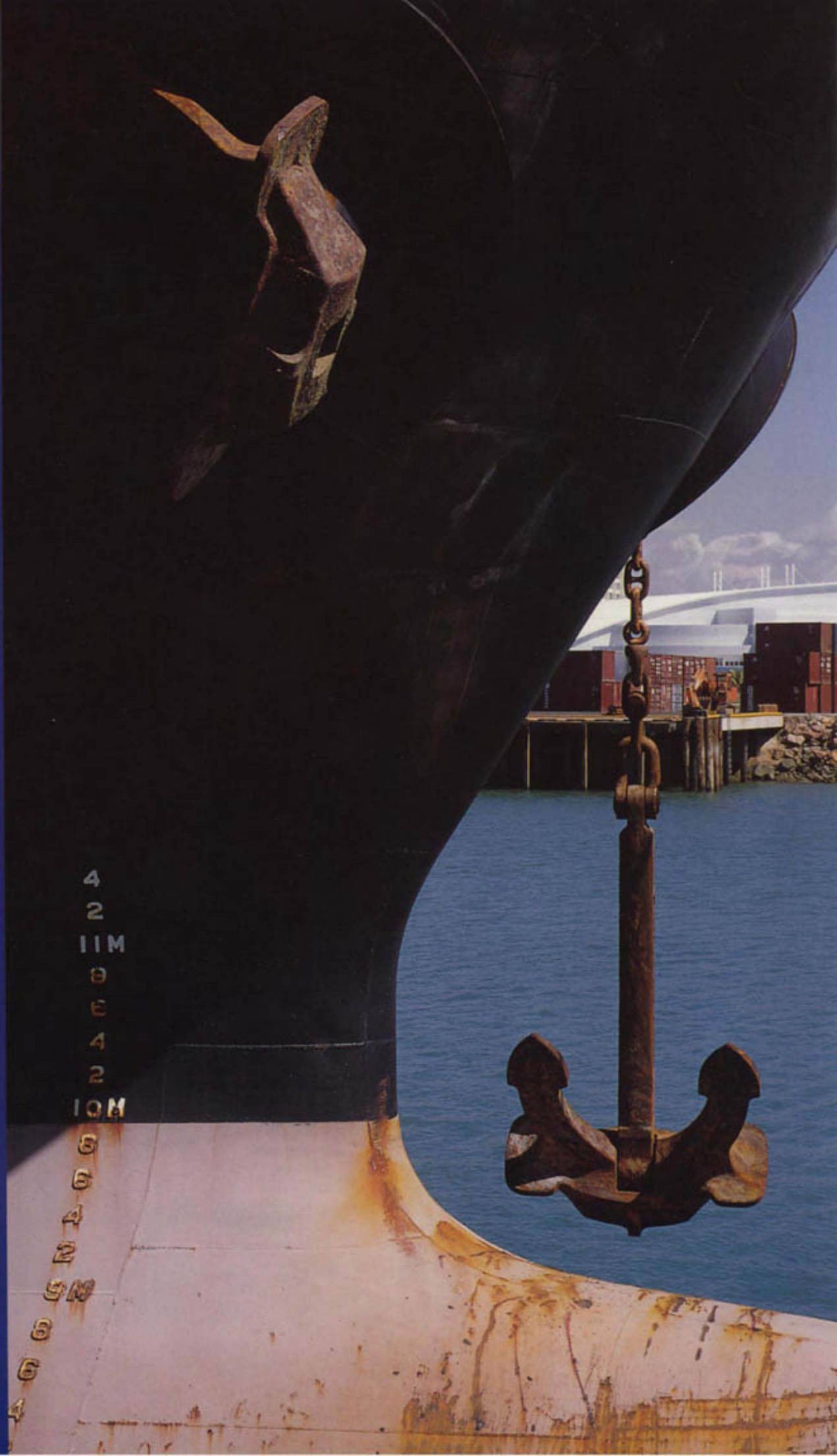


TOWNSVILLE
PORT AUTHORITY
ANNUAL
REPORT '93

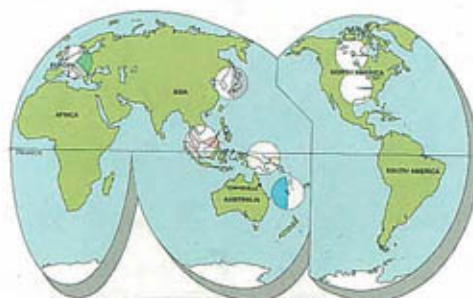






RAIL DISTANCES TO TOWNSVILLE

Brisbane - Townsville	1341km
Mt. Isa - Townsville	977km
Gladstone - Townsville	812km
Rockhampton - Townsville	702km
Burdekin - Townsville	90km
Yabulu - Townsville	44km



TRADE THROUGH TOWNSVILLE PORT 1992-1993

IMPORTS		EXPORTS	
New Caledonia	51.6%	Japan/Korea	48.5%
S.E. Asia	29.6%	Europe	21.4%
Australia	17.8%	S.E. Asia	11.1%
Papau New Guinea	0.5%	U.S.A.	7.9%
Other	0.5%	Canada	3.6%
		Papua New Guinea	3.3%
		Australia	1.7%
		C.I.S.	1.4%
		New Zealand	0.8%
		Other	0.3%

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**"Townsville Port
Authority.
Northern
Australia's most
dynamic and
progressive Port."**



CHAIRMAN'S REPORT

Construction works associated with the Eastern Port Development (EPD) are undoubtedly the highlight of 1992/93 for the Authority. The EPD was officially launched by the Prime Minister, the Honourable Paul Keating, on 28 July, 1992 with Stage 1 expected to be open for business by October, 1993. The EPD is based on the Authority's vision for the Port, to provide infrastructure to handle increasing trade while moving the industry of the Port to the east, away from the City, so that eventually there is a definite physical separation between the Port and City.

Stage 1 works included harbour dredging, enlarging and deepening of the swing basin, channel lengthening and deepening, land reclamation, construction of a rail balloon loop and bulk cement handling facility. The 60 metre high cement storage silo, with a holding capacity of 30,000 tonnes of bulk cement is the largest in Australia, and one of the largest in the world. To date \$55 million has been invested by the Authority and port users in the Eastern Port Development project. The total cost of Stages 1 and 2 is estimated at \$90 million.



TRADE

Trade throughput for the financial year, was a record for the sixth consecutive year. Trade has increased 148.8 percent from 2.4 million tonnes in 1987/88, to 5,668,874 tonnes in 1992/93. Exports increased by 426,424 tonnes while imports grew by 317,498 tonnes for the 12 months to 30 June, 1993. Container trade was 13,743 TEU (131,399t) compared with 10,186 TEU (103,897t) last financial year, representing 34.9 percent growth in TEU's over the 1991/92 year.

MARKET POSITIONING

As the principal port of northern Australia, the Port of Townsville is ideally situated to service the growing Asian and Pacific Rim markets, while serving the rich northern Queensland hinterland. The Port offers shippers major business opportunities to open up and expand world markets from the north. Benefits include reduced sailing time, fast ship turnaround times and improved vessel scheduling due to market location, reduced freight cost and a negligible queuing of ships.

The Port and the City of Townsville are ideally located to become the logistic base to serve the potential mining developments in North Western Queensland, Papua New Guinea and Indonesia. The Authority is mindful of the potential that exists in the region and is actively working to capture those trades through provision of the most efficient and cost effective transport option.



The Port's pricing structure, development works, rail reforms, proximity to Asia and existing trades in other World markets, places the Port in an excellent position to win substantial new trade and expand as the gateway Port of northern Australia.

PORT DEVELOPMENT PLAN

During 1992/93 the Authority commissioned consultants to prepare a Port Development Plan to establish the long-term framework for Port Planning to the year 2015 and beyond. The visionary concept of the Port provides great flexibility for future development works which

will be progressively staged over the next two (2) decades to keep pace with trade growth. The future Port of Townsville will require further dredging and land reclamation works including a second swing basin, rail and road corridors and extensions of breakwaters into Cleveland Bay to support up to an additional seven (7) berths. The plan will be open for public consultation and input.

Short-term implementation measures proposed include:-

- Port buffering works to residential areas of South Townsville.
- Upgrading general cargo and container handling facilities at Berths 8 and 10.
- Development of existing berths and new outer berths for bulk material exports and imports.
- Extension of Berth 9 for panamax vessels and raw sugar loading.

Long-term implementation measures proposed include:-

- Improved access to Berths 4 and 8.
- Progressive development of the outer harbour.

BUILDING BETTER CITIES, SOUTH TOWNSVILLE

Land transport modes serving the Port pass through the residential suburb of South Townsville, which has been targeted for major re-vitalisation by the Commonwealth and State Governments, and Townsville City Council, under the Building Better Cities (BBC) Program. An estimated \$17 million is to be spent in the suburb over the next five (5) years to increase suburban population density and improve residential lifestyle.

The Authority is aware of the impact of Port operations and associated transport modes on South Townsville and is taking steps to establish green zones between the Port and residential areas. The Authority is working very closely with Townsville City Council and other government agencies to ensure the best possible solution for South Townsville residents and the Port while maintaining uninterrupted 24 hour a day, seven (7) day a week Port operations. Continuous Port operations free from restrictions are required if the Port is to continue to operate effectively and contribute to the growth of Townsville and Queensland's economy.

APPRECIATION

On behalf of the Board Members, I wish to express sincere thanks to the Chief Executive Officer, Senior staff and employees who have assisted the Board over the past three (3) years. During the term of this Board, the Port has experienced extremely busy but rewarding times, with record trade growth, Port development, Government reviews and preparation for Corporatisation. I am very pleased with the growth, development and direction of the Port of Townsville under my Chairmanship during this time.

I also wish to sincerely thank all Port users and service providers for their continued efforts over the past three (3) years. Without their strong and loyal support, the Port would not be in the position of strength that it is in today.

BOARD MEETINGS

During 1992/1993 eleven ordinary board meetings and three special board meetings were held with an attendance of 93 percent.

M.F. REYNOLDS, A.M.,
CHAIRMAN



"The visionary concept of the Port provides great flexibility for future development works which will be progressively staged over the next two decades to keep pace with trade growth."



CHIEF EXECUTIVE'S REPORT

Townsville Port Authority is entering the 1993/94 financial year as a more dynamic and focussed organisation bolstered by consecutive years of trade growth while adopting a greater customer focus and regional outlook. The Authority is working closely with employees to refine systems and processes to ensure that the appropriate customer orientation is adopted. Customers, after all, are the very reason for the existence of the Port of Townsville.

YEAR OF DEVELOPMENT AND CHANGE

The 1992/93 financial year has seen unprecedented development at the Port. Construction work on the Eastern Port Development (EPD), a reactive environmental monitoring program, capital and maintenance dredging, Papua New Guinea and Indonesian trade missions, organisational restructuring, human resource programs, appointment of an Internal Auditor (and audit program) and finally development of the Port Plan are the more significant issues of the year in review.



Eastern Port Development

The Eastern Port Development (EPD) is an amalgam of expanding nickel ore trade, importation of bulk cement and projected future bulk mineral trades sourced from the Carpentaria Mount Isa Mineral Province. The EPD is transforming Townsville Port and putting behind us a decade of relative inactivity whilst maintaining our position as one of Queensland's three (3) major industrialised ports.

Environment

The Authority's Corporate Plan clearly identifies the environment as a key strategic issue. As a responsible corporate citizen in the unique tropical north Queensland, Townsville Port Authority is striving to implement a pro-active role in the protection of the natural environment whilst maintaining the long-term commercial viability of the Port.

The reactive environmental program undertaken as part of the EPD channel dredging program established trigger levels of coral bleaching and mortality as indicators of environmental impact. A dust monitoring program is being developed in co-operation with Queensland Department of Environment and Heritage (DEH) to allow real time dust measurements to be recorded in conjunction with wind speed and direction. The program will enable ongoing operations and future developments to be accurately monitored to identify dust sources allowing early implementation of mitigation measures.



These leading edge environmental programs ensure the proper planned development of the Port whilst maintaining the fragile environmental balance of Cleveland Bay. The Authority can confidently look to future dredging programs and Port expansion to preserve the balance between environment and Port development.

Financial

The Authority's financial position was enhanced as a result of the sixth consecutive year of trade growth to record an income of \$13.9 million. An improved revenue result was achieved

coupled with a no increase in harbour dues policy. In real terms harbour dues have fallen 34% since 1987. The performance indicators show an excellent result for 1992/1993.

Loan raisings of \$8 million during 1992/93 were applied to the EPD. Additional works were carried out whilst dredging plant was in-situ thus avoiding costly plant establishment expenditure.

