

Dear Committee

During the hearing of the Joint Committee held on 20 February 2025 Ports Australia was asked questions by the Deputy Chair in relation to Mooloolaba Port (Page 14 of the draft Transcript)

Mr WALLACE: Look at, for example, Mooloolaba, which I can relate to. Mooloolaba is a fishing port, which is in fact one of the largest eastern seaboard fishing ports in the country. Would that be captured under the current definition of a port? And would it be captured under the new definition?

Mr Gallacher: Not from our perspective. It wouldn't be captured under the definition of a port. The government might view them from a regulatory perspective at a state level because they're captured under environmental laws and there are other local laws that would apply to a commercial enterprise taking place in a marine environment, but, from our perspective, and under what I believe to be the current legislation, Mooloolaba unfortunately for you would not qualify as a port.

Mr WALLACE: Do you think there's sufficient clarity on that point as to what ports would and wouldn't be covered under the bill?

Mr Gallacher: We feel that there is. No-one amongst our membership has raised with us concerns around that definitional aspect. We'd be open to look at that for greater certainty if there was a concern being raised from outside. We haven't had it raised with us.

Mr WALLACE: Is that something you could come back to us on? I don't know the answer to it, and it's not a loaded question; I just want to make sure we are cognisant of it?

Mr Gallacher: Absolutely. We are very happy to supply any information that the committee requires to better understand the port sector. We've recently released a state-of-trade report that will give you greater clarity around trade going in and out of our ports around the entire nation. That may also assist you in terms of getting your head around the numbers. It's about \$650 billion worth of trade. There are shipping movements. There are employment numbers. There's GSP and everything in the report. I recommend having a look at that to put things in perspective for members around the trade that we're talking about.

Answer:

Enquiries by Ports Australia have identified the Mooloolaba State managed boat harbour falls under the responsibility of the Queensland Department of Transport and Main Road's Maritime Safety Queensland.

Initial searches undertaken by Ports Australia have not identified Mooloolaba State managed boat harbour as being declared a Security Regulated Port under the Maritime Transport and Offshore Facilities Security Act 2003. The Queensland Department of

Transport and Main Roads and the Department of Home Affairs are best placed to advise the Committee if this port is currently or may potentially be declared a Security Regulated Port under the Act.

Kind regards

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