

The Aquaculture Council of WA, answer to questions on notice 16 April 2026 (received 5 May 2026)

How much this would cost in terms of the multi-use boat ramp

The estimated cost of the boat ramp is between \$10-\$20M, comprising of the following elements:

- Boat ramp: planning, approvals, siteworks, prefabrication and installation: \$>10-12M
- Sealed access road (assuming location at Cygnet Bay with shortest viable route of 2km): \$2-5M
- Light industrial area infrastructure (sealed roads, electricity, water): \$3-4M
- Formalised governance arrangements for joint-managed (first nations, government commercial) site: \$0.5-1M

Across all of the sectors, what the Indigenous employment numbers would be?

It is premature to make projections of indigenous employment in the construction and operational phases of the boat ramp, and for aligned activities. However, commercial operations in the aquaculture supply chain are possible in the barramundi (fish and waste processing, storage and freight logistics), oyster (production, processing, storage and freight logistics) and experiential aqua-tourism sectors, with strong opportunities for indigenous employment and indigenous led-businesses. Tassal's ILUA with Mayala includes an explicit commitment to give priority first to Mayala People and then other Kimberley Indigenous People in relation to training, employment and contracting opportunities associated with its planned expansion. A land-base on the Dampier Peninsula makes meeting this commitment more achievable by creating opportunities in proximity to local communities.

If you want to grow the region, what are those opportunity costs?

The establishment of a commercial boat ramp could reduce the current operating costs of existing barramundi operations by up to \$2M per annum through reduced freight expenses and avoiding wastage associated with a long supply chain and challenging transport and storage requirements. Reducing operating cost and increasing profitability of the current operation will allow a swifter expansion timeline and increases in production to generate positive cashflow and stimulate further employment and commercial partnerships in the region.

In terms of pearling, the infrastructure would support the expansion of offshore production which is an emerging and key driver for economic sustainability of the sector. The anticipated expansion that would be enabled by the boat ramp is not yet known, but similar activities in comparable areas with all-tide/weather boat access are scheduled to realise additional pearl production.

The commercial boat ramp would also support the development of an emerging interest in edible black lip rock oysters by first-nations people in the areas of Cygnet Bay and further south. Preliminary estimates indicate that growing areas of at least 100 hectares could be realised in the short to medium term, with an estimated yield of up to \$300,000/ha under full production, or \$30M if these projected areas are realised.

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