

**TOWNSVILLE  
PORT  
AUTHORITY**

# **ANNUAL REPORT 1994 - 1995**



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**TOWNSVILLE PORT AUTHORITY**

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# CORPORATE GOALS

***Our Mission:- To manage, develop and market the Port of Townsville in the most cost effective manner, having regard to commercial rates of return for the ultimate benefit of the Port's clients and the region the Port serves.***

The Authority's goals are reflected in seven 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.
- **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.
- **Infrastructure Planning and Development** — To plan for future development of the Port taking account of transport considerations (intermodal, interfacing and access), and the maximisation of throughput in conjunction with the commercial considerations of clients.
- **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 and Administration** — To maintain an independent and commercially viable business operation through effective management, which achieves a satisfactory rate of return on assets.
- **Human Resource Management** — To promote employee commitment and job satisfaction through the provision of an appropriate organisational structure as well as employee consultation and communication and the provision of adequate training and development.
- **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.







# EXECUTIVE SUMMARY

- TPA recorded its 8th consecutive year of record trade throughput with in excess of 6.65 million tonnes of cargo passing through the Port — growth since 1986/87 of over 192 percent.
- Individual trade records were set for bulk oil and gas, fertiliser, molasses, nickel, frozen meat and sugar — raw sugar exports exceeded 1 million tonnes for the first time in 1994/95.
- Record container trade was established at 232,076 tonnes — a 36% increase on last year. A total of 22,804 TEUs passed through the Port.
- TPA recorded a bottom line profit of \$3.3 million.
- Major dredging program to re-establish the entrance channels to their design depth of 11.7 metres LAT was completed.
- Wharf No. 9 was upgraded to handle Panamax sugar ships.
- The Port's new dedicated tug berth facility at Suter Pier was completed.
- TPA's *Port Development Plan* is already having a positive impact.
- TPA commenced working towards Quality Assurance (QA) accreditation.
- A planned Outer Berth proceeded into the next stage of development with major dredging works, wharf design and an IAS.
- The Authority and Queensland Rail co-operated to encourage trades from the Carpentaria/Mount Isa Mineral Province to use the existing rail line between Townsville, Mount Isa and the Port.
- Queensland Nickel Pty Ltd successfully relocated the company's nickel ore importing operations from No. 3 to No. 2 wharf and commenced work on new handling facilities at No. 2 wharf.
- The Authority's new Engineering Services and Operations Centre started to take shape and is expected to be completed by December 1995.

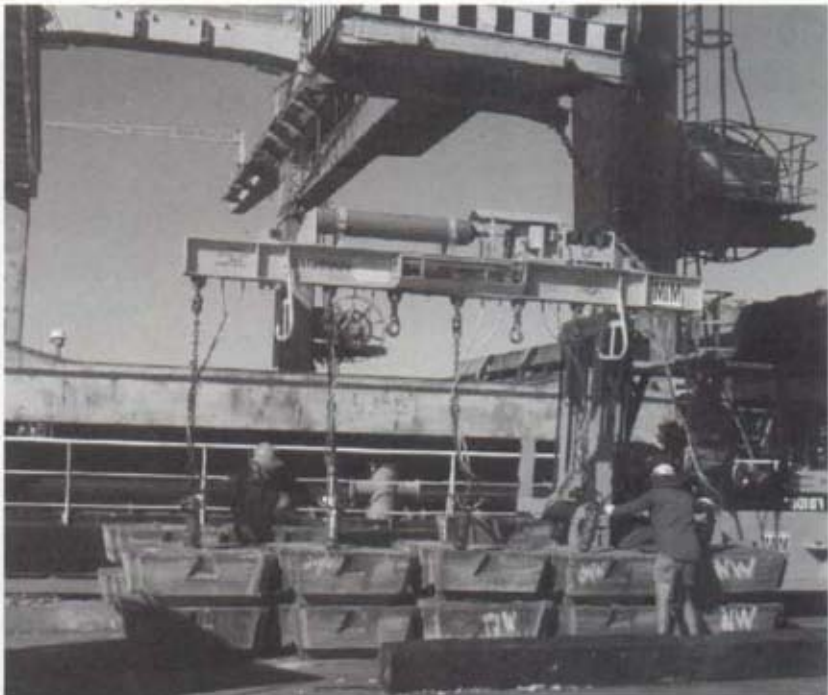


# FINANCIAL HIGHLIGHTS

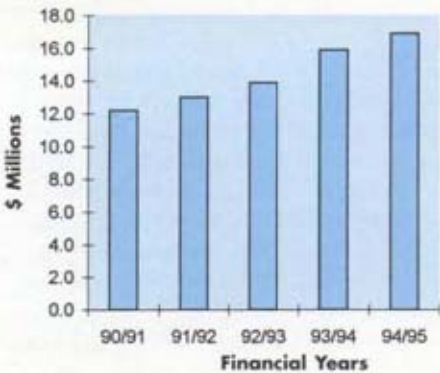
The Authority achieved an operating profit of \$3.9 million. The operating profit after Queensland Government Levy and abnormal items was \$3.3 million.

Total operating revenue for the period was \$16.9 million, an increase of \$1 million or 6.29 percent on the previous year. This increase is directly attributable to the favourable increase in harbour dues and tonnage rates income as a result of the record cargo throughput for the year. Operating expenses for the year increased by \$1.2 million or 10.34 percent which was mainly attributable to an increase in maintenance dredging by "Sir Thomas Hiley".

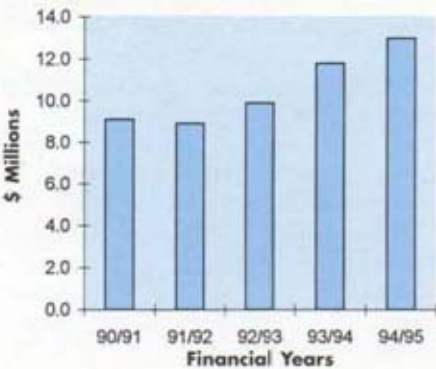
Capital expenditure for the twelve months was \$6.4 million which included expenditure on the Authority's Engineering Services and Operations Centre, Eastern Port Development reclamation, wharf extensions, fender upgrades, and the Authority's capital dredging program. There were no loan raisings during 1994/95. In all, the Authority has achieved an excellent result when compared with financial targets set for the 1994/1995 financial year.



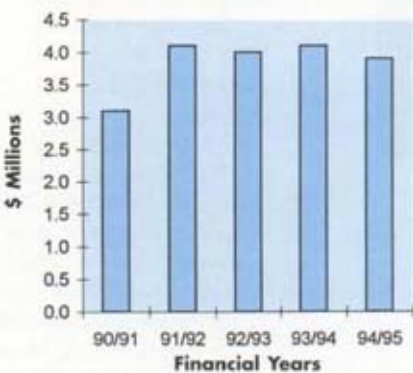
Operating Revenue 1990-1995



Operating Expenses 1990-1995



Operating Profit\* 1990-1995



\*Before abnormal items and Queensland Government Levy





# CHAIRMAN'S REPORT

For the fifth year in succession I am pleased to report that the Port of Townsville has continued its programme of development and once again achieved record trade figures.

The focus of our development works remains the Eastern Port Development adjacent to Wharves 2, 3 and 4. Launched by the Prime Minister, the Honourable Paul Keating in 1992/93 as part of the Commonwealth Government's "One Nation" strategy, the Eastern Port Development has maintained its momentum to the extent that the Port is now strategically placed to exploit a range of development opportunities.

Since 1992/93 more than \$120 million has been committed to capital works in Townsville Port by the Authority and its port users. BHP Minerals' recent announcement that they are proceeding with the Cannington Mine and the construction of a minerals concentrates wharf at the Port will lead to a further \$55 million of investment.

The rapid growth of the Port of Townsville in recent years can be attributed to a number of factors. Chief among these is the Authority's confidence in the Port's future. It is an outcome which owes a great deal to the calibre of both my fellow Directors and the employees of the Authority. At the same time it is an endorsement of the policies of the Queensland Government, and in particular, the very important step taken by the first Goss Government when it carried out the Review of Queensland's Port Authorities.

A second factor which should not be lost sight of is the degree of confidence in the region which is serviced by the Port of Townsville. Business and government agencies are not only seeking new markets, solutions and ideas to generate development, but there is a new found willingness to work together for the common good of north Queensland. In this regard I would like to record my appreciation for the support given to the Authority by the Townsville City Council and the region's peak marketing group, Townsville Enterprise Limited.

Trade throughput for the financial year was a Port record for the eighth consecutive year. Since 1986-87 trade has increased by more than 192 percent, ie from 2.28 million tonnes then to over 6.65 million tonnes this financial year.

There were also strong individual trade records. These included the importation of 914,588 tonnes of oil and gas and exports of 1,003,073 tonnes of sugar, 222,093 tonnes of molasses, 29,008 tonnes of nickel and frozen meat exports of 41,179 tonnes. Sugar shipments exceeded 1 million tonnes per annum for the first time and are expected to increase again in the coming year. The newly upgraded facilities at Number 9 Berth, designed to accommodate Panamax ships, demonstrate this regional industry's confidence in the future of the sugar trade. Townsville Port's sugar exports for the year accounted for almost a quarter of Queensland's total trade of 4.3 million tonnes. The container trade has also figured prominently in the Port's record results, rising by 36 percent on last year's throughput, to 232,076 tonnes. The Authority is continuing to work towards improved inter-modal linkages which will see the Port getting an even larger share of the container trade now handled through southern ports.

As the principal Port of northern Australia, Townsville is well placed to service the growing Asian and Pacific Rim markets.

The Port of Townsville is the doorway to the rich mineral deposits in the Carpentaria Mount Isa Minerals Province. Already being described in the media as the World's richest mineral deposit, the Minerals Province is linked to the Port by excellent rail and road services to Mount Isa.

The importance of the Port's relationship to the Carpentaria Mount Isa Minerals Province was formalised during 1994/95 by the creation of the Mount Isa to Townsville Economic Development Zone. As a major player in the establishment of this body, the Authority is confident that regional centres within the Zone can now work much more closely in co-ordinating and realising the benefits of regional development.

During the year the Authority finalised its Land Use Plan pursuant to Section 98 of the Transport Infrastructure Amendment Act 1994. As an extension of the Authority's *Port Development Plan*, the Land Use Plan is aimed at the management of the Authority's land assets, both within the life of the current *Port Development Plan* and beyond.

The objectives of our Land Use Plan will be to:-

- Accommodate efficient and effective port operations.
- Accommodate complementary port dependent industrial development.
- Optimise the effective utilisation of transport infrastructure.
- Accommodate Community Service Obligations (CSOs).



- Manage impact on adjoining land use.
- Manage impact on natural values.
- Maintain capacity and flexibility to respond to future needs.
- Minimise capital and recurrent cost burdens.

The finalisation of the *Port Development Plan* and the *Land Use Plan* will allow the Port to strategically plan towards both short and long-term planning horizons.

It has been a very busy year for the Authority and the Port of Townsville as a whole. We are now entering our first year as a corporatised statutory authority. Whilst that milestone will present new challenges, I believe that the Authority is very well equipped to deal with these, whilst ensuring that the highest standards of performance and commitment to service are achieved. As Chairman I would like to thank all of our Port Users, and in particular Mr

Rick Woods, Chairman of the Port Advisory Body, for the goodwill and effort during the year. The Port of Townsville's standing today is a reflection of their commitment and endeavour.

Of particular note this year was the retirement of the Authority's Deputy Chairman, the Honourable Max D Hooper, OAM. Mr Hooper was appointed as a Director of the Authority in June 1985 and Deputy Chairman from December 1987. His significant contribution to the development of the Port, together with his assistance and support to the Directors and Officers of the Authority, is greatly appreciated.

On behalf of the Board of Directors, I wish to express my appreciation to the Chief Executive Officer, senior management and the Authority's employees who have been unfailing in their dedication and support during the last financial year.

**M.F. Reynolds AM**





# BOARD OF DIRECTORS

**Mr. M.F. Reynolds A.M. (Chairman)**

Mike Reynolds presently holds the dual directorships of the Northern Australia Social Research Institute and the Centre for Social & Welfare Research, both of which are situated within the School of Behavioural Sciences at James Cook University in Townsville.

Previous to taking up his present positions, he held the position of Professor of Local Government Studies in the Faculty of Management at the University of Canberra and was the Director of the Australian Centre for Local Government Studies for the past three years. He has also been appointed for the following three years as Visiting Professor of Local Government Studies at the University of Canberra.

Mr. Reynolds was an elected member of the Townsville City Council for 16 years, from 1973 until his retirement from local government in 1989. He was Deputy Mayor of Townsville from 1976 to 1980 and was Mayor of the City of Townsville from 1980 until 1989. He was an executive member of the Local Government Association of Queensland from 1984 to 1989.



**Mr. D.C. Brown** (Director)  
B.Ec., FCPA



**Mr. W. Douglas** (Director) DipQS,  
FAIQS, FRICS

Mr. Brown is Chief Manager of the CSR Burdekin Mills. He is a member of several sugar industry committees and development/educational organisations in the Burdekin region.

Mr. Douglas is Director of the Townsville-based Quantity Surveying practice, Douglas Stark Pty Ltd, and is involved in numerous Townsville based sporting organisations.





**Ms. T. Cassimatis**  
(Director)

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 involved in many Townsville community projects, in particular the Ethnic community and received the 1994 Queensland Ethnic Community Services Award.



**Mr. T.G. Parker**  
(Director)

Mr. Parker was employed as a Waterside Worker in the East Coast Australian Ports for 18 years before retirement. He is a member of the Mt. Isa to Townsville Economic Development Zone Management Committee. He is involved in many community issues including organiser of the annual "BCC Kids Against Cancer" Balloon Launch. Mr. Parker was named 1995 Townsville Citizen of the Year.



