



ANNUAL REPORT 1995-1996

TOWNSVILLE PORT AUTHORITY

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INTRODUCTION

Welcome to Townsville Port Authority's 1995/96 Annual Report. As you read through it, we hope you find its contents interesting and informative. This Annual Report is designed to inform you about our past performance — it is also intended to give you a glimpse of our vision of the future and how we are developing the Port of Townsville to turn that vision into reality.

If you want to be part of the exciting growth and development of the Port of Townsville, please give us a call or drop us a line. Contact details are:-

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Front cover: 100 years of progress; working Port past and present; through the sands of time.

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TOWNSVILLE PORT AUTHORITY

CORPORATE GOALS

Our Role

Townsville Port Authority is the manager of Townsville Port which has a land and sea area jurisdiction in excess of 400 square kilometres. Townsville Port has been Queensland's fastest growing Port for the past five (5) years and in the current year handled 7.115 million tonnes of cargo. The Port is located on the east coast of Australia, 1359 km 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.

Our Purpose

To ensure continuity of planning and operational efficiency in the Port's undertakings, whilst earning commercial rates of return on all new investments.

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 which the Port serves.

Key Result Areas	Goal
1. Trade and Shipping	1. To maintain all existing trades, develop trade growth in all bulk commodities and general cargo and promote tourist shipping.
2. Infrastructure Planning and Development	2. 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 and shareholders.
3. Port Operations	3. To provide efficient and effective port facilities and services to ensure all operations are carried out in a cost-effective, safe and secure manner.
4. Port Land Management	4. To ensure the availability of Port land for strategic port purposes and to achieve an adequate rate of return on developed commercial/industrial property.
5. Finance and Administration	5. To maintain an independent Administration and commercially viable business operation through effective management, which achieves a satisfactory rate of return on assets through effective management.
6. Human Resource Management	6. 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.
7. Environment	7. To ensure all port operations are carried out in an environmentally responsible fashion and address all environmental issues arising from port plans and operations.



Background:- The Egypt bound "Wadi Al Malouk" loaded 43,750 tonnes of raw sugar on 27 July 1996.

Foreground:- "Cape Arnhem" loading containers.



EXECUTIVE SUMMARY

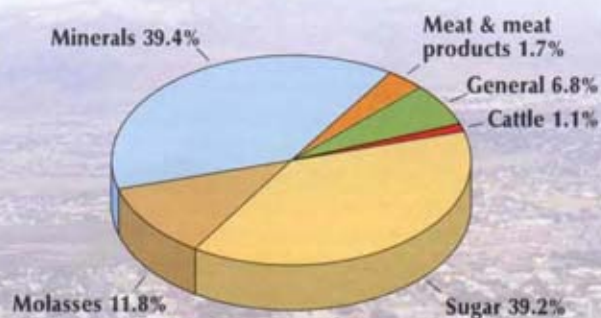
- Townsville Port Authority recorded its 9th consecutive year of record trade throughput with in excess of 7.115 million tonnes of cargo passing through the Port — growth since 1986/87 of over 212 percent.
- Individual trade records were set for fertiliser, molasses, nickel ore, copper concentrates, live cattle and sugar.
- Record container trade was established at 232,222 tonnes.
- A total of 21,393 TEUs passed through the Port.
- Townsville Port Authority recorded a bottom line profit of \$3.6 million.
- Townsville Port Authority's *Port Development Plan* is already having a positive impact.
- Townsville Port Authority is well advanced towards Quality Assurance (QA) accreditation.
- Queensland Nickel Pty Ltd's new handling facilities at No. 2 wharf for nickel ore imports are nearing completion.
- The Authority's new Engineering Services and Operations Centre officially opened 17 January 1996.
- Construction of first sulphuric acid storage tank.
- Dredging works and reclamation to allow construction of an outer berth and facilities for BHP's Cannington Mine commenced.
- Planning and studies into an alternative transport corridor to the Port commenced.
- 633 Cargo vessels — a record — with a gross registered tonnage of 8,351,985 tons entered the Port.
- No increase in charges during the year.
- Financial performance targets met.
- Provision for Dividend payment of \$765,704.
- Total Equity of \$134 million at 30 June, 1996.



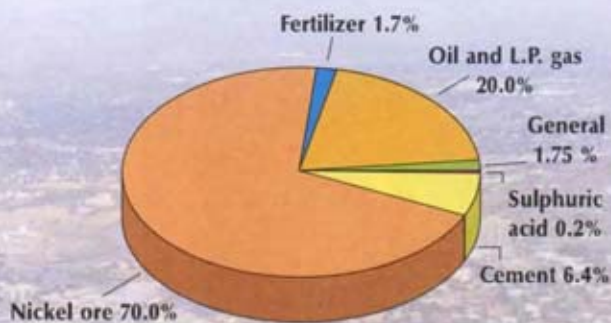
Bottom Left:- The Authority's new Engineering Services & Operations Centre was officially opened on 17 January 1996.



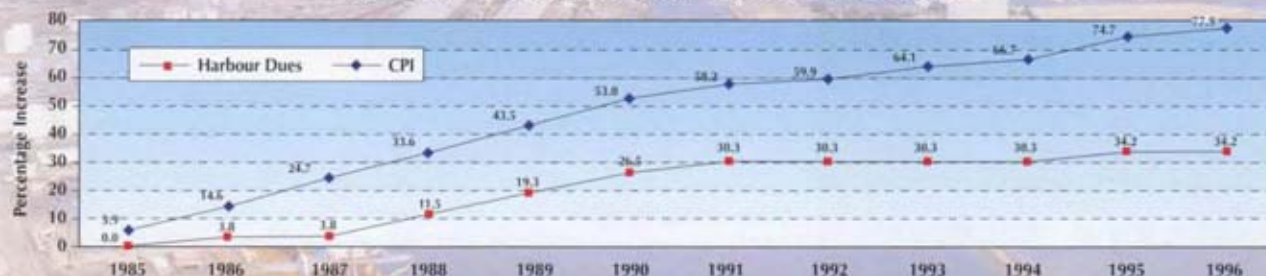
Exports Through the Port of Townsville 1995/1996



Imports Through the Port of Townsville 1995/1996



Harbour Dues Increase Vs. CPI Increase



Background:- Queensland Nickel Pty Limited commissioned construction of a 32 tonne ore unloading gantry crane as part of the Company's \$51 million commitment to the Port of Townsville



BOARD OF DIRECTORS



Mr. David Carmichael (Chairman)

Mr. Carmichael is Executive Chairman of The Carmichael Group of Companies. The Group comprises four motor dealerships, all in north Queensland, a Queensland wide finance brokerage business and a property investment company. The Group employs more than 300 people, and with an annual turnover of \$185 million, is the ninth largest private company in Queensland.

Mr. Carmichael is a Past President of Rotary and is currently Chairman of the "Townsville Suns" National Basketball Team. He is also a member of the boards of the National Basketball League and Basketball Australia's High Performance Committee.

Mr. Carmichael is a board member of the North Queensland Amateur Turf Club and the Queensland Olympic Taskforce. He is a life member of the Townsville Junior Soccer Association and the Australian Stockman's Hall of Fame. Mr. Carmichael has been awarded many awards including the Time Magazine "Quality Dealer of the Year Award" in 1985, Business Queensland "Chief Executive of the Year Award" in 1993 and Martec "Dealer of the Year Award" in 1994.



Hon. Max Hooper O.A.M. ACIV (Deputy Chairman)

Mr. Hooper was Mayor of Townsville from 1972 to 1976 and represented the City on the then Townsville Harbour Board. He served as a member of Parliament from 1974 to 1980 and held the portfolio of Maritime Services and Tourism from 1979 to 1980.

Mr. Hooper was a Director of the Authority from June, 1985 until he resigned in June, 1995. He served as Deputy Chairman from December, 1987 to June, 1995.



Mrs. Fay Barker (Director)

Mrs Barker is the Joint Managing Director of five (5) welding supplies companies, including Townsville Welding Supplies which has been listed in the Top 400 privately owned companies in Queensland for the last four years. Mrs Barker's specific contribution to the company is as financial controller and strategic planner. In 1989, Mrs Barker won both the North Queensland and State titles in the Queensland Government's Business Executive of the Year — Small Business Awards. In 1994, she won the Business Queensland — Top 400 Chief Executive Woman of the Year Award.

Mrs Barker is Deputy President of The Townsville Chamber of Commerce Inc. and a Director of Lifeline North Queensland and The Queensland Museum — Pandora Foundation. She is also an active member of a number of business and service organisations.



Mr. Arthur Bloxham B.E., M.I.P.E.N.Z., M.I.E., AUST., M.A.I.C.D. Div. (Director)

Mr. Bloxham is a Director and Townsville Office Manager of McIntyre and Associates Pty Ltd (Consulting Engineers). His engineering interests include the design of bridges and the design of buildings able to resist tropical cyclones. Mr. Bloxham is currently Deputy Chairman of the James Cook University of North Queensland Cyclone Structural Testing Station.

Mr. Bloxham has been actively involved in promoting the development of the Townsville region. He was a member of the then Townsville Thuringowa Development Board for ten years and served as President from 1988 to 1990. Currently he is Chairman of the Economic Development Advisory Committee of Townsville Enterprise Limited.

Mr. Bloxham has also served for 16 years as a trustee of the Townsville Grammar School and recently retired as Deputy Chairman of the School Board.





Cr. Tony Mooney B.Ed, BA Hons (Director)

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

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



Mr. Greg Peel B. Com, FTIA (Director)

Mr. Peel is a Director of Price Waterhouse Australasia. He is an Associate of the Australian Society of Certified Practising Accountants and a Fellow of the Taxation Institute of Australia. He is an active technical contributor in these areas.

Mr. Peel is a founding Director and Secretary of Townsville Enterprise Limited and Chairman of its Finance Committee.



Mr. Colin White LL. B (Director)

Mr. White has practised as a barrister in Townsville since 1983. He also has business interests in Townsville and operates a commercial and stud cattle property at Reid River, west of Townsville.

Mr. White graduated with a Bachelor of Laws from Melbourne University in 1966 and practised as a solicitor in Victoria before moving in 1972 to Hong Kong where he practised as Senior Crown Counsel until 1983.

Mr. White has been President of the Townsville Regional Community Corrections Board since 1991.



Captain Richard Johnson MASTER CLASS 1, MNI, MCIT, CMM
(Ex-Officio Member)

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, Townsville in May, 1991. In this position he is responsible for all ports and maritime activity from Cardwell to Bowen.

Captain Johnson is a member and immediate past Chairman of Queensland Transport's Marine Management Group which is responsible for maritime safety and service delivery in Queensland.



CHAIRMAN'S REVIEW

The 1995/96 year closed with two (2) major achievements for the Authority. First, the Authority entered into an agreement with BHP Minerals Pty Limited to proceed with the construction of a new minerals concentrates wharf for the Company. Second, the Port of Townsville achieved record trade throughput for the ninth year in succession.

BHP Minerals Pty Limited's decision to build Number 11 Wharf recognises the value to the Port of the Authority's decision in 1993/94 to initiate Stage IA of the Eastern Port Development project. The Company will be investing \$55 million in the wharf, conveyor, storage and tippler facilities as part of the Cannington Mine project. BHP Minerals Pty Limited will export their first shipment of concentrates from Number 11 Wharf in December 1997.

Queensland Nickel Pty Limited have completed their \$51 million expansion of ore unloading, conveyor and load out facilities at Number 2 Wharf. Their operation will go "live" in early 1996/97. It is anticipated that the Company will now aim to import up to 4 million tonnes per annum of nickel ore from Indonesia and New Caledonia for processing at Yabulu. Nickel ore will be unloaded by grab (Queensland Nickel Pty Limited have installed their own crane) to hoppers on the wharf and then transferred by conveyor to trains waiting on the nearby rail loop. Queensland Nickel Pty Limited's capital investment is not only expected to increase the volume of product handled at Wharf Number 2 but it will also ensure that trains hauling nickel ore from the Port to Yabulu achieve much faster turnarounds.

Queensland Terminals Pty Limited have also invested in the Eastern Port Development project. The Company has already installed its first tank and nearby truck despatch facilities and further expansion of their tank farm is planned during the 1996/97 financial year. Queensland Terminals are keen to acquire a share of the acid trades associated with the Carpentaria/Mount Isa Mineral Province, Korea Zinc Australia Pty Limited's project and Queensland Phosphate Limited's planned production of 1 million tonnes per annum of high analysis fertiliser, after the gas pipeline to Mount Isa is established.

The trade throughput of the Port of Townsville for the 12 months to 30 June 1996 was 7,115,303 tonnes. This was comprised of 4,311,782 tonnes of imports and 2,803,521 tonnes of exports. It is worth recording that nine (9) years ago the total trade of the Port was only 2,278,000 tonnes.

The Port also set records for a range of different cargoes during 1995/96. For example, live cattle exports totalled almost 60,000 head for the year exceeding the Port's 1978/79 record of 32,088 head. Molasses topped 332,104 tonnes bettering the 1994/95 throughput of 222,093 tonnes. Sugar exports again did better than the 1 million tonnes, whilst nickel ore imports exceeded 3 million tonnes per annum for the first time.

