Leatt-Hayter:** The major part of the deepening was done a number of years ago. There is a small amount left in our budget provision. If we believe that there is a necessity to further slightly lengthen the container berths to handle the longer ships, there is a pocket in one corner that requires deepening to take it down to match the rest of it. That is what that provision is there for.

**Mr W.R. MARMION:** What size length ship will that take if those works are done?

**Mr C. Leatt-Hayter:** At the moment we are handling a 320-metre vessel maximum. We can go up to 340 metres. It really depends upon the fleet configuration that comes into the harbour. At the moment we are able to handle the ship sizes that ply the Australian trades.

**Ms L. METTAM:** I refer to the asset investment program on page 233 of budget paper No 3. Has the industrial dispute that occurred at Fremantle port and other ports around the country been resolved and did it have an impact on the fiscal position of Fremantle port?

**Mr D.A. TEMPLEMAN:** I am happy for the chief executive officer to respond.

**Mr C. Leatt-Hayter:** The industrial disputes that have been there recently Patrick Terminals and DP World are at a truce at the moment. I cannot say that they are absolutely resolved. The impacts that we had were relatively minor

compared with what occurred on the eastern seaboard. We got some delays to trucks coming in and some delays to some vessels through the protected action that took place. At the moment, that action has ceased.

**Ms L. METTAM:** Is the port at a truce with the unions at the moment? What is the status of the situation?

[8.20 pm]

**Mr D.A. TEMPLEMAN:** The chief executive officer has just highlighted that the impact was minimal in comparison to other ports on the eastern seaboard. At the moment there is a stable relationship with the stakeholders.

**Ms L. METTAM:** Still staying on the asset investment program, where will the funds for the \$97 million outer harbour strategy come from? Specifically, what funds will be coming from the investment or directly from the Fremantle Port Authority?

**Mr D.A. TEMPLEMAN:** I am happy to ask the chief executive officer to respond.

**Mr C. Leatt-Hayter:** I am unsure about the \$97 million the member is talking about. Is that for Westport work?

**Ms L. METTAM:** Yes. What contributions, if any, will be coming from the Fremantle Port Authority?

**Mr C. Leatt-Hayter:** Financially, none. I think there are separate budget provisions for that. We will certainly contribute our work and our people towards the next stages of the work, but financial contributions are not provided for through our budget.

**The CHAIR:** Further question or a different question?

**Ms L. METTAM:** Further question. Has the Fremantle Port Authority provided any services or invested any services with Lockwood Consulting, or are there any plans to do so in the future?

**The CHAIR:** Minister.

**Mr D.A. TEMPLEMAN:** I am not sure whether there is a line item that relates to the member's line of inquiry. If the member could direct me to that line item, I might be able to respond.

**Ms L. METTAM:** Well, I think I could —

**Mr D.A. TEMPLEMAN:** I do not think the company the member mentioned is in this line item, or any line item.

**The CHAIR:** Do you want to come back to it, member? We will go to the member for Nedlands.

**Mr W.R. MARMION:** Similarly, this is to do with the table, "Works in Progress", which starts on page 639 and goes over to page 640. For the budget estimate, total funding is \$95.452 million. This is the whole works program, or budgeted works program. It shows that there will be funded borrowings of \$48.3 million. Under "Internal Funds and Balances" is an amount of \$47.102 million. As the minister just said, the actual costs of the Kwinana Bulk Terminal, in that same table, are \$9 million for infrastructure, \$3.8 million for an HV power system upgrade, and \$2.9 million for land acquisition in this budget estimate. Will that particular aspect of funding be from borrowings or internal funds?

**Mr D.A. TEMPLEMAN:** I am happy to ask the chief financial officer to respond.

**Ms T. Haria:** It would be a combination. We look at our borrowing capacity from a whole-of-business perspective, and depending on the programs from an operating perspective and a capital perspective, the borrowings are assessed as to what we would specifically assign the borrowings to.

**Mr W.R. MARMION:** As "Internal Funds and Balances" is funded to a level of \$47 million, can I ask what the balance of "Internal Funds and Balances" was at the beginning of 2020–21?