**Cr. A.J. Mooney**  
(Director) B.Ed BA Hons

Cr. Mooney is Mayor of Townsville. Cr. Mooney represents the City on the Townsville Enterprise Limited Board, Townsville/Thuringowa Water Supply Board, and is Board Chairman of both the Townsville Breakwater Entertainment Centre and Willows Sporting Complex Joint Venture Boards. He is

also President of the Urban Local Government Association of Queensland and President Elect of the Pacific-Asian Congress of Municipalities (PACOM). Cr. Mooney is Vice Patron of the National Trust of Queensland and Patron of a wide range of sporting and community groups.



**Captain R.C. Johnson**  
(Ex-Officio Member) Master Class 1, MNI, MCIT, CMMA

Captain Johnson has had experience on a wide range of commercial vessels. He was appointed Townsville Harbour Master in May 1990 and then Regional Harbour Master in May 1991, to incorporate all ports and maritime activity from Cardwell to Bowen. He is Chairman of Queensland Transport's

Marine Management Group which is responsible for maritime safety, service and delivery in the state.



## SENIOR EXECUTIVES



**CHIEF EXECUTIVE OFFICER**

Mr R. E. Kenny  
BA (Qld) FCIT



**MANAGER ADMINISTRATION  
AND TRADE DEVELOPMENT**

Mr B. W. Holden  
B Com, CPA, MCIT



**MANAGER OPERATIONS  
AND SENIOR ENGINEER**

Mr B. Berwick  
BE (Civil), Dip Prof Man,  
MIE Aust, RPEQ



**MANAGER FINANCE**

Mr J.A. Sheriff  
B Com, FCPA





# MANAGEMENT STRUCTURE

## Board of Directors

During 1994/95, 11 ordinary Board meetings and one (1) special Board meeting were held with an attendance of 90 percent.

Townsville Port Authority's Board of Directors is appointed by Her Excellency, the Governor in Executive Council, pursuant to the *Government Owned Corporations Act 1993*. The expiry dates of the Directors' terms of appointment are as follows:-

Mr Michael F. Reynolds	30 June 1999
Mr Don C. Brown	30 June 1999
Mr Anthony J. Mooney	30 June 1999
Ms Tola Cassimatis	30 June 1997
Mr Teasdale Parker	30 June 1997
Mr William Douglas	30 June 1997
Captain Richard Johnson,	the Regional Harbour Master for the Department of Transport in Townsville is an ex-officio member of the Board.

## Our Role

Our mission is to manage, develop and market the Port of Townsville in the most cost effective manner, having regard to commercial rates of return for the ultimate benefit of the Port's clients and the region which the Port serves.

Townsville Port Authority is the manager of Townsville Port which has a land and sea area jurisdiction in excess of 400 sq km's. Townsville Port has been Queensland's fastest growing Port for the past five (5) years and in the current year handled more than 6.65 million tonnes of cargo. The Port is located on the east coast of Australia, 1359km by road from Brisbane, the State's Capital, and is a mix of Townsville Port Authority, Queensland Government and privately owned and operated facilities and services.

Towage, line boat and stevedoring services are provided by the Private Sector. Pilotage services are provided by the Queensland Department of Transport whilst Townsville Port Authority undertakes other major shipping related services including Port control, security and port protection, telephones, power and water.





# CHIEF EXECUTIVE OFFICER'S REPORT

During 1994/95 the Authority continued to direct its energies towards further improvements in the Port's existing wharves, ensuring optimum dredged depths in the Entrance Channels, Swing Basin and Berth Pockets and further expansion within the Eastern Port Development area to accommodate new trades.

Capital works at Berths 1 and 9 have seen both these wharves upgraded to take panamax class vessels up to 65,000 tons (DWT). Counting Berths 2 and 3, the Port now has four (4) panamax berths out of a total of eight (8) operational wharves.

At Number 8 Berth, the Authority expended more than \$2 million lengthening the wharf by 30 metres and refendering it to handle panamax ships now entering the Middle East sugar trade. The first panamax bulk sugar carrier is expected to call at Townsville in late September 1995.

Adjacent to Number 9 Berth, at the sea end of Suter Pier, the Authority has also constructed new wharf facilities for the Port's two (2) tugs. The new tug facilities were officially opened by the Chairman of Townsville Port Authority on 18 July 1995.

During the year Queensland Nickel Pty Limited relocated their nickel ore importing operation from Number 3 to Number 2 Wharf. At the same time the Company let contracts to extend Number 2 Wharf and to purchase a new ore unloader. Queensland Nickel Pty Limited has surcharged and wick drained the conveyor route linking Number 2 Wharf to the rail loading facilities on the balloon loop.

The Authority has entered into a number of agreements with Queensland Nickel Pty Limited in relation to their port operations including an Environmental Management Plan (EMP) for the importation of nickel ore. Queensland Nickel Pty Limited's EMP will eventually form part of the Authority's overall EMP for the Port of Townsville.

Queensland Nickel Pty Limited plans to spend \$45 million on infrastructure to support their nickel ore importing operation at Number 2 Wharf. Not only is the Company now a major port user but Queensland Nickel Pty Limited is also a substantial contributor to the economic well being of the City of Townsville and its surrounds.

In 1994/95 the Authority continued its capital work's programme aimed at improving dredged depths in the Port. The Port of Brisbane Corporation's dredge "Sir Thomas Hiley" was able to re-establish the Entrance Channels at their constructed depth of 11.7 metres LAT. At the same time the Authority used as much of the dredged material as could be economically recovered to carry out additional reclamation works in the Eastern Port Development area.

Shortly after the "Hiley" departed Townsville the Authority contracted with Dredeco to dredge silt traps along the boundaries of the Swing Basin. It is anticipated that the storage capacity within these silt traps will be sufficient to reduce the incidence of annual maintenance dredging in both the Swing Basin and Berth Pockets.

When the silt traps were finished the Authority directed Dredeco to relocate the "Wombat" to the new Outer Berth, seaward of Number 1 (Tanker) Berth. This phase (i.e. Stage II of the Outer Berth dredging programme expected to finish in late September 1995) will extend earlier work aimed at facilitating the construction of a new Outer Berth whilst providing the Authority with a source of valuable fill for reclaimed lands in the Eastern Port Development.

Demand for port lands is already outstripping the Authority's reclamation programme. Earlier this year Queensland Terminals Pty Limited took up a lease in the northern rail loop. The Company now has plans to construct up to five (5) additional tanks for imported chemicals to meet demand within the Carpentaria/Mount Isa Mineral Province. Enquiries from other potential port users are in the process of being dealt with by the Authority.

The Authority has been able to demonstrate confidence in the future development of the Port of Townsville and, in particular, point to strong regional and business growth during its negotiations with potential developers. It is with these strengths in mind that the Authority anticipates an early start to the construction of a new mineral concentrates wharf in the Outer Berth area during the forthcoming year. The new wharf with its rail and land side facilities will see the Port of Townsville well placed to handle successive increases in trade from the new mines to be opened in the Minerals Province.

Throughout 1994/95 the Authority has pursued policies of continuous improvement in its operations. This has in turn led to further changes in the Authority's organisational structure as well as new initiatives aimed at improving efficiency and effectiveness.

In February the Board endorsed the Authority's Information Technology Strategic Plan. This





initiative will see the Authority expend in excess of \$1 million improving Information Technology in the core areas of Finance, Engineering, Port Control and Security in the coming financial year.

As the Authority prepared to be Corporatised from 1 July 1995, the Shareholding Ministers approved the Authority's Port Protection Unit as a core business activity, providing the impetus for further refinement in the Authority's port control and security procedures. So far, the most tangible results have been a significant decline in the incidence of ships' queuing, tighter controls on the movement of dangerous goods within the Port area itself and fewer unauthorised persons being detected in the Port's working areas.

The next continuous improvement step will be to obtain Quality Assurance (QA) Accreditation for the Authority. Eventually the Authority's QA programme will be expanded to include all port users (including ships' agents), many of whom are already Quality Assurance certified through their parent companies.

The Quality Assurance programme under the leadership of Mr. C. Campbell Thomson will be run in conjunction with the introduction of the Authority's new Integrated Management Information System which is being led by Mr. S. Blain, Manager Information Technology.

Trade through the Port increased again this year and the Authority is confident of further expansion with new mineral trades coming on line. Trade is of course the Authority's *raison d'être* and during the year the Authority's senior managers were active on trade missions in Australia, Japan and China. As a direct result of initiatives taken by Mr. B. Holden, the Authority's Manager Administration and Trade Development, Australian Granites Limited based in Townsville has now secured a major contract to supply locally produced granites to Japan. It is this type of face to face marketing which the Authority must continue to be involved in if the Port is to continue expanding (and diversifying) its trading base.

I am mindful that the Authority's success during the last financial year has relied heavily upon the people who go to make up the Authority. It goes without saying that as Chief Executive Officer I have continued to enjoy an excellent relationship with the Board. The Directors have always been willing to give that little bit extra of themselves to make the Port of Townsville the success it is today.

Of course, I count the Regional Harbour Master (Captain R.C. Johnson) among the Board. As an ex-officio member of the Board Captain Johnson has played a leading role in the formulation of the Authority's dredging development programme and port planning initiatives.

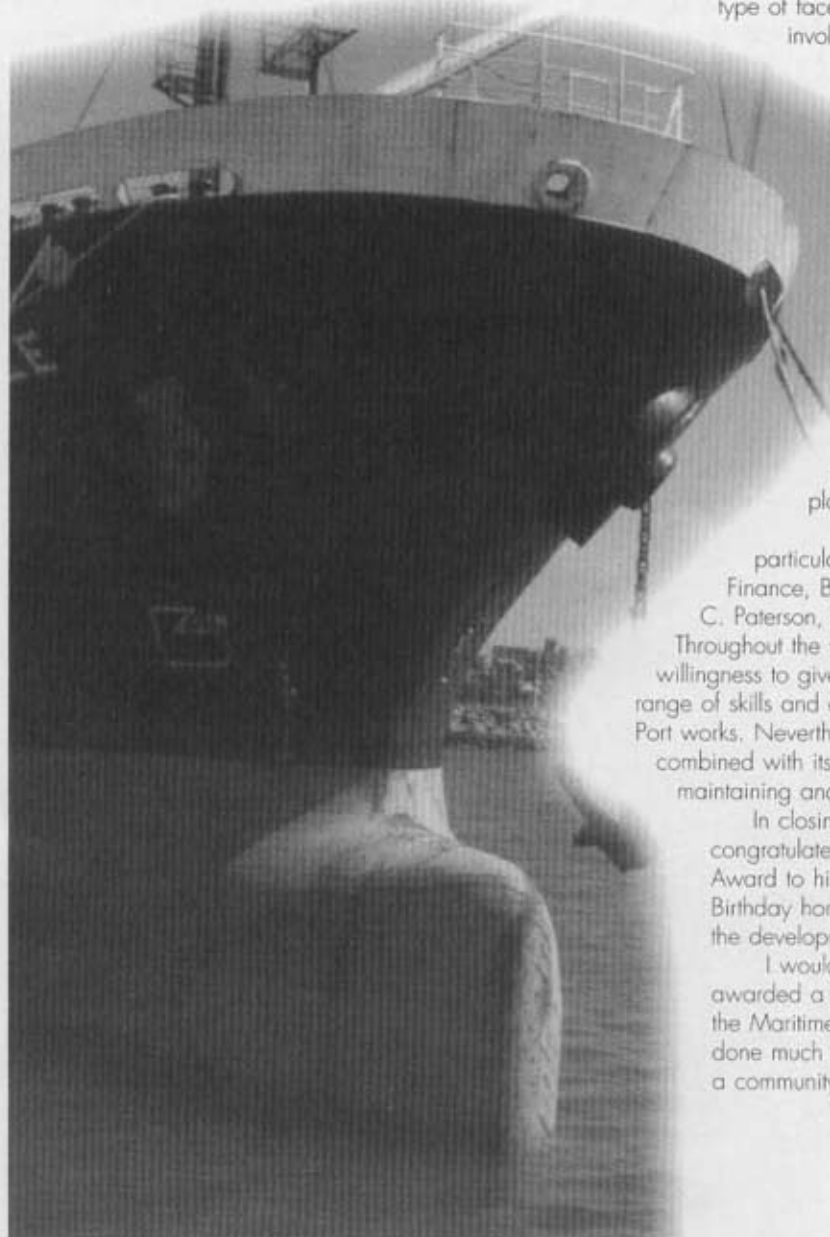
Among the Corporate Management Group I would like to particularly acknowledge the efforts of Messrs. J. Sherriff, Manager Finance, B. Berwick, Manager Operations and Senior Engineer and C. Paterson, Operations Engineer for their untiring dedication.

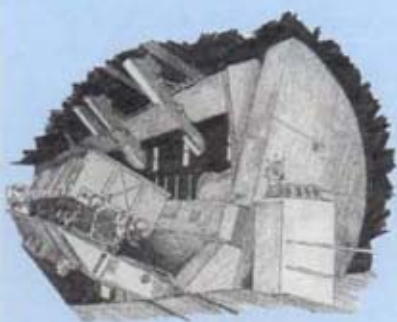
Throughout the year the Authority's employees (at all levels) have shown a willingness to give it "their best shot". Our employees bring to the Authority a range of skills and experience which is not easily obtained by contracting out Port works. Nevertheless the Authority will always need a mix of contractors combined with its own employees' core skills to cope with the demands of maintaining and operating a very busy commercial Port.