The Authority is now forecasting a trade throughput of 10 million tonnes per annum in the year 2000. Heading the list of trades will be anticipated increases in sugar, minerals, petroleum and nickel ore. There is also an opportunity to further boost live cattle exports from the Port. Already, the Authority is engaged in discussions with both the cattle industry and shippers aimed at clearing "log jams" and positioning the Port of Townsville as the major cattle export centre in Queensland.

In the area of port development the Authority has continued to plan for a new Eastern Transport Corridor which would link the City's south eastern industrial node with the Port. The immediate beneficiaries would of course be Korea Zinc Australia Pty Limited's proposed \$500 million zinc refinery and Copper Refineries Limited's plant, which recently announced plans for further expansion.

The Eastern Transport Corridor will not only carry road and rail traffic to the Port but it will also provide an easement for oil and gas pipelines, electricity, conveyor systems and other services. The Corridor will provide the Port with a guaranteed long term transport link well into the 21st Century. At the same time, the Corridor will divert an anticipated increase in heavy vehicular traffic away from the City and its suburbs.

Townsville Port's record of growth in bulk, break-bulk and containerised cargoes during the past decade has positioned it as the major industrial port of northern Australia. The Port's potential is now there for all to see. Townsville Port's strengths lie in its diversity of trades, the Port's close proximity to the Carpentaria/Mount Isa Mineral Province and its capability to expand at short notice to accommodate new trades.

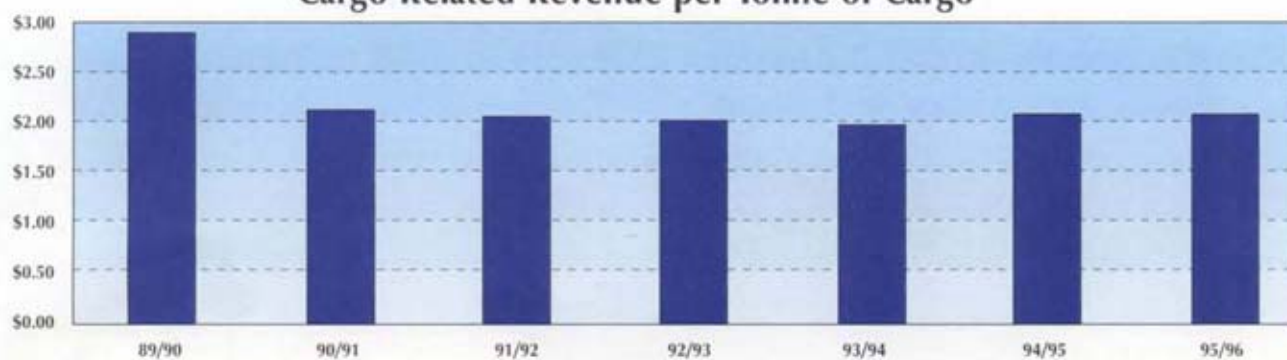
Of course, as the volume of trade increases so too is the very real risk that the Port's expanded activities will begin to impact on the City and nearby residential areas. With this in mind the Authority's planning in recent years has been directed towards ensuring that impacts (if any) are either eliminated or kept to a minimum. As a case in point the Eastern Transport Corridor will certainly be instrumental in directing traffic away from populated areas. However, a key plank in the Authority's future development strategy will be its focus on developing the Port to the north and east, thus maximising the physical separation between the Port and the City of Townsville.

On behalf of the Board of Directors I wish to thank the Chief Executive Officer and the Authority's employees for their efforts during the past financial year. I also wish to record my appreciation for the support given to the Port of Townsville by our Port Users and service providers and for their continuing interest in the development of the Port of Townsville. Without their loyalty the Port would not be in the position of strength it is today.

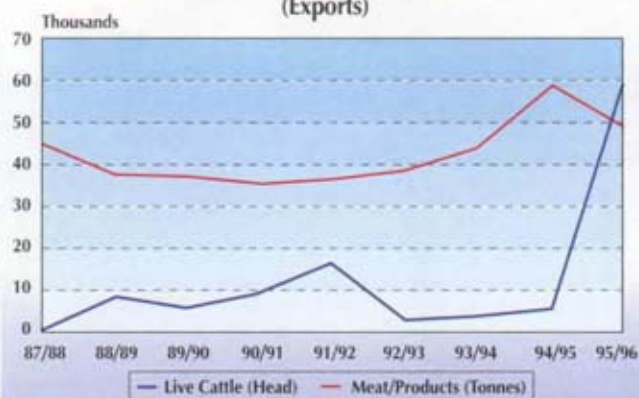
D.F. Carmichael,
Chairman



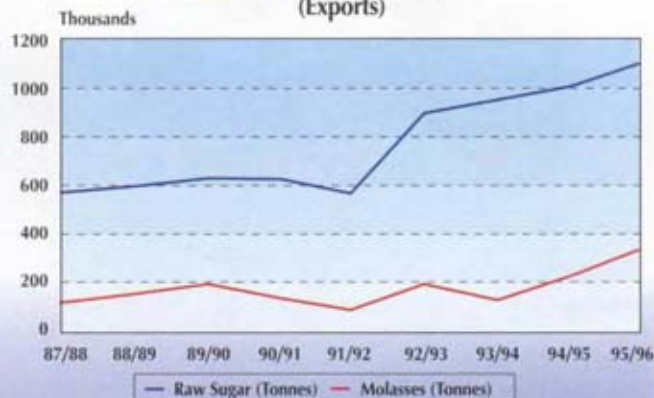
Cargo Related Revenue per Tonne of Cargo



Live Cattle and Meat/Products (Exports)



Sugar Industry (Exports)



Queensland Nickel Pty Limited's nickel ore facilities nearing completion as part of the Company's \$51 million commitment to the Port of Townsville.



EXECUTIVE TEAM



(Left to Right)

Mr Barry Berwick – Manager Operations & Senior Engineer
B.E. (Civil), DIP. PROF. MAN, MIE. AUST., R.P.E.Q.

Mr John Whipp – Manager Corporate Services & Internal Audit
AM, CSM, JP (QUAL), MIA (Aust.), AIM

Mr Greg Sentinella – Manager Human Resources

Mr Richard Kenny – Chief Executive Officer
BA (Qld) FCTT

Mr John Sherriff – Manager Finance
B.Com, FCPA

Mr Barry Holden – Manager Marketing & Business Development
B.Com, CPA, MCIT



ORGANISATIONAL STRUCTURE

During 1995/96, 11 ordinary Board meetings, 2 Sub-Committee meetings and 2 Special Board meetings were held with an attendance of 84.5%.

On 18 July 1996, Her Excellency, the Governor in Executive Council, pursuant to the *Government Owned Corporations Act 1993*, appointed the following as Directors with terms of appointment expiring on 30 June 1999:-

Mr David Carmichael
Mr Maxwell Hooper
Mrs Fay Barker
Mr Arthur Bloxham
Mr Anthony Mooney
Mr Gregory Peel
Mr Colin White

Captain Richard Johnson, the Regional Harbour Master, Townsville is an ex-officio member of the Board.

During the 1995/96 financial year the Board was comprised of the following Directors:-

Mr M.F. Reynolds
Mr D.C. Brown
Mr A.J. Mooney
Ms T. Cassimatis
Mr T.G. Parker
Mr W. Douglas
Captain R.C. Johnson, Regional Harbour Master, Townsville (ex-officio).

Board of Directors

MANAGER FINANCE Mr J.A. Sherriff

- Finance • Payroll • Trade & Shipping Statistics • Supply • Accounting & Taxation

MANAGER HUMAN RESOURCES Mr G.D. Sentinella

- Human Resource Management • Training • Industrial Relations

CHIEF EXECUTIVE OFFICER Mr R.E. Kenny

MANAGER MARKETING & BUSINESS DEVELOPMENT Mr B.W. Holden

- Marketing Strategy • Advertising • Public Relations • Port Promotion • Trade Development • Materials Handling & Logistics • Infrastructure

MANAGER OPERATIONS & SENIOR ENGINEER Mr B.K. Berwick

- Engineering • Design Support • Drafting • Development & Dredging • Contract Administration • Engineering Administration • Technical Support • Project Management

MANAGER CORPORATE SERVICES Mr A.J. Whipp

- Internal Audit • Special Projects • Secretariat • Port Protection • Information Technology • Environmental Management



CHIEF EXECUTIVE OFFICER'S REPORT

In January 1996 the Authority signed an agreement with BHP Minerals Pty Limited to construct Number 11 Wharf in the Outer Harbour. Initially, the wharf will handle trade from BHP Minerals Pty Limited's Cannington Mine.

The entire project is being financed by BHP Minerals Pty Limited. The wharf will be constructed seaward of Number 1 (Tanker) Berth and linked by conveyor to BHP Minerals Pty Limited's storage and tippler facilities within the northern rail loop. The existing balloon rail loop will be duplicated so that nickel ore trains and trades destined for Number 11 Wharf can be handled simultaneously.

The importance of BHP Minerals Pty Limited's decision to invest \$55 million on new wharf and land based facilities is that it reflects a confidence by "The Big Australian" in the future of Townsville Port and its hinterland, particularly the Carpentaria/Mount Isa Mineral Province. From the Authority's viewpoint, BHP Minerals Pty Limited's investment underscores the wisdom of the Authority's development strategies in the Eastern Port area.

Queensland Nickel Pty Limited have completed their \$51 million ore handling and train loading system at Number 2 Wharf. Product can now be handled more efficiently and (at the same time) environmentally managed with world's best practice in mind.

Both BHP Minerals Pty Limited and Queensland Nickel Pty Limited have co-operated with the Authority in preparing Environmental Management Plans (EMPs) as part of the Authority's overall environmental management strategy for the Port. The EMPs are also "signed off" by the Department of Environment.

Environmental management is a fundamental plank in the Authority's planning for the future development of the Port of Townsville. With a diverse range of trades already being handled in the Port, likely impacts need to be identified and managed before they become a problem. In this regard the Authority has enjoyed unqualified support and co-operation from its Port Users, who are as keen as the Authority is to ensure that the Port maintains the highest standards of environmental management.

The quality of service the Authority delivers to Port Users remains our primary focus. Although the Authority has come a long way in improving the manner in which services are delivered, there still remains room for improvement. As we approach QA accreditation in mid-1996/97 improvements continue to be made. For example, in the area of services to shipping, the Authority's earlier decision to form a Port Protection Unit to cover Port Control and Security in the Port on a 24 hour basis has paid dividends. The incidence of queuing in the Port has been reduced from an unacceptable high of 19 vessels waiting for 22 days in 1989/90 to 3 vessels on queue for one (1) day this year. Suffice to say that during that same six (6) year period the number of ships handled in the Port also increased from 473 to 720.

The Authority's Quality Assurance programme is aiming for accreditation in the 9001 series and the 14000 series, the latter for environmental management. Whilst some sections of the community have questioned the value of QA, the fact remains that ports and shipping world-wide see QA accreditation as the universal yardstick of performance. Significantly, each and everyone of the Authority's suppliers is already QA accredited. There is a reasonable expectation on their part that the Authority should have the same high standards of service delivery.

In conjunction with QA the Authority has also adopted a more flexible and responsive organisational structure. The Authority's three (3) divisions have now been abandoned in favour of seven (7) functional areas. These are Marketing and Business Development managed by Mr. Barry Holden, Corporate Services headed by Mr. John Whipp, Mr. Greg Sentinella managing Human Resources, Engineering and Operations under Mr. Barry Berwick and Finance managed by Mr. John Sherriff. These Managers and the Secretary to the Board of the Authority (Ms. Susan Carrington) form the Corporate Management Group under the Chief Executive Officer.

During the year the Authority initiated its Information Technology (IT) programme which will have the following benefits to the Authority:-

- Streamlining of the Authority's business processes.
- Establishing an environment which supports key performance indicators and reorienting the Authority's business practices to a corporate, client focus.
- Providing an environment which incorporates reporting that is both flexible and responsive.
- Increasing the efficiency of the Authority's forward planning and decision making.
- Increasing the availability and accuracy of historical data which are critical to corporate planning.
- Increasing the efficiency of the Authority's asset maintenance programmes.
- Synchronising corporate information shared by functional areas.

Under the direction of the Authority's Manager Information Technology (Mr. Sean Blain) the Authority formed an alliance with Wang and Oracle to implement the IT programme. This will cover the Authority's financial, engineering and port control systems under a strategy designed to keep the Authority ahead of technological change for at least the next decade.

Implementing the IT programme was planned to coincide with QA accreditation so that the Authority can maximise the benefits of simultaneous procedural change. Already IT implementation is ahead of schedule and due for completion by December 1996. QA remains on target for pre-auditing in December as well.

Port Authorities exist for three (3) fundamental reasons. They are, to maximise the trade of their ports, to manage their port assets and to plan the likely course of future port development. The latter overshadows the first two (2) responsibilities because it is only through



port authorities which are attuned to local conditions that it is possible to optimise the planning process over time.