The Audit Committee first met in May 1992. The Committee is chaired by Mr D.C. Brown (Board member) and subsequently adopted an Internal Audit Charter to appraise and evaluate the Authority's operations and systems. The Committee's role is to perform tests on a regular basis to assess whether operations and systems are functioning as intended. The Audit Committee meets on a quarterly basis.

Prior to the commencement of each financial year, the Committee prepares a forward audit program to be undertaken by the Internal Auditor. Audits conducted during the year have included hire equipment, overtime, disposal of used/demolished material, security, electricians store, and the vehicle fleet.

The internal audit program accords the Board and Chief Executive Officer additional independent assurance of compliance to legislative and statutory requirements, cost effectiveness and efficiency of operations, reliability of financial and related management information, adequacy and accuracy of accounting and computing systems and protection and efficient utilisation of Authority funds and assets.

Human Resource Management

The focus of the Human Resource (HR) program has been to improve and broaden employees skills base to achieve established corporate goals. The goal of HR management is to promote employee commitment and job satisfaction through provision of an appropriate organisational structure, consultation and communication through training and development.

Major HR milestones achieved include implementation of a training program aimed particularly at the trade employees, development and implementation of an Equal Employment Opportunity Management Plan, employment of a full time Workplace Health and Safety Officer, safety training, introduction of a Safety Instruction Manual and supervisors training.

The Authority is committed to development of its employees through its HR policies and will continue to commit time and resources to strive towards attainment of our corporate HR goals.

Development works programs and systems achieved during the year under review has provided the Port of Townsville with a firm foundation for the future in an increasingly competitive environment.

Townsville Port Authority is committed to the growth and development of the Port as the Premier Port of northern Australia. Record trade growth in the last six (6) years is proof of the dynamic and progressive attitude of the Authority, demonstrating the Port's vital link in the prosperity of Queensland and northern Australia.

R E Kenny
Chief Executive Officer



"An improved revenue result was achieved coupled with a no increase in harbour dues policy. In real terms harbour dues have fallen 34% since 1987. The performance indicators show an excellent result for 1992/1993."



From left to right:
Mr.D.C. Brown,
Mr. W. Douglas,
Associate Professor
M.F. Reynolds A.M.,
Mr. T.G. Parker,
Hon. M.D. Hooper O.A.M.,
Ms. T. Cassimatis,
Ex-officio Member
Captain R.C. Johnson.

Inset:
Ald A.J. Mooney



Associate Professor M.F. Reynolds A.M. (Chairman)

Professor Reynolds is the Director of the Australian Centre for Local Government Studies at the University of Canberra. He is also Chairman of the ACT Vocational Training Authority, member of the ACT Accreditation Agency, member of the Advisory Council of the Canberra Institute of Technology and a member of the ACT Board of Senior Secondary Studies.

Professor Reynolds was Chairman of the Queensland Port Authority's Association from October 1990 to September 1992. He served as Deputy Mayor from 1976 to 1980 and Mayor from 1980 to 1989 when he retired from Local Government.

Hon. M.D. Hooper O.A.M. (Deputy Chairman)

A Valuer (ACIV) and Real Estate Developer, Mr Hooper was Mayor of Townsville from 1972 to 1976 during which period he represented the City of Townsville on the then Townsville Harbour Board. He served as a member of Parliament from 1974 to 1980, becoming the Minister for Maritime Services and Tourism from 1979 to 1980. Since June 1985, he has been a member of the Board of Townsville Port Authority and Deputy Chairman since December 1987.

Mr D.C. Brown (Member)

Mr Brown is Chief Manager of the CSR Burdekin Mills, holds a Bachelor of Economics and is a Fellow of the Australian Society of Certified Practising Accountants. He is a member of several sugar industry committees and development organisations in the Burdekin region.

Ms T Cassimatis (Member)

Ms Cassimatis is a Director and owner of a Townsville fashion boutique, a Director of an insurance and investment company and has an interest in two sugar cane farms. Ms Cassimatis is the first female Board member of Townsville Port Authority, President of the Townsville Greek Community and is involved in many Townsville community projects.

Mr W Douglas (Member)

Mr Douglas holds a Diploma in Quantity Surveying is an Associate of the Australian Institute of Quantity Surveyors and a Fellow of the Royal Institute of Chartered Surveyors. Mr Douglas is currently Senior Associate and Manager with Rider Hunt, Townsville.

Ald A.J. Mooney (Member)

Ald. Mooney holds a Bachelor of Education and Arts with Honours specialising in Environmental Planning, Urban Studies and Resource Development. He was elected Mayor in April 1989. Ald. Mooney represents the City on the Townsville Enterprise Limited Board, Townsville/Thuringowa Water Supply Board, is a life member of a number of organisations and patron of a wide range of sporting and community groups.

Mr T.G. Parker (Member)

Mr Parker was employed as a Waterside Worker at Townsville Port. He is the chairman of the Ross River Action Group and is involved in various community issues. Mr Parker was appointed to the position of Director, North Queensland Family Cluster section of Camp Quality in May 1993.

Captain R.C. Johnson (Ex Officio Member)

Captain Johnson was registered as Master Class 1 in 1985 and has experience on general cargo, bulk carriers, multi-purpose tankers, roll-on roll-off and container vessels. He was appointed to the position of Townsville Harbour Master in May 1990 and Regional Harbour Master in May 1991.



CHIEF EXECUTIVE
OFFICER
Mr. R.E. Kenny
BA (Qld) FCIT



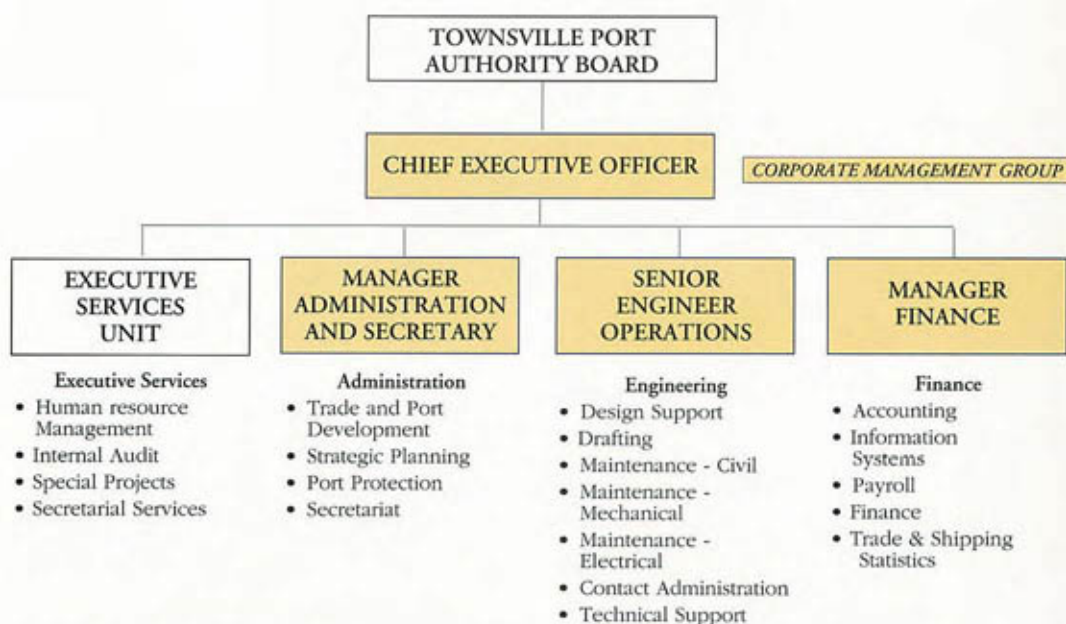
MANAGER ADMINISTRATION
AND SECRETARY
Mr. B.W. Holden
B.COM, CPA, MCIT



SENIOR ENGINEER
OPERATIONS
Mr. B. Berwick
B.E.(Civil), DIP. PROF. MAN,
M.I.E. AUST, R.P.E.Q.

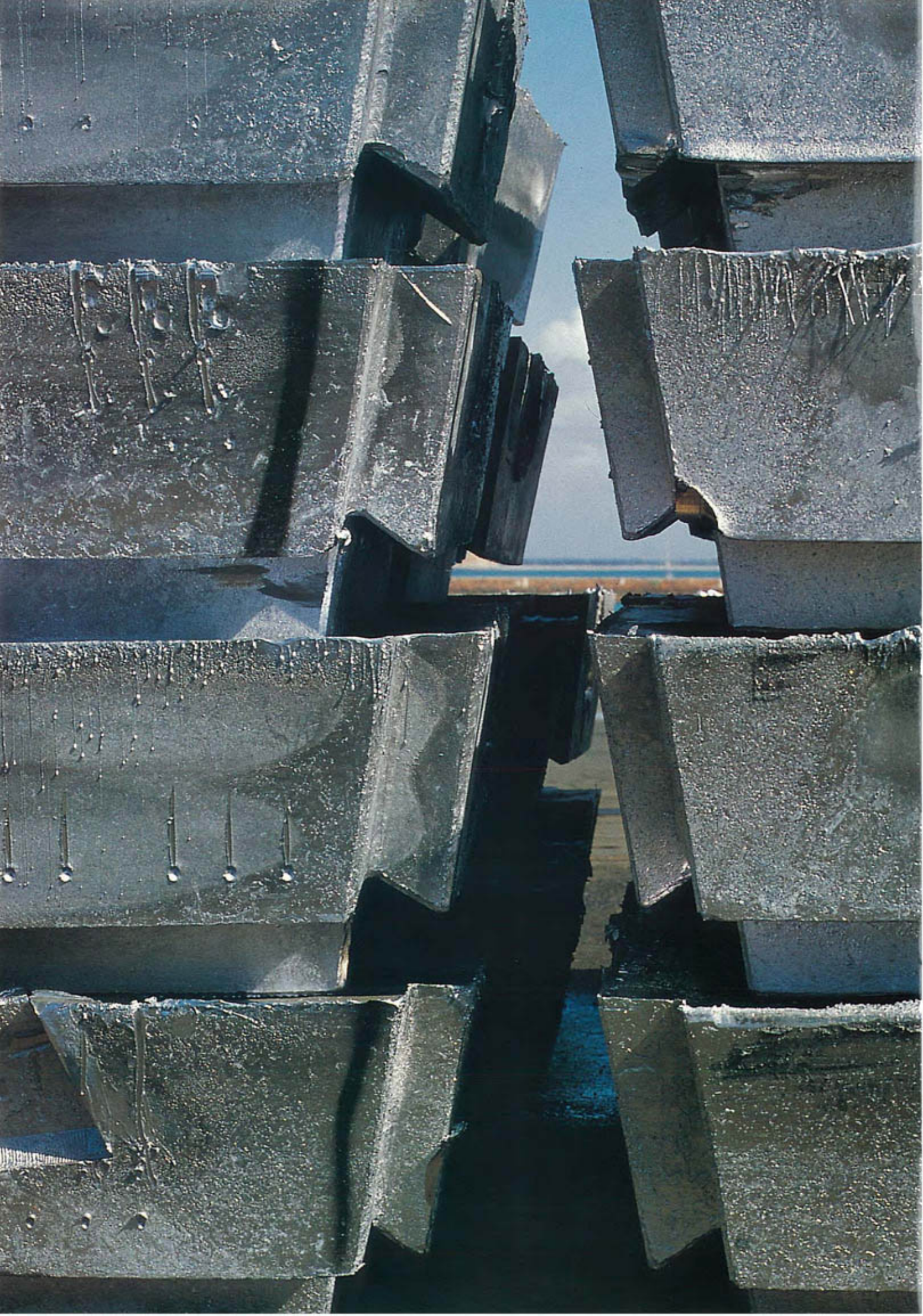


MANAGER
FINANCE
Mr. J.A. Sherriff
B.COM, FCPA



The Authority's establishment as at 30 June 1993 was 97 employees.