In closing my report I would like to take this opportunity to congratulate the Authority's Internal Auditor (Mr. J. Whipp AM) on the Award to him of the Conspicuous Service Medal in the 1995 Queen's Birthday honours list. Mr. Whipp's award recognised his contribution to the development of unarmed combat in the Australian Army.

I would also like to congratulate Mr. G.M. Evans who was awarded a Board Commendation for his contribution of ship models to the Maritime Museum of Townsville. Mr. Evans' time and effort has done much to advance the quality of displays in the Museum, which is a community project of the Authority.

R.E. Kenny





# INFRASTRUCTURE PLANNING & DEVELOPMENT

**GOAL:- To plan for future development of the Port taking account of Transport considerations (intermodal, interfacing and access), and the maximisation of throughput in conjunction with the commercial considerations of clients.**

The year ended 30 June 1995 saw the completion of a number of significant Infrastructure developments within the Port. The Authority has spent approximately \$2.0 million upgrading Number 9 wharf to accommodate Panamax class shipping. Works included a 30 metre extension to the wharf, upgrading of the existing fender system and dredging of the berth pocket. The works are expected to be completed by September 1995 in time to receive the first Panamax sugar ship. The upgrading of wharf 9 has provided the opportunity to simultaneously develop a dedicated tug berth facility at the sea end of Suter Pier. The new tug berth was officially opened by the Authority's Chairman on 18 July 1995 and the Port's two tugs "Burdekin" & "Giru" are now mooring at the new facility. Both tugs were previously moored at Number 6 wharf, however increases in tug use, a larger number of shipping movements within the Port and the replacement of the tug "Lucinda" in 1992 with the larger and more technologically advanced "Giru", bought forward the Authority's plans to relocate the tugs.

The Authority's dredging program continued with the Entrance Channels to the harbour being declared at 11.7m LAT, (Lowest Astronomical Tide) - the original design depth. Additional dredging of the Swing Basin was also undertaken. The Authority is anticipating a harbour rating of 12m LAT late in 1995. Dredge spoil was pumped into the Authority's Eastern Port Development to reclaim additional lands. The reclamation works included the construction of internal bunding and spoil drying beds. Contracts were also let by the Authority for the re-fendering of Number 1 (tanker) wharf to allow 70,000 DWT Panamax class shipping to berth at the wharf. It is anticipated that the Number 1 wharf contract will be finalised prior to July 1995.

Design for a new outer berth to handle mineral concentrates was continued coinciding with BHP's recent announcement to proceed with the Cannington Mine project. BHP's proposal will act as a catalyst for further development in the Port including new storage, rail and handling facilities.





# TRADE & SHIPPING

**Goal:- To maintain all existing trades, develop trade growth in all bulk commodities and general cargo and promote tourist shipping.**

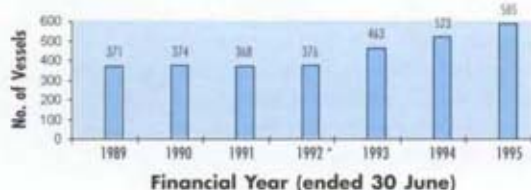
During the year the Board formed a Container Trade Sub-Committee with a brief to investigate the likelihood of developing a major common user container terminal at the Port. The Sub-Committee, has had discussions with Port users and Queensland Rail on strategic issues and Queensland Rail's decision to introduce a transfer charge on containers moved from the service yard to the Port. Direct discussions on the latter matter took place between the Board and the Chief Executive Officer of Queensland Rail in late 1994.

The Authority liaises with Townsville City Council, Department of Environment and Heritage, Department of Business, Industry and Regional Development, Department of Transport and Department of Minerals and Energy particularly in regard to Initial Advice Statements for new and expanding trades. The Authority is a founding member of the Mount Isa to Townsville Economic Development Zone, Regional Development Organisation which aims to identify and develop opportunities for the benefit the Zone's constituents and investors.

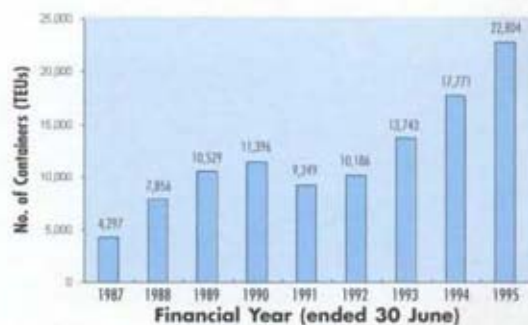
During the year the Authority concluded negotiations with Queensland Terminals Pty Ltd to lease lands inside the Authority's Eastern Port Development. The Company has already commenced work on tanks for chemicals to be used in the mineral extraction process in the Carpentaria Mount Isa Minerals Province area.

The number of cargo vessels (exceeding 200 tons) calling at Townsville Port increased by 62 (or 11.8 percent) to 585 in 1994/95. The largest trading vessel (recorded by GRT) to visit the Port during the year was the **"Princess Highway"** which discharged motor vehicles from Japan.

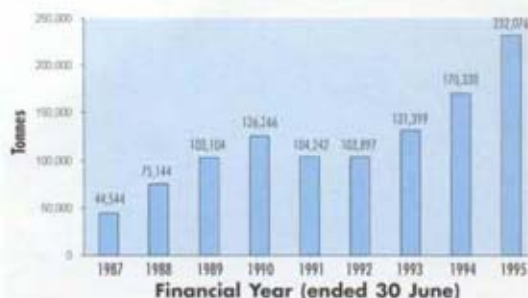
## Ship Visits — Cargo (over 200 GRT)



## Container Trade 1987-1995



## Container Tonnes 1987-1995





# HUMAN RESOURCE MANAGEMENT

**GOAL: To promote employee commitment and job satisfaction through the provision of an appropriate organisational structure as well as employee consultation and communication and the provision of adequate training and development.**

During 1994/95 the Authority implemented an Annual Employee Appraisal System (AEAS) for all management and clerical employees. AEAS measures employee performance whilst at the same time the system is expected to identify reasons for shortcomings including the need for additional training.

The Authority in conjunction with Department of Employment, Vocational Education, Training and Industrial Relations (DEVETIR) and Organisation Consulting Resources Pty Ltd (OCR) also undertook a comprehensive review of salaries and wages paid to all employees except senior management. The review required employee participation, for example interviewing their fellow workers and producing revised Position Descriptions.

Four (4) employee accidents were recorded for the year compared with two (2) accidents in 1993/94. The number of days lost to injuries for the year was 28 and the Authority recorded a Lost Time Injury Frequency Rate (LTIFR) of 19.84. (LTIFR is the number of lost time injuries per person hour exposure multiplied by 1 million). This result compared favourably with Queensland's average LTIFR of 35.00 and indicates a high standard of safety adherence in the Authority's workplace.

The Authority's Employment and Industrial Relation (E&IR) Plan was endorsed by the Public Sector Management Commission (PSMC). The Plan (submitted to Government as part of the Authority's statement of Corporate Intent, pursuant to the *Government Owned Corporations (GOC) Act 1993*) sets out inter alia the strategic direction, goals and other related activities in both the employment and industrial relations areas of the Authority.





# FINANCE & ADMINISTRATION

**GOAL:- To maintain an independent and commercially viable business operation through effective management, which achieves a satisfactory rate of return on assets.**

In the second half of 1994/95 the Authority completed its Corporate Plan for years 1995 to 2000 and Statement of Corporate Intent for 1995/96.

The Corporate Plan sets out the Mission Statement, Key Strategic Issues and Goals of the Authority and details the key strategies and initiatives which will be put in place to address the issues and opportunities facing the Port of Townsville.

The Statement of Corporate Intent facilitates the translation of key directions, initiatives and outcomes in the Corporate Plan into a more focused set of agreed parameters for the forthcoming financial year. The statement of Corporate Intent also serves as a basis for reporting and reviewing progress and achievements.

The Authority also took the first step towards Quality Assurance Accreditation with a number of our employees attending Quality Assurance training courses and the Authority's Port Protection Unit being selected as the starting point for the program.

In conjunction with Quality Assurance steps were also taken towards refinement of the Authority's stores acquisition and distribution systems to facilitate greater efficiency and productivity.

The Authority's Audit Committee met on four occasions during the year to monitor internal and external audits. The Authority's Internal Audit function continues to safeguard assets and appraise the economy and efficiency of resources in obtaining the goals and objectives of the Authority. The result of Internal Audits undertaken during the year has led to an upgrade of the Authority's Information Technology system, a streamlining of the supply system including the issue of fuel cards and better management of the Authority's assets.

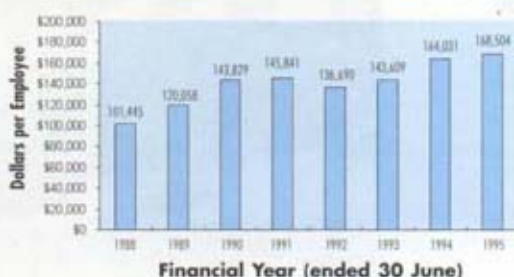


Through the leadership of the Chairman (Mr Don Brown, Director) the Internal Audit function has been extremely successful and shows the value of the Authority employing its own Internal Auditor.

**Trade Throughput Per Employee**



**Total Revenue Per Employee**







# OUR PEOPLE — WORKING TOGETHER TO BUILD A BETTER FUTURE FOR THE PORT AND NORTH QUEENSLAND



Engineering Support Officer  
(J. Neal)



Senior Clerk/Typist Engineering  
(L. Philip)



Development & Dredging Engineer  
(K. Hudson)



Pay Clerk  
(D. Randolph)



Assistant Manager Administration (D. Pearce) &  
Assistant Accountant (A. Ryan)



From Left to Right: Planning & Estimating Officer (R. King),  
Operations Engineer (C. Paterson), Civil Co-ordinator (D. Schulz)



Fitter  
(W. Evans)

(Also "Himal Dog" H.Q. Canberra Film T. Supporter)





Hydrographic Survey Officer  
(M. Fitzpatrick)



Clerk Typist Engineering  
(L. Alexander)



Clerical Officer Administration  
(K. Austin)



Left to Right: Labourer (J. Aitkenhead)  
Leading Hand Shipwright (E. Newman)



Left to right: Fitter/Mechanic (W. Evans),  
Apprentice Fitter (K. Walker)



Left to right: Drafting Officer (J. Tolcher),  
Projects Engineer (A. Vico)



Boilermaker  
(L. Dutton)



Left to right: Labourer (B. Arthur), Ganger (R. Symes), Labourer (J. Day)





**Goal:- To ensure all Port operations are carried out in an environmentally responsible fashion and address all environmental issues arising from Port plans and operations.**

This year has seen the completion of a range of environmental studies which have been undertaken to address the potential for adverse environmental impacts associated with the proposed expansion of the Port and with the Port's day to day operations. At the same time, further progress has been made in planning for several future projects.

- A Fluorescent Tracer Study was initiated to track the movement of sediment from the offshore dredged spoil dump site. The environmental tracer system involved the inclusion of fluorescent particles in dredged sediments that were dumped. This study indicated that maintenance spoil is relatively mobile and has helped to identify the location of future sea dump sites.
- Component studies of the Long Term Dredge Disposal Strategy are now finished. This work identifies the most appropriate options for reducing, re-using and disposing of dredged material so that assessments and permit applications can be seen to fit within a locally appropriate environmental management framework. Sustainable options have been identified for minimising dredging requirements, improving the quality of material that is to be dredged; maximising the beneficial re-use of dredged material and; for dredged material that cannot be re-used, finding the most environmentally appropriate disposal location. The final report will be released for public comment in October 1995.
- Townsville Port Authority has commissioned production of the Final Impact Assessment Study (IAS) for the proposed expansion of the Port's East Harbour facilities. The Draft document was released for public comment in 1991. Interim studies have examined new infrastructure requirements and improved our understanding of the potential for and management of possible environmental effects. The Final IAS will be released to the public and to the appropriate government agencies in September 1995.
- The Port Authority's planning for a full environmental audit of the Port has been advanced by the completion of a scoping study. The study will include a detailed assessment of historical and current port land use, in terms of environmental legacy (such as historical contamination) and environmental performance (relating to operations). The audit is planned to commence in September 1995.

**Dr Brett Kettle**





# PORT OPERATIONS

**GOAL:- To provide efficient and effective Port facilities and services to ensure all operations are carried out in a cost effective, safe and secure manner.**

During the year the Board adopted the Authority's first Strategic Plan for Information Technology. A crucial component of the Plan is the introduction of an Integrated Management Information System (IMIS) which will be designed to ensure financial, maintenance management, payroll/human resource, port operations, property management and supply systems are fully integrated throughout the Authority. The Information Systems Infrastructure (Network and Application Platforms) have been implemented with maximum openness, flexibility and expansibility as the primary objectives. This will ensure future expansion and enhancements to the Authority's overall Information System will be simplistic and cost effective. The predicted technological life of the Information Systems Infrastructure is five (5) to ten (10) years. The Authority is expecting to review tenders for the IMIS prior to December 1995 with the system expected to be functioning May 1996.

In May 1995 contracts were awarded for the construction of the Authority's new Engineering Services & Operations Centre (which combines the existing Engineering offices and Workshops). Construction is expected to be completed during December 1995 with all employees and equipment relocated to the site by the end of January 1996. The Authority's Workshops are presently located some 3.2 km from the Port. Travel between the Workshops and Port area was found to be inefficient and costly in time and money. By combining the Engineering and Operations functions within the Port area the Authority will realise not only productivity increases but also better supervision and cost control.

During the year Queensland Nickel Pty Ltd relocated their nickel ore operations from Number 3 to Number 2 wharf. Works on these wharves have included the relocation of the container crane from Number 3 to Number 2 wharf and a rail extension to the rear of Number 2 wharf. Queensland Nickel Pty Ltd also let contracts to extend Number 2 wharf and they are purchasing a new Ore unloader. Work on the conveyor route from Number 2 wharf to the ore loading operations on the northern rail loop in the Eastern Port Development area have also been started.

