

Question on Notice

No. 968

Asked on Friday, 8 June 2007

MR JOHNSON asked the Minister for Transport and Main Roads (MR LUCAS)—

QUESTION:

With reference to the proposed expansion of the Abbott Point Coal Terminal—

- (1) What is the progress of the stage 2 expansions?
- (2) What is the total cost of the project and how much has been expended on the stage 2 expansions to date (reported separately)?
- (3) What is the progress of the stage 3 expansions?

ANSWER:

I am advised that the Abbot Point Coal Terminal has a current rated capacity of 15 million tonne per annum (Mtpa). The Stage 2 (X21) expansion to 21Mtpa, comprising extra stockpiles and coal handling equipment is on track with a targeted completion in October 2007. Components of the stacker/reclaimer, which is a major part of the of the Stage 3 expansions, were delivered in May 2007 and are currently being assembled on site.

The Stage 2 expansion is estimated to cost \$116m, with approximately \$74.6m expended as at 31 May 2007. Ports Corporation of Queensland (PCQ) does not expect Stage 2 expansion to exceed budget.

PCQ is progressing planning and engineering, together with obtaining planning approvals for the Stage 3 (X35-X50) expansion to 50Mtpa, required for the Northern Missing Link if it proceeds. PCQ has prepared an Environmental Impact Statement for Stage 50X and is currently finalising negotiations with the Environmental Protection Agency.

The proposed expansion of the Abbot Point Coal Terminal will align with the building of the Northern Missing Link rail project that will connect the existing Goonyella and Newlands coal rail systems in the Bowen Basin. Completion of the Abbot Point Coal Terminal expansion to 50 million tones per annum, in conjunction with the rail link would allow an additional 35 million tones of coal per annum to be exported.

This means that Queensland could export at least 70% more coal through the Abbot Point terminal, worth up to \$4 billion a year. The link, once completed, would involve constructing more than 70km of rail track and the future electrification of new and existing track to create a continuous network of mines, rail and ports.