FINANCIAL SUMMARY YEAR ENDED 30 JUNE

	1993 \$	1992 \$	% CHANGE
Harbour Dues	9,311,904	8,225,081	13.2
Tonnage Rates	2,271,382	1,933,988	17.4
Total Operating Revenue	13,930,119	13,011,180	7.1
Total Operating Expenses	9,860,451	8,872,803	11.1
Abnormal Expenditure	413,819	436,702	-5.2
Queensland Government Levy	490,040	480,431	2.0
Operating Profit After Queensland Government Levy	3,165,809	3,221,244	-1.7
Total Assets	77,319,076	47,579,662	62.5
Total Liabilities	15,769,310	9,195,705	71.5
Total Equity	61,549,766	38,383,957	60.4
Number of Employees	97	95	2.1
Cargo Throughput (Mass Tonnes)	5,668,874	4,924,947	15.1

FINANCIAL PERFORMANCE INDICATORS

	88/89	89/90	90/91	91/92	92/93
CURRENT RATIO					
Current Assets (\$)	3,176,042	7,389,601	7,976,759	7,334,963	9,699,777
Current Liabilities (\$)	2,587,023	2,900,306	3,718,105	5,779,926	6,069,231
Ratio	1.2	2.5	2.1	1.3	1.6

RETURN ON ASSETS %

Profit* (\$)	3,626,423	7,138,229	3,971,140	4,447,398	4,396,561
Total Average Assets (\$)	34,663,259	38,885,562	42,845,735	45,945,087	62,449,369
Percent	10.5	18.4	9.3	9.7	7.0

* Profit (Before interest expense, extraordinary items & Government Levy)

NOTE:

- a) If Land valuations of \$25,535,200 are included (an increase of \$13,855,345) Return on Assets for 1992/93 would reduce from 7.0% to 5.8%
- b) If Commonwealth Grant of \$20,000,000 is included with Earnings for 1992/93, Return on Assets would increase from 7.0% to 39.1%.
- c) If Commonwealth Grant of \$20,000,000 is deducted from Capital Expenditure for 1992/93, Return on Assets would increase from 7.0% to 8.4%

DEBT / EQUITY RATIO

Total Liabilities (\$)	10,508,847	8,856,531	9,147,799	9,195,705	15,769,310
Total Equity (\$)	25,881,320	32,524,427	35,162,713	38,383,957	61,549,766
Ratio	.4	.3	.3	.2	.3

CARGO RELATED REVENUE PER TONNE OF CARGO

Harbour Dues and Tonnage Rates (\$)	6,707,353	8,646,102	9,281,271	10,159,069	11,583,286
Total Cargo Throughput (tonnes)	2,876,283	3,798,176	4,355,462	4,924,947	5,668,874
\$ per tonne	2.33	2.28	2.13	2.06	2.04

NON-FINANCIAL PERFORMANCE INDICATORS

	88/89	89/90	90/91	91/92	92/93
% of Working Hours Lost due to Industrial Disputes	0	0	0	0	0
% of Working Hours Lost due to Sickness	2.88	2.19	2.65	1.77	2.08
Accident Frequency Rate	55.58	57.37	38.16	50.84	21.04
Average Time at Berth (hours) for Cargo Vessels	62.72	50.82	41.05	40.44	33.92

"Trade throughput for the financial year, was a record for the sixth consecutive year. Trade has increased 148.8 percent from 2.4 million tonnes in 1987/88, to 5,668,874 tonnes in 1992/93.."

A close-up photograph of a red and yellow metal structure, possibly a door or a large container. The structure features several circular holes and a latch mechanism. The red and yellow colors are prominent, with some wear and tear visible on the metal surfaces. The latch is a red, pointed metal piece. The overall composition is abstract and geometric.

375

9

"Prime Minister
launches \$90 million
Eastern Port
Development with
\$20 million funding
from "One Nation"
Statement.
Commencement of
harbour dredging
and Ross River
Channel dredging
contracts."



Photo compliments Australian Maritime College

Queensland Business Association trade mission to Papua New Guinea organised by Austrade and Queensland Premier's Department.

YEAR'S HIGHLIGHTS

JULY 1992

- Prime Minister launches \$90 million Eastern Port Development with \$20 million funding from "One Nation" Statement.
- Commencement of harbour dredging and Ross River Channel dredging contracts.

AUGUST 1992

- Maintenance dredging of Entrance Channels and experimental dredging by "Sir Thomas Hiley" to develop an environmental monitoring program.
- Manager Administration and Secretary participated in a Papua New Guinea /

SEPTEMBER 1992

- Chief Executive Officer participated in a Civic Leaders Mission to Indonesia, organised by Townsville Enterprise Limited and James Cook University of North Queensland.

OCTOBER 1992

- \$1.5 million fire fighting monitors commissioned at No. 1 Tanker Berth.
- Chief Executive Officer and Mr W Douglas (Board member) attended the 18th South Pacific Ports Association (SPPA) conference in the Cook Islands.

NOVEMBER 1992

- Major oil spill exercise "Townoil" conducted in conjunction with the Shell Oil Company to test an all parties response to an oil spill.
- Manager Administration and Secretary attended the "Resource Indonesia 1992" trade fair sponsored by the Indonesian National Agency for Export Development as part of a Trade Mission to Jakarta, Samerang and Surabaya.

DECEMBER 1992

- Australian troops, stores and equipment depart for Somalia on operation "Solace".

JANUARY 1993

- Reactive environmental monitoring program commences with Sea and Platypus Channels dredging programme.
- Completion of breakwater gap closure contract - 100 hectare reclamation.

APRIL 1993

- Expressions of interest called for development of a cruise ship terminal on the Western Breakwater.
- Inner harbour dredging program completed
- Rail balloon loop foundation works completed.

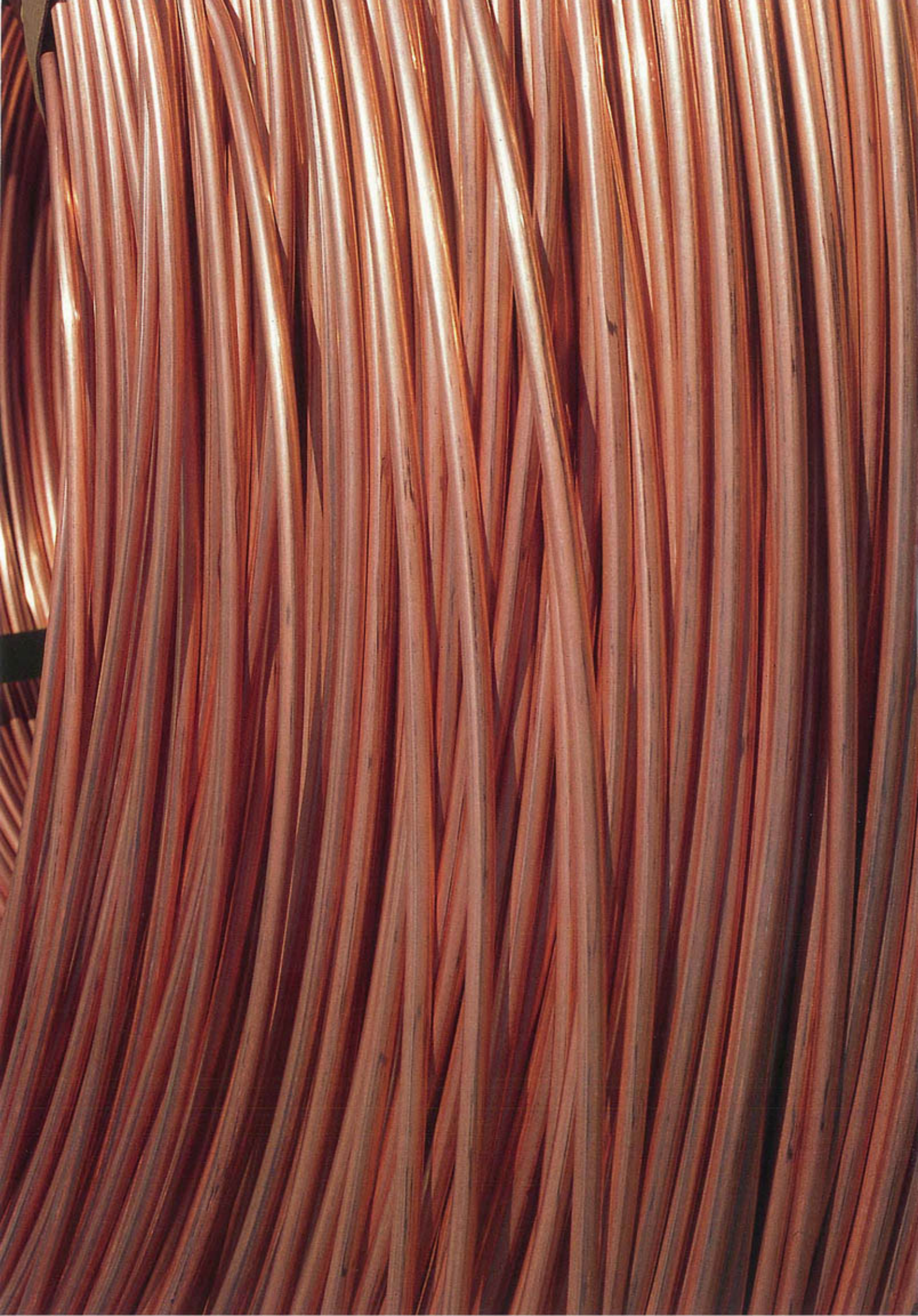
MAY 1993

- Record import tonnage set by MV MAERSK TANJONG carrying 63,710 tonnes of bulk nickel ore and record entry draught of 12.50m set.
- Channel dredging program completed.
- WestHam dredge "Goomai" removes hard spots in Swing Basin and old piled wharf at No. 5 Berth.
- Previous trade throughput exceeded on 15 May 1993 establishing sixth consecutive year of record trade.
- Chief Executive Officer and Ald. A J Mooney (Board member) attended the 21st ICHCA International Biennial Conference, Miami, Florida.

JUNE 1993

- Neville George Maritime Park named as part of the Townsville Maritime Museum complex.
- Entrance Channel dredging program completed.
- Introduction of Townsville Port ship simulation at Australian Maritime College.







CORPORATE PROFILE

The Port of Townsville is administered by Townsville Port Authority pursuant to the Harbours Act, 1955. Townsville Port Authority regulates Townsville Harbour to ensure the safe, efficient and cost effective movement of shipping, cargo and passengers through the Port of Townsville, for the benefit of all Port users and community.

The Port has nine (9) working berths equipped with major cargo handling facilities available to service a wide range of bulk, container and general trades. All berths are accessible by road and some are also serviced by rail.

The Port of Townsville is the principal northern Australian port servicing the rich northern Queensland hinterland and is ideally situated to serve the growing Asian and Pacific Rim markets. Location and strong transportation links enhance the Port's natural competitive advantage as a gateway to South East Queensland and interstate regions.

MISSION

To manage, develop and market the Port of Townsville in the most effective manner for the ultimate benefit of the Port's clients and the region which the Port serves.

PURPOSE

To ensure continuity of planning and operational efficiency in the Port's undertakings.

GOALS

The Authority's goals reflect its seven (7) key result areas.

Trade and Shipping To maintain all existing trades, develop trade growth in all bulk commodities and general cargo and promote tourist shipping.

Infrastructure Planning To plan for the future development of the Port taking account of transport considerations (intermodal, interfacing and access), and the maximisation of cargo throughput in conjunction with the commercial considerations of clients.

Human Resource To promote employee commitment and job satisfaction through the provision of an appropriate organisational structure, provision of adequate training and development as well as employee consultation and communication and the provision of adequate training and development.

Port Operations To provide efficient and effective port facilities and services to ensure all operations are carried out in a cost effective, safe and secure manner.

Port Land Management To ensure the availability of Port land for strategic Port purposes and to achieve an adequate rate of return on developed commercial/industrial property.

Finance & Administration To maintain an independent and commercially viable business operation, which achieves a satisfactory rate of return on assets through effective management.

Environment To ensure all port operations are carried out in an environmentally responsible fashion and address all environmental issues arising from port plans and operations.

The Authority maintains and enhances its excellent corporate citizenship reputation through contributions and assistance to a number of professional bodies and development bureaux, including:-

- Townsville Enterprise Limited (TEL)
- Association of Australian Port and Marine Authorities (AAPMA)
- International Cargo Handling Co-Ordination Association (ICHCA)
- Queensland Port Authorities Association (QPAA)
- South Pacific Ports Association (SPPA)
- International Association of Ports and Harbours (IAPH)
- Charters Towers and Dalrymple Development Association
- Development Bureau of Hinchinbrook and Cardwell Shires
- Lower Burdekin Development Council
- Townsville Chamber of Commerce
- Inland Queensland Tourism and Development Board
- Australian Tourism Industry Association



"The Port of Townsville is the principal northern Australian port servicing the rich northern Queensland hinterland and is ideally situated to serve the growing Asian and Pacific Rim market."



MONITORING THE ENVIRONMENT



The past year has seen substantial development of the Port of Townsville. This development involved dredging adjacent to sensitive coral reef areas on Magnetic Island. A range of environmental studies have been undertaken to help resolve issues of environmental concern. These include a large marine monitoring program undertaken during the recently completed Sea Channel deepening project.

The \$800,000 monitoring program involved approximately 30 marine scientists from James Cook University (JCUNQ), Mapping and Monitoring Services, Sinclair Knight, Australian Institute of Marine Science (AIMS), WBM Oceanics Australia, Department of Environment and Heritage (DEH), Great Barrier Reef Marine Park Authority (GBRMPA) and Commonwealth Environment Protection Agency (CEPA) who studied coral reefs and seagrasses around Magnetic Island and throughout Cleveland Bay and examined waves, currents and sediment patterns in relationship to dredging activities.