The Authority's insurers carried out a Risk Assessment Study of the Port and their recommendations are now being implemented. These include a Hazardous Goods Management Plan and the appointment of a Hazardous Goods Co-Ordinator within the Port Protection Unit.





# PORT LAND MANAGEMENT

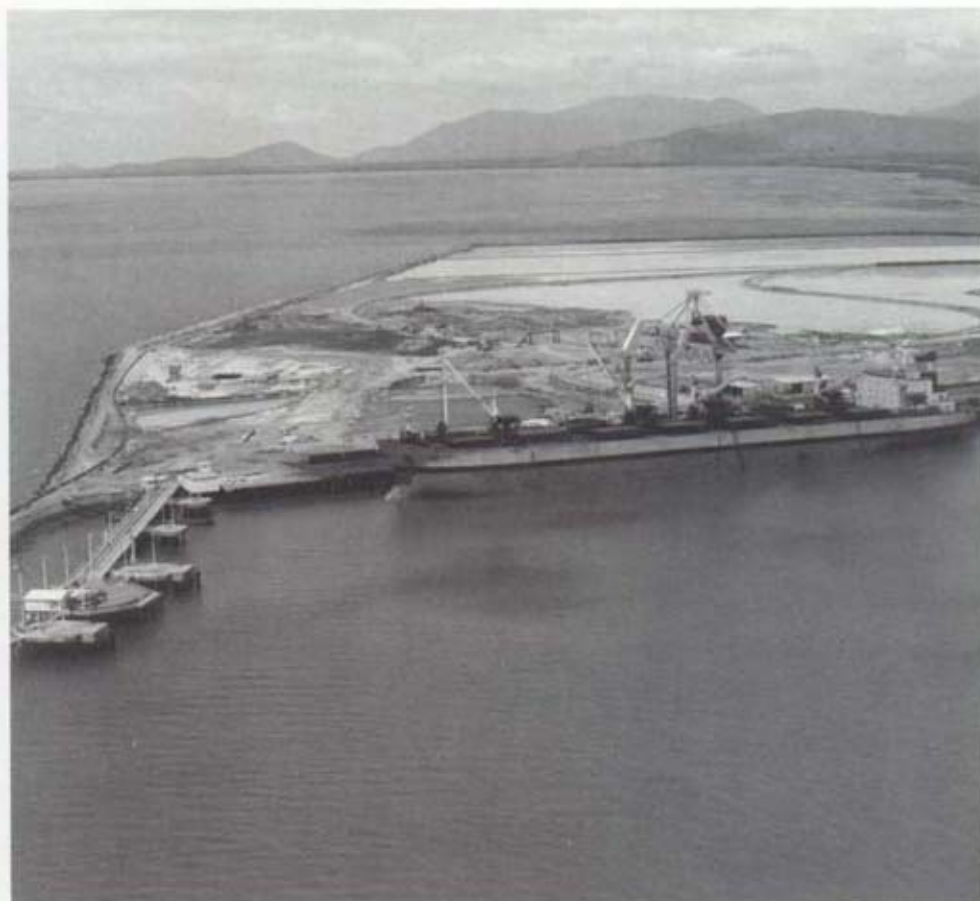
**GOAL:- To ensure the availability of Port land for strategic port purposes and to achieve an adequate rate of return on developed commercial/industrial property.**

Preparation of the Authority's *Land Use Plan*, which is an extension of the Authority's *Port Development Plan* was commenced. The Plan, which will be released for public comment in late 1995, is aimed at the management of the Authority's land assets both within the life of the current *Port Development Plan* and beyond.

Work also commenced on the construction of landscaped buffer zones between the Port and residential areas. Approximately 5000 trees were planted on the Port's boundaries by volunteers from the Authority's workforce.

The Authority also awarded contracts for landscaping of the Townsville Maritime Museum grounds in Palmer Street, South Townsville and divested lands held by it in Flinders Street to the State Government to facilitate commercial development.

During the year the Authority reclaimed an additional 3 hectares of land to RL5 within the Eastern Port Development area. Much of this land was taken up by Queensland Terminals Pty Ltd for chemical storage.







# TOWNSVILLE PORT AUTHORITY

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# FINANCIAL REVIEW

## FINANCIAL SUMMARY - YEAR ENDED 30 JUNE

	1995 \$'000	1994 \$'000	% CHANGE
Harbour Dues	11,459	10,802	6.1
Tonnage Rates	2,521	2,423	4.0
Total Operating Revenue	16,912	15,911	6.3
Total Operating Expenses	12,985	11,768	10.3
Queensland Government Levy*/Dividend	589	717	-17.9
Operating Profit After Queensland Government Levy/Dividend	3,338	3,676	-9.2
Total Assets	133,361	77,810	71.4
Total Liabilities	11,425	12,584	-9.2
Total Equity	121,936	65,226	86.9
Number of Employees	100	97	3.1
Cargo Throughput (Mass Tonnes)	6,655,757	6,557,216	1.5

\* 1994 Levy of \$717,000 made up of \$659,000 provided for 1993/94 plus \$58,000 adjustment to the provision for 1992/1993

## FINANCIAL PERFORMANCE INDICATORS

	1990/1991	1991/1992	1992/1993	1993/1994	TARGET 1994/1995	1994/1995
<b>CURRENT RATIO</b>						
Current Assets (\$'000)	7,977	7,335	9,700	6,131		3,427
Current Liabilities (\$'000)	3,718	5,780	6,069	4,931		4,558
<b>Ratio</b>	<b>2.1</b>	<b>1.3</b>	<b>1.6</b>	<b>1.2</b>	<b>1.1</b>	<b>0.8</b>
<b>RETURN ON ASSETS %</b>						
EBIT* (\$'000)	3,971	4,447	4,397	5,165		4,688
Total Average Assets (\$'000)	42,846	45,945	62,449	77,564		105,585
<b>Percent</b>	<b>9.3</b>	<b>9.7</b>	<b>7.00</b>	<b>6.7</b>	<b>6.0</b>	<b>4.4</b>
* Profit (Before interest expense, extraordinary items & Government Levy)						
NOTE: Without asset revaluation in June 1995, return on assets would be 6.2%.						
<b>INTEREST COVER RATIO</b>						
EBIT (\$'000)	3,971	4,447	4,397	5,165		4,688
Gross Interest Charges (\$'000)	860	746	740	1,022		761
<b>Times Cover</b>	<b>4.62</b>	<b>5.96</b>	<b>5.94</b>	<b>5.05</b>	<b>3.50</b>	<b>6.20</b>
<b>DEBT EQUITY RATIO</b>						
Total Liabilities (\$'000)	9,148	9,196	15,769	12,584		11,425
Total Equity (\$'000)	35,163	38,384	61,550	65,226		121,936
<b>Ratio</b>	<b>.3</b>	<b>.2</b>	<b>.3</b>	<b>.2</b>	<b>.3</b>	<b>.1</b>
<b>CARGO RELATED REVENUE PER TONNE OF CARGO</b>						
Harbour Dues and Tonnage Rates (\$'000)	29,281	10,159	11,583	13,225		13,980
Total Cargo Throughput (tonnes)	4,355,462	4,924,947	5,668,874	5,557,216		6,655,757
<b>\$ per tonne</b>	<b>2.13</b>	<b>2.06</b>	<b>2.04</b>	<b>2.02</b>	<b>2.06</b>	<b>2.10</b>

## NON-FINANCIAL PERFORMANCE INDICATORS

	1990/1991	1991/1992	1992/1993	1993/1994	TARGET 1994/1995	1994/1995
% of Working Hours Lost due to Industrial Disputes	0	0	0	0	0	0
% of Working Hours Lost due to Sickness	2.65	1.77	2.08	1.86	1.9	* 2.08
Lost Time Injury Frequency Rate	38.16	50.84	21.04	9.92	10.0	19.84
Average Time at Berth (hours) for Cargo Vessels	41.05	40.44	33.92	35.38	33.00	33.09

\* Sick Leave with Medical Certificate 1.28%, Without Medical Certificate 0.80%.

# TOWNSVILLE PORT AUTHORITY ANNUAL FINANCIAL STATEMENTS

YEAR ENDED 30 JUNE 1995

## PURPOSE AND SCOPE

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 1995

	NOTES	1995 \$,000	1994 \$,000
OPERATING REVENUE			
Charges on Goods	1	11,459	10,802
Charges on Vessels	2	2,521	2,423
Charges for Services	3	1,156	1,104
Rentals		1,240	1,175
Interest Earned		333	328
Profit on Disposal of Non-Current Assets		126	48
Other		77	31
TOTAL OPERATING REVENUE		16,912	15,911
OPERATING EXPENSES			
Maintenance	4	4,882	4,197
Administration	5	3,132	2,632
Operations	6	2,172	2,028
Depreciation		2,038	1,889
Interest		761	1,022
TOTAL OPERATING EXPENSES		12,985	11,768
OPERATING PROFIT BEFORE ABNORMAL ITEMS, AND QUEENSLAND GOVERNMENT LEVY		3,927	4,143
ABNORMAL ITEMS	7	—	250
OPERATING PROFIT BEFORE QUEENSLAND GOVERNMENT LEVY		3,927	4,393
QUEENSLAND GOVERNMENT LEVY	8	—	717
OPERATING PROFIT AFTER QUEENSLAND GOVERNMENT LEVY		3,927	3,676
RETAINED PROFITS 1 JULY		60,051	54,980
TRANSFERS FROM RESERVES	9	53	2,643
TOTAL AVAILABLE FOR APPROPRIATION		64,031	61,299
DIVIDEND PROVIDED OR PAID	17	589	—
TRANSFERS TO RESERVES	9	142	1,248
RETAINED PROFITS 30 JUNE 1995		\$63,300	\$60,051

The accompanying notes form part of these accounts



# BALANCE SHEET

## AS AT 30 JUNE 1995

	NOTES	1995 \$,000	1994 \$,000
CURRENT ASSETS			
Cash	11	1,506	3,882
Receivables	12	1,831	2,147
Inventories		90	102
TOTAL CURRENT ASSETS		3,427	6,131
NON-CURRENT ASSETS			
Receivables	13	991	1,188
Property, Plant and Equipment	14	128,943	70,491
TOTAL NON-CURRENT ASSETS		129,934	71,679
TOTAL ASSETS		\$133,361	\$77,810
CURRENT LIABILITIES			
Creditors	15	2,465	1,868
Borrowings	16	1,151	2,440
Provisions	17	942	623
TOTAL CURRENT LIABILITIES		4,558	4,931
NON-CURRENT LIABILITIES			
Creditors	18	1,135	1,180
Borrowings	16	5,268	6,362
Provisions	17	464	111
TOTAL NON-CURRENT LIABILITIES		6,867	7,653
TOTAL LIABILITIES		\$11,425	\$12,584
NET ASSETS		\$121,936	\$65,226
EQUITY			
Retained Profits		63,300	60,051
Reserves	10	58,636	5,175
TOTAL EQUITY		\$121,936	\$65,226

The accompanying notes form part of these accounts

STATEMENT OF CASH FLOWS YEAR ENDED 30 JUNE 1995

	NOTES	1995 INFLOWS (OUTFLOWS) \$ ,000	1994 INFLOWS (OUTFLOWS) \$ ,000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts from customers		17,055	16,634
Payments to suppliers and employees		(9,911)	(9,438)
Interest received		359	320
Queensland Government Levy paid		(659)	(548)
Net cash inflow from operating activities	B	\$6,844	\$6,968
CASH FLOWS FROM INVESTING ACTIVITIES			
Payment for property, plant and equipment		(6,510)	(7,793)
Proceeds from sale of equipment		248	114
Proceeds from loan repayment and agreement with Casino Developers		187	174
Net cash outflow from investing activities		(\$6,075)	(\$7,505)
CASH FLOWS FROM FINANCING ACTIVITIES			
Repayment of borrowings		(2,384)	(2,631)
Interest paid		(761)	(1,032)
Net cash outflow from financing activities		(\$3,145)	(\$3,663)
Net decrease in cash held		(2,376)	(4,200)
Cash at beginning of the financial year		3,882	8,082
Cash at end of the financial year	A	\$1,506	\$3,882

NOTES TO THE STATEMENT OF CASH FLOWS FOR YEAR ENDED 30 JUNE 1995

	1995 \$ ,000	1994 \$ ,000
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	1	1
Cash at Bank*	1,505	(379)
Deposits at Call	-	1,660
Term Deposits	-	2,600
	\$1,506	\$3,882

\* Amounts include value of unpresented cheques at 30 June which were invested.

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	3,927	3,676
Depreciation	2,038	1,889
Interest Expense	761	1,022
Profit on Disposal of Non-Current Assets	(126)	(48)
Changes in Assets and Liabilities		
(Increase) decrease in Trade Debtors	272	(602)
Increase (decrease) in Provision for Doubtful Debts	3	(5)
(Increase) decrease in Prepayments	95	(21)
(Increase) decrease in Work for Other Bodies	(42)	-
(Increase) decrease in Inventories	12	19
Increase (decrease) in operating Trade Creditors	463	(156)
Increase (decrease) in operating Retention	(1)	2
Increase (decrease) in other operating Creditors	18	1,019
Increase (decrease) in Provisions	83	4
Increase (decrease) in Queensland Government Levy Payable	(659)	169
Net Cash Inflow from Operating Activities	\$6,844	\$6,968

C. Financing Facilities

The Authority has available a bank overdraft limit of \$100,000. At 30 June 1995 no amount was drawn on this overdraft. Loan facilities as shown in note 16 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 FOR YEAR ENDED 30 JUNE 1995

## 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 the general purchasing power of the dollar. Revenue and expenditure are brought to account on an accrual basis. Accounting policies adopted are in accordance with the Public Finance Standards, and applicable 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 at the lower of cost or net realisable value.