**Mr D.A. TEMPLEMAN:** I will ask the chief financial officer to respond. We are just referring to a document.

**Ms T. Haria:** It was in the order of \$170 million.

**Mr W.R. MARMION:** It was 170 million?

**Ms T. Haria:** Approximately \$170 million, rounded, yes, as at 30 June.

**Mr W.R. MARMION:** That helps to explain the forward estimate for "Internal Funds and Balances", for which the government is drawing down from that \$170 million of its current balance. Is that correct?

**Mr D.A. TEMPLEMAN:** I defer to the chief financial officer.

**Ms T. Haria:** Yes, it would be that, and additional borrowings.

**Mr R.S. LOVE:** I refer to page 639 of budget paper 2, and Fremantle Port Authority expenditure on "Inner Harbour", which is the third line item. There is also reference to work on the "Fremantle Waterfront Project". There will be expenditure of \$3 million in 2020–21, and \$12.2 million from 2020–21 through to 2023–24, subject to the authority being able to secure private sector interest. When I look at "Works in Progress" for that project, I see that it does not have that level of expenditure attached to it. That is the first line item under "Works in Progress". I just wonder

if the minister could explain where the figures in the third line item are reflected in the budget or in the figures provided under “Works in Progress”? Is that involved somehow with the land acquisitions that are placed throughout the document?

**Mr D.A. TEMPLEMAN:** Preliminarily, obviously the member is aware that work on the Fremantle waterfront implementation plan continues and that various interests are being sought through a planned expression of interest process, which has commenced or is about to commence, as I understand it. I will ask the chief executive officer to respond to the query around the differences in the figures, which is what the member is referring to in terms of the line item and its significance.

**Mr R.S. LOVE:** Just add to that, is some of the difference to do with the total project cost, if there was some sort of leveraging? Perhaps the minister could just include that in the discussion.

**Mr D.A. TEMPLEMAN:** I will ask the CEO to respond.

**Mr C. Leatt-Hayter:** Two line items relate to that project. The one the member referred to at the start is more specifically around the commercial precinct, which is an area in there that that relates to. Over the page, just before “Completed Works”, the last line item is “Victoria Quay Waterfront Implementation Plan”, and that spells out the money that is intended to be spent on that project.

**Mr R.S. LOVE:** Okay. So it is basically the same project, just two different little areas of the same project? Why are there two separate names?

**Mr C. Leatt-Hayter:** The first part is the commercial precinct, and access and services, and overall, this comes out of the implementation plan, as opposed to the commercial precinct plan, so it has been put separately in that regard.

**Mr R.S. LOVE:** Under “North Quay” on the same page—page 639—under “Works in Progress”, is the line item “Land Acquisitions”. Can the minister explain the \$25.4 million project in land acquisition, which will be \$19.74 million this year and \$5.5 million next year? What will that actually be for, and what it will achieve?

**Mr D.A. TEMPLEMAN:** I will ask the CEO to respond.

**Mr C. Leatt-Hayter:** The land that we are looking at acquiring is BP land. That is in the port area.

It is the last parcel of land; the rest in that precinct and harbour. Fremantle port owns freehold, so it is a strategic acquisition to buy that last piece of land.

[8.30 pm]

**Ms L. METTAM:** I refer to budget paper No 2, volume 2, page 640, and the heading “COVID-19 WA Recovery Plan”. Given the incident of two Australian people being allowed to disembark from the *Al Messilah* and travel to different regions to self-isolate, despite other crew members being tested positive for the virus, what measures are in place at this port, and others, to protect port workers and crew members?

**The CHAIR:** Minister. Is that in order?

**Mr D.A. TEMPLEMAN:** Well, I am a little concerned that the member may be seeking out a very long rope here. As we are aware, there are protocols and processes in place, some of which are the responsibility of the commonwealth government, of course. As the member would be aware, the Premier has highlighted in his comments on this over the last few days that the commonwealth government has a very clear responsibility for these matters and he has, of course, publicly called upon the commonwealth government to front up and actually respond, as it appropriately should. It is my understanding—the CEO may wish to make a brief comment—that a range of important protocols are in place for a whole range of safety measures at Fremantle port and other ports. I invite the CEO to make comment, if he wishes to, in that context.