At the same time the Authority have committed to a study program to finalise documentation of a long-term dredge spoil disposal strategy by mid-1994. This involves examining ways of reducing dredging requirements, re-using dredge spoil for productive purposes and appropriate places for disposal of spoil in the long-term.

Results of the past year mean that:-

- The image and reputation of Townsville Port Authority as an environmentally responsible corporate citizen is substantially enhanced in the local community and in the eyes of State and Commonwealth environmental agencies.
- Major capital dredging works were completed without any detectable environmental damage.
- Smaller dredging programs (particularly maintenance dredging) are likely to meet greater acceptance and to incur substantially reduced monitoring requirements.
- The Authority can confidently expect approvals for future dredging works because of the degree to which it has refined and proven its ability to manage environmental effects.
- Substantial progress has been made on the issue of long-term disposal of dredge spoil. The Authority expects, within 12 months to be in a position to adopt a balance of dredge spoil re-use and disposal, thereby gaining long-term approvals for dredging activities that are necessary for ongoing port maintenance and capital works expansions.

The immediate benefits to the port (practical methods of monitoring, maintaining options for dredging, overcoming some of the difficulties in gaining approval) are also paralleled by broader community benefits. The scientific advances and increased state of knowledge resulting from the Authority's environmental protection measures will contribute to a better understanding of marine ecosystems, and effective ways of managing dredge-related environmental issues elsewhere and in the future.

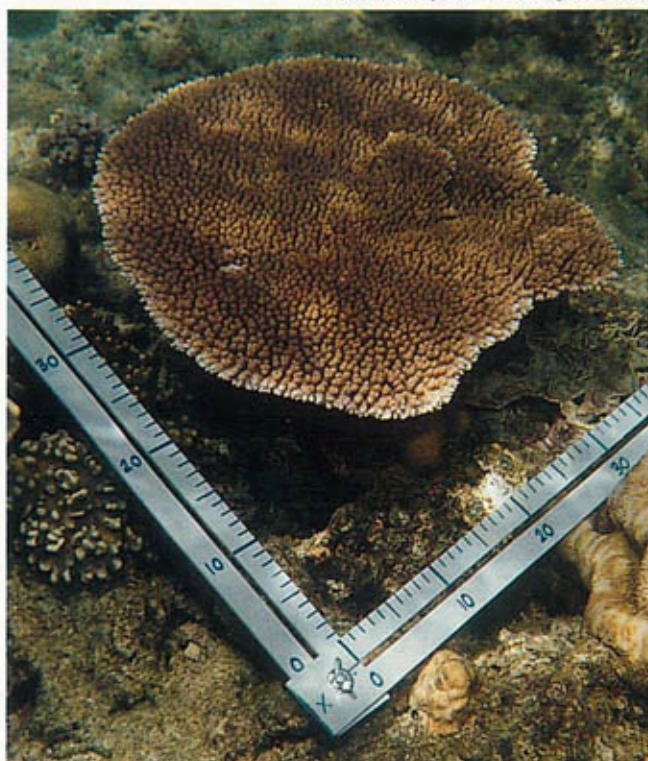


Photo courtesy Sinclair & Knight Partners

"The immediate benefits to the port (practical methods of monitoring, maintaining options for dredging, overcoming some of the difficulties in gaining approval) are also paralleled by broader community benefits."



LATEST DEVELOPMENTS



The shape and structure of the present Port of Townsville owes much to a number of major periods of development in the Port's history. The forbearer's vision of the Port remained virtually unchanged for almost 50 years when major expansion works commenced following World War II.

The post war period was a boom time for the Port with major dredging and land reclamation works. The 1960's were exciting years marked by construction of the eastern wharf facilities, harbour dredging and expansion of the bulk sugar and zinc concentrates terminals.

The 1980's witnessed the foundation of today's Eastern Port Development (EPD) put into place. During the past 50 years the Port has matured and grown to a point where the Authority must now seize the opportunity to develop the basis of a long-term vision of the Port well into the next Century.

The purpose of the Authority is to provide continuity in long-term planning of the Port. To this end the Authority is to ensure that future generations have access to a modern efficient port capable of satisfying not only changes in shipping and basic Port infrastructure, but also the Port's interface with the State's transport system.

Planning has to ensure that the Authority's strategic land holdings meet not only current demands but also expansionary pressures in both the medium and long-term. Future development will, as a guiding principle, respond to trade growth, by meeting the needs of Port clients and be responsive to changes to technology and methods which will lead to improved performance. The Authority is sensitive and responsible to the impact of Port operations on the environment. To this end all major projects are subject to an Environmental Impact Statement (EIS) and community consultation processes.

Development of Townsville Port towards the year 2015 will realise the Authority's vision of "moving the industry of the Port to the east, away from the city so that eventually there is a definite physical separation (inalienable green zones) between the Port and the City". The Board have adopted a draft Port Development Plan which provides that vision. A hallmark of the plan is a flexibility to adequately address those issues and trades which cannot be accurately identified during the long-term planning process.

The future Port of Townsville will see the creation of new deep water berths, back-up lands, bulk storage facilities, container terminal and new road and rail corridors. New Port infrastructure will be developed on lands to be reclaimed from Cleveland Bay. Reclamation and construction works will be undertaken in an environmentally responsible fashion, addressing all environmental issues to consolidate Townsville Port's position as a vital link in the growth and development of Queensland and northern Australia. The draft Port Development Plan will be available in the near future for community consultation and input.

The Authority has a critical role in the future development of industrial, mining and agricultural industries in northern Australia. Through careful planning and co-operation with relevant parties, the Port of Townsville will continue to develop to meet increasing demands for its services.



"Future development will, as a guiding principle, respond to trade growth, by meeting the needs of Port clients and be responsive to changes to technology and methods which will lead to improved performance."

Magnified Raw Sugar



FINANCIAL REVIEW FOR YEAR ENDED 30 JUNE 1993

The Authority earned an Operating Profit after Queensland Government Levy of \$3,165,809 during the twelve months to 30 June, 1993. This is 1.7% lower than the previous year.

Operating Revenue increased by 7.1% to \$13,930,119. Main reason for the increase was the favourable increase in Harbour Dues and Tonnage Rates income due to the record cargo throughput for the year.

Operating Expenses increased by 11.1% to \$9,860,451. Significant increases in expenditure were Maintenance to Wharves \$330,781 and Boat Harbour Ross River (mainly dredging) \$368,263.

Capital Expenditure for the year ended 30 June, 1993 was an all time high of \$28.9 million. Main items of Capital Expenditure for the 12 months included \$27.5 million on Eastern Port Development, \$357,465 on No. 1 Berth Fire Fighting Upgrade and \$373,006 on Position Fixing and Depth Sounding Equipment.

Capital Expenditure was funded by a \$20 million Commonwealth "One Nation" Grant, \$8 million from Loan Raisings and the balance from retained earnings.

The Authority is well placed to meet its financial commitments over the next twelve months with an improved Current Ratio of 1.6

**TOWNSVILLE PORT AUTHORITY
ANNUAL FINANCIAL STATEMENTS YEAR ENDED 30 JUNE 1993**

PURPOSE AND SCOPE

The Townsville Port Authority is constituted under the Harbours Act 1955 and is a statutory body within the meaning given in the Financial Administration and Audit Act 1977.

These Statements have been prepared to satisfy the provisions of the Financial Administration and Audit Act 1977 and other prescribed requirements. They provide accountability for the custody and management of moneys and resources under the control of the Authority and disclose the results of operations of the Authority during the year and indicate the financial position of the Authority at the end of that year.

The Statements are general purpose in nature and reflect the whole of the financial activities of the Authority.

PROFIT AND LOSS STATEMENT FOR YEAR ENDED 30 JUNE 1993

	NOTES	1993 \$	1992 \$
OPERATING REVENUE			
Charges on Goods	1	9,311,904	8,225,081
Charges on Vessels	2	2,271,382	1,933,988
Charges for Services	3	914,499	851,686
Rentals		984,207	1,182,600
Interest Earned		359,256	807,878
Profit on Disposal of Non-Current Assets		57,978	856
Other		30,893	9,091
TOTAL OPERATING REVENUE		13,930,119	13,011,180
OPERATING EXPENSES			
Maintenance	4	3,841,565	3,336,637
Administration	5	2,490,358	2,070,852
Operations	6	1,967,336	1,679,629
Depreciation		1,234,299	1,039,962
Interest		326,893	745,723
TOTAL OPERATING EXPENSES		9,860,451	8,872,803
OPERATING PROFIT BEFORE ABNORMAL ITEMS, AND QUEENSLAND GOVERNMENT LEVY		4,069,668	4,138,377
ABNORMAL ITEMS	7	413,819	436,702
OPERATING PROFIT BEFORE QUEENSLAND GOVERNMENT LEVY		3,655,849	3,701,675
QUEENSLAND GOVERNMENT LEVY	8	490,040	480,431
OPERATING PROFIT AFTER QUEENSLAND GOVERNMENT LEVY		3,165,809	3,221,244
EXTRAORDINARY ITEM			
Commonwealth Government Grant	9	20,000,000	-
OPERATING PROFIT AND EXTRAORDINARY ITEM AFTER QUEENSLAND GOVERNMENT LEVY		23,165,809	3,221,244
RETAINED PROFITS 1 JULY		31,870,326	28,754,899
TRANSFERS FROM RESERVES	10	68,524	28,386
TOTAL AVAILABLE FOR APPROPRIATION		55,104,659	32,004,529
TRANSFERS TO RESERVES	10	124,386	134,203
RETAINED PROFITS 30 JUNE		\$54,980,273	\$31,870,326

The accompanying notes form part of these accounts

BALANCE SHEET AS AT 30 JUNE 1993

	NOTES	1993 \$	1992 \$
CURRENT ASSETS			
Cash	12	8,082,017	5,669,624
Receivables	13	1,496,946	1,570,981
Inventories - Stores		120,814	94,358
TOTAL CURRENT ASSETS		9,699,777	7,334,963
NON-CURRENT ASSETS			
Receivables	14	1,385,054	1,590,639
Property, Plant and Equipment	15	66,234,245	38,654,060
TOTAL NON-CURRENT ASSETS		67,619,299	40,244,699
TOTAL ASSETS		\$77,319,076	\$47,579,662
CURRENT LIABILITIES			
Creditors	16	3,354,427	3,247,451
Borrowings	17	1,985,000	1,891,259
Provisions	18	729,804	641,216
TOTAL CURRENT LIABILITIES		6,069,231	5,779,926
NON-CURRENT LIABILITIES			
Creditors	19	250,981	275,181
Borrowings	17	9,449,098	3,140,598
TOTAL NON-CURRENT LIABILITIES		9,700,079	3,415,779
TOTAL LIABILITIES		\$15,769,310	\$9,195,705
NET ASSETS		\$61,549,766	\$38,383,957
EQUITY			
Retained Profits		54,980,273	31,870,326
Reserves	11	6,569,493	6,513,631
TOTAL EQUITY		\$61,549,766	\$38,383,957

The accompanying notes form part of these accounts

STATEMENT OF CASH FLOWS YEAR ENDED 30 JUNE 1993

	NOTES	1993 INFLOWS (OUTFLOWS) \$	1992 INFLOWS (OUTFLOWS) \$
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts from customers		13,975,999	11,934,879
Payments to suppliers and employees		(8,973,279)	(7,520,791)
Interest received		343,897	817,738
Queensland Government Levy paid		(480,431)	(472,400)
Net cash inflow from operating activities	B	\$4,866,186	\$4,759,426
CASH FLOWS FROM INVESTING ACTIVITIES			
Payment for property, plant and equipment		(28,846,813)	(3,256,245)
Commonwealth Government Grant		20,000,000	-
Proceeds from sale of equipment		145,150	8,800
Proceeds from loan repayment and agreement with Casino Developers		162,731	132,014
Net cash outflow from investing activities		(\$8,538,932)	(\$3,115,431)
CASH FLOWS FROM FINANCING ACTIVITIES			
Repayment of borrowings		(1,597,760)	(1,713,150)
Interest paid		(317,101)	(745,723)
Loan Raisings		8,000,000	-
Net cash inflow (outflow) from financing activities		\$6,085,139	(\$2,458,873)
Net increase (decrease) in cash held		2,412,393	(814,878)
Cash at beginning of the financial year		5,669,624	6,484,502
Cash at end of the financial year	A	\$8,082,017	\$5,669,624