### (d) Property, Plant and Equipment

Property, Plant and Equipment are brought to account at cost or at independent or directors' valuation, less, where applicable, any accumulated depreciation or amortisation. The cost of fixed assets constructed within the Authority includes the cost of materials, direct labour and an appropriate proportion of fixed and variable overheads.

The depreciable amount of all fixed assets including building and capitalised lease assets, but excluding land, breakwaters, and work in progress, are depreciated over their useful lives commencing from the time the asset is ready for use.

The gain or loss on disposal of all fixed assets, including revalued assets, is determined as the difference between the carrying amount of the asset at the time of disposal and the proceeds of disposal, and is included in operating profit of the Authority in the year of disposal.

### Townsville Bulk Sugar Terminal

In terms of the special circumstances surrounding the development of bulk sugar terminals and the provisions of the Harbours Act 1955, 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

Provision is made for the Authority's liability for employee entitlements arising from services rendered by employees to balance date.

Employee entitlements expected to be settled within one year together with entitlements arising from wages and salaries, annual leave and sick leave which will be settled after one year, have been measured at their nominal amount. Other employee entitlements payable later than one year have been measured at the present value of the estimated future cash outflows to be made for those entitlements discounted by an average Commonwealth Bond rate which matches the term of the related liabilities.

No adjustment has been made to the opening value of employee entitlements to take account of the requirements of Australian Accounting Standard AAS30 "Accounting for Employee Entitlements" which became operative in relation to the first reporting period that ends on or after 30 June 1995, as the effect was immaterial.

From 1 July 1994 the current portion of long service leave has been calculated as a proportion of all employees with greater than seven years service. This proportion is based upon long service leave actually taken by employees in the last two years. In prior years all employees with greater than seven years service are shown as current. This change in policy has resulted in the current portion of long service leave being reduced by \$350,275 and the non current portion being increased by \$350,275.

The Authority also contributes to a superannuation scheme for employees.



# NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1995 \$,000	1994 \$,000
Note		
1. CHARGES ON GOODS		
Harbour Dues	\$11,459	\$10,802
2. CHARGES ON VESSELS		
Tonnage Rates	\$2,521	\$2,423
3. CHARGES FOR SERVICES		
Boat Harbour Ross River	247	253
Boat Harbour Ross Creek	222	216
Services to Shipping	189	136
Electricity Sales	176	167
Water Sales	129	97
Picnic Bay Jetty	66	59
Breakwater Marina – Mooring Fees	55	44
Port Services	25	49
Breakwater Marina – Fuel Licence	21	26
Miscellaneous Plant	14	51
Port Security	12	6
	<u>\$1,156</u>	<u>\$1,104</u>
4. MAINTENANCE		
Sir Thomas Hiley – Dredging	2,033	978
Wharves	1,167	1,499
Lands and Tenancies	437	383
Parks, Gardens, and Cleaning	290	135
Grab Dredge Barges Maintenance and Operating	229	147
Miscellaneous Plant*	199	188
Harbour Fire and Pollution Protection	137	81
Access Roads and Signs	103	57
Boat Harbour Ross River	91	321
Soundings and Beacons	79	85
Boat Harbour Ross Creek	70	116
Picnic Bay Jetty	53	75
Workshop Expenses*	(6)	132
	<u>\$4,882</u>	<u>\$4,197</u>
* Represents net expense after allocation of costs to operating expenses and capital expenditure.		
5. ADMINISTRATION		
Administration	2,342	2,047
Engineering	530	390
Public Relations	228	233
Stores*	32	(38)
	<u>\$3,132</u>	<u>\$2,632</u>
* Represents net expense after allocation of costs to operating expenses and capital expenditure.		
The Authority supported the following Development Bureau and community projects over \$1,000:-		
Townsville Maritime Museum (Includes Landscaping)	158	40
Townsville Enterprise Incorporated	50	50
Riversleigh Interpretative Centre	10	-
Mount Isa / Townsville Zone Steering Committee	-	10
James Cook University of North Queensland Prizes	2	5
Focus Publishing – Queensland Australia Opportunity and Enterprise	-	5
Saint Johns Anglican Church Restoration	2	2
Lower Burdekin Development Council	1	1
The Good Shepherd Nursing Homes	1	-
Townsville North Queensland Tourism Awards	1	-
	<u>\$225</u>	<u>\$113</u>

## NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1995 \$,000	1994 \$,000
<b>6. OPERATIONS</b>		
Port Security	716	626
Commission on Harbour Dues	668	656
Insurance	322	289
Electricity Purchases	209	227
Services to Shipping	160	129
Water Purchases	97	101
	<u>\$2,172</u>	<u>\$2,028</u>
<b>7. ABNORMAL ITEMS</b>		
Contribution – Queensland Cement Limited – Molasses Pipeline Extension	–	\$250
	<u>–</u>	<u>\$250</u>
<b>8. QUEENSLAND GOVERNMENT LEVY</b>		
Levy provided	–	659
Adjustment to levy provided 1993	–	58
	<u>–</u>	<u>\$717</u>
In previous years a provisional levy payable to the Department of Transport pursuant to section 168A of the Harbours Act 1955 was based on 15 percent of Operating Profit before Queensland Government Levy.		
<b>9. TRANSFERS TO AND FROM RESERVES</b>		
Transfers from Reserves		
Special Loan Redemption Fund	–	522
Asset Replacement Improvement Reserve – Eastern Rockwall	–	1,459
Asset Replacement Improvement Reserve – Upgrade No.10 Berth	–	587
Maintenance Reserve – Picnic Bay Jetty	53	75
	<u>\$53</u>	<u>\$2,643</u>
Transfers to Reserves		
Asset Replacement Improvement Reserve – Floating Plant	–	1,119
Maintenance Reserve – Picnic Bay Jetty	66	59
Maintenance Reserve – Breakwater Marina	76	70
	<u>\$142</u>	<u>\$1,248</u>
<b>10. RESERVES</b>		
Asset Revaluation Reserve	54,643	1,272
Asset Replacement and Improvement Reserve	2,800	2,800
Maintenance Reserve – Picnic Bay Jetty	337	323
Maintenance Reserve – Breakwater Marina	463	387
Maintenance Reserve – Suter Pier Shed	393	393
	<u>\$58,636</u>	<u>\$5,175</u>
<b>11. CASH</b>		
Cash on Hand	1	1
Cash at Bank*	1,505	(379)
Deposits at Call	–	1,660
Term Deposits	–	2,600
	<u>\$1,506</u>	<u>\$3,882</u>

\* Amounts include value of un-presented cheques at 30 June which were invested.



## NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1995 \$,000	1994 \$,000
<b>12. RECEIVABLES (CURRENT)</b>		
Trade Debtors	1,539	1,810
Less Provision for Doubtful Debts	5	2
	<u>1,534</u>	<u>1,808</u>
Prepayments	58	153
CSR Limited+	142	131
Breakwater Island Trust*	60	60
Work for Other Bodies	37	(5)
	<u>\$1,831</u>	<u>\$2,147</u>

### 13. RECEIVABLES (NON-CURRENT)

CSR Limited+	752	889
Breakwater Island Trust*	239	299
	<u>\$991</u>	<u>\$1,188</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.

### 14. PROPERTY, PLANT & EQUIPMENT

	Cost or Valuation \$,000	Accumulated Depreciation \$,000	Net Book Value \$,000	Net Book Value \$,000
Channels and Swing Basins	37,667	-	37,667	28,967
Wharves	43,894	-	43,894	11,084
Land	19,619	-	19,619	13,660
Plant and Equipment	6,716	-	6,716	5,115
Improvements (Land)	6,867	-	6,867	4,803
Breakwaters	3,290	-	3,290	2,563
Buildings	3,486	-	3,486	1,556
Small Boat Harbours and Facilities	2,733	-	2,733	1,280
Motor Vehicles	391	-	391	305
Access Roads	1,145	-	1,145	279
Beacons	157	-	157	5
Capital Works in Progress*	2,978	-	2,978	874
	<u>\$128,943</u>	<u>-</u>	<u>\$128,943</u>	<u>\$70,491</u>

#### \*Capital Works in Progress

Eastern Port Development	1,658	-
Building Works	925	16
Harbour Works	394	763
Equipment	1	90
Landscaping	-	5
	<u>\$2,978</u>	<u>\$874</u>

As part of the corporatisation process the Authority obtained the services of registered valuers to value its non-current assets during the 1994/95 reporting year.

(i) Valuations performed by the Australian Valuation Office were as follows:

Land	<u>\$19,619</u>
------	-----------------

This valuation was performed on 1 July 1995 effective 30 June 1995 on the following basis:-

Land held for continued use which would be replaced if the Authority was deprived of the asset is valued at the lower of:-

(a) current market buying price, taking into account the nature of the parcel, the legal restrictions on use, the opportunities for and the impediments to development that are inferred to the specific parcel of land, other constraints that exist in respect of that land and any special attributes that the land may possess (value in use); and

(b) current market value based on its feasible alternative use taking account of the costs of achieving the alternative use.

Land held for continued use which would not be replaced if the Authority was deprived of the asset is valued at the lower of the current net market selling price or the net present value of the cash flows expected from continued use and subsequent disposal of the asset.

## NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1995 \$,000	1994 \$,000
(iii) Valuations performed by Edward Rushton Australia were as follows:		
Channels and Swing Basins	37,000	
Wharves	42,717	
Plant & Equipment	6,318	
Improvements (Land)	6,867	
Breakwaters	3,290	
Buildings	3,486	
Small Boat Harbours and Facilities	2,733	
Access Roads	1,145	
Beacons	157	
	<u>\$103,713</u>	

This valuation was performed on 28 March 1995 effective 30 June 1995 on the following basis:-

The Net Current Value is the value of an asset to the business on the basis that it is a continuing business within its current activities as at the date of valuation. The net current value where there is a secondary market is valued at current market buying price depreciated to allow for age, condition, operating costs and remaining useful life. Where there is no secondary market, net current value is the lower of gross asset replacement cost and gross current reproduction cost depreciated to allow for age, condition, operating costs and remaining useful life.

(iii) Valuations performed by the Authority's Directors were as follows:-

Channels and Swing Basins	667
Wharves	1,177
Plant & Equipment	398
Motor Vehicles	391
Capital Works in Progress	2,978
	<u>\$5,611</u>

This valuation was performed on 12 September 1995 effective 30 June 1995 on the following basis:-

Assets which were created or purchased during the financial year ending 30 June 1995 have been valued at its original cost written down for any depreciation. Certain Plant and Equipment and Motor Vehicles were valued at the greater of its written down value and 50 percent of original cost.

### 15. CREDITORS (CURRENT)

Trade Creditors	1,794	1,399
Revenue in Advance	393	357
Retention	185	45
Accrued Wages	58	30
Trust Fund Deposits	35	37
	<u>\$2,465</u>	<u>\$1,868</u>

### 16. BORROWINGS

Current	1,151	2,440
Non-Current	5,268	6,362
	<u>\$6,419</u>	<u>\$8,802</u>

All borrowings are with Queensland Treasury Corporation. The Queensland Treasury Corporation recorded a market value adjustment of (\$194,843) principally as a result of past movements in the market value of liabilities in the Short and Medium Term Debt Pools giving a market debt outstanding of \$6,224,191.

### 17. PROVISIONS

Current		
Employees' Long Service Leave	39	336
Employees' Annual Leave	314	287
Dividend*	589	-
	<u>\$942</u>	<u>\$623</u>
Non-Current		
Employees' Long Service Leave	<u>\$464</u>	<u>\$111</u>

\*Dividend of 15 percent of Operating Profit is proposed as per the Authority's Statement of Corporate Intent.

### 18. CREDITORS (NON-CURRENT)

Rent in Advance	<u>\$1,135</u>	<u>\$1,180</u>
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## NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1995 \$'000	1994 \$'000
19. CONSULTANCY EXPENDITURE		
Professional/Technical	593	1,031
Management	10	28
Human Resource Management	15	5
Finance/Accounting	80	-
	<u>\$648</u>	<u>\$1,064</u>
20. CAPITAL EXPENDITURE COMMITMENTS		
Operations Centre*	2,500	-
Dredging Outer Berth	3,600	-
	<u>\$6,100</u>	<u>-</u>
* Depending on works performance these commitments are payable not later than one year.		
21. CONTINGENT ASSETS/LIABILITIES		
There were no known contingent assets/liabilities of a significant nature at 30 June 1995.		
22. SEGMENT REPORTING		
The Authority operates predominantly in one industry being that of seaport management and control. It operates predominantly in one geographic segment being Townsville.		
23. EVENTS OCCURRING AFTER BALANCE DATE		
The Authority is currently negotiating with a port user for a mineral concentrates facility in a new outer berth.		
Following the close of the financial year Townsville Port Authority was extinguished by regulation under the Government Owned Corporations Act 1993 and its assets and liabilities were acquired by a new legal entity, also known as Townsville Port Authority.		
24. AUDITORS' REMUNERATION		
Amounts received or due and receivable by the auditors for auditing the accounts.	<u>\$13</u>	<u>\$13</u>

## CERTIFICATE OF TOWNSVILLE PORT AUTHORITY

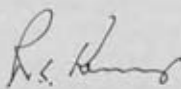
We have prepared the foregoing annual financial statements pursuant to the provisions of the Financial Administration and Audit Act 1977 and certify that -

- (a) the foregoing financial statements and notes to and forming part thereof are in agreement with the accounts and records of Townsville Port Authority;
- (b) in our opinion -
- (i) the prescribed requirements in respect of the establishment and keeping of accounts have been complied with in all material respects; and
  - (ii) 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 1994 to 30 June 1995 and of the financial position as at the close of that year.

