



PREMIER OF TASMANIA

14 MAR 2025

Mr Josh Willie
Labour Member for Clark
Email: josh.willie@parliament.tas.gov.au

Dear Mr Willie

Thank you for raising the question to the Minister for Infrastructure on behalf of Greg Hill from Lutana:

The RSV Nuyina was commissioned in Hobart on 16 October 2021. The need to plan the sewerage works relocation from Macquarie Point to Selfs Point occurred at about the same time. For over four years, the government has been aware that a sewerage pipeline would be necessary and that a solution needed to be found for refuelling of the ship which cannot transit the Hobart Tasman Bridge. Both pipelines start almost in the same place near Macquarie Wharf 6, and end about 600 metres apart in the Newtown Bay Area.

- *Did the government consider dual pipelines, in particular a fuel line for RSV Nuyina?*
- *Why was it ruled out and on what date?*
- *Has the government done a cost-benefit analysis of the different options including a dual pipeline, barges or trucks?*
- *Have the safety risks of the different options been considered? If so, are some options safer than others?*
- *Has the government considered revisiting the dual pipeline proposals.*

This matter has been forwarded accordingly, recognising my interest in the Hobart Antarctic Gateway under the Trade and Major Investment portfolio.

Mr Hill recently wrote to me regarding the same matter. My response, including advice from the Department of State Growth, was that pipeline fuel bunkering would likely entail significant infrastructure and maintenance costs, including planning, trenching, construction, and upkeep. Additionally, the distance from Selfs Point to Macquarie Wharf presents logistical challenges.

The installation of multiple fuel pipelines also carries environmental risks, potentially leading to extended planning approvals and delays to both the existing pipeline project and TasWater's works at Macquarie Point. These delays may further disrupt the government's schedule of works required in relation to the Macquarie Point Urban Redevelopment project, including the multipurpose stadium.

Notwithstanding this, our Government is committed to providing a refuelling solution for the Port of Hobart, which is why we are currently out to market, seeking commercial interest to working with us to deliver a refuelling solution.

The Department of State Growth (on behalf of the Tasmanian Government) is currently administering an EOI process to gauge market interest and gain an understanding of available refuelling solutions and industry capability.

This is part of a two-staged market approach which recognises there are a variety of refuelling solutions used in ports worldwide – which includes fuel barges, pipeline bunkering, ship to ship transfer – and welcomes input from organisations on how these solutions could be implemented in the context of the Port of Hobart.

Following the EOI process, and subject to market demand, the Tasmanian Government is intending to release a Request for Proposal process seeking comprehensive submissions on potential refuelling solutions.

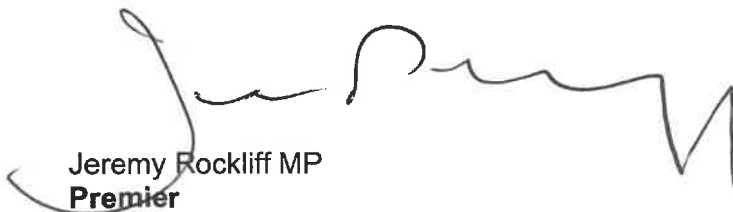
Until such time as the Department of State Growth has completed its assessment of proposals submitted under the market approach, all proposals are welcome, and nothing is off the table.

Improving Hobart's refuelling infrastructure capability would encourage greater visitation from international Antarctic and Southern Ocean research programs, tourism expeditions, and Defence vessels.

In particular, resolving a refuelling solution for the RSV *Nuyina* is a key requirement of the recently signed Federal Funding Schedule under which the Federal Government has agreed to provide \$188 million toward the redevelopment of TasPort's Wharf 6. The redevelopment of Wharf 6 underpins the Australian Government's commitment to Hobart as the nation's Antarctic Gateway to East Antarctic and the Southern Ocean.

I trust this information assists you and Mr Hill.

Yours sincerely



Jeremy Rockliff MP
Premier