NOTES TO THE STATEMENT OF CASH FLOWS YEAR ENDED 30 JUNE 1993

	1993 \$	1992 \$
A. Reconciliation of Cash		
For the purposes of this statement of cash flows, cash includes cash on hand and at bank and investments in money market instruments, readily convertible to cash at the investor's option. Cash at the end of the year is shown in the Balance Sheet as:		
Cash on Hand	670	570
Cash at Bank	(13,653)	(138,566)
Deposits at Call	1,020,000	993,193
Term Deposits	7,075,000	4,814,427
	<u>\$8,082,017</u>	<u>\$5,669,624</u>
B. Reconciliation of Operating Profit After Queensland Government Levy and Abnormal Items to Net Cash Inflow from Operating Activities		
Operating Profit after Queensland Government Levy	3,165,809	3,221,244
Depreciation	1,234,299	1,039,962
Interest Expense	326,893	745,723
Profit on Disposal of Non-Current Assets	(57,978)	(856)
Changes in Assets and Liabilities		
(Increase) decrease in Trade Debtors	135,248	(215,483)
Increase (decrease) in Provision for Doubtful Debts	5,257	(368)
(Increase) decrease in Prepayments	(25,795)	(20,362)
(Increase) decrease in Work for Other Bodies	2,179	63,263
(Increase) decrease in Inventories	(26,456)	(134)
Increase (decrease) in operating Trade Creditors	141,740	132,856
Increase (decrease) in operating Retention	(34,464)	(2,973)
Increase (decrease) in other operating Creditors	(98,743)	(296,624)
Increase (decrease) in Provisions	88,588	85,147
Increase in Queensland Government Levy Payable	9,609	8,031
	<u>\$4,866,186</u>	<u>\$4,759,426</u>
Net Cash Inflow from Operating Activities		
	<u>\$4,866,186</u>	<u>\$4,759,426</u>
C. Financing Facilities		

The Authority has available a bank overdraft limit of \$100,000. At 30 June 1993 no amount was drawn on this overdraft. Loan facilities as shown in note 17 to the accounts are provided by the Queensland Treasury Corporation. New borrowings are subject to the approved Loan Programme with the sanction of the Treasurer of Queensland.

NOTES TO AND FORMING PART OF THE ACCOUNTS YEAR ENDED 30 JUNE 1993

STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES AND EXPLANATION OF ITEMS SHOWN IN THE FINANCIAL STATEMENTS

- (a) **Basis of Preparation of the Accounts**
The accounts have been prepared in accordance with the historical cost convention and do not, except where otherwise stated reflect changes in either the general purchasing power of the dollar or in the current value of non-current assets. Revenue and expenditure are brought to account on an accrual basis. Accounting policies adopted are in accordance with the Public Finance Standards, Statements of Accounting Concepts and Australian Accounting Standards.
- (b) **Cash Investments**
All monies invested at 24 hour call and other short term deposits are recorded as cash for financial statement purposes due to the liquidity of these assets.
- (c) **Inventories**
Stores are valued by the first in first out method.
- (d) **Valuation of Property, Plant and Equipment**
Pursuant to a recommendation of the Review of Queensland's Port System, a revaluation of all land held by the Authority (freehold, vested or other tenure) as at 30 June 1991 was finalised by the Department of Lands in

September 1992. This came to a total value of \$25,535,200. Nil acquisitions and disposals have occurred since this date. This valuation assumes that all land is capable of being sold on the open market. However as this may not be possible, under the current tenure of certain lands and as the holdings may be divested from the Authority following corporatisation negotiations, land values have been stated at cost for financial statement purposes.

Land and building forfeited to the Authority in relation to a former lease on Number 10 Berth is valued at its approximate market value.

All other Property, Plant and Equipment is valued at cost.

Property, Plant and Equipment, excluding Land, Breakwaters and Work in Progress are depreciated on a straight line basis so as to allocate the costs thereof over the estimated economic lives of the assets.

Any profit or loss on disposals of Property, Plant and Equipment is determined as the difference between the net book value at the time of disposal and the proceeds of disposal.

NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

Townsville Bulk Sugar Terminal

In terms of the special circumstances surrounding the development of bulk sugar terminals and the provisions of the Harbours Act, the Authority has title to fixed assets comprising the Townsville Bulk Sugar Terminal on land registered in the Authority's name. These assets have not been included in the Balance Sheet as no direct income will be derived by the Authority therefrom as the Queensland Sugar Corporation manages, controls, operates, and maintains the facility under lease arrangements for 99 years at a peppercorn rental.

Special Port Facilities

The following facilities were constructed at no cost to the Authority on land registered in the Authority's name and are managed, controlled, operated and maintained under lease arrangements with the organisations.

Bulk Molasses Terminal - CSR Limited

Fisherman's Marina - Queensland Fish Management Authority

Container Crane - Mount Isa Mines Limited

These assets have not been included in the Balance Sheet.

(e) Employees' Provisions

Provisions for annual leave and long service leave have been made in respect of all current employees from their employment commencement dates.

Sick leave is brought to account as incurred.

The Authority also contributes to a superannuation scheme for employees.

(f) Comparative Figures

Certain comparative figures of the prior year have been restated in order to comply with the current year's presentation of the accounts.

	1993 \$	1992 \$
1. CHARGES ON GOODS		
Harbour Dues	\$9,311,904	\$8,225,081
2. CHARGES ON VESSELS		
Tonnage Rates	\$2,271,382	\$1,933,988
3. CHARGES FOR SERVICES		
Boat Harbour Ross Creek	202,515	182,132
Electricity Sales	178,191	127,355
Boat Harbour Ross River	163,745	176,061
Services to Shipping	135,549	138,143
Water Sales	66,184	87,077
Picnic Bay Jetty	58,604	80,553
Port Services	35,964	222
Breakwater Marina - Mooring Fees	44,049	35,015
Breakwater Marina - Fuel Licence	21,733	18,634
Miscellaneous Plant	5,165	7,994
Port Security	2,800	-
Sale of Sand	-	(1,500)
	<u>\$914,499</u>	<u>\$851,686</u>
4. MAINTENANCE		
Wharves	941,160	610,379
Boat Harbour Ross River	650,618	282,355
Sir Thomas Hiley - Dredging	551,076	825,051
Lands and Tenancies	364,231	381,732
Grab Dredge Barges Maintenance and Operating	268,122	350,947
Miscellaneous Plant*	224,270	108,466
Parks, Gardens, and Cleaning	173,475	152,726
Soundings and Beacons	150,269	30,531
Workshop Expenses*	108,296	(188,018)
Boat Harbour Ross Creek	93,966	81,828
Access Roads and Signs	80,643	294,081
Picnic Bay Jetty	68,524	25,575
Harbour Fire and Pollution Protection	66,423	238,109
Grab Dredge and Barges Overhaul	64,028	47,742
Dredging and Ship Movement Studies	36,464	78,925
Boat Ramp Western Breakwater	-	16,208
	<u>\$3,841,565</u>	<u>\$3,336,637</u>

*Represents net expense after allocation of costs to operating expense and capital expenditure.

NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1993 \$	1992 \$
5. ADMINISTRATION		
Administration	1,981,624	1,539,664
Engineering	326,514	204,385
Public Relations+	223,859	212,822
Stores Shortages	175	204
Wages Overheads*#	-	148,371
Stores*	(41,814)	(34,594)
	<u>\$2,490,358</u>	<u>\$2,070,852</u>

+ Includes the Authority's support of the following Developement Bureaux and community projects:-

Townsville Enterprise Incorporated	52,500	50,000
Townsville Maritime Museum	35,000	28,000
Inland Queensland Tourism and Development Board	4,000	4,000
Lower Burdekin Development Council	2,400	1,200
Townsville Chamber of Commerce	1,174	-
Bureau of Hinchinbrook and Cardwell Shires	300	300
Townsville Coastguard	-	500
Australian Tourism Industry Association	-	450
	<u>\$95,374</u>	<u>\$84,450</u>

* Represents net expense after allocation of costs to operating expenses and capital expenditure.

From 1 July 1992 Wages Overheads are costed to the Executive, Finance, Administration, Engineering, Workshops, and Port Security sections.

6. OPERATIONS		
Port Security	614,886	575,474
Commission on Harbour Dues	605,856	510,778
Insurance	236,331	190,755
Electricity Purchases	233,505	194,705
Services to Shipping	155,241	106,348
Water Purchases	121,517	101,569
	<u>\$1,967,336</u>	<u>\$1,679,629</u>

7. ABNORMAL ITEMS		
Market Value Realisation*	413,819	-
Port Development Preliminary Costs	-	250,965
Administrative Appeals Tribunal Costs	-	185,737
	<u>\$413,819</u>	<u>\$436,702</u>

* From 1 July 1992 the Authority changed methods of valuing it's loan liability with Queensland Treasury Corporation from Weighted Average Book Yield to Weighted Average Participation Rate.

8. QUEENSLAND GOVERNMENT LEVY	<u>\$490,040</u>	<u>\$480,431</u>
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Provisional levy payable to the Department of Transport pursuant to section 168A of the Harbours Act 1955. This levy is based on the 1992 levy plus a CPI factor of 2 percent.

9. COMMONWEALTH GOVERNMENT GRANT

\$20,000,000 received from Commonwealth during 1992/93 as part of "One Nation" Grant was applied to Eastern Port Development.

10. TRANSFER TO AND FROM RESERVES

Transfer from Reserves -		
Maintenance Reserve - Picnic Bay Jetty	68,524	28,386
	<u>\$68,524</u>	<u>\$28,386</u>
Transfer to Reserves -		
Maintenance Reserve - Picnic Bay Jetty	58,604	80,553
Maintenance Reserve - Breakwater Marina	65,782	53,650
	<u>\$124,386</u>	<u>\$134,203</u>

NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1993 \$	1992 \$
11. RESERVES		
Asset Revaluation Reserve*	1,272,057	1,272,057
Asset Replacement and Improvement Reserve	3,726,998	3,726,998
Special Loan Redemption Reserve	521,613	521,613
Maintenance Reserve - Picnic Bay Jetty	338,884	348,804
Maintenance Reserve - Breakwater Marina	317,397	251,615
Maintenance Reserve - Suter Pier Shed	392,544	392,544
	<u>\$6,569,493</u>	<u>\$6,513,631</u>
* Represents former lease on Number 10 Berth forfeited to the Authority.		
12. CASH		
Cash on Hand	670	570
Cash at Bank*	(13,653)	(138,566)
Deposits at Call	1,020,000	993,193
Term Deposits	7,075,000	4,814,427
	<u>\$8,082,017</u>	<u>\$5,669,624</u>
* Amounts include value of unpresented cheques at 30 June which were invested.		
13. RECEIVABLES (CURRENT)		
Trade Debtors	1,208,364	1,343,612
Less Provision for Doubtful Debts	6,888	1,631
	<u>1,201,476</u>	<u>1,341,981</u>
Prepayments	132,158	106,363
CSR Limited+	109,000	66,146
Breakwater Island Trust*	59,856	59,856
Work for Other Bodies	(5,544)	(3,365)
	<u>\$1,496,946</u>	<u>\$1,570,981</u>
14. RECEIVABLES (NON-CURRENT)		
CSR Limited+	1,025,918	1,171,647
Breakwater Island Trust*	359,136	418,992
	<u>\$1,385,054</u>	<u>\$1,590,639</u>

* Receivable up to and including the 1999-2000 financial year.

+ Repayments on Loan raised in respect of the Molasses Storage Tank are paid by the CSR Limited on behalf of the Australian Molasses Pool. The loan is for a 10 year period ending June, 2001.

15. PROPERTY, PLANT & EQUIPMENT

	Cost or Valuation \$	Accumulated Depreciation \$	Net Book Value \$	Net Book Value \$
Wharves	15,464,169	4,147,950	11,316,219	11,582,246
Land	11,679,855	-	11,679,855	11,044,884
Channels and Swing Basins	6,727,768	328,783	6,398,985	6,559,574
Plant and Equipment	5,417,111	1,890,853	3,526,258	2,958,012
Buildings	2,413,519	817,681	1,595,838	1,612,974
Small Boat Harbours and Facilities	1,801,402	563,185	1,238,217	1,287,995
Dredging Plant	1,013,521	603,959	409,562	406,530
Breakwaters	482,971	-	482,971	482,971
Motor Vehicles	384,617	76,130	308,487	230,825
Improvements (Land)	118,334	87,798	30,536	36,139
Access Roads	84,176	62,923	21,253	23,184
Beacons	16,280	9,767	6,513	7,598
Capital Works in Progress*	29,219,551	-	29,219,551	2,421,128
	<u>\$74,823,274</u>	<u>\$8,589,029</u>	<u>\$66,234,245</u>	<u>\$38,654,060</u>
			<u>\$29,219,551</u>	<u>\$2,421,128</u>

* Eastern Port Development

NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1993 \$	1992 \$
16. CREDITORS (CURRENT)		
Trade Creditors	3,002,990	2,704,173
Revenue in Advance	294,177	233,601
Retention	21,236	123,347
Accrued Wages	18,730	48,084
Trust Fund Deposits	17,294	85,844
Inventory	-	27,402
Ship Handling Simulator Contribution	-	25,000
	<u>\$3,354,427</u>	<u>\$3,247,451</u>
17. BORROWINGS		
Current	1,985,000	1,891,259
Non-Current	9,449,098	3,140,598
	<u>\$11,434,098</u>	<u>\$5,031,857</u>

The Queensland Treasury Corporation recorded a market value adjustment of \$746,546 principally as a result of past movements in the market value of liabilities in the Long Term Debt Pool giving a market debt outstanding of \$12,180,644.