29 September 1995



J.A. SHERRIFF  
Manager Finance



R.E. KENNY  
Chief Executive Officer



M.F. REYNOLDS, A.M.  
Chairman

## AUDIT CERTIFICATE

I have audited the financial statements of Townsville Port Authority for the year ended 30 June, 1995 comprising the Profit and Loss Statement, Balance Sheet, Statement of Cash Flows, Notes to and forming part of the financial statements and certificates given by the Chairperson and person responsible for financial administration as required by the Financial Administration and Audit Act 1977.

The Statutory Body is responsible for the preparation and the form of presentation of the financial statements and the information they contain. I have audited the financial statements in order to express an opinion on them.

The audit has been conducted in accordance with QAO Auditing Standards to provide reasonable assurance as to whether the financial statements are free of material misstatement. Audit procedures adopted have included the examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial statements are presented fairly in accordance with prescribed accounting standards and other prescribed requirements so as to present a view which is consistent with my understanding of the entity's financial position and the results of its operations.

The audit opinion expressed in this certificate has been formed on the above basis.

## AUDIT OPINION

In accordance with the provisions of the Financial Administration and Audit Act 1977, I certify that I have received all the information and explanations I have required in respect of the financial statements of Townsville Port Authority and, 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 statements have been drawn up so as to present a true and fair view in accordance with prescribed accounting standards and other prescribed requirements of the transactions of Townsville Port Authority for the financial year ended 30 June, 1995 and of the financial position as at the end of that year.

18 October 1995



L.J. SCANLAN  
Executive Director - Audit  
(As delegate of the Auditor-General)





**EXPORTS — Australia 1994/95 (Tonnes)**

Port	General Cargo	Sugar	Molasses	Meat	Hides	Tallow	By Products	Cattle	Nickel	Refined Copper	Lead Products	Zinc C'trates	Copper C'trates	LGM C'trates	Total
<b>INTRASTATE</b>															
Cairns	648	—	—	—	—	—	—	—	—	—	—	—	—	—	648
Brisbane	2	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Dunk Island	727	—	—	—	—	—	—	—	—	—	—	—	—	—	727
Gladstone	100	—	—	—	—	—	—	—	—	—	—	—	—	—	100
Palms Area	2,622	—	—	—	—	—	—	—	—	—	—	—	—	—	2,622
<b>TOTAL INTRASTATE</b>	<b>4,099</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>4,099</b>
<b>INTERSTATE</b>															
<b>NEW SOUTH WALES</b>															
Newcastle	3,576	—	—	—	—	—	—	—	—	—	—	—	—	—	3,576
<b>SUB-TOTAL</b>	<b>3,576</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>3,576</b>
<b>VICTORIA</b>															
Melbourne	—	37,720	—	—	—	—	—	—	—	—	—	—	—	—	37,720
<b>SUB-TOTAL</b>	<b>—</b>	<b>37,720</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>37,720</b>
<b>TOTAL INTERSTATE</b>	<b>3,576</b>	<b>37,720</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>41,296</b>
<b>TOTAL AUSTRALIAN EXPORTS</b>	<b>7,675</b>	<b>37,720</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>45,395</b>

**EXPORTS — Overseas 1994/95 (Tonnes)**

Port	General Cargo	Sugar	Molasses	Meat	Hides	Tallow	By Products	Cattle	Nickel	Refined Copper	Lead Products	Zinc C'trates	Copper C'trates	LGM C'trates	Total
<b>BANGLADESH</b>															
Chittagong	100	—	—	—	—	452	—	—	—	—	—	—	—	—	552
<b>SUB-TOTAL</b>	<b>100</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>452</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>552</b>
<b>BELGIUM</b>															
Antwerp	280	—	—	—	—	—	—	—	1,770	2,064	15,636	79,013	—	32,017	130,780
<b>SUB-TOTAL</b>	<b>280</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1,770</b>	<b>2,064</b>	<b>15,636</b>	<b>79,013</b>	<b>—</b>	<b>32,017</b>	<b>130,780</b>
<b>BULGARIA</b>															
Varna East	—	25,000	—	—	—	—	—	—	—	—	—	—	—	—	25,000
<b>SUB-TOTAL</b>	<b>—</b>	<b>25,000</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>25,000</b>
<b>CANADA</b>															
Gospe	—	—	—	—	—	—	—	—	—	—	—	—	15,163	—	15,163
Montreal	—	33,684	—	19	—	—	—	—	—	—	—	—	—	—	33,703
St. John	—	39,500	—	—	—	—	—	—	—	—	—	—	—	—	39,500
Toronto	—	17,043	—	—	—	—	—	—	—	—	—	—	—	—	17,043
<b>SUB-TOTAL</b>	<b>—</b>	<b>90,227</b>	<b>—</b>	<b>19</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>15,163</b>	<b>—</b>	<b>105,409</b>
<b>CHINA, PEOPLE REPUBLIC OF</b>															
Beihai	—	25,200	—	—	—	—	—	—	—	—	—	—	—	—	25,200
Dalian	—	—	—	—	—	—	—	—	—	—	—	—	10,006	—	10,006
Fangcheng	—	19,000	—	—	—	—	—	—	—	—	—	—	—	—	19,000
Huangpu	—	46,000	—	—	—	—	—	—	—	—	—	10,205	—	—	56,205
Qinghuangdao	—	—	—	—	—	—	—	—	—	—	—	—	10,002	—	10,002
Shanghai	—	—	—	—	—	5,021	—	—	—	—	—	—	—	—	5,021
Whampoa	—	—	—	—	—	61	—	—	—	—	—	—	—	—	61
Zhenjiang	3,856	59,800	—	—	—	—	—	—	—	—	—	—	—	—	63,656
<b>SUB-TOTAL</b>	<b>3,856</b>	<b>150,000</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>5,082</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>10,205</b>	<b>20,008</b>	<b>—</b>	<b>189,151</b>
<b>FIJI</b>															
Suva	7	—	—	—	—	—	—	—	—	—	—	—	—	—	7
<b>SUB-TOTAL</b>	<b>7</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>7</b>

**EXPORTS — Overseas 1994/95 (Tonnes)**

Port	General Cargo	Sugar	Molasses	Meat	Hides	Tallow	By Products	Cattle	Nickel	Refined Copper	Lead Products	Zinc C'trates	Copper C'trates	LGM C'trates	Total
<b>INDIA</b>															
Cochin	—	—	—	—	—	—	—	—	—	—	—	15,652	—	—	15,652
SUB-TOTAL	—	—	—	—	—	—	—	—	—	—	—	15,652	—	—	15,652
<b>INDONESIA</b>															
Amamapare	320	—	—	—	—	—	—	—	—	—	—	—	—	—	320
Gebe Island	78	—	—	—	—	—	—	—	—	—	—	—	—	—	78
Surabaya	7,617	—	—	1,838	—	—	160	—	—	—	—	—	—	—	9,615
Jakarta	11,006	—	—	2,966	126	—	363	—	—	5,707	—	—	—	—	20,168
SUB-TOTAL	19,021	—	—	4,804	126	—	523	—	—	5,707	—	—	—	—	30,181
<b>ITALY</b>															
Crotone	—	—	—	—	—	—	—	—	—	—	—	3,501	—	—	3,501
Porto Vesme	—	—	—	—	—	—	—	—	—	—	5,252	21,256	—	12,507	39,015
SUB-TOTAL	—	—	—	—	—	—	—	—	—	—	5,252	24,757	—	12,507	42,516
<b>JAPAN</b>															
Akita	—	—	—	—	—	—	—	—	—	—	—	88,284	—	—	88,284
Aomori	—	—	—	—	—	—	—	—	—	—	—	—	5,703	—	5,703
Chiba	—	84,000	—	—	—	—	—	—	—	—	—	—	—	—	84,000
Hachinohe	—	—	—	—	—	—	—	—	—	—	—	14,161	—	23,013	37,174
Hakata	138	6,150	—	80	—	—	—	—	—	—	—	—	—	—	6,368
Harumi	—	16,000	—	—	—	—	—	—	—	—	—	—	—	—	16,000
Hikoshima	—	—	—	—	—	—	—	—	—	—	—	12,004	—	—	12,004
Izumi-sano	—	13,000	—	—	—	—	—	—	—	—	—	—	—	—	13,000
Kobe	27	38,700	—	—	99	—	—	—	—	—	—	—	—	—	38,826
Moji	52	22,500	—	—	—	—	—	—	—	—	—	—	—	—	22,552
Nagoya	682	2,500	—	2,245	—	—	201	—	75	2,039	—	—	—	—	7,742
Naha	—	—	—	16	—	—	—	—	—	—	—	—	—	—	16
Naoshima	—	—	—	—	—	—	—	—	—	—	—	—	10,197	—	10,197
Niihama	—	—	—	—	—	—	—	—	—	—	—	20,500	5,152	8,006	33,658
Onahama	—	—	—	—	—	—	—	—	—	10,334	—	49,511	15,167	—	75,012
Osaka	1,585	39,551	—	1,053	39	—	—	—	112	8,180	—	—	—	—	50,520
Saganoseki	—	—	—	—	—	—	—	—	—	—	—	—	5,108	—	5,108
Shikama	—	—	—	16	—	—	—	—	—	—	8,503	12,155	—	—	20,674
Shimonoseki	—	5,000	—	—	—	—	—	—	—	—	—	—	—	—	5,000
Shinagawa	—	27,100	—	—	—	—	—	—	—	—	—	—	—	—	27,100
Tokyo	—	23,850	—	—	—	—	—	—	—	—	—	—	—	—	23,850
Toyoma	—	—	—	—	—	—	—	—	—	—	—	5,153	—	—	5,153
Tsuruga	—	—	—	—	—	—	—	—	—	—	—	5,152	—	—	5,152
Uno	—	48,850	—	—	—	—	—	—	—	—	—	—	—	—	48,850
Yokkaichi	3	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Yokohama	404	4,000	—	2,954	—	—	16	—	564	1,404	—	—	—	—	9,342
SUB-TOTAL	2,891	331,201	—	6,364	138	—	217	—	751	21,957	8,503	206,920	41,327	31,019	651,288
<b>KOREA, Republic of</b>															
Bukpyung	—	—	—	—	—	—	—	—	—	—	—	5,003	—	—	5,003
Busan	5,600	994	—	750	111	—	—	—	2,906	1,742	—	—	—	—	12,103
Inchon	—	163,941	—	—	—	—	—	—	—	—	—	—	—	—	163,941
Onsan	—	—	—	—	—	—	—	—	—	—	8,010	76,901	30,007	—	114,918
Seoul	—	—	—	367	—	—	—	—	—	—	—	—	—	—	367
Ulsan	—	83,000	—	—	—	—	—	—	—	—	—	—	—	—	83,000
SUB-TOTAL	5,600	247,935	—	1,117	111	—	—	—	2,906	1,742	8,010	81,904	30,007	—	379,332
<b>LIBYA</b>															
Tripoli	433	—	—	—	—	—	—	1,277	—	—	—	—	—	—	1,710
SUB-TOTAL	433	—	—	—	—	—	—	1,277	—	—	—	—	—	—	1,710
<b>MALAYSIA</b>															
Penang	670	—	—	—	—	—	—	—	—	—	—	—	—	—	670
Port Kelang	186	32,495	—	315	—	—	—	—	—	—	—	—	—	—	32,996
Prai	—	70,495	—	—	—	—	—	—	—	—	—	—	—	—	70,495
SUB-TOTAL	856	102,990	—	315	—	—	—	—	—	—	—	—	—	—	104,161
<b>MARIANA ISLANDS</b>															
Saipan	400	—	—	—	—	—	—	—	—	—	—	—	—	—	400
SUB-TOTAL	400	—	—	—	—	—	—	—	—	—	—	—	—	—	400