Unlike other planning agencies, port authorities must have a 100 year planning horizon. They must also be capable of setting in train a series of planned developments which can respond, at any future time, to the dynamics of shipping and trade. As a case in point the early planners of Townsville Port, in an era of sail and steam ships, had the foresight to leave the Authority today with a port configuration which can handle 65,000 ton panamax ships.

It is with the above in mind that the Authority has continued to plan for the development of an Eastern Transport Corridor across the mouth of Ross River. The Corridor will link the north-eastern (developing) side of the Port with expanding industrial development to the south east.

The Authority has co-operated with a range of agencies over the past two (2) years with the aim of having the Eastern Transport Corridor established in the near term. With support from both the Commonwealth and Queensland Governments, the Authority remains confident that the Eastern Transport Corridor will be implemented sooner rather than later

as part of Government's overall strategy to widen Townsville's industrial base.

In closing my report I would like to express my appreciation to the Management team for their loyalty and support during the past year. As usual the Authority's Senior Managers have been asked to give their all (and more) to the task of making the Port of Townsville more prosperous. Often, Managers do so at considerable personal cost not only to themselves but to their families as well.

Across the Authority's workforce as a whole there has been commitment to high personal standards of performance and a striving to do better. This was most evident among employees during the IT and QA implementation phases.

In the coming year I will be seeking to further improve the Authority's performance in a range of areas. Even though we will remain an agency of the Queensland Government, albeit a Government Owned Corporation (GOC) our customers will continue to expect the same high level of service delivery from the Authority as that which is taken for granted in the private sector.

R.E. Kenny
Chief Executive Officer



*Left:- Going up ... Townsville Port Authority electrician Lester Sichter maintaining lighting for 24 hour operation.
Right Background:- Another busy day at Northern Australia's Premier Port.*



TRADE & SHIPPING

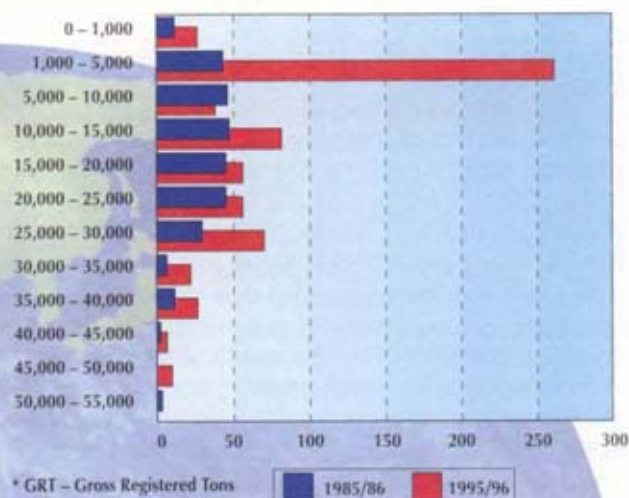
During the 1995/96 financial year 633 cargo vessels entered the Port. This represents an increase of eight (8) percent over the previous year and a 139 percent increase over the 1985/86 financial year when 264 cargo vessels entered the Port. Over this period, trade throughput has increased from 2,284,490 tonnes to 7,115,303 tonnes — an increase of 212 percent. Despite more than doubling trade throughput, the average time at berth has decreased from 33.86 hours to 31.92 hours.

The Port was visited by 87 other vessels including Australian and foreign navies and cruise ships during the year.

To maintain the Port's impressive record and to maximise trade throughput, the Authority is continuing to streamline its operations and encourage port users to facilitate the rapid turnaround of their vessels.

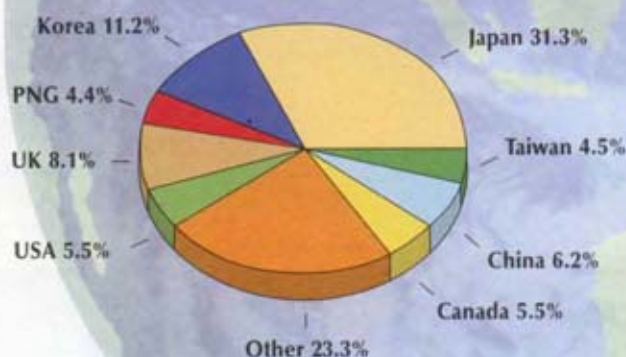
With developments in the mining industry and other areas, the Port's trade base is predicted to expand up to the turn of the Century and beyond.

Vessels in GRT* Range
(1985/86 compared to 1995/96)



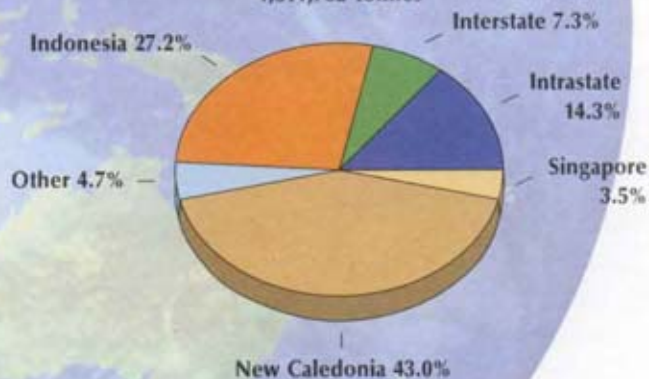
Total Exports 1995/1996

2,782,414 tonnes

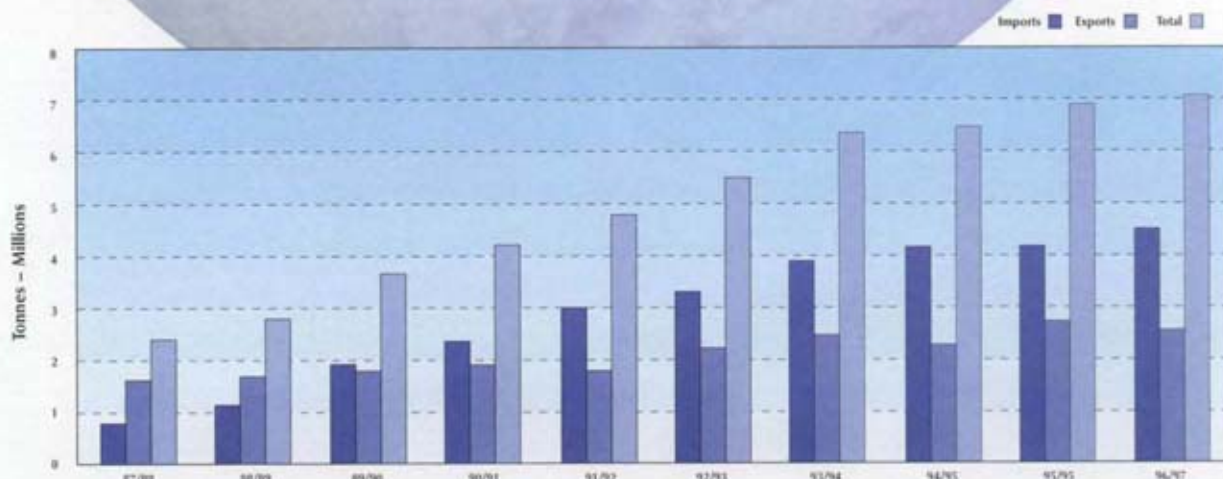


Total Imports 1995/1996

4,311,782 Tonnes



Growth In Trade Since 1987/88



	87/88	88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97 Est.
Mass Tonnes	2,469,041	2,876,283	3,796,176	4,355,462	4,834,947	5,668,874	6,557,216	6,655,757	7,115,303	7,276,000
% Increase	-	16.5%	33.8%	14.4%	99.5%	129.6%	165.6%	169.6%	188.2%	194.5%



INFRASTRUCTURE PLANNING & DEVELOPMENT

During the 1995/96 financial year a number of significant infrastructure developments were under construction. These included:-

- construction by Queensland Nickel Pty Ltd of a ship unloader, conveyor systems, storage area and rail loading facility to receive nickel ore for the company's Yabulu nickel refinery.
- commencement of dredging of 1.43 million cubic metres of material to provide access to the first outer berth (No. 11) to be constructed for the export of minerals concentrates from BHP's Cannington mine.
- provision of roads and services to reclamation areas to facilitate further development by Port Users.

To meet the predicted increase in trade from new developments in the North West Queensland Minerals Province and other areas, the Authority is already planning further port expansion. Critical to this expansion will be the Eastern Transport Corridor already referred to in the Chief Executive Officer's report.



PORT LAND MANAGEMENT

Dredging of 1.43 million cubic metres of material to construct the first outer berth (Berth 11) to service BHP's Cannington mine has provided the material to reclaim much of the 100 hectare Eastern Port Development area, enclosed within a breakwater constructed some years ago. Demand for this land is brisk with a number of major developments on the land under negotiation. Additional land has been leased to Queensland Terminals Pty Ltd for the construction of chemical storage tanks. Discussions with existing and potential Port Users are aimed at ensuring the lands are developed to their best use, keeping in mind future transport modes. Provision is being made for future roads, rail sidings and pipeline easements as part of the integrated planning process.

The Authority's *Townsville Port Land Use Plan* has now been approved by the Shareholding Ministers. This plan establishes a land use and tenure framework to effectively and efficiently manage the Authority's Strategic Port lands. It is also the framework for exercising the Authority's obligations and responsibilities under the *Transport Infrastructure Amendment Act (1994)* and foreshadowed amendments to the *Lands Act*.

Title to lands included in the proposed Eastern Transport Corridor is in the process of being resolved. The Corridor will provide an access route to and from the Port and a link with the southern and western transport routes. A substantial (and increasing) number of heavy transport movements will be diverted away from the residential areas of South Townsville and Railway Estate.



Top:- Queensland Terminals Pty Limited employee connecting pipeline for the first sulphuric acid import aboard the "Stolt Azalea".
Bottom:- Peter Kanai (Labourer) blasting piles for Berth 8 fender upgrading.



PORT OPERATIONS

During the year the Authority pursued the implementation of its Integrated Management Information System (IMIS) designed to integrate the Authority's financial, maintenance management, payroll/human resource, port operations, property management and supply functions. It is expected that implementation will be completed by December, 1996.

At the same time the Authority commenced implementation of its quality system with the aim of achieving certification under ISO 9000. The Quality Assurance system is expected to engender client confidence in the Authority's administration and operations. The Authority is expecting to achieve certification during the 1996/97 financial year.

In January, 1996 the Authority's new Engineering Services and Operations Centre in the port area was officially opened. Already the benefits of co-locating the Authority's Engineering and Operations functions viz. reduced travelling time, better supervision and cost control have been realised.

The supervision of hazardous cargoes was improved during the year with the implementation of new procedures. As well, the Authority sponsored and conducted training courses for port workers so as to ensure that a maximum number of people are trained to recognise and correctly deal with hazardous cargoes. The Authority's employees also participated in a number of exercises with port users and the emergency services to test preparedness and responses to incidents including oil spills and chemical spills. The importance of this training was underscored on several occasions during the year when the Authority's employees had to respond to oil spills in Ross Creek.

The Authority's Port Protection Unit continues to monitor the security of the Authority's property and the safety of people, property and cargo in the Port area. The Unit liaises with the Regional Harbour Master, Townsville, Australian Customs Service, Australian Quarantine and Inspection Service and other agencies to ensure the smooth operation of the Port.



*Top right:- Live cattle bound for the Philippines. A record 59,264 head of cattle were exported during 1995/96.
Bottom Left:- Loading army vehicles aboard "HMAS Tobruk" for Operation "Swift Eagle".*



SUMMARY OF STATEMENT OF CORPORATE INTENT

1. Purpose and Mission of the Authority (TPA)

Refer to page 1 of this report.

2. Key Result Areas

Refer to page 1 of this report.

3. Financial Overview

Refer to page 16 of this report.

4. Performance Targets

	Target	Actual
Accounting Return on Assets	3.37%	3.11%
Operating Profit (EBIT)	\$4,247,485	\$4,558,094
Current Ratio	not<1.0	1.49
Interest Cover Ratio	not<2.0	4.49
Debt to Equity Ratio	not>1.0	0.09
Trade	6.8 mil tonnes	7.1 mil tonnes
Nominal Price Index of Port Authority Charges	100	100

5. Dividend Policy

For 1995/1996, 40% of Profit after Tax is to be paid by 31 December, 1996. Actual Dividend will need to be negotiated between the Board and Shareholding Ministers after 30 June 1996.

6. Borrowings

During 1995/96 it is proposed to borrow \$7 million. This is based on NIL borrowings for 1994/95 (\$5 million was budgeted for 1994/95, and this has been rolled over to 1995/96).

7. Policies to Minimise Risks of Investments and Borrowings

Investments: Surplus funds will be invested to obtain market returns which are non-speculative. Cheque signing authorities have been approved by the Board, with daily investment summarized and monthly reconciliations performed by the Finance Division.

A Risk Assessment has recently been carried out by Sedgwick Risk Services Division with draft recommendations already being acted upon.