18. PROVISIONS

Employees' Long Service Leave	427,453	391,569
Employees' Annual Leave	302,351	249,647
	<u>\$729,804</u>	<u>\$641,216</u>

19. CREDITORS (NON-CURRENT)

Rent in Advance	<u>\$250,981</u>	<u>\$275,181</u>
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20. CONSULTANCY EXPENDITURE

Professional/Technical	1,520,257	873,840
Human Resource Management	19,187	16,095
	<u>\$1,539,444</u>	<u>\$889,935</u>

21. CAPITAL EXPENDITURE COMMITMENTS

Port Development Works*	<u>\$2,309,000</u>	<u>\$5,639,694</u>
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*Depending on works performance these commitments are payable not later than one year.

22. CONTINGENT ASSETS/LIABILITIES

There were no known contingent assets/liabilities of a significant nature at 30 June 1993.

23. SEGMENT REPORTING

The Authority operates predominately in one industry being that of seaport management and control. It operates predominately in one geographic segment being Townsville.

**CERTIFICATE OF THE TOWNSVILLE PORT
AUTHORITY**

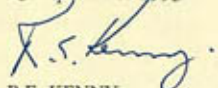
We have prepared the foregoing annual financial statements pursuant to the provisions of the Financial Administration and Audit Act 1977 and certify that -


(a) the foregoing financial statements and notes to and forming part thereof are in agreement with the accounts and records of the Townsville Port Authority;

(b) in our opinion -

- the prescribed requirements in respect of the establishment and keeping of accounts have been complied with in all material respects; and
- the foregoing annual financial statements have been drawn up so as to present a true and fair view, on a basis consistent with that applied in the financial year last preceding, of the transactions of the Authority for the period 1 July 1992 to 30 June 1993 and of the financial position as at the close of that year.

13 September 1993


R.E. KENNY
Chief Executive Officer


M.F. REYNOLDS, A.M.
Chairman

AUDIT CERTIFICATE

I have examined the accounts of the Townsville Port Authority as required by the Financial Administration and Audit Act 1977 and certify as follows -


(a) I have received all the information and explanations which I have required;

(b) the foregoing Profit and Loss Statement, Balance Sheet and Statement of Cash Flows are in agreement with those accounts; and

(c) in my opinion -

- the prescribed requirements in respect of the establishment and keeping of accounts have been complied with in all material respects; and
- the foregoing statements have been drawn up so as to present a true and fair view in accordance with prescribed accounting standards of the transactions of the Townsville Port Authority for the period 1 July 1992 to 30 June 1993, and of the financial position as at 30 June 1993.

24 September 1993


J.G. BUNGEY
Audit Director
(As delegate of the Auditor-General)

EXPORTS Australia - Tonnes 1992/93

Port	General Cargo	Sugar	Molasses	Meat	Hides	Tallow
INTRASTATE						
Bundaberg	-	-	6,977	-	-	-
Dunk Island	788	-	-	-	-	-
John Brewer Reef	1	-	-	-	-	-
Palms Area	3,040	-	-	-	-	-
Thursday Island	6	-	-	-	-	-
TOTAL INTRASTATE	3,835	-	6,977	-	-	-
INTERSTATE						
NEW SOUTH WALES						
Newcastle	383	-	-	-	-	-
Sydney	1,172	-	-	-	-	-
Sub-Total	1,555	-	-	-	-	-
VICTORIA						
Melbourne	-	-	7,465	-	-	-
Geelong	754	-	-	-	-	-
Sub-Total	754	-	7,465	-	-	-
NORTHERN TERRITORY						
Darwin	695	-	-	-	-	-
Sub-Total	695	-	-	-	-	-
TOTAL INTERSTATE	3,004	-	7,465	-	-	-
TOTAL AUSTRALIAN EXPORTS	6,839	-	14,442	-	-	-

EXPORTS Overseas - Tonnes 1992/93

Port	General Cargo	Sugar	Molasses	Meat	Hides	Tallow
BELGIUM						
Antwerp	-	-	13,685	-	-	-
Sub-Total	-	-	13,685	-	-	-
BULGARIA						
Burgas	-	-	-	-	-	-
Sub-Total	-	-	-	-	-	-
CANADA						
Montreal	-	16,200	-	752	-	-
St. John	-	16,600	-	-	-	-
Vancouver	663	40,000	-	219	-	-
Sub-Total	663	72,800	-	971	-	-
CHINA, PEOPLES REPUBLIC OF						
Chiwan	-	19,500	-	-	-	-
Qinghuangdao	-	35,750	-	-	-	-
Shanghai	-	-	-	-	-	1,731
Sub-Total	-	55,250	-	-	-	1,731
GERMANY						
Hamburg	-	-	-	-	-	-
Sub-Total	-	-	-	-	-	-
GUAM						
Guam	40	-	-	-	-	-
Sub-Total	40	-	-	-	-	-
HONG KONG						
Hong Kong	429	-	-	-	-	-
Sub-Total	429	-	-	-	-	-
INDONESIA						
Cochin	-	-	-	-	-	-
Gresik	3,737	-	-	-	-	-
Jakarta	7,017	-	-	698	-	-
Sub-Total	10,754	-	-	698	-	-
ITALY						
Crotone	-	-	-	-	-	-
Porto Vesme	-	-	-	-	-	-
Sub-Total	-	-	-	-	-	-
JAPAN						
Akita	-	-	-	-	-	-
Aomori	-	-	-	-	-	-
Chiba	-	99,000	-	-	-	-
Hachinohe	-	-	-	-	-	-
Hakata	-	5,300	-	134	-	-
Harumi	-	20,000	-	-	-	-
Hikoshima	-	-	-	-	-	-
Hiroshima	-	19,000	-	-	-	-
Kinuula	3,029	-	-	-	-	-
Kobe	255	48,100	-	17	20	489
Mizushima	5,371	-	-	-	-	-
Moji	-	30,000	-	-	-	-
Nagoya	130	-	-	3,231	-	-
Naha	-	-	-	50	-	-
Naoshima	-	-	-	-	-	-
Niihama	-	-	-	-	-	-
Onahama	-	-	-	-	-	-
Optional Ports	86	-	-	-	-	-
Osaka	922	-	-	1,190	149	-
Saganoseki	-	-	-	-	-	-
Shikama	-	-	-	-	-	-
Shimizu	-	5,000	-	-	-	-
Tokyo	-	81,250	-	-	-	-
Yokohama	343	45,000	-	4,146	-	1,001
Sub-Total	10,136	352,650	-	8,768	169	1,490
MALAYSIA						
Port Kelang	-	19,692	-	-	-	-
Prai	-	49,500	-	-	-	-
Sub-Total	-	69,192	-	-	-	-

By Products	Cattle	Refined Copper	Lead Products	Zinc Concentrates	Copper Concentrates	LGM Concentrates	Nickel	Total
-	-	-	-	-	-	-	-	6,977
-	-	-	-	-	-	-	-	788
-	-	-	-	-	-	-	-	1
-	-	-	-	-	-	-	-	3,040
-	-	-	-	-	-	-	-	6
-	-	-	-	-	-	-	-	10,812
-	-	-	-	5,803	-	10,801	-	16,987
-	-	-	-	-	-	-	-	1,172
-	-	-	-	5,803	-	10,801	-	18,159
-	-	-	-	-	-	-	-	7,465
-	-	-	-	-	-	-	-	754
-	-	-	-	-	-	-	-	8,219
-	-	-	-	-	-	-	-	695
-	-	-	-	-	-	-	-	695
-	-	-	-	5,803	-	10,801	-	27,073
-	-	-	-	5,803	-	10,801	-	37,885

By Products	Cattle	Refined Copper	Lead Products	Zinc Concentrates	Copper Concentrates	LGM Concentrates	Nickel	Total
-	-	-	6,509	95,519	1,079	46,591	-	163,383
-	-	-	6,509	95,519	1,079	46,591	-	163,383
-	-	-	-	6,001	-	-	-	6,001
-	-	-	-	6,001	-	-	-	6,001
-	-	-	-	-	-	-	-	16,952
-	-	-	-	-	-	-	-	16,600
-	-	-	6,004	-	-	-	-	46,886
-	-	-	6,004	-	-	-	-	80,438
-	-	-	-	-	-	-	-	19,500
-	-	-	-	-	-	-	-	35,750
-	-	-	-	-	-	-	-	1,731
-	-	-	-	-	-	-	-	56,981
-	-	-	-	-	11,795	-	-	11,795
-	-	-	-	-	11,795	-	-	11,795
-	-	-	-	-	-	-	-	40
-	-	-	-	-	-	-	-	40
-	-	-	-	-	-	-	-	429
-	-	-	-	-	-	-	-	429
-	-	-	-	11,352	-	-	-	11,352
-	-	-	-	-	-	-	-	3,737
880	-	4,530	-	-	-	-	-	13,125
880	-	4,530	-	11,352	-	-	-	28,214
-	-	-	-	17,571	-	-	-	17,571
-	-	-	-	-	-	15,002	-	15,002
-	-	-	-	17,571	-	15,002	-	32,573
-	-	-	-	99,593	-	-	-	99,593
-	-	-	-	-	4,621	-	-	4,621
-	-	-	-	-	-	-	-	99,000
-	-	-	-	10,503	-	39,017	-	49,520
-	-	-	-	-	-	-	-	5,434
-	-	-	-	-	-	-	-	20,000
-	-	-	-	16,505	-	-	-	16,505
-	-	-	-	-	-	-	-	19,000
-	-	-	-	-	-	-	-	3,029
-	-	-	-	-	-	-	-	48,881
-	-	-	-	-	-	-	-	5,371
-	-	-	-	-	-	-	-	30,000
857	-	6,540	-	-	-	-	55	10,813
-	-	-	-	-	-	-	-	50
-	-	-	-	-	5,507	-	-	5,507
-	-	-	-	8,000	9,265	8,001	-	25,266
-	-	-	-	71,096	4,619	-	-	75,715
-	-	-	-	-	-	-	-	86
13	-	11,201	1,016	-	-	-	546	15,037
-	-	-	-	-	9,274	-	-	9,274
-	-	-	5,009	37,729	-	10,509	-	53,247
-	-	-	-	-	-	-	-	5,000
-	-	-	-	-	-	-	-	81,250
1,037	-	8,717	-	-	-	-	739	60,983
1,907	-	26,458	6,025	243,426	33,286	57,527	1,340	743,182
-	-	-	-	-	-	-	-	19,692
-	-	-	-	-	-	-	-	49,500
-	-	-	-	-	-	-	-	69,192

EXPORTS Overseas - Tonnes 1992/93 (continued)