**EXPORTS — Overseas 1994/95 (Tonnes)**

Port	General Cargo	Sugar	Molasses	Meat	Hides	Tallow	By Products	Cattle	Nickel	Refined Copper	Lead Products	Zinc C'trates	Copper C'trates	LGM C'trates	Total
<b>MYANMAR</b>															
Yangon	11	—	—	—	—	—	—	—	—	—	—	—	—	—	11
SUB-TOTAL	11	—	—	—	—	—	—	—	—	—	—	—	—	—	11
<b>NETHERLANDS</b>															
Flushing	—	—	—	—	—	—	—	—	10,098	15,124	—	—	—	—	25,222
Rotterdam	—	—	—	—	—	—	—	—	1,410	1,404	—	—	—	—	2,814
SUB-TOTAL	—	—	—	—	—	—	—	—	11,508	16,528	—	—	—	—	28,036
<b>NEW CALEDONIA</b>															
Noumea	26	—	—	—	—	—	—	—	—	—	—	—	—	—	26
SUB-TOTAL	26	—	—	—	—	—	—	—	—	—	—	—	—	—	26
<b>NEW ZEALAND</b>															
Auckland	709	—	3,717	—	—	917	—	—	—	—	—	—	—	—	5,343
Lyttleton	150	—	—	—	—	—	—	—	—	—	—	—	—	—	150
Napier	8	—	—	—	—	—	—	—	—	—	—	—	—	—	8
Nelson	46	—	—	—	—	—	—	—	—	—	—	—	—	—	46
Port Chalmers	110	—	—	—	—	—	—	—	—	—	—	—	—	—	110
Tauranga	164	—	1,508	—	—	—	—	—	—	—	—	—	—	—	1,672
Timaru	502	—	—	—	—	—	—	—	—	—	—	—	—	—	502
Wellington	6	—	—	—	—	—	—	—	—	—	—	—	—	—	6
SUB-TOTAL	1,695	—	5,225	—	—	917	—	—	—	—	—	—	—	—	7,837
<b>PAKISTAN</b>															
Karachi	—	—	—	—	—	750	—	—	—	—	—	—	—	—	750
SUB-TOTAL	—	—	—	—	—	750	—	—	—	—	—	—	—	—	750
<b>PAPUA NEW GUINEA</b>															
Kiunga	33,943	—	—	37	—	—	—	—	—	—	—	—	—	—	33,980
Lae	25,599	—	—	6,901	—	200	726	—	—	—	—	—	—	—	33,426
Misima	9,168	—	—	14	—	—	—	—	—	—	—	—	—	—	9,182
Port Moka	5	—	—	—	—	—	—	—	—	—	—	—	—	—	5
Port Moresby	11,120	—	—	1,791	—	—	304	—	—	—	—	—	—	—	13,215
SUB-TOTAL	79,835	—	—	8,743	—	200	1,030	—	—	—	—	—	—	—	89,808
<b>PHILIPPINES, Republic of</b>															
Davao City	125	—	—	—	—	—	—	900	—	—	—	—	—	—	1,025
Manila	3	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Subic Bay	122	—	—	—	—	—	—	726	—	—	—	—	—	—	848
SUB-TOTAL	250	—	—	—	—	—	—	1,626	—	—	—	—	—	—	1,876
<b>SINGAPORE, Republic of</b>															
Jurong	—	18,000	—	—	—	—	—	—	—	—	—	—	—	—	18,000
Singapore	9,184	—	—	881	1,001	—	286	—	11,281	23,516	606	—	—	—	46,755
SUB-TOTAL	9,184	18,000	—	881	1,001	—	286	—	11,281	23,516	606	—	—	—	64,755
<b>SOLOMON ISLANDS</b>															
Honiara	17	—	—	—	—	—	—	—	—	—	—	—	—	—	17
SUB-TOTAL	17	—	—	—	—	—	—	—	—	—	—	—	—	—	17
<b>SPAIN</b>															
Rota	8,965	—	—	—	—	—	—	—	—	—	—	—	—	—	8,965
SUB-TOTAL	8,965	—	—	—	—	—	—	—	—	—	—	—	—	—	8,965
<b>SRI LANKA</b>															
Colombo	5	—	—	—	—	1,490	—	—	—	—	—	—	—	—	1,495
SUB-TOTAL	5	—	—	—	—	1,490	—	—	—	—	—	—	—	—	1,495
<b>TAIWAN</b>															
Kaohsiung	100	—	—	—	40	1,099	—	—	—	—	—	—	—	—	1,239
Keelung	—	—	—	—	—	—	—	—	—	8,856	—	—	—	—	8,856
Taichung	7,679	—	13,206	—	—	499	—	—	—	—	—	—	—	—	21,384
SUB-TOTAL	7,779	—	13,206	—	40	1,598	—	—	—	8,856	—	—	—	—	31,479



## EXPORTS — Overseas 1994/95 (Tonnes)

Port	General Cargo	Sugar	Molasses	Meat	Hides	Tallow	By Products	Cattle	Nickel	Refined Copper	Lead Products	Zinc C'trates	Copper C'trates	LGM C'trates	Total
<b>THAILAND</b>															
Bangkok	2,014	—	—	341	3,207	—	302	—	—	—	—	—	—	—	5,864
SUB-TOTAL	2,014	—	—	341	3,207	—	302	—	—	—	—	—	—	—	5,864
<b>UNITED KINGDOM</b>															
Avonmouth	—	—	—	—	—	—	—	—	—	—	—	—	—	10,002	10,002
London	85	—	—	—	—	—	—	—	359	5,361	144,243	—	—	—	150,048
SUB-TOTAL	85	—	—	—	—	—	—	—	359	5,361	144,243	—	—	10,002	160,050
<b>UNITED STATES OF AMERICA</b>															
Baltimore	—	—	35,820	—	—	—	—	—	—	—	—	—	—	—	35,820
Camden	—	—	—	1,000	—	—	—	—	—	—	—	—	—	—	1,000
Houston	—	—	99,424	—	—	—	—	—	—	—	—	—	—	—	99,424
Los Angeles	—	—	28,217	4,338	—	—	—	—	—	—	—	—	—	—	32,555
New Orleans	—	—	18,207	—	—	—	—	—	—	—	—	—	—	—	18,207
Philadelphia	12	—	—	11,894	—	—	—	—	434	—	—	—	—	—	12,340
Stockton	—	—	21,994	—	—	—	—	—	—	—	—	—	—	—	21,994
Wilmington	—	—	—	1,362	—	—	—	—	—	—	—	—	—	—	1,362
SUB-TOTAL	12	—	203,662	18,594	—	—	—	—	434	—	—	—	—	—	222,702
<b>OVERSEAS TOTAL</b>	<b>143,322</b>	<b>965,353</b>	<b>222,093</b>	<b>41,178</b>	<b>4,623</b>	<b>10,489</b>	<b>2,358</b>	<b>2,903</b>	<b>29,009</b>	<b>85,731</b>	<b>182,250</b>	<b>418,451</b>	<b>106,505</b>	<b>85,545</b>	<b>2,299,810</b>
<b>SUMMATION</b>															
<b>INTRASTATE</b>	<b>4,099</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>4,099</b>
<b>INTERSTATE</b>	<b>3,576</b>	<b>37,720</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>41,296</b>
<b>OVERSEAS</b>	<b>143,322</b>	<b>965,353</b>	<b>222,093</b>	<b>41,178</b>	<b>4,623</b>	<b>10,489</b>	<b>2,358</b>	<b>2,903</b>	<b>29,009</b>	<b>85,731</b>	<b>182,250</b>	<b>418,451</b>	<b>106,505</b>	<b>85,545</b>	<b>2,299,810</b>
<b>TOTAL EXPORTS</b>	<b>150,997</b>	<b>1,003,073</b>	<b>222,093</b>	<b>41,178</b>	<b>4,623</b>	<b>10,489</b>	<b>2,358</b>	<b>2,903</b>	<b>29,009</b>	<b>85,731</b>	<b>182,250</b>	<b>418,451</b>	<b>106,505</b>	<b>85,545</b>	<b>2,345,205</b>

## IMPORTS — Australia 1994/95 (Tonnes)

Port	General Purpose Oil	Yobulu Oil	General	Nickel Ore	Fertilizer	Cement	Copper Concentrates	Total
<b>INTRASTATE</b>								
Brisbane	334,052	—	73	—	—	—	—	334,125
Gladstone	700	—	—	—	—	303,335	—	304,035
Palms Area	—	—	18	—	—	—	—	18
TOTAL INTRASTATE	334,752	—	91	—	—	303,335	—	638,178
<b>INTERSTATE</b>								
<b>NEW SOUTH WALES</b>								
Newcastle	—	—	29,987	—	—	—	—	29,987
Sydney	—	—	2,775	—	—	—	—	2,775
Port Kembla	—	—	5,514	—	—	—	—	5,514
SUB-TOTAL	—	—	38,276	—	—	—	—	38,276
<b>VICTORIA</b>								
Geelong	213,806	20,580	—	—	—	—	—	234,386
Westport	1,489	—	—	—	—	—	—	1,489
SUB-TOTAL	215,295	20,580	—	—	—	—	—	235,875
<b>TASMANIA</b>								
Westport	1,189	—	—	—	—	—	—	1,189
SUB-TOTAL	1,189	—	—	—	—	—	—	1,189
<b>TOTAL INTERSTATE</b>	<b>216,484</b>	<b>20,580</b>	<b>38,276</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>275,340</b>
<b>TOTAL AUSTRALIAN IMPORTS</b>	<b>551,236</b>	<b>20,580</b>	<b>38,367</b>	<b>—</b>	<b>—</b>	<b>303,335</b>	<b>—</b>	<b>913,518</b>

**IMPORTS — Overseas 1994/95 (Tonnes)**

Port	General Purpose Oil	Yabulu Oil	General	Nickel Ore	Fertilizer	Cement	Copper Concentrates	Total
<b>CANADA</b>								
Vancouver	—	—	—	—	32,229	—	—	32,229
SUB-TOTAL	—	—	—	—	32,229	—	—	32,229
<b>CHINA</b>								
Xing Gang	—	—	5,006	—	—	—	—	5,006
SUB-TOTAL	—	—	5,006	—	—	—	—	5,006
<b>HONG KONG</b>								
Hong Kong	—	—	5	—	—	—	—	5
SUB-TOTAL	—	—	5	—	—	—	—	5
<b>INDONESIA</b>								
Amamapare	—	—	—	—	—	—	10,896	10,896
Gebe Island	—	—	—	803,631	—	—	—	803,631
Jakarta	—	—	384	—	—	—	—	384
Santan	8,829	—	—	—	—	—	—	8,829
Semarang	—	—	36	—	—	—	—	36
Surabaya	—	—	60	—	63	—	—	123
Tanjung Sulang	5,143	—	—	—	—	—	—	5,143
SUB-TOTAL	13,972	—	480	803,631	63	—	10,896	829,042
<b>JAPAN</b>								
Hiroshima	—	—	399	—	—	—	—	399
Hakata	—	—	2,333	—	—	—	—	2,333
Kanda	—	—	193	—	—	—	—	193
Kobe	—	—	212	—	—	—	—	212
Nakanoseki	—	—	146	—	—	—	—	146
Nagoya	—	—	5,295	—	—	—	—	5,295
Osaka	—	—	325	—	—	—	—	325
Shimizu	—	—	33	—	—	—	—	33
Toyohashi	—	—	71	—	—	—	—	71
Yokkaichi	—	—	57	—	—	—	—	57
Yokohama	—	—	4,654	—	—	—	—	4,654
SUB-TOTAL	—	—	13,718	—	—	—	—	13,718
<b>KOREA, REPUBLIC OF</b>								
Busan	—	—	551	—	88	—	—	639
Inchon	—	—	170	—	—	—	—	170
Ulsan	—	—	890	—	—	—	—	890
SUB-TOTAL	—	—	1,611	—	88	—	—	1,699
<b>MALAYSIA</b>								
Bintulu	—	—	—	—	3,859	—	—	3,859
Port Kelang	—	—	135	—	—	—	—	135
SUB-TOTAL	—	—	135	—	3,859	—	—	3,994
<b>MEXICO</b>								
Salina Cruz	7,968	—	—	—	—	—	—	7,968
SUB-TOTAL	7,968	—	—	—	—	—	—	7,968
<b>NETHERLANDS</b>								
Rotterdam	—	—	3,030	—	1,600	—	—	4,630
SUB-TOTAL	—	—	3,030	—	1,600	—	—	4,630
<b>NEW CALEDONIA</b>								
Baie Ugue	—	—	—	296,224	—	—	—	296,224
Bookaine	—	—	—	92,787	—	—	—	92,787
Kouaoua	—	—	—	660,532	—	—	—	660,532
Nakety	—	—	—	782,383	—	—	—	782,383
Maneo	—	—	—	48,452	—	—	—	48,452
Teoudie	—	—	—	243,374	—	—	—	243,374
SUB-TOTAL	—	—	—	2,123,752	—	—	—	2,123,752

**IMPORTS — Overseas 1994/95 (Tonnes)**

Port	General Purpose Oil	Yabulu Oil	General	Nickel Ore	Fertilizer	Cement	Copper Concentrates	Total
<b>NEW ZEALAND</b>								
Auckland	—	—	1,157	—	—	—	—	1,157
Lyttelton	—	—	1,253	—	—	—	—	1,253
Nelson	—	—	10	—	—	—	—	10
Port Chalmers	—	—	1,709	—	—	—	—	1,709
Tauranga	—	—	195	—	—	—	—	195
Timaru	—	—	138	—	—	—	—	138
<b>SUB-TOTAL</b>	—	—	<b>4,462</b>	—	—	—	—	<b>4,462</b>
<b>PAPUA NEW GUINEA</b>								
Kiunga	—	—	4,890	—	—	—	—	4,890
Loe	—	—	10,276	—	—	—	—	10,276
Port Moka	—	—	5,475	—	—	—	—	5,475
Port Moresby	—	—	6,944	—	—	—	—	6,944
Rabaul	—	—	503	—	—	—	—	503
Wapulu	—	—	10	—	—	—	—	10
<b>SUB-TOTAL</b>	—	—	<b>28,098</b>	—	—	—	—	<b>28,098</b>
<b>SAUDI ARABIA</b>								
Jubail	20,042	—	—	—	5,896	—	—	25,938
Ras Tanura	3,155	—	—	—	—	—	—	3,155
<b>SUB-TOTAL</b>	<b>23,197</b>	—	—	—	<b>5,896</b>	—	—	<b>29,093</b>
<b>SINGAPORE, Republic of</b>								
Singapore	73,330	219,912	9,348	—	—	—	—	302,590
<b>SUB-TOTAL</b>	<b>73,330</b>	<b>219,912</b>	<b>9,348</b>	—	—	—	—	<b>302,590</b>
<b>SOLOMON ISLANDS</b>								
Honiara	—	—	1,505	—	—	—	—	1,505
Noro	—	—	44	—	—	—	—	44
<b>SUB-TOTAL</b>	—	—	<b>1,549</b>	—	—	—	—	<b>1,549</b>
<b>THAILAND</b>								
Bangkok	—	—	465	—	—	—	—	465
<b>SUB-TOTAL</b>	—	—	<b>465</b>	—	—	—	—	<b>465</b>
<b>UNITED ARAB EMIRATES</b>								
Ruwais Abu Dhabi	—	4,394	—	—	—	—	—	4,394
<b>SUB-TOTAL</b>	—	<b>4,394</b>	—	—	—	—	—	<b>4,394</b>
<b>UNITED STATES OF AMERICA</b>								
Baltimore	—	—	17	—	—	—	—	17
Tampa	—	—	—	—	4,323	—	—	4,323
<b>SUB-TOTAL</b>	—	—	<b>17</b>	—	<b>4,323</b>	—	—	<b>4,340</b>
<b>OVERSEAS TOTAL</b>	<b>118,467</b>	<b>224,306</b>	<b>67,924</b>	<b>2,927,383</b>	<b>48,058</b>	—	<b>10,896</b>	<b>3,397,034</b>
<b>SUMMATION</b>								
<b>INTRASTATE</b>	<b>334,752</b>	—	<b>91</b>	—	—	<b>303,335</b>	—	<b>638,178</b>
<b>INTERSTATE</b>	<b>216,484</b>	<b>20,580</b>	<b>38,276</b>	—	—	—	—	<b>275,340</b>
<b>OVERSEAS</b>	<b>118,467</b>	<b>224,306</b>	<b>67,924</b>	<b>2,927,383</b>	<b>48,058</b>	—	<b>10,896</b>	<b>3,397,034</b>
<b>TOTAL IMPORTS</b>	<b>669,703</b>	<b>244,886</b>	<b>106,291</b>	<b>2,927,383</b>	<b>48,058</b>	<b>303,335</b>	<b>10,896</b>	<b>4,310,552</b>