The Authority has Insurance Policies in place for:

- Industrial Special Risks
- Combined Liability
- Marine Hull
- Comprehensive Motor Vehicle
- Marine Transit
- Extra-Territorial Workers' Compensation
- Personal Accident
- Directors and Officers' Liability
- Marine Liabilities

8. Acquisition and Disposal of Major Assets

The Authority will follow the five (5) fundamental principles in the State Purchasing Policy, namely:

1. Open And Effective Competition
2. Value for Money
3. Enhancing the Capabilities of Local Business and Industry.
4. Environmental Protection
5. Ethical Behaviour and Fair Dealing

Tenders are advertised for purchases greater than \$100,000. Quotes are obtained between \$500 and \$100,000 as per the Financial Management Practice Manual, which also lists individual expenditure limits.

9. Accounting Policies to be applied

Refer to Financial Statements.

10. Community Service Obligations

The Authority proposed the following Community Service Obligations (CSO):

- Ross River And Ross Creek Boat Harbours estimated \$73,706.
- Southern Road-Rail Link estimated \$32,075.
- Environmental and Oil Spill Legislation estimated \$100,000.

11. Information to be Provided to Shareholders

Quarterly	Yearly
Income & Expenditure Statement	As Above
Balance Sheet	Annual Report
Financial and Non-financial	Corporate Plan
Performance Indicators (as per Attachment 3 of Charter).	Statement of Corporate Intent

The Authority will also supply information required, regularly and from time to time by the Shareholding Ministers.

12. Employment and Industrial Relations Plan

Key Result Areas	Strategy
Remuneration and Conditions of Employment for Employees	Ensure that remuneration of employees and conditions of employment meet market standards.
Appropriate Organisation Structure	Ensure that organisational structure suits the changing focus of the Authority to meet corporate goals.
Effective Communication	Ensure that an adequate communication channel operates between management and the workforce.
Protection of Merit, Equity and Impartiality	Ensure that the principles of merit, equity and impartiality are inherent in the practices of the Authority.
Employee Performance Appraisal	A system of Performance Planning and Review to be implemented to standards developed by PSMC to cover all employees of the Authority.
Training and Development	Provide appropriate training (on and off the job) to all employees to ensure a safe, productive and satisfied workforce.
Workplace Health and Safety	Maintain effective Workplace, Health and Safety practices and policies and conduct an audit.
Industrial Relations Framework	Maintain effective Industrial Relations policies & practices.
Risk Management	Ensure that Risk Management strategies are in place.

Continued on page 16



ANNUAL FINANCIAL SUMMARY

YEAR ENDED 30 JUNE 1996

No previous year comparatives are included in this summary as those figures relate to the antecedent body of the same name.

	\$,000
Harbour Dues	12,194
Tonnage Rates	2,665
Total Operating Revenue	17,562
Total Operating Expense	14,019
Dividend	766

	1 July 1995 \$,000	30 June 1996 \$,000
Total Assets	133,360	152,210
Total Liabilities	11,425	17,842
Total Equity	121,935	134,368

COMMENT ON PERFORMANCE INDICATORS

Earnings before Interest and Tax (Debit)

Actual of \$4,558,094 was 7.3% higher than the target of \$4,247,485.

Accounting Rate of Return on Total Assets

Although actual return of 3.11% is slightly below the target of 3.37%, the total asset figure of \$152 million at 30 June 1996 includes Capital Works in Progress of \$11.7 million which are not yet income producing. Asset revaluations with corporatisation increased the asset base by \$53.4 million,

which was \$10.7 million higher than expected when the target of 3.37% was set.

Debt Equity Ratio

Actual of 0.09 is favourable when compared with the Corporatisation Charter benchmark of "not >1.0".

Interest Cover Ratio

Actual of 4.49 is favourable when compared with the Corporatisation Charter benchmark of "not <2.0".

Current Ratio

Actual of 1.49 is favourable when compared with the target of "not <1.0".

Nominal Price Index of Port Authority Charges

"Index of % change in average price from current year to previous year, compared to a base year index."

The index remained at 100 reflecting no increase in charges during 1995/96.

Real Price Index of Port Authority Charges

"Index of change in average price relative to % change in relevant CPI, compared to previous year."

The index reduced from 100 to 96.82 demonstrating that in real terms, Authority customers were in a favourable position.

Trade Throughput (Mass Tonnes)

Throughput of 7,115,303 tonnes exceeded budget by 4% and was the Authority's ninth year in a row of record trade.

SUMMARY OF STATEMENT OF CORPORATE INTENT (CONT)

Performance Recognition

The Authority also has a Performance Recognition Payment Scheme which is based on the sick leave severity rate and injury frequency rate compared against standard industry statistics. The payment is made at the end of each financial year and is fully taxable. The scheme has successfully increased daily attendance.

Redundancy

The Authority has adopted as a minimum standard the provisions of the respective awards covering employees of the Authority.

Superannuation

Occupational Superannuation is with Sunsuper.

Voluntary Superannuation is available to all permanent employees through Q-Super.

Organisational Structure

Refer page 9 of Annual Report.

Remuneration

Gross wages paid to executives during 1995/96 were within the bands listed below:

\$80,000 - \$89,999	1
\$70,000 - \$79,999	-
\$60,000 - \$69,999	3
\$50,000 - \$59,999	1
\$40,000 - \$49,999	1

Other employees were paid in accordance with respective awards.



TOWNSVILLE PORT AUTHORITY

ANNUAL FINANCIAL STATEMENTS

YEAR ENDED 30 JUNE 1996

PURPOSE AND SCOPE

Townsville Port Authority is a Statutory Government Owned Corporation, constituted on 1 July 1995 under the provisions of the Government Owned Corporations Act 1993 (GOC Act). Under the terms of Section 127 of the GOC Act, the *Financial Administration and Audit Act 1977* applies to the Authority as if it were a Statutory Body.

These Statements have been prepared –

- (i) to satisfy the provisions of the *Financial Administration and Audit Act 1977* and other prescribed requirements; and
- (ii) to communicate information concerning the Authority's financial performance for the year and its financial position at year end to a variety of information users including -
 - its shareholding Ministers, the Honourable the Minister for Transport and Main Roads and the Honourable the Deputy Premier, Treasurer and Minister for the Arts;
 - users and potential users of the Port of Townsville;
 - the community in general; and
 - other interested parties.

The statements are general purpose in nature and provide a full presentation of all of the financial activities of the Authority.

PROFIT AND LOSS STATEMENT

FOR YEAR ENDED 30 JUNE 1996

	NOTES	1996 \$
OPERATING REVENUE		
Charges on Goods	2	12,192,194
Charges on Vessels	3	2,664,857
Rentals		1,283,642
Charges for Services	4	1,146,570
Interest Earned		201,590
Other		48,631
Profit on Disposal of Non-Current Assets		24,220
TOTAL OPERATING REVENUE		17,561,704
OPERATING EXPENSES		
Administration	5	5,444,486
Depreciation		3,938,509
Maintenance	6	2,296,530
Operations	7	1,278,595
Interest		1,014,895
Sales Tax Equivalent		45,490
TOTAL OPERATING EXPENSES		14,018,505
OPERATING PROFIT BEFORE ABNORMAL ITEM		3,543,199
ABNORMAL REVENUE	9	10,990,090
OPERATING PROFIT AND ABNORMAL ITEM BEFORE INCOME TAX EQUIVALENTS EXPENSE		14,533,289
INCOME TAX EQUIVALENTS EXPENSE	8	1,628,937
OPERATING PROFIT AFTER INCOME TAX EQUIVALENTS EXPENSE		12,904,352
RETAINED PROFITS 1 JULY 1995	-	-
OPENING TAX EFFECT ACCOUNTING ADJUSTMENT	8	294,046
TRANSFERS FROM RESERVES	10	69,028
TOTAL AVAILABLE FOR APPROPRIATION		13,267,426
DIVIDENDS PROVIDED OR PAID	19	765,704
TRANSFERS TO RESERVES	10	11,386,427
RETAINED PROFITS 30 JUNE 1996		\$1,115,295

The accompanying notes form part of these accounts



BALANCE SHEET

YEAR ENDED 30 JUNE 1996

	NOTES	1996 \$
CURRENT ASSETS		
Cash	12	3,687,806
Receivables	13	3,342,296
Inventories		79,149
Other	14	140,898
TOTAL CURRENT ASSETS		7,250,149
NON-CURRENT ASSETS		
Receivables	15	782,312
Property, Plant and Equipment	16	143,602,510
Other	14	575,424
TOTAL NON-CURRENT ASSETS		144,960,246
TOTAL ASSETS		\$152,210,395
CURRENT LIABILITIES		
Creditors	17	1,345,564
Borrowings	18	2,267,829
Provisions	19	1,239,743
TOTAL CURRENT LIABILITIES		4,853,136
NON-CURRENT LIABILITIES		
Creditors	20	1,088,361
Borrowings	18	9,425,841
Provisions	19	565,020
Other	21	1,910,315
TOTAL NON-CURRENT LIABILITIES		12,989,537
TOTAL LIABILITIES		\$17,842,673
NET ASSETS		\$134,367,722
EQUITY		
Issued Capital	22	121,935,028
Retained Profits		1,115,295
Reserves	11	11,317,399
TOTAL EQUITY		\$134,367,722

The accompanying notes form part of these accounts



STATEMENT OF CASH FLOWS YEAR ENDED 30 JUNE 1996

	NOTES	1996 INFLOWS (OUTFLOWS) \$
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers		17,367,636
Payments to suppliers and employees		(10,183,423)
Interest received		178,480
Dividend paid		(589,000)
Net cash inflow from operating activities	B	\$6,773,693
CASH FLOWS FROM INVESTING ACTIVITIES		
Payment for property, plant and equipment		(14,207,600)
Contribution from BHP Minerals Pty Ltd		5,079,628
Proceeds from sale of equipment		76,773
Proceeds from loan repayment and agreement with Casino Developers		199,408
Net cash outflow from investing activities		(\$8,851,791)
CASH FLOWS FROM FINANCING ACTIVITIES		
Repayment of borrowings		(1,725,364)
Interest paid		(1,014,931)
Loan raisings		7,000,000
Net cash inflow from financing activities		\$4,259,705
Net increase in cash held		2,181,607
Cash at beginning of the financial year		1,506,199
Cash at end of the financial year	A	\$3,687,806

NOTES TO THE STATEMENT OF CASH FLOWS YEAR ENDED 30 JUNE 1996

	1996 \$
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	1,100
Cash at Bank*	(26,217)
Deposits at Call	512,923
Term Deposits	3,200,000
	\$3,687,806

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

B. Reconciliation of Operating Profit After Queensland Government Levy and Abnormal Item to Net Cash Inflow from Operating Activities

Operating Profit after Income Tax Equivalents and Abnormal Item	12,904,352
Depreciation	3,938,509
Interest Expense	1,014,895
Profit on Disposal of Non-Current Assets	(24,220)
Abnormal Revenue	(10,990,090)
Income Tax Equivalents Expense	1,628,937
Changes in Assets and Liabilities	
Increase in Trade Debtors	(691,669)
Decrease in Provision for Doubtful Debts	(5,485)
Decrease in Prepayments	490
Decrease in Work for Other Bodies	37,079
Decrease in Inventories	11,174
Decrease in operating Trade Creditors	(607,872)
Increase in operating Retention	55,223
Decrease in other operating Creditors	(131,022)
Increase in Provisions	222,392
Decrease in Dividend Payable (antecedent body)	(589,000)
Net Cash Inflow from Operating Activities	\$6,773,693

C. Financing Facilities

The Authority has available a bank overdraft limit of \$100,000. At 30 June 1996 no amount was drawn on this overdraft. Loan facilities as shown in note 18 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 1996

Note 1: Statement of significant Accounting Practices & Explanation of Items Shown in the Financial Statement

(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) Change of Corporate Status and Comparatives

Townsville Port Authority is a Statutory Government Owned Corporation, constituted on 1 July 1995 under the provisions of the Government Owned Corporations Act 1993 (GOC Act). Under the terms of Section 127 of the GOC Act, the *Financial Administration and Audit Act 1977* applies to the Authority as if it were a Statutory Body.

As a consequence, no comparatives have been included in these financial statements as those figures relate to the antecedent body of the same name.

(c) Taxation

As a Government owned corporation, the entity is not subject to Commonwealth Income Tax but as from 1 July 1995 the Authority will be required to pay tax equivalents under the Queensland Tax Equivalents Regime. The Authority, in accordance with Accounting Standard AAS 3 "Accounting for Income Tax" is required to account for the adoption of tax effect accounting against opening retained earnings.

Future income tax benefits are not brought to account unless realisation of the asset is assured beyond reasonable doubt. Future income tax benefits in relation to tax losses are not brought to account unless there is virtual certainty of realisation of the benefit.

The amounts of benefits brought to account or which may be realised in the future are based on the assumption that no adverse change will occur in income taxation equivalents legislation, and the anticipation that the economic entity will derive sufficient future assessable income to enable the benefit to be realised and comply with the conditions of deductibility imposed by law.

(d) 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.

(e) Inventories

Stores are valued by the first in first out method at the lower of cost or net realisable value.

(f) Revaluations of Non-Current Assets

In accordance with Treasurer's policy "Recording and Valuation of Non-Current Physical Assets in the Queensland Public Sector" it is proposed in future to independently revalue all such assets, other than minor plant and equipment below the revaluation threshold of five hundred thousand dollars at least every five years and revaluing in intervening years using appropriate indices. The recording threshold is \$500.

