

<b>Minister</b>	Parliamentary Secretary	<b>Question No:</b> 4782
<b>Representing:</b>	representing the Minister for	
<b>Portfolio:</b>	State Development	<b>Question Date:</b> 08/05/2007
<b>Year:</b>	2007	<b>Answer Date:</b> 29/05/2007
<b>Parliament:</b>	37	<b>Question Type:</b> Question On Notice
<b>Session Number:</b>	1	<b>Asked By:</b> Hon Giz Watson
<b>Chamber:</b>	Council	<b>Tabled Paper</b>
		<b>No:</b>

**Question & Answer:**

With regard to the operations of Burrup Fertiliser and the development of multi-user infrastructure, I ask -

- (1) What funding has been received by the Chamber of Commerce and Industry of Western Australia from all agencies under the Minister's portfolios since the 2000-2001 financial year in respect of Burrup Fertilisers?
- (2) What has been the total expenditure (annualised breakdown) to date of the development of the multi-user east to west service corridor on the Burrup?
- (3) Does Burrup Fertiliser financially contribute for the use of the corridor in any way?
- (4) What has been the total expenditure (annualised breakdown) to date of the sea-water/brine reticulation facilities on the Burrup?
- (5) Does Burrup Fertiliser financially contribute for the use of the sea-water/brine reticulation facilities?
- (6) What has been the total expenditure (annualised breakdown) to date of the expansion for the Dampier Port facilities?
- (7) Does Burrup Fertiliser financially contribute for the use of the Dampier Port facilities?
- (8) What financial assistance, subsidies or financial exemptions (annualised breakdown) have been provided to Burrup Fertilisers and/or its owners since consideration of the development commenced?
- (9) Why was the Burrup fertiliser anhydrous ammonia pipeline placed in the middle of the multi-user east-west service corridor?
- (10) Has the placement of the Burrup fertiliser anhydrous ammonia pipeline in the multi-user east to west service corridor constrained the further use of the corridor by other industries?

(1) None, in respect of Burrup Fertilisers Pty Ltd (BFPL).

(2) East-West Service Corridor - Capital Expenditure is \$20.0 million.

(3) Yes. There is a Corridor Sub-Lease Agreement (CSA) in place between LandCorp and BFPL. Under the CSA, BFPL is committed to pay LandCorp an annual corridor rental fee.

(4) Seawater and Brine Reticulation Facilities - Capital Expenditure is \$72.9 million.

(5) Yes. There is a Water Services Agreement (WSA) in place between Water Corporation and BFPL. Under the WSA, BFPL is committed to pay for the operating and maintenance costs of the Seawater Supply and Brine Disposal System.

(6) Dampier Port Facilities - Capital Expenditure is \$76.4 million.

(7) Yes. There is a Port Facilities Agreement (PFA) in place between Dampier Port Authority (DPA) and BFPL. Under the PFA, BFPL is committed to pay for the use of the DPA facilities.

(8) A Financial Assistance Agreement (FAA) was put in place (December 2004) between the Minister for State Development and BFPL. The FAA provided financial assistance to BFPL to develop, construct, operate and remove a temporary Flexible Pipeline Facility for the importation of liquid ammonia for BFPL's planned commissioning, in mid 2005, of the ammonia storage tanks and process system. The FAA is administered by the Department for Industry and Resources (DoIR) and funds to a maximum of \$2.8 million have been allocated. To-date a total of \$2.3 million has been paid to BFPL for the purchase of the equipment and for the rental fee of the flexible pipeline storage spool. Under the FAA, as soon as BFPL no longer requires the use of the flexible pipeline, BFPL is to secure a buyer for the flexible pipeline and the money received from the sale of the flexible pipeline, is to be returned to the State. BFPL has advertised the flexible pipeline for sale and has engaged the services of a trader specialising in the resale of surplus or redundant industrial equipment. A few prospective enquiries have been received but to-date the flexible pipe is yet to be sold.

(9) The alignment of the BFPL ammonia export pipeline in the service corridor was chosen after an exhaustive assessment of factors including access, risks, engineering, operations and maintenance requirements and having regard to future use of the corridor by other project proponents. BFPL has been allocated exclusive use of an 8 metre width of the corridor to provide for vehicular access for operations and maintenance activities along the pipeline.

(10) No. The service corridor in its current stage of development has been planned and engineered to accommodate the BFPL pipeline and the following:

- In the section east of Burrup Road, the product pipeline(s) of one other project proponent.
- In the section west from Burrup Road to the DPA port, a product conveyor and product pipeline(s) of one other project proponent, and the product pipeline(s) of two other project proponents.