Port	General Cargo	Sugar	Molasses	Meat	Hides	Tallow
MARSHALL ISLANDS						
Majuro Atoll	46	-	-	-	-	-
Sub-Total	46	-	-	-	-	-
MEXICO						
Cancun	7	-	-	-	-	-
Mazatlan	-	-	-	18	-	-
Tampico	-	-	-	-	-	-
Sub-Total	7	-	-	18	-	-
NETHERLANDS						
Aruba	13	-	-	-	-	-
Flushing	11	-	-	-	-	-
Rotterdam	-	-	-	-	-	-
Sub-Total	24	-	-	-	-	-
NEW CALEDONIA						
Noumea	255	-	-	-	-	-
Sub-Total	255	-	-	-	-	-
NEW ZEALAND						
Auckland	238	18,500	-	-	-	-
Sub-Total	238	18,500	-	-	-	-
PAKISTAN						
Karachi	-	-	-	-	-	400
Sub-Total	-	-	-	-	-	400
PAPUA NEW GUINEA						
Kikori	120	-	-	-	-	-
Kiunga	40,568	-	-	342	-	-
Kopi Island	273	-	-	-	-	-
Lae	8,268	-	-	411	-	-
Misima	9,205	-	-	27	-	-
Port Maika	164	-	-	-	-	-
Port Moresby	14,899	-	-	217	-	-
Rabaul	5	-	-	-	-	-
Sub-Total	73,502	-	-	997	-	-
REPUBLIC OF KOREA						
Busan	7	-	-	1,345	150	-
Inchon	-	183,010	-	-	17	1,196
Onsan	-	-	-	-	-	-
Pohang	3,298	-	-	-	-	-
Seoul	-	-	-	287	-	-
Taegu	-	-	-	216	-	-
Ulsan	-	84,300	-	-	-	-
Sub-Total	3,305	267,310	-	1,848	167	1,196
REPUBLIC OF SINGAPORE						
Singapore	7,548	37,811	-	134	1,235	-
Sub-Total	7,548	37,811	-	134	1,235	-
TAIWAN						
Kaohsiung	-	-	-	-	-	1,399
Keelung	-	-	-	-	-	782
Taichung	-	-	-	-	-	1,523
Sub-Total	-	-	-	-	-	3,704
TANZANIA						
Dar-Es-Salaam	-	-	-	-	-	1,432
Sub-Total	-	-	-	-	-	1,432
THAILAND						
Bangkok	346	-	-	-	-	-
Songkhla	55	-	-	-	-	-
Sub-Total	401	-	-	-	-	-
WEST INDIES						
Cayman Island	17	-	-	-	-	-
St. Maarten - Leeward Island	13	-	-	-	-	-
St. Thomas - Virgin Islands	30	-	-	-	-	-
Sub-Total	60	-	-	-	-	-
U.S.S.R						
Nakhodka-Vladivostok	-	22,000	-	-	-	-
Tuapse	-	-	-	-	-	-
Sub-Total	-	22,000	-	-	-	-
UNITED KINGDOM						
London	387	-	-	-	-	-
Sub-Total	387	-	-	-	-	-
UNITED STATES OF AMERICA						
Gulf Port	-	-	49,697	-	-	-
Honolulu	222	-	-	92	-	-
Houston	-	-	41,138	-	-	-
Hueneme	-	-	-	2,325	-	-
Los Angeles	244	-	-	2,028	-	-
New Orleans	-	-	10,901	-	-	-
Philadelphia	-	-	-	2,335	-	-
San Diego	-	-	39,434	-	-	-
San Francisco	13	-	-	1,779	-	-
Tacoma	-	-	-	1,583	-	-
Tampa	-	-	27,144	-	-	-
Sub-Total	479	-	168,314	10,142	-	-
OVERSEAS TOTAL	108,274	895,513	181,999	23,576	1,571	9,953
SUMMATION						
INTRASTATE	3,835	-	6,977	-	-	-
INTERSTATE	3,004	-	7,465	-	-	-
OVERSEAS	108,274	895,513	181,999	23,576	1,571	9,953
TOTAL EXPORTS	115,113	895,513	196,441	23,576	1,571	9,953

By Products	Cattle	Refined Copper	Lead Products	Zinc Concentrates	Copper Concentrates	LGM Concentrates	Nickel	Total
-	-	-	-	-	-	-	-	46
-	-	-	-	-	-	-	-	46
-	-	-	-	-	-	-	-	7
-	-	-	-	-	-	-	-	18
-	-	-	5,001	-	-	-	-	5,001
-	-	-	5,001	-	-	-	-	5,026
-	-	-	-	-	-	-	-	13
-	-	22,239	5,044	-	-	-	17,318	44,612
-	-	-	-	-	1,205	-	-	1,205
-	-	22,239	5,044	-	1,205	-	17,318	45,830
-	-	-	-	-	-	-	-	255
-	-	-	-	-	-	-	-	255
-	-	-	-	-	-	-	-	18,738
-	-	-	-	-	-	-	-	18,738
-	-	-	-	-	-	-	-	400
-	-	-	-	-	-	-	-	400
-	-	-	-	-	-	-	-	120
-	-	-	-	-	-	-	-	40,910
-	-	-	-	-	-	-	-	273
625	-	22	-	-	-	-	-	9,326
-	-	-	-	-	-	-	-	9,232
-	-	-	-	-	-	-	-	164
317	-	82	-	-	-	-	-	15,515
-	-	-	-	-	-	-	-	5
942	-	104	-	-	-	-	-	75,545
-	-	1,988	-	-	-	-	2,828	6,318
-	-	-	6,069	67,940	-	-	-	184,223
-	-	-	-	-	-	-	-	74,009
-	-	-	-	-	-	-	-	3,298
-	-	-	-	-	-	-	-	287
-	-	-	-	-	-	-	-	216
-	-	-	-	-	-	-	-	84,300
-	-	1,988	6,069	67,940	-	-	2,828	352,651
45	-	38,084	-	-	-	-	-	84,857
45	-	38,084	-	-	-	-	-	84,857
-	-	-	-	-	-	-	-	1,399
-	-	5,341	-	-	-	-	-	6,123
-	-	-	-	-	-	-	-	1,523
-	-	5,341	-	-	-	-	-	9,045
-	-	-	-	-	-	-	-	1,432
-	-	-	-	-	-	-	-	1,432
-	1,127	-	-	-	-	-	-	1,473
-	308	-	-	-	-	-	-	363
-	1,435	-	-	-	-	-	-	1,836
-	-	-	-	-	-	-	-	17
-	-	-	-	-	-	-	-	13
-	-	-	-	-	-	-	-	30
-	-	-	-	-	-	-	-	60
-	-	-	-	-	-	-	-	22,000
-	-	-	-	10,003	-	-	-	10,003
-	-	-	-	10,003	-	-	-	32,003
-	-	23,447	197,897	-	-	-	1,761	223,492
-	-	23,447	197,897	-	-	-	1,761	223,492
-	-	-	-	-	-	-	-	49,697
-	-	-	-	-	-	-	-	314
-	-	-	-	-	-	-	-	41,138
-	-	-	-	-	-	-	-	2,325
-	-	-	-	-	-	-	-	2,272
-	-	-	-	-	-	-	-	10,901
-	-	-	-	-	-	-	-	2,335
-	-	-	-	-	-	-	-	39,434
-	-	-	-	-	-	-	-	1,792
-	-	-	-	-	-	-	-	1,583
-	-	-	-	-	-	-	-	27,144
-	-	-	-	-	-	-	-	178,935
3,774	1,435	122,191	232,549	451,812	47,365	119,120	23,247	2,222,379
-	-	-	-	-	-	-	-	10,812
-	-	-	-	5,803	-	10,801	-	27,073
3,774	1,435	122,191	232,549	451,812	47,365	119,120	23,247	2,222,379
3,774	1,435	122,191	232,549	457,615	47,365	129,921	23,247	2,260,264

IMPORTS Australia - Tonnes 1992/93

Port	General Purpose Oil	Yabulu Oil	General	Nickel Ore	Gypsum	Copper Concentrates	Total
INTRASTATE							
Brisbane	354,145	2,373	95	-	-	-	356,613
Palms Area	-	-	11	-	-	-	11
TOTAL INTRASTATE	354,145	2,373	106	-	-	-	356,624
INTERSTATE							
NEW SOUTH WALES							
Newcastle	-	-	5,014	-	-	-	5,014
Sydney	27,080	3,142	5,188	-	-	-	35,410
Sub-Total	27,080	3,142	10,202	-	-	-	40,424
SOUTH AUSTRALIA							
Adelaide	-	3,488	-	-	-	-	3,488
Port Stanvic	1,846	-	-	-	-	-	1,846
Thevenard	-	-	-	-	5,761	-	5,761
Sub-Total	1,846	3,488	-	-	5,761	-	11,095
VICTORIA							
Geelong	183,765	11,358	-	-	-	-	195,123
Westernport	4,183	-	-	-	-	-	4,183
Sub-Total	187,948	11,358	-	-	-	-	199,306
TASMANIA							
Burnie	-	-	30	-	-	-	30
Sub-Total	-	-	30	-	-	-	30
TOTAL INTERSTATE	216,874	17,988	10,232	-	5,761	-	250,855
TOTAL AUSTRALIAN IMPORTS	571,019	20,361	10,338	-	5,761	-	607,479

IMPORTS Overseas - Tonnes 1992/93

Port	General Purpose Oil	Yabulu Oil	General	Nickel Ore	Gypsum	Copper Concentrates	Total
BAHRAIN							
Bahrain	1,959	-	30	-	-	-	1,989
Sub-Total	1,959	-	30	-	-	-	1,989
CANADA							
Vancouver	-	-	1,270	-	-	-	1,270
Sub-Total	-	-	1,270	-	-	-	1,270
INDIA							
Bombay	-	-	119	-	-	-	119
Madras	-	30,559	-	-	-	-	30,559
Sub-Total	-	30,559	119	-	-	-	30,678
INDONESIA							
Amamapare	-	-	-	-	-	11,185	11,185
Gebe Island	-	-	-	812,065	-	-	812,065
Jakarta	-	-	41	-	-	-	41
Santan	13,324	-	-	-	-	-	13,324
Sub-Total	13,324	-	41	812,065	-	11,185	836,615
JAPAN							
Hiroshima	-	-	409	-	-	-	409
Kanda	-	-	879	-	-	-	879
Kobe	-	-	264	-	-	-	264
Nagoya	-	-	5,072	-	-	-	5,072
Osaka	-	-	2,469	-	-	-	2,469
Yokkaichi	-	-	8	-	-	-	8
Yokohama	-	-	4,038	-	-	-	4,038
Sub-Total	-	-	13,139	-	-	-	13,139
KUWAIT							
Kuwait	-	-	63	-	-	-	63
Sub-Total	-	-	63	-	-	-	63
MALAYSIA							
Kemaman	2,106	-	-	-	-	-	2,106
Terenggaun	847	-	-	-	-	-	847
Sub-Total	2,953	-	-	-	-	-	2,953
NEW CALEDONIA							
Baie Ugue	-	-	-	301,541	-	-	301,541
Kouaoua	-	-	-	893,980	-	-	893,980
Nakety	-	-	-	501,275	-	-	501,275
Noumea	-	-	29	-	-	-	29
Teoudie	-	-	-	63,710	-	-	63,710
Sub-Total	-	-	29	1,760,506	-	-	1,760,535

IMPORTS Overseas - Tonnes 1992/93 (continued)

Port	General Purpose Oil	Yabulu Oil	General	Nickel Ore	Gypsum	Copper Concentrates	Total
PAKISTAN							
Colombo	-	-	304	-	-	-	304
Karachi	-	-	19	-	-	-	19
Sub-Total	-	-	323	-	-	-	323
PAPUA NEW GUINEA							
Angoram	-	-	1,202	-	-	-	1,202
Kiunga	-	-	5,802	-	-	-	5,802
Kopi Island	-	-	289	-	-	-	289
Lae	-	-	2,565	-	-	-	2,565
Misima	-	-	106	-	-	-	106
Middletown	-	-	3	-	-	-	3
Port Maika	-	-	341	-	-	-	341
Port Moresby	-	-	5,420	-	-	-	5,420
Sub-Total	-	-	15,728	-	-	-	15,728
REPUBLIC OF KOREA							
Busan	-	-	56	-	-	-	56
Ulsan	-	-	237	-	-	-	237
Sub-Total	-	-	293	-	-	-	293
REPUBLIC OF PHILIPPINES							
Tabangao (Batangas)	1,506	-	-	-	-	-	1,506
Sub-Total	1,506	-	-	-	-	-	1,506
REPUBLIC OF SINGAPORE							
Singapore	56,870	74,294	4,504	-	-	-	135,668
Sub-Total	56,870	74,294	4,504	-	-	-	135,668
SAUDI ARABIA							
Damman	-	-	52	-	-	-	52
Sub-Total	-	-	52	-	-	-	52
UNITED ARAB EMIRATES							
Dubai	-	-	222	-	-	-	222
Muscat (Oman)	-	-	60	-	-	-	60
Sub-Total	-	-	282	-	-	-	282
UNITED STATES OF AMERICA							
Los Angeles	-	-	3	-	-	-	3
Long Beach	-	-	24	-	-	-	24
San Francisco	-	-	10	-	-	-	10
Sub-Total	-	-	37	-	-	-	37
OVERSEAS TOTAL	76,612	104,853	35,910	2,572,571	-	11,185	2,801,131
SUMMATION							
INTRASTATE	354,145	2,373	106	-	-	-	356,624
INTERSTATE	216,874	17,988	10,232	-	5,761	-	250,855
OVERSEAS	76,612	104,853	35,910	2,572,571	-	11,185	2,801,131
TOTAL IMPORTS	647,631	125,214	46,248	2,572,571	5,761	11,185	3,408,610