As at 30 June 1996 all non-current assets are shown at cost.

(g) Property Plant and Equipment

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, 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 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. Assets held by the antecedent body at 30 June 1995 had been revalued from cost. This has been regarded as cost by this Authority.

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.

(h) 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, and annual 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. The amount calculated for long Service leave entitlements in accordance with AAS30 is \$593,703. No adjustment has been made to the nominal values disclosed in the financial statements as the effect was immaterial.

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 three years.

The Authority also contributes to a superannuation scheme for employees.



NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

(i) Opening Balance Sheet Values

Pursuant to the provisions of the *Government Owned Corporation (Ports) Regulation 1994*, the Townsville Port Authority acquired all of the assets and liabilities of the former Townsville Port Authority on 1 July 1995.

The consideration for the net assets so acquired was debt to its shareholding Ministers. In accordance with clause 21(4) of the regulation the net asset cost was derived by subtracting the value of liabilities assumed from the market value of the assets acquired at 1 July 1995.

The market value of the assets was determined as follows:

(i) Property plant and equipment assets were valued by the Australian Valuation Office and Edward Rushton Australia Pty Ltd in accordance with the Treasurer's policy "Recording and Valuation of Non Current Physical Assets in the Queensland Public Sector".

(ii) No value was ascribed to intangible assets. All other assets were acquired at the value shown at 30 June 1995 in the annual financial statements of the former Townsville Port Authority.

All liabilities were acquired at the value shown in the annual financial statements of the former Townsville Port Authority at 30 June 1995.

	1996 \$
2. CHARGES ON GOODS	
Harbour Dues	\$12,192,194
3. CHARGES ON VESSELS	
Tonnage Rates	\$2,664,857
4. CHARGES FOR SERVICES	
Boat Harbour Ross River	270,256
Services to Shipping	215,942
Water Sales	182,888
Boat Harbour Ross Creek	162,488
Electricity Sales	155,449
Picnic Bay Jetty	59,699
Breakwater Marina - Mooring Fees	38,844
Main Harbour Fuel Licence Fee	20,376
Breakwater Marina - Fuel Licence	15,566
Port Security	13,713
Port Services	4,445
Sewage Treatment Plant	3,594
Miscellaneous Plant	3,310
	\$1,196,570
5. ADMINISTRATION	
Administration	3,423,172
Security	775,568
Engineering	748,508
Public Relations	330,962
Workshop Expenses*	160,125
Stores	6,151
	\$5,444,486

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

The Authority supported the following Development Bureau and community projects:-

Townsville Enterprise Incorporated	50,000
Townsville Maritime Museum	35,620
Riversleigh Interpretative Centre	10,000
Mount Isa Townsville Development Zone	5,000
Clean up Australia Day Campaign	1,500
James Cook University of North Queensland Prizes	1,400
Koolkuna Kindergarten	800
North Queensland Radio Townsville	500
Bureau of Hinchinbrook and Cardwell Shires	375
	\$105,195



NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1996 \$
6. MAINTENANCE	
Wharves	704,744
Lands and Tenancies	363,249
Miscellaneous Plant*	286,135
Parks, Gardens, and Cleaning	266,250
Harbour Fire and Pollution Protection	171,125
Access Roads and Signs	152,534
Boat Harbour Ross Creek	75,674
Grab Dredge Barges Maintenance and Operating	72,996
Picnic Bay Jetty	69,028
Sir Thomas Hiley - Dredging	50,380
Soundings and Beacons	45,786
Boat Harbour Ross River	38,629
	<u>\$2,296,530</u>

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

7. OPERATIONS	
Commission on Harbour Dues	699,757
Electricity Purchases	232,467
Incinerator and Other Services	203,299
Water Purchases	143,072
	<u>\$1,278,595</u>

8. INCOME TAX EQUIVALENTS

(i) Prima facie tax equivalents payable on operating profit is reconciled to the income tax provided in the accounts as follows:
Prima facie tax equivalents payable on operating profit before income tax at 36%

5,231,984

Tax effect of Permanent Differences which:

<u>Increase tax payable</u>	
Net Capital Gains	9,909
Non-deductible entertainment	6,526
Non-deductible legal expenses	9,000
Non-deductible consultancy fees	36,000
Accounting depreciation on land and buildings	64,700
Accounting depreciation on non-depreciable items	409,718
Adjustment pre-corporatisation	16,537
Revenue in advance 30 June 1996	71,280
	<u>623,670</u>

Reduce tax payable

Special building write-off	(52,206)
Accounting profit on sale of non-depreciable items	(9,909)
Revenue in advance 1 July 1995	(204,600)
Abnormal revenue	(3,956,432)
Fringe Benefit Tax refund 1995	(3,570)
	<u>(4,226,717)</u>

Income Tax Equivalents Expense	<u>\$1,628,937</u>
--------------------------------	--------------------

(ii) Income Tax expense comprises:

Provision for deferred income tax	1,910,315
Future income tax benefit	(281,378)
	<u>\$1,628,937</u>

Opening Tax Effect Accounting Adjustment of \$294,046 was recognised against opening retained earnings in accordance with Accounting Standard AAS 3 "Accounting for Income Tax".

9. ABNORMAL ITEM

Abnormal Revenue - BHP Minerals Pty Ltd	<u>\$10,990,090</u>
---	---------------------

Dredging works in relation to Outer Berth funded by BHP Minerals Pty Ltd of which \$5,079,628 was reimbursed to Townsville Port Authority and the balance paid direct to Dredec Pty Ltd. There was no tax effect on the abnormal revenue due to its capital nature.



NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1996 \$
10. TRANSFERS TO AND FROM RESERVES	
Transfers from Reserves –	
Maintenance Reserve – Picnic Bay Jetty	\$69,028
Transfers to Reserves –	
Maintenance Reserve – Picnic Bay Jetty	396,337
Outer Berth Swing Basin BHP Reserve	10,990,090
	<u>\$11,386,427</u>
11. RESERVES	
Maintenance Reserve – Picnic Bay Jetty	327,309
Outer Berth Swing Basin BHP Reserve	10,990,090
	<u>\$11,317,399</u>
12. CASH	
Cash on Hand	1,100
Cash at Bank*	(26,217)
Deposits at Call	512,923
Term Deposits	3,200,000
	<u>\$3,687,806</u>
* Amounts include value of unpresented cheques at 30 June 1996 which were invested.	
13. RECEIVABLES (CURRENT)	
Trade Debtors	3,131,735
CSR Limited+	150,705
Breakwater Island Trust*	59,856
	<u>\$3,342,296</u>
14. OTHER ASSETS	
CURRENT	
Prepayments	57,948
Utility Deposits	82,950
	<u>\$140,898</u>
NON-CURRENT	
Future Income Tax Benefit	<u>\$575,424</u>
15. RECEIVABLES (NON-CURRENT)	
CSR Limited+	602,744
Breakwater Island Trust*	179,568
	<u>\$782,312</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 Trading Pty Ltd. The loan is for a 10 year period ending June 2001.

16. PROPERTY, PLANT & EQUIPMENT

	Cost	Accumulated Depreciation	Net Book Value
	\$	\$	\$
Channels and Swing Basins	39,488,479	946,402	38,542,077
Wharves	44,216,899	1,104,195	43,112,704
Land	21,326,814	–	21,326,814
Plant and Equipment	6,762,305	956,330	5,805,975
Improvements (Land)	8,248,737	194,686	8,054,051
Breakwaters	3,290,000	65,800	3,224,200
Buildings	7,218,921	289,674	6,929,247
Small Boat Harbours and Facilities	3,151,000	189,725	2,961,275
Motor Vehicles	524,289	115,713	408,576
Access Roads	1,462,398	57,250	1,405,148
Beacons	157,000	15,700	141,300
Capital Works in Progress*	11,691,143	–	11,691,143
	<u>\$147,537,985</u>	<u>\$3,935,475</u>	<u>\$143,602,510</u>



NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1996 \$
16. PROPERTY, PLANT & EQUIPMENT (continued)	
*Capital Works in Progress	
Outer Berth Dredging	10,990,090
Harbour Works	339,639
Equipment	224,347
Eastern Port Development	137,067
	<u>\$11,691,143</u>
17. CREDITORS (CURRENT)	
Trade Creditors	853,091
Revenue in advance	353,889
Retention	77,839
Accrued Wages	54,945
Trust Fund Deposits	5,800
	<u>\$1,345,564</u>
18. BORROWINGS	
Current	2,267,829
Non-Current	9,425,841
	<u>\$11,693,670</u>
All borrowings are with Queensland Treasury Corporation. The Queensland Treasury Corporation recorded a market value adjustment of (\$461,937) 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 \$11,231,733.	
19. PROVISIONS	
<u>Current</u>	
Employees' long Service Leave	40,601
Employees' Annual Leave	387,948
Sales Tax	45,490
*Dividend	765,704
Income Tax	-
	<u>\$1,239,743</u>
<u>Non-Current</u>	
Employees' long Service Leave	<u>\$565,020</u>
*Dividend of 40 percent of Operating Profit after Income Tax Equivalents is proposed as per the Authority's Statement of Corporate Intent.	
20. CREDITORS (NON-CURRENT)	
Rent in Advance	<u>\$1,088,361</u>
21. OTHER NON-CURRENT LIABILITIES	
Deferred Tax Liability	<u>\$1,910,315</u>
22. SHARE CAPITAL	
Authorised capital	
- 500,000,000 ordinary shares of \$1 each	<u>\$500,000,000</u>
Issued capital	
- 121,935,028 ordinary shares of \$1 each fully paid	<u>\$121,935,028</u>
23. CONSULTANCY EXPENDITURE	
Professional/Technical	691,672
Management	39,091
Human Resource Management	9,719
Finance/Accounting	90,089
	<u>\$830,571</u>



NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

	1996 \$
24. CAPITAL EXPENDITURE COMMITMENTS	
Dredging Outer Berth*	<u>\$1,565,377</u>
*Depending on works performance these commitments are payable not later than one year.	
25. CONTINGENT ASSETS/LIABILITIES	
There were no known contingent assets/liabilities of a significant nature at 30 June 1996.	
26. 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.	
27. AUDITORS' REMUNERATION	
Amounts received or due and receivable by the auditors for auditing the accounts.	<u>\$15,580</u>
28. DIRECTORS REMUNERATION	
Remuneration received or due and receivable by all directors of the Townsville Port Authority from all activities in the economic entity, including insurance premiums to indemnify liabilities while acting as a director.	
	<u>\$63,749</u>
Number of directors whose remuneration from the Authority were within the bands listed below.	
nil - \$ 9,999	5
\$20,000 - \$29,999	1
Directors Retirement Benefits	
Amounts paid to prescribed superannuation funds for the provision of retirement benefits for Directors.	<u>\$1,080</u>

CERTIFICATE OF TOWNSVILLE PORT AUTHORITY

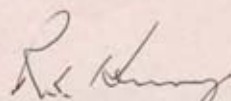
We have prepared the foregoing annual financial statements pursuant to the provisions of the *Financial Administration and Audit Act 1977* and certify that -

- (a) the foregoing financial statements and notes to and forming part thereof are in agreement with the accounts and records of Townsville Port Authority; and
- (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 1995 to 30 June 1996 and of the financial position as at the close of that year.

30 September 1996



J.A. SHERRIFF
Manager Finance



R.E. KENNY
Chief Executive Officer



D.F. CARMICHAEL
Chairman



AUDIT CERTIFICATE**SCOPE**

I have audited the financial statements of Townsville Port Authority for the year ended 30 June, 1996 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 Townsville Port Authority 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, 1996 and of the financial position as at the end of that year.

October 1996

L. Scanlan

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

**TOWNSVILLE PORT AUTHORITY DIRECTORS' STATEMENT**

At the date of this statement, in the opinion of the Directors, there are reasonable grounds to believe that the Authority will be able to pay its Debts as and when they fall due.

Signed in accordance with a resolution of the Directors.

D.F. Carmichael

D.F. CARMICHAEL
Chairman

M.D. Hooper

M.D. HOOPER OAM
Deputy Chairman

15 October 1996

TOWNSVILLE PORT AUTHORITY INTERNAL AUDIT

As per the Internal Audit Charter the Internal Auditor exists principally to provide the Board and the Chief Executive Officer with added assurance as to:

- Compliance with legislative and statutory requirements and established policies,
- The cost effectiveness and efficiency of all operations,
- Reliability of financial and related management information,
- Protection and efficient utilization of funds and assets under the Authority's control,
- The adequacy and accuracy of its accounting and computing systems.

The Audit Committee established by the Board met on four (4) occasions during 1995/1996. Members of the Audit Committee were as follows:

Mr. D.C. Brown, Director - Chair of Committee; Mr. R.E. Kenny, Chief Executive Officer; Mr. B.K. Berwick, Manager Operations and Senior Engineer; Mr. B.W. Holden, Manager Marketing and Business Development; Mr. J.A. Sherriff, Manager Finance; Mr. A.J. Whipp, Manager Corporate Services/Internal Auditor.