## SUMMARY OF IMPORTS 1987-1995 (Tonnes)

	1987	1988	1989	1990	1991	1992	1993	1994	1995
GENERAL	17,126	25,997	44,413	43,007	29,157	36,598	46,248	72,873	106,291
OIL									
General Purpose	586,048	645,127	639,671	755,839	697,903	716,323	748,919	786,140	892,981
Liquid Gas	10,907	9,824	11,777	15,042	19,118	19,355	23,926	24,186	21,608
	596,955	654,951	651,448	770,881	717,021	735,678	772,845	810,326	914,589
FERTILIZER									
Bulk	10,084	6,099	9,464	1,430	—	1,016	—	18,020	48,058
NICKEL ORE	41,082	118,013	414,026	1,078,666	1,642,993	2,303,687	2,572,571	2,952,403	2,927,383
SULPHUR	2,070	5,995	—	—	—	—	—	—	—
GYPSUM	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	—	10,896
CEMENT	—	—	—	—	—	—	—	166,440	303,335
TOTAL (Mass Tonnes)	686,115	811,055	1,155,271	1,957,746	2,409,067	3,091,112	3,408,610	4,020,062	4,310,552

## SUMMARY OF EXPORTS 1987-1995 (Tonnes)

	1987	1988	1989	1990	1991	1992	1993	1994	1995
GENERAL	40,511	82,270	130,470	116,006	114,479	99,566	115,113	143,016	150,997
MEAT & ASSOCIATED PRODUCTS									
Frozen	16,264	26,731	25,449	18,159	16,318	15,664	23,576	31,790	41,178
Hides	1,914	764	723	1,180	1,360	1,173	1,571	1,671	4,623
Tallow	11,445	10,242	6,862	10,654	10,829	11,340	9,953	7,512	10,489
By-Products	7,629	7,335	4,638	7,451	7,200	8,806	3,774	3,057	2,358
	37,252	45,072	37,672	37,444	35,707	36,983	38,874	44,030	58,648
MINERALS									
Refined Copper	79,252	86,310	88,197	109,646	143,866	123,144	122,191	142,768	85,731
Concentrates:									
Copper	20,659	15,836	33,046	46,201	111,430	53,780	47,365	75,419	106,505
Zinc	444,438	415,819	381,012	341,110	464,894	458,161	457,615	661,692	418,451
LGM	103,061	116,543	106,305	181,326	139,669	181,565	129,921	151,227	85,545
Lead Products	147,191	171,797	166,158	162,660	139,274	197,596	232,549	208,837	182,250
Nickel	24,192	26,364	25,343	22,279	21,067	21,812	23,247	28,176	29,009
Rock Phosphates	15,311	7,303	—	—	—	—	—	—	—
	834,104	839,972	800,061	863,222	1,020,200	1,036,058	1,012,888	1,268,119	907,491
MOLASSES	96,138	115,106	149,266	188,194	140,383	81,929	196,441	129,097	222,093
SUGAR	578,801	575,179	599,247	632,411	630,812	570,810	895,513	950,818	1,003,073
CATTLE	(11,044 Head)	(774 Head)	(8,592 Head)	(6,306 Head)	(9,628 Head)	(16,986 Head)	(2,870 Head)	(4,128 Head)	(5,806 Head)
	5,522	387	4,296	3,153	4,814	8,493	1,435	2,064	2,903
LIVE SHEEP								(200 Head)	—
								10	—
TOTAL (Mass Tonnes)	1,592,328	1,657,986	1,721,012	1,840,430	1,946,395	1,833,839	2,260,264	2,537,154	2,345,205

## TOTAL THROUGHPUT

	1987	1988	1989	1990	1991	1992	1993	1994	1995
Tonnages (Mass Tonnes)	2,278,443	2,469,041	2,876,283	3,798,176	4,355,462	4,924,947	5,668,874	6,557,216	6,655,757

## SUMMARY OF IMPORTS 1987–1995 (Tonnes)

	1987	1988	1989	1990	1991	1992	1993	1994	1995
GENERAL	17,126	25,997	44,413	43,007	29,157	36,598	46,248	72,873	106,291
OIL									
General Purpose	586,048	645,127	639,671	755,839	697,903	716,323	748,919	786,140	892,981
Liquid Gas	10,907	9,824	11,777	15,042	19,118	19,355	23,926	24,186	21,608
	596,955	654,951	651,448	770,881	717,021	735,678	772,845	810,326	914,589
FERTILIZER									
Bulk	10,084	6,099	9,464	1,430	—	1,016	—	18,020	48,058
NICKEL ORE	41,082	118,013	414,026	1,078,666	1,642,993	2,303,687	2,572,571	2,952,403	2,927,383
SULPHUR	2,070	5,995	—	—	—	—	—	—	—
GYPSUM	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	—	10,896
CEMENT	—	—	—	—	—	—	—	166,440	303,335
TOTAL (Mass Tonnes)	686,115	811,055	1,155,271	1,957,746	2,409,067	3,091,112	3,408,610	4,020,062	4,310,552

## SUMMARY OF EXPORTS 1987–1995 (Tonnes)

	1987	1988	1989	1990	1991	1992	1993	1994	1995
GENERAL	40,511	82,270	130,470	116,006	114,479	99,566	115,113	143,016	150,997
MEAT & ASSOCIATED PRODUCTS									
Frozen	16,264	26,731	25,449	18,159	16,318	15,664	23,576	31,790	41,178
Hides	1,914	764	723	1,180	1,360	1,173	1,571	1,671	4,623
Tallow	11,445	10,242	6,862	10,654	10,829	11,340	9,953	7,512	10,489
By-Products	7,629	7,335	4,638	7,451	7,200	8,806	3,774	3,057	2,358
	37,252	45,072	37,672	37,444	35,707	36,983	38,874	44,030	58,648
MINERALS									
Refined Copper	79,252	86,310	88,197	109,646	143,866	123,144	122,191	142,768	85,731
Concentrates:									
Copper	20,659	15,836	33,046	46,201	111,430	53,780	47,365	75,419	106,505
Zinc	444,438	415,819	381,012	341,110	464,894	458,161	457,615	661,692	418,451
LGM	103,061	116,543	106,305	181,326	139,669	181,565	129,921	151,227	85,545
Lead Products	147,191	171,797	166,158	162,660	139,274	197,596	232,549	208,837	182,250
Nickel	24,192	26,364	25,343	22,279	21,067	21,812	23,247	28,176	29,009
Rock Phosphates	15,311	7,303	—	—	—	—	—	—	—
	834,104	839,972	800,061	863,222	1,020,200	1,036,058	1,012,888	1,268,119	907,491
MOLASSES	96,138	115,106	149,266	188,194	140,383	81,929	196,441	129,097	222,093
SUGAR	578,801	575,179	599,247	632,411	630,812	570,810	895,513	950,818	1,003,073
CATTLE	(11,044 Head)	(774 Head)	(8,592 Head)	(6,306 Head)	(9,628 Head)	(16,986 Head)	(2,870 Head)	(4,128 Head)	(5,806 Head)
	5,522	387	4,296	3,153	4,814	8,493	1,435	2,064	2,903
LIVE SHEEP								(200 Head) 10	—
TOTAL (Mass Tonnes)	1,592,328	1,657,986	1,721,012	1,840,430	1,946,395	1,833,839	2,260,264	2,537,154	2,345,205

## TOTAL THROUGHPUT

	1987	1988	1989	1990	1991	1992	1993	1994	1995
Tonnages (Mass Tonnes)	2,278,443	2,469,041	2,876,283	3,798,176	4,355,462	4,924,947	5,668,874	6,557,216	6,655,757

SHIPPING INFORMATION 1987-1995

Only vessels over 200 tons Included	1987	1988	1989	1990	1991	1992	1993	1994	1995
Cargo Vessels	297	332	371	374	368	376	463	523	585
Gross Tonnage	3,624,877	3,679,802	4,206,520	4,922,188	5,019,189	5,381,454	6,668,539	7,392,834	7,889,576
Passenger Vessels	—	7	4	4	5	12	9	14	11
Gross Tonnage	—	148,879	78,028	83,628	80,993	151,238	116,626	226,490	197,487
Naval Vessels	26	23	25	27	34	68	59	46	41
No GRT Recorded	—	—	—	—	—	—	—	—	—
Bunkers	6	2	7	1	1	1	2	2	8
Gross Tonnage	36,919	5,188	29,319	2,629	27,262	21,619	2,282	55,477	58,365
Other Vessels	43	66	66	45	58	47	45	28	33
Gross Tonnage	17,172	59,765	57,740	27,461	83,936	37,312	26,530	9,129	10,953
Total No. of Vessels	372	430	473	451	466	504	578	613	678
Total Gross Tonnage	3,678,968	3,893,634	4,371,607	5,035,906	5,211,380	5,591,623	6,813,977	7,683,930	8,156,381

PORT RECORDS (as at 30 June 1995)

	DATE	VESSEL	RECORD
Imports	22/06/94	Maersk Taikung	discharged 63 870 tonnes of Nickel Ore
Exports	19/12/77	Nestor	loaded 43 772 tonnes of Raw Sugar
Deepest Draft Vessel	30/06/95	M.G. Tsangaris	12.80 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



## CARGO HANDLING FACILITIES

**No. 1 Wharf** (isolated) is used exclusively by tankers for bulk oil and gas as well as chemical discharge and by all type of vessels for bunkering.

**No. 2 Wharf** is a general purpose wharf and is designated "Special Berth" for certain cargoes. The wharf is leased to Universal Transport Operations Pty Ltd., and operated and controlled by Northern Shipping and Stevedoring Pty. Ltd. Both of these companies are part of the MIM Holdings Group. Queensland Nickel Pty. Ltd have recently relocated their nickel ore unloading operation to the wharf from No 3 Wharf and have commenced work on new handling facilities.

**No. 3 Wharf** is equipped with a container gantry crane which is leased to Universal Transport Operations Pty. Ltd., and is operated and controlled by Northern Shipping and Stevedoring Pty. Ltd. The crane has a lift capacity of 55.9 tonnes. Its equipment includes an extendible spreader to suit all sizes of containers, a heavy lift hook and grabs of 7.6, 13 and 17.5 cubic metres capacity.

Maximum height of lift above wharf deck is 27 metres. Outreach beyond the wharf face is 31.85 metres and outreach over rail and road services is 23.77 metres. Distance between bogies is 32.61 metres. The crane traverses the full length of the wharf. A landing pad at the shore end of the wharf allows simultaneous use of the container crane and stern angle ramp for RORO traffic. The wharf is also equipped with 25.4 tonne, 32 metre radius, travelling jib crane for container and unit load handling. The container crane on No. 3 Wharf can service cargo up to the 673 metre mark on No. 2 Berth.

**No. 4 Wharf** has a landing pad, supported by steel piling, to service stern angle ramp RORO vessels. The molasses pipeline to this wharf is capable of loading up to 400 tonnes/hour. The wharf has been upgraded to import bulk cement with associated storage and processing facilities.

**No. 6 Wharf** (No. 1 pier East) is a general purpose wharf used for Research vessels.

**No. 7 Wharf** (No. 1 pier West) supports bulk shiploader for mineral concentrates, phosphate rock and ores up to 102 mm aggregate at the rate of 1,000 tonnes per hour. The wharf is also equipped with bulk molasses and bunker pipelines.

**No. 8 Wharf** (No. 2 pier East) services the export frozen beef trade with cargoes drawn from freezer stores adjacent to the port. It also serves as a general purpose wharf. The wharf is equipped with a stationary 25 tonne, 30 metre radius, 400 HLT crane (rigged as port tower crane). The wharf is also equipped with a molasses pipeline.

**No. 9 Wharf** (No. 2 pier West) is the raw sugar loading wharf. A bulk shiploader delivers sugar to carriers at the rate of 2,000 tonnes per hour. The wharf is also equipped with bunker and molasses pipelines.

**No. 10 Wharf** is equipped with a 30 tonne crane with a 32 metre maximum radius. A stern RORO ramp is also available. Australian Defence Force (ADF) vessels also utilise the wharf.

## MOBILE CARGO HANDLING EQUIPMENT

Individual stevedoring companies have an extensive range of mobile cargo handling equipment including: forklifts, tractors, trailers (container), loaders and earth-moving equipment.