SUMMARY OF IMPORTS - Tonnes 1986-1993

	1986	1987	1988	1989	1990	1991	1992	1993
GENERAL	20,156	17,126	25,997	44,413	43,007	29,157	36,598	46,248
OIL								
General Purpose	608,203	586,048	645,127	639,671	755,839	697,903	716,323	748,919
Liquid Gas	2,154	10,907	9,824	11,777	15,042	19,118	19,355	23,926
	620,357	596,955	654,951	651,448	770,881	717,021	735,678	772,845
FERTILIZER								
Bulk	-	10,084	6,099	9,464	1,430	-	1,016	-
Liquid	12,496	-	-	-	-	-	-	-
	12,496	10,084	6,099	9,464	1,430	-	1,016	-
NICKEL ORE	30,325	41,082	118,013	414,026	1,078,666	1,642,993	2,303,687	2,572,571
SULPHUR	--	2,070	5,995	-	-	-	-	-
GYP SUM	15,201	18,798	-	20,134	17,196	10,238	14,133	5,761
GRANULATED IRON SLAG	-	-	-	15,786	-	-	-	-
CLINKER	-	-	-	-	46,566	9,658	-	-
COPPER CONCENTRATES	-	-	-	-	-	-	-	11,185
TOTAL (Mass Tonnes)	698,535	686,115	811,055	1,155,271	1,957,746	2,409,067	3,091,112	3,408,610

SUMMARY OF EXPORTS - Tonnes 1986-1993

	1986	1987	1988	1989	1990	1991	1992	1993
GENERAL	19,946	40,511	82,270	130,470	116,006	114,479	99,566	115,113
MEAT & ASSOCIATED PRODUCTS								
Frozen	6,253	16,264	26,731	25,449	18,159	16,318	15,664	23,576
Hides	785	1,914	764	723	1,180	1,360	1,173	1,571
Tallow	6,722	11,445	10,242	6,862	10,654	10,829	11,340	9,953
By-Products	4,024	7,629	7,335	4,638	7,451	7,200	8,806	3,774
	17,784	37,252	45,072	37,672	37,444	35,707	36,983	38,874
MINERALS								
Refined Copper	69,187	79,252	86,310	88,197	109,646	143,866	123,144	122,191
Concentrates:								
Copper	85,189	20,659	15,836	33,046	46,201	111,430	53,780	47,365
Zinc	437,905	444,438	415,819	381,012	341,110	464,894	458,161	457,615
LGM	10,172	103,061	116,543	106,305	181,326	139,669	181,565	129,921
Lead Products	227,605	147,191	171,797	166,158	162,660	139,274	197,596	232,549
Nickel	20,918	24,192	26,364	25,343	22,279	21,067	21,812	23,247
Rock Phosphates	15,305	15,311	7,303	-	-	-	-	-
	866,281	834,104	839,972	800,061	863,222	1,020,200	1,036,058	1,012,888
MOLASSES	119,858	96,138	115,106	149,266	188,194	140,383	81,929	196,441
SUGAR	560,445	578,801	575,179	599,247	632,411	630,812	570,810	895,513
CATTLE	(3,282 Head)	(11,044 Head)	(774 Head)	(8,592 Head)	(6,306 Head)	(9,628 Head)	(16,986 Head)	(2,870 Head)
	1,641	5,522	387	4,296	3,153	4,814	8,493	1,435
TOTAL (Mass Tonnes)	1,585,955	1,592,328	1,657,986	1,721,012	1,840,430	1,946,395	1,833,839	2,260,264

TOTAL THROUGHPUT

	1986	1987	1988	1989	1990	1991	1992	1993
Tonnages (Mass Tonnes)	2,284,490	2,278,443	2,469,041	2,876,283	3,798,176	4,355,462	4,924,947	5,668,874

SHIPPING INFORMATION 1986 - 1993

Only vessels over 200 tons Included	1986	1987	1988	1989	1990	1991	1992	1993
Cargo Vessels	264	297	332	371	374	368	376	463
Gross Tonnage	4,271,559	3,624,877	3,679,802	4,206,520	4,922,188	5,019,189	5,381,454	6,668,539
Passenger Vessels	-	-	7	4	4	5	12	9
Gross Tonnage	-	-	148,879	78,028	83,628	80,993	151,238	116,626
Naval Vessels	22	26	23	25	27	34	68	59
No GRT Recorded	-	-	-	-	-	-	-	-
Bunkers	8	6	2	7	1	1	1	2
Gross Tonnage	77,065	36,919	5,188	29,319	2,629	27,262	21,619	2,282
Other Vessels	60	43	66	66	45	58	47	45
Gross Tonnage	29,534	17,172	59,765	57,740	27,461	83,936	37,312	26,530
Total No. of Vessels	354	372	430	473	451	466	504	578
Total Gross Tonnage	4,378,158	3,678,968	3,893,634	4,371,607	5,035,906	5,211,380	5,591,623	6,813,977

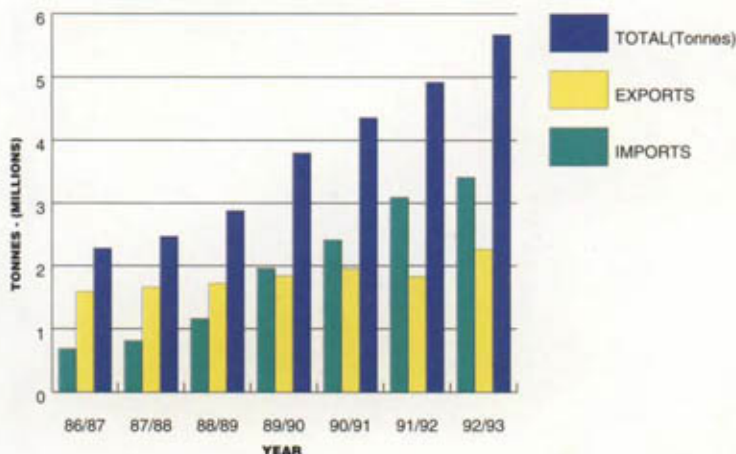
CARGO RECORDS 1976 - 1993

	DATE	VESSEL	RECORD
Imports	30/05/93	Maersk Tanjong	discharged 63,710 tonnes of Nickel Ore
Exports	19/12/77	Nestor	loaded 43,772 tonnes of Raw Sugar
Deepest Draft Vessel	30/05/93	Maersk Tanjong	12.50 metres loaded with Nickel Ore
Longest Vessel	19/06/89	Taiko	262.08 metres
Highest D.W.T. Tonnage	26/03/76	Capetan Carras	85 108 tonnes
Widest Beam	12/05/81	Tokurasan Maru	37.57 metres

TOWNSVILLE PORT AUTHORITY ANNUAL REPORT '93

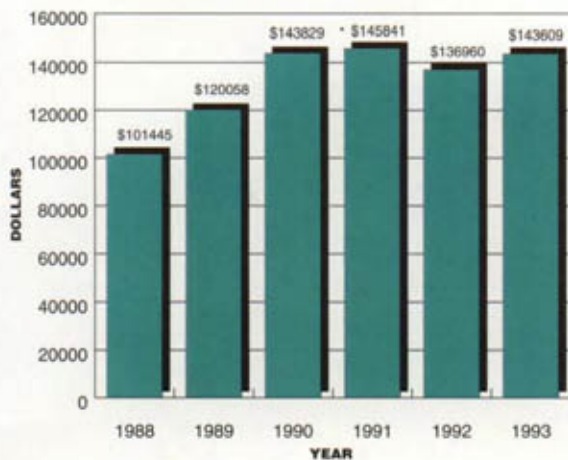
PERFORMANCE INDICATORS

GROWTH IN TRADE SINCE 1986/1987

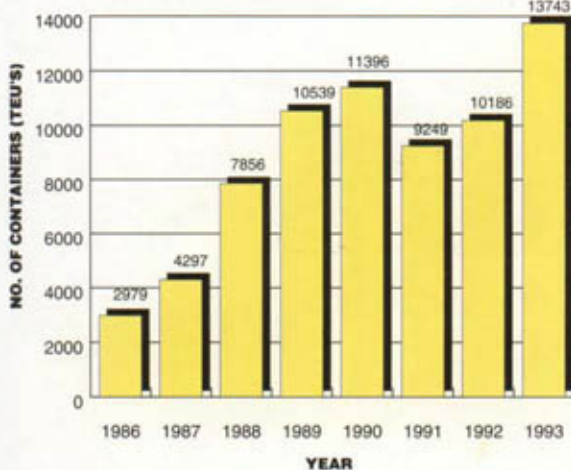


	86/87	87/88	88/89	89/90	90/91	91/92	92/93
Mass Tonnes	2,278,443	2,469,041	2,876,283	3,798,176	4,355,462	4,924,947	5,668,874
% Increase	-	8.4%	26.2%	66.7%	91.2%	116.2%	148.8%

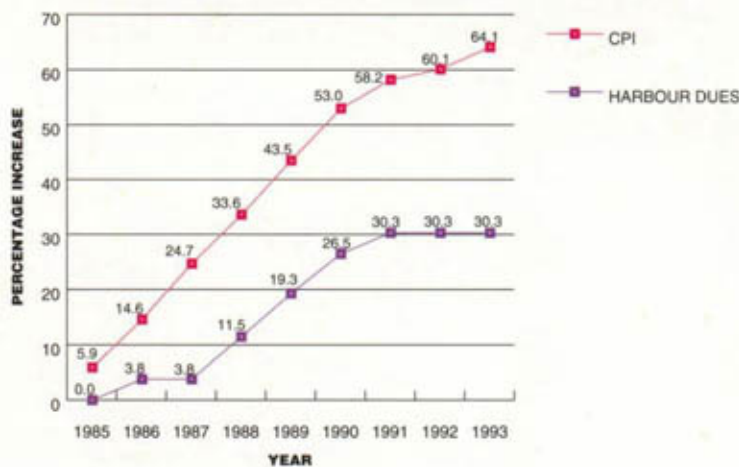
REVENUE PER EMPLOYEE



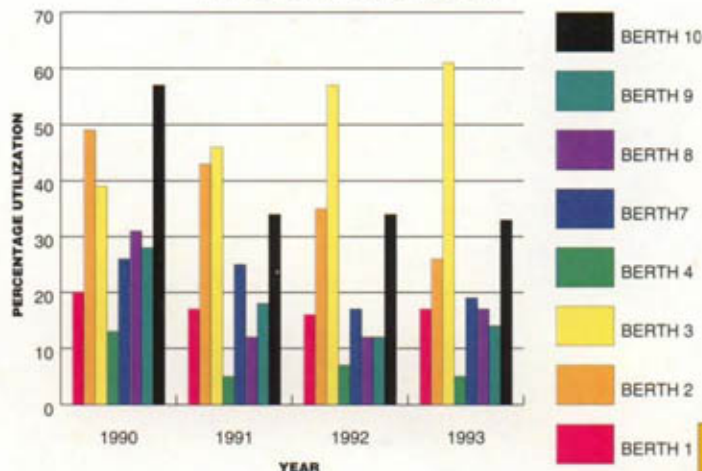
CONTAINER TRADE 1986-1993



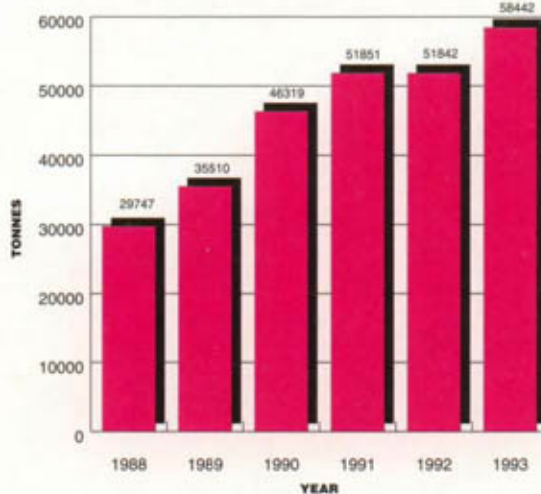
HARBOUR DUES INCREASE VERSES CPI INCREASE



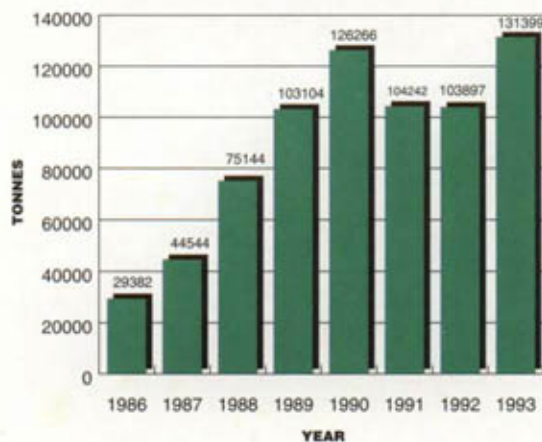
BERTH UTILIZATION %



TRADE THROUGHPUT PER EMPLOYEE



CONTAINER TONNES 1986-1993





TOWNSVILLE PORT AUTHORITY

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