Audits undertaken during 1995/1996 included:

Overtime, Information Technology Implementation, Review of Filing System, Corporate Card Purchases, Purchase Orders, Dangerous Goods, Safety Clothing and Fuel Card Usage.

The external auditor was kept informed of the internal audit programme.



TOWNSVILLE HARBOUR BOARD.

STATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR ENDING DECEMBER 31ST, 1896.

RECEIPTS.		EXPENDITURE.	
DECEMBER 31ST, 1896.	£ s. d.	DECEMBER 31ST, 1896.	£ s. d.
To Harbour Dues—Instalment on Account	1000 0 0	By Advertising	£ 20 15 9
		" Printing and Stationery	12 8 11
		" Postage and Telegrams	10 14 11
		" Members' Travelling Expenses	127 1 3
		" Salaries	258 9 5
		" Rent	40 0 0
		" Chairman's Allowance	104 6 6
		" Office Expenses	10 11 0
		" Furniture	1 16 9
		" Legal Expenses	14 10 2
		" Dredging Plant, Wages	155 16 10
		" Repairs to Eastern Breakwater	68 13 3
		Balance Amount to Credit at Q. N. Bank, after allowing for Outstanding Cheques	825 4 8
	£ 1000 0 0		174 15 4
			£ 1000 0 0

STATEMENT OF ASSETS AND LIABILITIES.

LIABILITIES.		ASSETS.	
DECEMBER 31ST, 1896.	£ s. d.	DECEMBER 31ST, 1896.	£ s. d.
To Capital Account	£ 6,010 14 11	By Office Furniture	£ 25 0 0
Outstanding Accounts	319 9 11	" Stores (Dredging Plant)	53 19 10
	6,330 4 10	" Repairs to Eastern Breakwater (repayable by Government)	143 3 4
		" Queensland National Bank	174 15 4
		" Rents accrued on Special Leases	393 5 0
		" Board Office and Cottage	300 0 0
		" Harbours and Rivers' Wharf and Shed	600 0 0
		" Balance of Harbour Dues (payable by Government, but subject to certain sums paid on account of Board in December and not yet ascertained)	4,735 1 4
		" Dredging Plant—fully equipped with all spare gear, stores, cranes, waggons, &c., as per the Sixth Schedule of the Townsville Harbour Board Act	
		" Lands specified and described in the Fifth Schedule of the Townsville Harbour Board Act	
		" Old Customs Reserve in Section 1, Townsville	
	£ 6,330 4 10		6,330 4 10
			£ 6,330 4 10

PROFIT AND LOSS ACCOUNT.

Dr.	£ s. d.	Cr.	£ s. d.
To SALARIES.		By Rents of Special Leases (accrued and due)	393 5 0
Acting Secretary	£ 45 0 0	" Harbour Dues (Balance due)	5,735 1 4
Secretary	125 16 8		6,128 6 4
Engineer	67 12 9		
Harbour Master	100 0 0		
	338 9 5		
" Advertising	20 15 9		
" Printing and Stationery	12 8 11		
" POSTAGE AND TELEGRAMS.			
Postage	£ 1 10 6		
Telegrams	9 4 5		
	10 14 11		
" Members' Travelling Expenses	169 1 2		
" General Expenses	12 13 0		
" Rent	40 0 0		
" Office Furniture (depreciation)	1 16 9		
" Chairman's Allowance	116 16 6		
" Legal Expenses	14 10 2		
" Dredging Plant, Wages	£ 3 14 8 (Holiday)		
" "Octopus"	92 1 0		
" "Nautilus"	31 47 11		
" "Dugong"	31 57 11		
	159 11 6		
" DREDGING PLANT REPAIRS.			
" "Octopus"	£ 1 16 3		
" No. 26 Punt	22 27 1		
	25 13 4		
" Balance	5,185 14 11		
	6,128 6 4		
	£ 6,128 6 4		£ 6,128 6 4

Examined and Found Correct.

HUGH P. H. BENWELL,

SECRETARY AND ACCOUNTANT.

Allowed by the Board.

JOSEPH HODEL, CHAIRMAN.

W. L. CHAPMAN, }
DAVID DONALD, } AUDITORS.

STATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR ENDING DECEMBER 31ST, 1897.

RECEIPTS.		EXPENDITURE.	
DECEMBER 31ST, 1897.	£ s. d.	DECEMBER 31ST, 1897.	£ s. d.
To Balance at Q. N. Bank		By Harbour Dues	£ 146 6 0
" Harbour Dues		Advertising	42 19 0
" Dredging Plant, Wages			104 14 2
" Repairs			12 12 0
" Eastern Breakwater	5,151 14 11		594 1 11
" Trolling Operations	3 10 0		7 6
" Harbours and Rivers' Wharfage	167 6 4	" General Expenses	
" Special Leases	979 18 1	" Rent	
" Deposits on Contracts	142 12 3	" Office Furniture	9 12 3
" Railway Leasehold Property	9 11 3	" Chairman's Allowance	218 3 4
	20,379 16 11	" Legal Expenses	39 4 6
		" Dredging Plant, Wages	5,601 10 10



127

ARRIVALS.

No.	Date.	Time.	Ship.	From.	Date of Report.
4772	12.15 p.m.	May 18	Maranoa Str	North.	May 18
4773	May. 18	6.30 p.m.	Palmer Str	do.	
SS Fifeshire loading frozen meat, Jetty Wharf c. 1901.					
4774					
4775					
4776					
4777					
4778					
4779					
4780					
4781					
4782					
4783					
4784					
4785					
4786					
4787					
4788					
4789					
4790					
4791					
4792					
4793					
4794					
4795					
4796					
4797					
4798					
4799					
4800					
4801		5.40 a.m.	Avon	Left	do
4802		6.20 a.m.	Gabo.	Str.	do

Blasting the rocky bar at the mouth of Ross Creek c. 1901.



DEPARTURES.

127

No.	Date.	Time.	Ship.	DESCRIPTION	For.	Date of Report Outwards.
172	May 21	10.45 a.m.	Palmer	Str.	North	May 19
173		1.30 p.m.	Wisandra	Str.	South	May 19
Townsville Harbour c. 1914 — Eastern Breakwater in progress.						
174						21
175						21
176						19
177						18
178						23
179						24
180						25
181						25
182						25
183						25
184						25
185						26
186						26
187						28
188						28
189						26
190						Foot.
191						28
192						28
193						26
194						30
195						29
196						30
197						1
198						re
199						31
200						2
201	May 31	6.10 p.m.	Barrier	Str.	do.	May 31
202	June 1	3.5 p.m.	Grawatta	Str.	South	June 2

Townsville Harbour c. 1914 — Eastern Breakwater in progress.



SS Kuranda and SS Mourilyan at inner harbour wharves c.1910



CHRONICLE OF EVENTS

1896 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906

- First meeting of the Townsville Harbour Board on 26 March, 1896
- Townsville Harbour Board's office erected on The Strand in 1901
- Turn of the century saw the Port develop a substantial export trade of wool and sugar
- Important improvements undertaken at the Outer Harbour saw the installation of gas lighting for night work and the supply of fresh water to the wharves

1906 1907 1908 1909 1910 1911 1912 1913 1914 1915 1916

- Gross tonnages of visiting ships increased to 6,000 tons +
- The dredge "Cleveland Bay" arrived in Townsville on 7 June, 1911.
- The SS "Yongala" was lost between the ports of Bowen and Townsville during a cyclonic storm on 23-24 March, 1911
- Widening of the Eastern Breakwater occurred in 1914
- The outbreak of World War I halted any further developments at this time

1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926

- Control of the foreshores at Magnetic Island passed to the Board in 1920
- Meat and meat products remained the principal trade from 1915 to 1921
- Wool became the dominant export during the early 1920's
- In 1921 the Invicta Mill in Giru crushed for the first time, and Pioneer, Kalamia and Invicta mills sent their sugar to Townsville for export
- In early 1923, a new mineral field was discovered at Mount Isa
- In 1923, a jetty at Horseshoe Bay, Magnetic Island was erected
- 1925 saw sugar from the recently erected Tully Mill shipped through the Port

1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936

- 20 ton electric crane was installed for loading coal, ore and other products requiring heavy lifting
- 9 July, 1931 saw the first shipment of lead slabs from Mount Isa loaded by crane at the rate of 50 tons per hour
- 1929, the first import of bulk oil was discharged for the Shell Co.

1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946

- Continued expansion of M.I.M. products necessitated the installation of a second 20 ton electric crane in 1938
- In 1938 Townsville became a port of call for the Empire Flying Boats, carriers of the Imperial Mail Service
- Zinc concentrates depot completed in February 1936
- World War II saw an increase in the Port's already heavy traffic
- The 1942-1945 period saw Townsville become one of the most important military bases in the Pacific and development and operations of the harbour were greatly affected
- Japanese attempted to destroy harbour and railway installations in three air raids on Townsville, the first attack being made at 12:40 am on 26 July 1942. The second was two nights later at 2:21 am, with the third taking place less than 24 hours later on 29 July at 12:26 am
- Longest serving member of the Townsville Harbour Board, Mr J.V. Suter died on 22 November, 1942. He had retained a seat on the Board for a period of forty years
- Peace declared in 1945

1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956

- Widening of the Eastern Breakwater commenced in 1951
- On 19 January, 1953 the suction dredge "Townsville" arrived
- 1954 saw the first visit to Townsville by Queen Elizabeth II and Prince Phillip

1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966

- The construction of the bulk sugar terminal completed in 1959
- Widening of the Eastern Breakwater and various improvements in the early 1960's
- Suter Pier was completed in 1962
- On 9 May, 1963 a fire severely damaged the Bulk Sugar Terminal. Re-construction of this shed was completed by the end of 1963.
- Second bulk sugar terminal storage facility constructed in 1965
- Oil tanker berth at the northern arm of the Eastern Breakwater was completed in July 1965

1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976

- Construction of the roll-on/roll-off terminal to be used for containers and vehicular cargo
- 1967 saw one of the largest reclamation projects in Queensland commence, with 170 acres allowing for the expansion of oil companies, a gas terminal and stores
- On 20 April, 1970 Queen Elizabeth II accompanied by the Duke of Edinburgh and Princess Anne visited Townsville for the second time. They arrived on the Royal Yacht "Britannia"
- On 24 December, 1971 Townsville was hit by cyclone "Althea" which struck with wind gusts of up to 122 knots. Power was cut off for two days and all beacons in Platypus Channel were wrecked. Many small ships were damaged
- No 3 Berth was reconstructed in 1972 to accommodate the export of M.I.M. products in containers and unit loads
- Installation of a giant container crane with a lifting capacity of 55 tons (nett) followed in 1974
- Export of the first refined nickel from Yabulu took place in late 1974

1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986

- In 1976, a container service to South Korea and a direct shipping service to Papua New Guinea was established
- Major wool dumping and core sampling facility opens 1977
- 1979 saw the exports of rock phosphate cease following the closure of the Duchess mine
- The early 1980's saw the upgrading of the bulk sugar terminal and the new mineral bulk handling facility for M.I.M.
- Work commenced on the reclamation of 9.1 hectares adjacent to the Eastern Breakwater in April 1980, with dredging completed in June 1981
- Commercial fishing boat harbour established in Ross River
- In 1986 the Board completed the removal of Magazine Hill and construction of the new Eastern Breakwater off Benwell Road
- Sheraton Breakwater Casino-Hotel and the Breakwater Marina were opened in 1986 after land was made available to the developers
- Great Barrier Reef Wonderland completed in 1987

1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996

- On 1 January 1987 the Townsville Harbour Board changed its name to Townsville Port Authority
- Major projects included the relocation of the former ANL crane from Berth 10 to Berth 2; container crane rail extension; reconstruction of Berth 4 to handle bulk liquid vessels up to Panamax size; new 12 berth charter boat facility in Ross Creek
- 1992 saw the official commencement of the \$90 million Eastern Port Development
- In 1992, the Maritime Museum of Townsville was relocated from its original site between Berths 4 and 6 to its new location in Palmer Street, South Townsville
- In March 1995 construction approval was granted for Queensland Nickel to begin works on the \$51 million nickel ore development, to be constructed on reclaimed land in the Eastern Port Development area
- Four panamax berths equipped to handle vessels up to 65,000 tonnes (DWT) by 1995
- Berth 9 extensions were completed with the wharf lengthened by 30 metres and refendered, to allow panamax ships for the Middle East sugar trade to berth
- Townsville Port Authority was corporatised on 1 July, 1995
- 18 July, 1995 saw the opening of the new mooring facilities for the tugs "Burdekin" and "Giru" at the seaward end of Suter Pier
- 17 January, 1996 saw the opening of the new Engineering Services and Operations Centre on Benwell Road constructed at a cost of \$4 million
- On 25 January, 1996 the agreement by BHP Minerals, Townsville Port Authority and Queensland Rail was signed for the development of the Outer Berth Mineral Concentrates facility estimated to cost \$55 million. Shipment of metal concentrates from BHP's Cannington Mine is expected to commence from January 1998
- 26 March, 1996 celebrated the Centenary of the formation of the Townsville Harbour Board, now known as the Townsville Port Authority



HUMAN RESOURCE MANAGEMENT

During 1995/96, the Authority finalised an Enterprise Bargaining Agreement (EBA) with employees in the civil and mechanical area of the Port. The agreement allows employees to achieve the goal of operating in the most efficient and effective manner possible to achieve productivity by utilising multi-skilling and team based structures.

