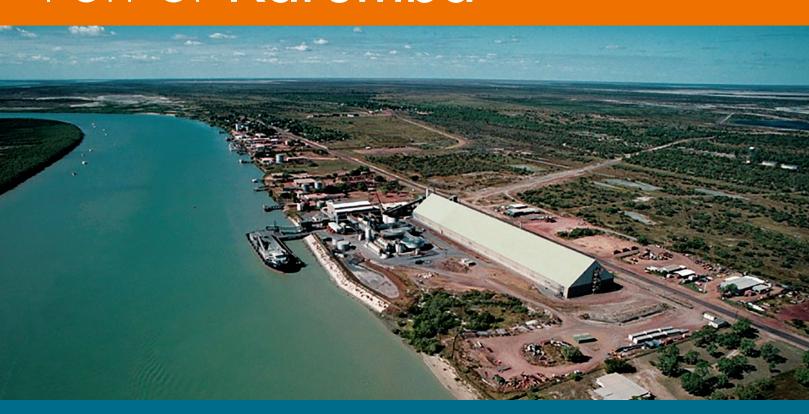
Port of Karumba



Located at the mouth of the Norman River in the south-east corner of the Gulf of Carpentaria, the Port of Karumba has serviced remote Gulf communities since the late 1800s.

The Port handles general cargo trade for a number of Gulf communities and live cattle exports. Until recently, the main export through the port was zinc and lead from the MMG Century Mine.

Karumba is also a trans-shipment port for the Port of Weipa and other Gulf communities including Mornington Island, with refrigerated semi-trailers bringing goods north to Karumba for trans-shipment.

Road access to the port is via the Gulf Development Road from Cairns and the Matilda Highway from Cloncurry. The port is accessible by road train.

The Port of Karumba is also used for the transhipment of oversize project freight and heavy machinery for mining operations in the Gulf of Carpentaria including Weipa, Gove and Groote Eylandt. The sailing time Karumba to Weipa with a landing craft is 36 hours (tug and barge is 48 hours).

The development of Northern Australia as earmarked by the Federal and State Governments will provide further opportunities for the port to become a major transhipment port for agricultural commodities such as sugar and cotton; as well as minerals.





Port of Karumba









Facilities

The port incorporates the dewatering and storage facility for the New Century lead and zinc mine at Lawn Hill. A privately owned barge ramp and associated consolidation area is available for use for project logistics shipments.

Other facilities in the Port provide for general cargo, fuel and fisheries' products. These facilities are privately owned and are not on Ports North land.

Because of the isolation of the port, there are significant areas of land directly adjacent to the port facilities and across Yappar Street for the storage of project freight. There are also a number of sheds available for covered storage of equipment.

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