

Kimberley Ports Authority —

Ms J.M. Freeman, Chair.

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

Mr C. Faulkner, Chief Executive Officer.

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

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

[Witnesses introduced.]

The CHAIR: Who has a question? Member for Vasse?

Ms L. METTAM: I refer to budget paper No 2, volume 2, page 641. I am referring to the private jetty proposal. Given that Broome port has run at a loss for subsequent years and the state government supports the new private jetty proposal in Broome, named the Kimberley marine support base, what measures are being put in place to support the existing facility into the future?

The CHAIR: Minister.

Mr D.A. TEMPLEMAN: I note the time. Yes, the government, of course, is committed to the Kimberley marine support base project, and I understand there has been an agreement on the location of the facility and also the wharf neck landside access area, which have been committed to. The selection of a facility operator is progressing and a decision is expected before the end of 2020. The KPA received a proposal for the construction of a Kimberley marine offloading facility encompassing an offshore floating pontoon wharf linked by a causeway to land-based staging post. The development will provide a material loading and offloading facility designed to cater for heavy lifting and roll-on, roll-off cargo. The development is expected to be complementary to the existing operations of the port and the proponent is progressing matters relating to environmental approvals, final design, commissioning plans and securing financial flows. In terms of the financial position of Kimberley Port Authority, I am happy to have the CEO make comment on that aspect of the question.

The CHAIR: Mr Faulkner.

Mr C. Faulkner: Yes. As you can see in the budget papers, we are investing in the existing wharf; in particular, electrical upgrades and also protective coating to the substructure and the underdeck trolley system. Our focus at the moment is to ensure that our jetty continues as is for a number of years.

The CHAIR: Member for Moore.

Mr R.S. LOVE: I must admit I am not particularly familiar with the Kimberley Port Authority, but could the minister just outline please—this talks about Broome a lot—what ports the Minister for Ports is responsible for?

The CHAIR: Through the Minister.

Mr D.A. TEMPLEMAN: Broome would be in there, and Wyndham: is that correct?

Mr R.S. LOVE: Not yet.

Mr D.A. TEMPLEMAN: Not yet. I will get the CEO to clarify that.

The CHAIR: Mr Faulkner.

Mr C. Faulkner: We are responsible for the port of Broome at the moment, and we will be taking over responsibly for the ports of Yampi Sound, Wyndham and Derby, all things being equal on 1 July next year.

The CHAIR: Member for Moore, further question?

Mr R.S. LOVE: At the moment, they all operate under their own individual structures, so the rationalisation, if you like, of those ports will require some changes to the structure of the Kimberley Port Authority itself. Are any moneys put aside in the budget to enable that change of structure to occur?

The CHAIR: Minister?

Mr D.A. TEMPLEMAN: My understanding is that those other ports you mentioned are operated under the Department of Transport, so they are essential government assets. The proposal is that by July next year, the entity, Kimberley Ports Authority, comprises those other three ports in addition to Broome port.

Mr R.S. LOVE: We have a budget which has forward estimates going forward to 2024 for the Kimberley Port Authority, which will encompass all those other assets at that stage. When would we expect to see reporting to come into budget documents for expected costs and operations for those particular port localities? I go back to the

question: is there any allocation for any funding changes to the Kimberley Ports Authority to enable it to take over the management and operation?

The CHAIR: Minister.

Mr D.A. TEMPLEMAN: Future line items would appear for 2020–21 in the 2021–22 budget, given that the arrangement is still to be ultimately delivered and those considerations of additional funding to support the resourcing of the new entity would be a consideration of government in that budget period. That would be my expectation.

Mr R.S. LOVE: I have a further question.

The CHAIR: Further question, Member for Moore.

Mr R.S. LOVE: What benefits do you see or what are the advantages of bringing those other ports under the umbrella of the Kimberley Ports Authority?

Mr D.A. TEMPLEMAN: I am happy for the CEO to outline the benefits, in a very brief moment of time, because the clock is getting towards 10.

The CHAIR: Mr Faulkner.

Mr C. Faulkner: The benefits are local management and local knowledge of the market conditions in the Kimberley through the Kimberley Ports Authority, where all our management employees are situated in Broome. Also, under the Port Authorities Act, certainly our harbourmaster has specific —

The CHAIR: I am about to interrupt you and put the question before 10 o'clock. So that completes the examination of Kimberley Ports Authority.