Discussions have now commenced for an EBA covering clerical positions. The EBAs compliment the Authority's Quality Assurance (QA) and Information Technology (IT) programmes. The Authority has conducted a series of training programmes designed to enhance employees' skills and to meet the demands of changing technology.

The Authority's Workplace Health and Safety procedures were audited by National Safety Council of Australia (NSCA) in late 1995. A new Workplace Health and Safety Plan incorporating suggested amendments is currently being developed and is on line to be completed within the next 18 months.

At 30 June, 1996, a total of 104 people were employed by the Authority. Five (5) employee accidents were recorded for the year compared to four (4) in the previous year. A total of 46 days were lost due to injury. The Lost Time Injury Frequency Rate (LTIFR) of 22.63 compared favourably with the Queensland average LTIFR of 32.00 and indicates a high standard of safety in the Authority's workplace. Appropriate training, employee awareness and supervision by the Workplace Health and Safety Officer will assist in reducing injuries in the future.



*Top right:- Cess Denham (Wharf Carpenter) demolishing part of the original breakwater wharves constructed in 1900.
Centre:- Warren Walsh (Leading Hand Painter) and Ashley Neilson (Apprentice Painter) ensuring safety barriers are highly visible.
Bottom left:- "Stewy" Russell (Boilermaker) removing damaged fenders in readiness for the upgraded fender system.*



CENTENARY CELEBRATIONS



We celebrated our 100th year of operation with a formal dinner held on Tuesday 26 March, 1996 at the Sheraton Breakwater Casino-Hotel attended by past Chairmen and Chief Executive Officers, civic dignitaries and Port Users.



Employees and retired long term employees of the Townsville Port Authority celebrate together on the 23 March, 1996 at the Townsville Breakwater Entertainment Centre.



OPEN DAYS



The Port Open Days, held on 27 and 28 July 1996, arranged as part of the Centenary celebrations for the Authority, were strongly supported by the Port community. The event provided the general public with a rare opportunity to see "behind the scenes" at Queensland's fastest growing Port.

Queensland Sugar Corporation played a major role in conducting guided tours through the Bulk Sugar Terminal. The event featured many static displays with an Army Iroquois helicopter and "HMAS Sydney" open for inspection. Other popular events were Queensland Rail's Silver Spike Race and Drug Dog Detector Unit demonstrations by Australian Customs Service. The Authority's employees are proud of "their" Port and volunteered their time to host visitors, contributing to the event's huge success.



ENVIRONMENT

Townsville Port Authority has a pro-active approach to environmental management and recognises the growing awareness of environmental responsibility throughout the community, industry and government.

The Authority recognises that the environment is a key area in the overall management of port operations. Our goal is to ensure that all port operations and planning for future cargoes and developments are carried out in an environmentally responsible fashion. We believe that we have achieved this goal during the past year. As a case in point, the Queensland branch of the Institution of Engineers, Australia awarded Townsville Port Authority and Sinclair Knight Merz (Consulting Engineers) a joint High Commendation in the 1996 Engineering Excellence Awards. The Commendation was for monitoring the Authority's ongoing maintenance dredging programme by using fluorescent tracer particles. The fluorescent particles mimic natural silt particles in suspension after dredge materials have been disposed of at sea, at sites approved by the Commonwealth's Environment Protection Agency. The tracer particles also allow the Authority to monitor and predict the movement of sediment in Cleveland Bay. It was the first time the tracer system had been used in the southern hemisphere.

The Authority, in close co-operation with Port Users, is currently in the process of implementing an Integrated Environmental Management System for the whole Port. The system will ensure an efficient and unified approach to the management of environmental issues in the Port of Townsville.

In addition to the above, the Authority has undertaken a range of environmental studies to monitor and further

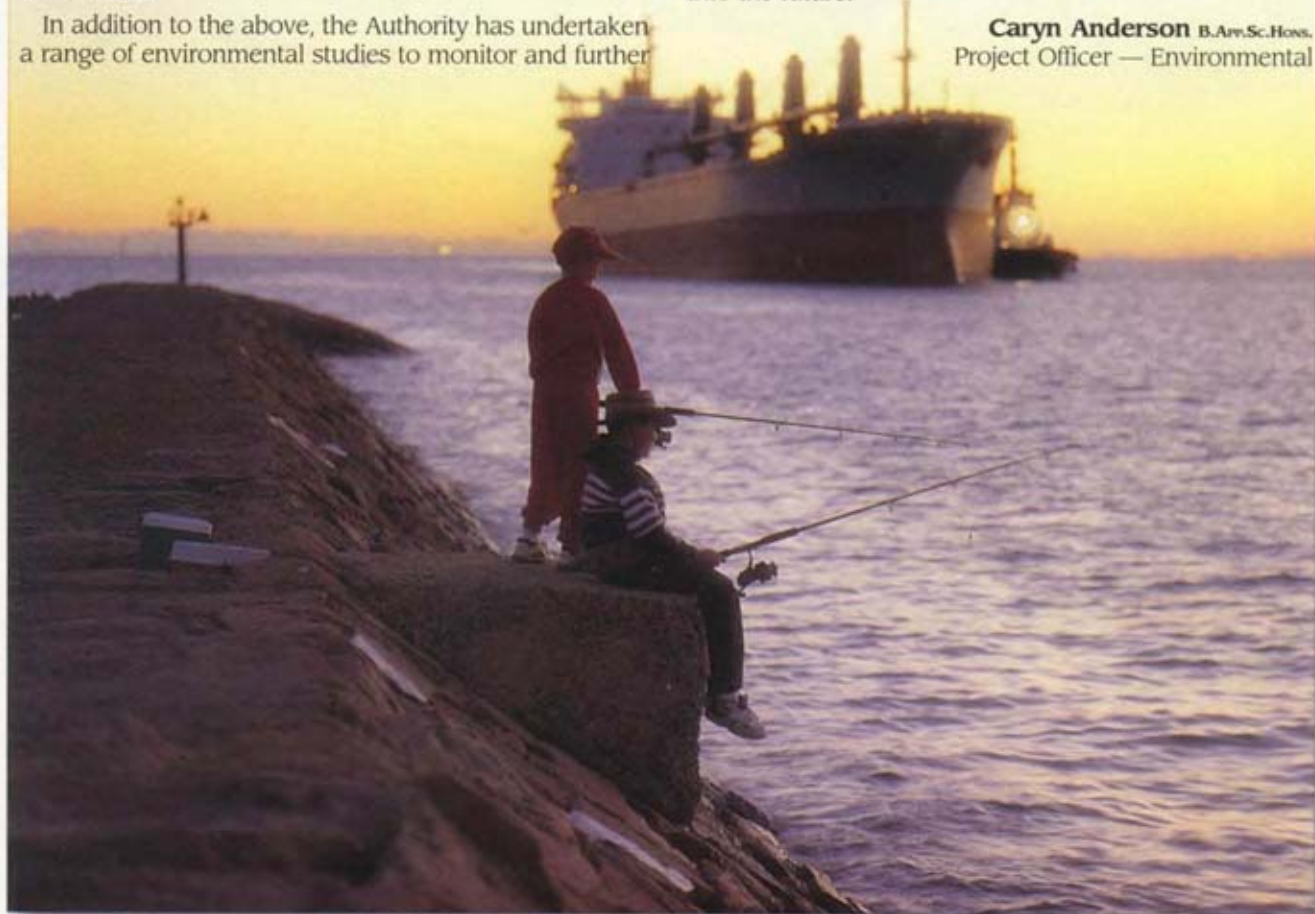
improve the management of the Port's environment. These studies include the completion of a port wide environmental audit, a jointly funded ballast water risk assessment study for ports in Queensland, and a study, jointly funded and managed by port users, to determine environmentally relevant discharge water criteria for the Port. This latter initiative is one of many being taken to encourage a unified approach by Port Users towards the management of the Port's environment.

Over the past year the Authority has continued with its extensive monitoring programs including sediment and water quality, dust and noise monitoring. In addition to these ongoing monitoring programs, the Authority has completed extensive baseline studies to identify background sediment quality in Cleveland Bay, Halifax Bay and Bowling Green Bay and to collate background noise levels throughout the Port.

The Authority continues to work closely with the Technical Advisory and Consultative Committee (which is comprised of Commonwealth and State agencies) in the management of its dredging operations, ensuring that maintenance dredging in the Port is carried out within a firm environmental framework.

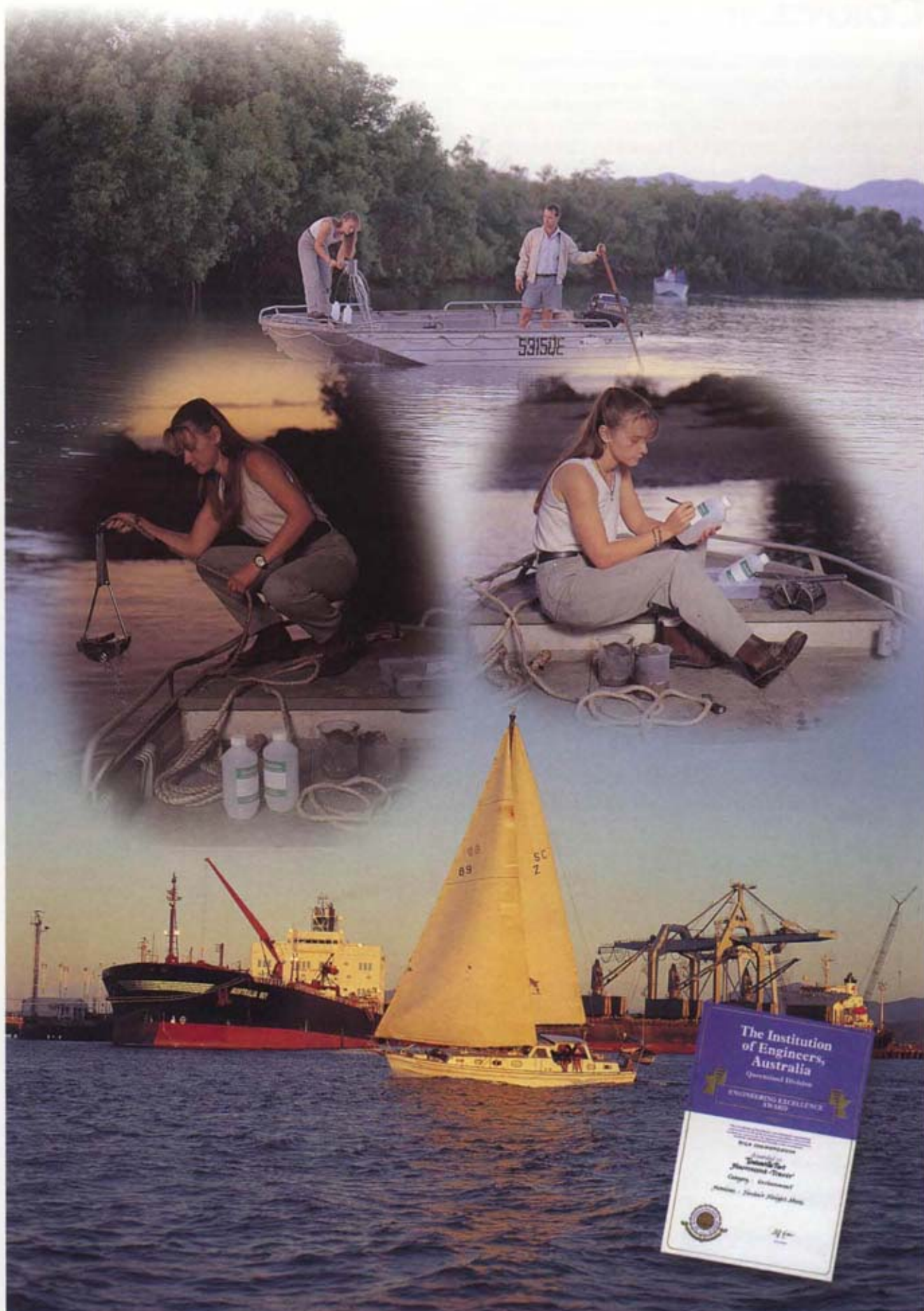
Overall, the past year has seen further advances in the environmental management of the Port of Townsville. In addition to specific management techniques, the Authority also maintains a strong environmental focus in the day-to-day management of the Port's environment. Townsville Port Authority will continue to ensure that its scientifically-backed, pro-active approach to environmental management displayed is carried well into the future.

Caryn Anderson B.App.Sc.Hons.
Project Officer — Environmental



Another bulk carrier arrives – a distraction for young anglers.





Top & Centre:- Time and tide wait for no one. Mick Fitzpatrick (Hydrographic Survey Officer) and Caryn Anderson (Project Officer - Environmental) sediment sampling at dawn.
Bottom:- Townsville Harbour - at work and at play.