**Mr C. Leatt-Hayter:** There are very detailed protocols, controls and systems in place to deal with vessels coming into the port and the COVID risk, and they are applied by us and a range of other state and federal agencies.

**Ms L. METTAM:** I note there is a lot of reference to COVID-19-related spending throughout the budget, so I think it is a fair reference to make. Are the quarantine arrangements that are in place at Fremantle port consistent across every port in Western Australia and the same as the arrangements?

**The CHAIR:** I think you will have to ask that to each port, member, when they come up.

**Mr D.A. TEMPLEMAN:** I think the public comments by the Premier have been very, very, clear.

**Ms L. METTAM:** It depends what day we are talking about!

**Mr D.A. TEMPLEMAN:** They have member.

**Ms L. METTAM:** Pots and kettles.

**Mr D.A. TEMPLEMAN:** If the member is going to pursue that line, what can be put back to her is, of course, her party's stance on the hard border situation. Her party is flip-flopping about the hard border. The Premier has been very clear on that. The member's party has been found out with regard to its inadequacies regarding our borders, and has demonstrated very clearly that it has not supported the Premier's strong stance—which, I would like to point out, is supported by a significant majority of Western Australians who, unlike the member, understand that it is about the protecting the health and wellbeing of all Western Australians. That is what the Premier has done. His comments in recent times highlight the responsibilities of the commonwealth government with regard to the issues around courts. There are commonwealth responsibilities and he has asked the commonwealth to step up and respond.

**Ms L. METTAM:** Can I ask a budget question about whether the quarantine measures are consistent?

**The CHAIR:** You can ask it for each one, if you like, member for Vasse. The member for Moore.

**Mr R.S. LOVE:** I refer to the heading "Fremantle Port Authority" on page 153 of budget paper No 3, and the line item "WA Recovery Plan and Other COVID-19 Related Spending". How much extra expense has been incurred by the port in preparing COVID protocols to protect workers et cetera? We have a situation in which the harbour master has to authorise certain activities in the port. Can we please have an understanding of just how much expense has gone into that and how regularly the government updates procedures to make sure those protocols are kept relevant and up to date in Fremantle?

**Mr D.A. TEMPLEMAN:** My expectation is that the appropriate advice is followed in Fremantle with regard to the delivery of protocols that are focused on health and wellbeing and safety. I am happy for the chief executive officer to make a further comment in relation to those operations, or protocols, and the resourcing for such protocols in the context of Fremantle harbour. I ask the chief executive officer to respond.

**Mr C. Leatt-Hayter:** I cannot give the member an exact figure for the cost of developing protocols, but with regard to dealing with the COVID cases that we have had and with preparation for COVID-19, and the changes to procedures and other things, last year we spent in the vicinity of \$450 000 on those matters. In terms of the protocols that are in place, right from day one, as they have been developed, we have continued to enhance them and review them with our staff, our service providers, and our customers, to make sure that they are fit for purpose. That continues to be done on a regular basis, in liaison with our regional port partners. On a national basis, we are continually reviewing all protocols that are in place.

**Mr R.S. LOVE:** The CEO of Fremantle Port Authority makes determinations about what appropriate protocols are in place at Fremantle. That may or may not be the same as other ports; it is different at each port, but there is an understanding between the different ports. Is there a sharing of knowledge and an understanding of the situation between the port authorities, or is it largely up to each port?

**Mr D.A. TEMPLEMAN:** My expectation would be that appropriate advice is given that guides the authority in its delivery of protocols, but the chief executive officer may be able to elaborate.

**Mr C. Leatt-Hayter:** There are certain protocols that are absolutely equivalent in terms of emergency management orders and other things like that that are in place. The other protocols, yes, we share, and in many cases they are very, very, similar. In many cases they are the same. I could not tell the member the extent to which some of those procedures or controls differ at all, but generally speaking, to a large extent, the sort of flowchart in terms of assessment of vessels and dealing with COVID and the practices that have been put in place with our workforces are all broadly similar.

**Mr D.A. TEMPLEMAN:** They would be aligned—correct me if I am wrong—with the ongoing health advice that is provided, and directives that are ultimately put in place by the Commissioner of Police.

**Mr W.R. MARMION:** I refer to page 639 of budget paper No 2, volume 2, and paragraph 1 under "Asset Investment Program", which refers to supporting the economic growth of the state through the import and export of containers. In answer to an earlier question we heard that the capacity of the inner harbour is two million containers. My first question is: how many containers does it currently support?

**Mr D.A. TEMPLEMAN:** I am happy for the chief executive officer to respond as he refers to the annual report.

**The CHAIR:** Mr Leatt-Hayter.

**Mr C. Leatt-Hayter:** In 2019–20 our throughput for containers was 783 000 twenty-foot equivalent units.

[8.40 pm]

**Mr W.R. MARMION:** Further to the suggestion that the road network is a constraint on the possible two million containers, can the minister advise which aspect of the road network in particular is the main constraint—is it Tydeman Road, Stirling Bridge, the Leach Highway roundabout, or Leach Highway?

**Mr D.A. TEMPLEMAN:** My advice is that a combination of areas of the road network are ultimately impacted.

**Mr W.R. MARMION:** The road is like a conduit and obviously there is a place where it is constrained first, so surely it cannot be the whole network. It would be either Tydeman Road, because they cannot get through, or Stirling Bridge, because it does not have the capacity, or it could be other aspects of the network. I am a road design engineer and I have designed roads. There will be a first spot where there is a constraint and then there will be the second spot and the next spot and the next spot. There must be a key spot, and I am sure the minister will know the answer!

**Mr D.A. TEMPLEMAN:** The member may not know what my after-hours activities are—drawing up road networks!

**Mr W.R. MARMION:** I am sure the CEO knows the answer!

**Mr D.A. TEMPLEMAN:** As has been highlighted, there is a combination of impacts. The member referred to three examples that could contribute to the ultimate constraints, so the response is that a combination of those pressures will impact on the ultimate capacity that was highlighted in the previous question.

**Mr W.R. MARMION:** Given the minister's answer that it is a combination of the entire road network that leads to the port, has a net present valuation been done on the cost of upgrading the entire network to the port, compared with the net present value and timing of a new outer port?

**Mr D.A. TEMPLEMAN:** I am advised that there are currently some matters that are important for consideration in this context. They include, of course, issues around safety for both the community and transport providers. There is a potential impact on urban amenity, which is worthy of consideration, and I am sure we are well aware of some proposed projects that are examples of such. Leach Highway is currently the main freight route servicing the port, and modelling shows that once the highway reaches an operational tipping point, service levels will rapidly deteriorate, so we know that that is an issue.

**Mr W.R. MARMION:** Leach Highway is probably what I would have guessed was the main problem.

**Mr D.A. TEMPLEMAN:** Yes. We know that passenger vehicle numbers continue to increase across the metropolitan area, hence why the government is investing heavily in the metro network to try to ensure that more people are on public transport. The Anketell Road corridor links the port to a new modern freight corridor via Tonkin Highway, which is aimed at taking more trucks out of the suburbs and onto an efficient freight network. I am no road designer—I do not have that expertise—but I am advised that a combination of factors ultimately impact on the capacity that was highlighted in the previous question.

**Mr W.R. MARMION:** You do not have to be an engineer or anything, you have to be someone who can do the numbers—a finance person—because to do the net present value, you actually have to put a dollar value on all the things the minister just raised. You then analyse the different options and work out which one is the cheapest. You do not necessarily take that, by the way, but it is handy to know what all the options are with the net present value, and then you can make a decision. My question can be put another way: has the net present value been done for various options?

**Mr D.A. TEMPLEMAN:** I am not in a position to answer that question, and I am not sure that the CEO of the Fremantle Port Authority is in a position to answer that question, either.

**Mr W.R. MARMION:** The minister has not asked him.

**Mr D.A. TEMPLEMAN:** He is not in a position.

**Ms L. METTAM:** With regard to the containers that are currently going to Fremantle port on the road network—we asked earlier about the 783 000 TEU—how many are travelling to port by road at the moment?

**Mr D.A. TEMPLEMAN:** I am happy for the CEO to answer that question.

**Mr C. Leatt-Hayter:** The percentage going by road roughly at the moment is about 80 per cent of the containers, and 20 per cent by rail.

**Ms L. METTAM:** Could I get an indication of the number of vehicles travelling by road given that, as I understand it, we are becoming a bit more efficient with the loading of containers onto trucks as well? Could I get an indication of the number and the forward projections of the numbers of trucks that are going to Fremantle port by road, and that number going forward?

**Mr D.A. TEMPLEMAN:** My understanding is we do not have the figures the member has requested. The CEO may wish to make a comment.

**Mr C. Leatt-Hayter:** I do not have the precise number of trucks at the moment. That is something that we have, but I do not have it with me here at the moment.

**Mr D.A. TEMPLEMAN:** The member will need to put that question on notice.

**Ms L. METTAM:** Could that be provided as supplementary information? What are the current and future projections of trucks with containers that are going directly to Fremantle port?

**Mr D.A. TEMPLEMAN:** I am feeling generous. I am happy to provide supplementary information on current —  
**Ms L. METTAM:** And future projections?

**Mr D.A. TEMPLEMAN:** My understanding is that we can provide only the current figures, as the member has requested, and I am happy to do that as a supplementary question—that is: the current figures for vehicle numbers accessing the port.

*[Supplementary Information No B9.]*

**Mr W.R. MARMION:** Further to the fact that 80 per cent of containers are distributed out of the port by trucks, can the minister advise whether the forward projections are that that ratio of 80:20 is likely to be maintained for the next three years?

**Mr D.A. TEMPLEMAN:** I might ask the CEO if he is in a position to be able to answer that question, as I am not.

**Mr C. Leatt-Hayter:** We will endeavour to continue growth in containers on rail. That is something that we have been doing over the years, so yes, we will be certainly aiming to at least maintain that proportion and, hopefully, grow it.

**Ms L. METTAM:** Is there a limit to growth in containers on rail? Is there an upper limit to the capacity? I previously understood that the capacity was 30 per cent, but I would just like some clarity on that.

**Mr D.A. TEMPLEMAN:** Does the member want some clarity on what the potential percentage could be on rail?  
[8.50 pm]

**Ms L. METTAM:** Sorry, can the minister repeat that?

**Mr D.A. TEMPLEMAN:** I am just trying to clarify the actual question the member is seeking an answer to.

**Ms L. METTAM:** I am seeking to know whether there is an upper limit to the amount of container volume that can go to Fremantle port by rail?

**Mr D.A. TEMPLEMAN:** As I said earlier, a number of factors impact on that ultimate decision, including amenity and impact on populations living in, around and along those routes. To give the member a definitive figure is a little difficult, given that those elements could impact on the ultimate figure. I do not know whether the CEO has any further comment to make on that.

**Mr C. Leatt-Hayter:** What the minister said is correct. I guess it will depend what happens in terms of the existing line that is there, at what hours of the day the trains can operate, how long the trains can be and whether there can be different time lines for the use of the track by the different service providers that are there at the moment. There are myriad variables that would have to go into a melting pot to come out with what the ultimate capacity might be.

**Ms L. METTAM:** With regard to the 783 000 TEU, I am just wondering, in respect of the container volume going through Fremantle port, how much of that volume is empty containers.

**Mr D.A. TEMPLEMAN:** The chief executive officer may be able to answer that question.

**Mr C. Leatt-Hayter:** I have got the figures here. I should be able to find this very quickly. It is split in every other direction than the one I am looking for. I beg your pardon.

**Mr W.R. MARMION:** Murphy's law!

**Mr C. Leatt-Hayter:** Apologies for taking so long. Last year, the total container trade was 783 000. Of that, the full containers were 610 000.

**The CHAIR:** Excellent. That completes the examination of the Fremantle Port Authority. Thank you very much.