CORPORATE CITIZENSHIP

Townsville Port Authority has a philosophy of actively participating in the development of the region and contributing to the community. Townsville Port Authority contributes financially to development bureaux in the Burdekin, Herbert and Charters Towers areas as well as Townsville Enterprise Limited — the peak marketing body for Townsville and the region.

The Authority is also proud to have an ongoing association with the world class Riversleigh Interpretative Centre recently opened in Mount Isa displaying fossils from our rich palaeontological past.

For more than a decade, the Maritime Museum of Townsville has delighted visitors with its display of maritime artefacts. The major sponsor is the Authority. More recently the Authority announced a major sponsorship of The Pandora Foundation for the retrieval and conservation of artefacts from *HMS Pandora* which

sank on 29 August 1791 while transporting mutineers to England from *HMS Bounty*.

Every year bus loads of school children and other visitors tour the Port giving them the chance to learn about its operations and trade and to see the ocean going ships. This year the Authority again welcomed a group of children from far western Queensland on a School of the Air excursion. Officers of the Authority were also regularly invited to address Rotary clubs and other special interest groups.

The Australian Volunteer Coast Guard Association, Townsville Flotilla enjoys peppercorn rental on its operations building and has a licence to control car parking at the Ross Creek boat ramp car park during events at the Townsville Entertainment Centre as a fund raising venture.

Townsville Port Authority is proud to be an active member of the community of which it is a part.



Top Right:- Kevin Evans (Port Co-Ordinator) securing the Port. Our Port Protection Unit ensures safety and security in the Port.
Bottom Right:- "Mick" Evans (Leading Hand Boilermaker) and Maritime Museum volunteer Stan Bradfield inspecting the model of the "HMS Pandora".

Bottom Left:- "How does it work?" School students learn about the Port during a Port tour.



TOWNSVILLE PORT AUTHORITY

TOWNSVILLE PORT AUTHORITY ANNUAL STATISTICS

FOR THE YEAR ENDED 30 JUNE 1996

EXPORTS Australia — Tonnes 1995/96

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
INTRASTATE															
Brisbane	5,123	—	—	—	—	—	—	—	—	—	—	—	—	—	5,123
Dunk Island	977	—	—	—	—	—	—	—	—	—	—	—	—	—	977
Palms Area	2,716	—	—	—	—	—	—	—	—	—	—	—	—	—	2,716
Weipa	160	—	—	—	—	—	—	—	—	—	—	—	—	—	160
TOTAL INTRASTATE	8,976	—	—	—	—	—	—	—	—	—	—	—	—	—	8,976
INTERSTATE															
NEW SOUTH WALES															
Newcastle	4,834	—	—	—	—	—	—	—	—	—	—	—	—	—	4,834
SUB-TOTAL	4,834	—	—	—	—	—	—	—	—	—	—	—	—	—	4,834
VICTORIA															
Geelong	7,279	—	—	—	—	—	—	—	—	—	—	—	—	—	7,279
SUB-TOTAL	7,279	—	—	—	—	—	—	—	—	—	—	—	—	—	7,279
NORTHERN TERRITORY															
Darwin	18	—	—	—	—	—	—	—	—	—	—	—	—	—	18
SUB-TOTAL	18	—	—	—	—	—	—	—	—	—	—	—	—	—	18
TOTAL INTERSTATE	12,131	—	—	—	—	—	—	—	—	—	—	—	—	—	12,131
TOTAL AUSTRALIAN EXPORTS	21,107	—	—	—	—	—	—	—	—	—	—	—	—	—	21,107

EXPORTS Overseas — Tonnes 1995/96

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
BELGIUM															
Antwerp	—	—	—	—	—	—	—	—	9,553	7,070	9,495	31,714	—	50,020	107,852
SUB-TOTAL	—	—	—	—	—	—	—	—	9,553	7,070	9,495	31,714	—	50,020	107,852
BULGARIA															
Varna East	—	7,400	—	—	—	—	—	—	—	—	—	—	—	—	7,400
SUB-TOTAL	—	7,400	—	—	—	—	—	—	—	—	—	—	—	—	7,400
CANADA															
Gospe	—	—	—	—	—	—	—	—	—	—	—	—	40,526	—	40,526
Montreal	—	15,932	—	58	—	—	—	—	—	—	—	—	—	—	15,990
St. John	—	20,400	—	—	—	—	—	—	—	—	—	—	—	—	20,400
Toronto	—	27,200	—	—	—	—	—	—	—	—	—	—	—	—	27,200
Vancouver	—	48,617	—	—	—	—	—	—	—	—	—	—	—	—	48,617
SUB-TOTAL	—	112,149	—	58	—	—	—	—	—	—	—	—	40,526	—	152,733
CHINA, PEOPLES REPUBLIC OF															
Dalian	—	—	—	—	—	—	—	—	—	—	5,182	11,460	11,002	—	27,644
Huangpu	—	80,550	—	—	—	—	—	—	—	—	—	—	—	—	80,550
Qinghuangdao	—	—	—	—	—	—	—	—	—	—	—	10,004	—	—	10,004
Shanghai	—	—	—	—	—	596	—	—	—	—	—	—	—	—	596
Whampoa	—	25,000	—	—	—	—	—	—	—	—	—	—	—	—	25,000
Yantai	—	—	—	—	—	—	—	—	—	—	—	—	21,947	—	21,947
Zhenjiang	—	—	—	—	—	—	—	—	—	—	—	—	6,460	—	6,460
SUB-TOTAL	—	105,550	—	—	—	596	—	—	—	—	5,182	21,464	39,409	—	172,201
CROATIA															
Rijeka	—	24,000	—	—	—	—	—	—	—	—	—	—	—	—	24,000
SUB-TOTAL	—	24,000	—	—	—	—	—	—	—	—	—	—	—	—	24,000
FODDER AT SEA	5,191	—	—	—	—	—	—	—	—	—	—	—	—	—	5,191
SUB-TOTAL	5,191	—	—	—	—	—	—	—	—	—	—	—	—	—	5,191



EXPORTS Overseas — Tonnes 1995/96

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
GREECE															
Thessaloniki	-	-	-	-	-	-	-	-	-	-	-	5,003	-	-	5,003
SUB-TOTAL	-	-	-	-	-	-	-	-	-	-	-	5,003	-	-	5,003
GERMANY, Federal Republic of															
Hamburg	-	-	-	-	-	-	-	-	-	-	-	-	21,011	-	21,011
SUB-TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	21,011	-	21,011
HONG KONG															
Hong Kong	222	-	-	11	-	-	-	-	-	-	-	-	-	-	233
SUB-TOTAL	222	-	-	11	-	-	-	-	-	-	-	-	-	-	233
INDIA															
Bombay	-	-	-	-	-	-	-	-	-	51	-	-	-	-	51
Cochin	-	-	-	-	-	-	-	-	-	-	-	17,513	-	-	17,513
Madras	-	-	-	-	-	-	-	-	-	36	-	-	-	-	36
SUB-TOTAL	-	-	-	-	-	-	-	-	-	87	-	17,513	-	-	17,600
INDONESIA															
Amahoe	-	-	-	35	-	-	-	-	-	697	-	-	-	-	732
Cilacap	4	-	-	-	-	-	-	6,332	-	-	-	-	-	-	6,336
Panjang	-	-	-	106	-	-	-	1,410	-	-	-	-	-	-	1,516
Surabaya	147	-	-	2,256	-	-	2,293	1,695	-	-	-	-	-	-	6,391
Jakarta	5,399	-	-	2,793	-	-	5,770	5,984	-	14,157	-	-	-	-	34,103
Tanjung Sulang	-	-	-	-	-	-	-	1,091	-	-	-	-	-	-	1,091
SUB-TOTAL	5,550	-	-	5,190	-	-	8,063	16,512	-	14,854	-	-	-	-	50,169
ITALY															
Crotone	-	-	-	-	-	-	-	-	-	-	-	5,502	-	-	5,502
Porto Vesme	8	-	-	-	-	-	-	-	-	-	-	4,002	-	15,011	19,021
SUB-TOTAL	8	-	-	-	-	-	-	-	-	-	-	9,504	-	15,011	24,523
JAPAN															
Akashi	-	27,000	-	-	-	-	-	-	-	-	-	-	-	-	27,000
Akita	-	-	-	-	-	-	-	-	-	-	-	74,317	-	-	74,317
Aomori	-	-	-	-	-	-	-	-	-	-	-	-	16,005	-	16,005
Chiba	-	80,910	-	-	-	-	-	-	-	-	-	-	-	-	80,910
Hochinohe	-	-	-	-	-	-	-	-	-	-	-	43,958	-	-	43,958
Hakata	83	17,700	-	103	-	-	-	-	-	-	-	-	-	-	17,886
Harumi	-	24,000	-	-	-	-	-	-	-	-	-	-	-	-	24,000
Hibi	-	-	-	-	-	-	-	-	-	-	-	-	10,982	-	10,982
Hikoshima	-	-	-	-	-	-	-	-	-	-	-	33,822	-	-	33,822
Imabari	-	9,000	-	-	-	-	-	-	-	-	-	-	-	-	9,000
Izumi-sano	-	16,000	-	-	-	-	-	-	-	-	-	-	-	-	16,000
Kinokuni	-	23,500	-	-	-	-	-	-	-	-	-	-	-	-	23,500
Kobe	67	49,300	-	19	-	-	-	-	-	-	-	-	-	-	49,386
Koku	-	-	-	-	-	-	-	-	-	-	-	-	5,255	-	5,255
Maji	-	53,500	-	-	-	-	-	-	-	-	-	-	-	-	53,500
Nagoya	468	2,500	-	486	-	-	475	-	76	2,363	-	-	-	-	6,368
Niigata	-	8,600	-	-	-	-	-	-	-	-	-	-	-	-	8,600
Niihama	-	-	-	-	-	-	-	-	-	-	-	18,259	32,918	-	51,177
Onahama	-	-	-	-	-	-	-	-	-	-	-	90,545	5,252	-	95,797
Osaka	576	28,000	-	2,014	37	-	32	-	37	7,000	-	-	-	-	37,696
Saganoseki	-	-	-	-	-	-	-	-	-	-	-	-	42,138	-	42,138
Shikama	-	-	-	-	-	-	-	-	-	-	5,357	24,705	-	4,506	34,568
Shimizu	2	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Shimonoseki	-	18,500	-	-	-	-	-	-	-	-	-	-	-	-	18,500
Shinagawa	-	22,000	-	-	-	-	-	-	-	-	-	-	-	-	22,000
Tokyo	-	5,000	-	-	-	-	-	-	-	-	-	-	-	-	5,000
Toyama	-	-	-	-	-	-	-	-	-	-	-	12,452	-	-	12,452
Uno	-	38,000	-	-	-	-	-	-	-	-	-	-	-	-	38,000
Yokohama	503	6,000	-	2,829	-	483	82	-	76	2,605	-	-	-	-	12,578
SUB-TOTAL	1,699	429,510	-	5,451	37	483	589	-	189	11,968	5,357	298,058	112,550	4,506	870,397



EXPORTS Overseas — Tonnes 1995/96

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
KOREA, Republic of															
Bukpyung	—	—	—	—	—	—	—	—	—	—	—	31,004	—	—	31,004
Busan	93	—	—	288	—	185	—	—	5,178	300	—	—	—	—	6,044
Inchon	—	88,241	—	—	—	472	—	—	—	—	—	—	—	—	88,713
Onsan	—	—	—	—	—	—	—	—	—	—	5,505	67,720	41,389	—	114,614
Pohang	9,485	—	—	—	—	—	—	—	—	—	—	—	—	—	9,485
Seoul	—	—	—	242	—	—	—	—	—	—	—	—	—	—	242
Ulsan	—	61,500	—	—	—	—	—	—	—	—	—	—	—	—	61,500
SUB-TOTAL	9,578	149,741	—	530	—	657	—	—	5,178	300	5,505	98,724	41,389	—	311,602
MALAYSIA															
Kemaman	10,496	—	—	—	—	—	—	—	—	—	—	—	—	—	10,496
Penang	302	—	—	—	—	—	—	—	—	—	—	—	—	—	302
Port Kelang	35	—	—	18	—	—	44	—	—	5,004	—	—	—	—	5,101
Prai	—	16,779	—	—	—	—	—	—	—	—	—	—	—	—	16,779
Tanjung Berhala	4,439	—	—	—	—	—	—	—	—	—	—	—	—	—	4,439
SUB-TOTAL	15,272	16,779	—	18	—	—	44	—	—	5,004	—	—	—	—	37,117
MEXICO															
Tampico	—	15,000	—	—	—	—	—	—	—	—	—	—	—	—	15,000
SUB-TOTAL	—	15,000	—	—	—	—	—	—	—	—	—	—	—	—	15,000
NETHERLANDS															
Amsterdam	—	—	17,502	—	—	—	—	—	—	—	—	—	—	—	17,502
SUB-TOTAL	—	—	17,502	—	—	—	—	—	—	—	—	—	—	—	17,502
NEW ZEALAND															
Auckland	68	56,000	—	—	—	—	—	—	—	—	—	—	—	—	56,068
Lyttleton	6	—	—	—	—	—	—	—	—	—	—	—	—	—	6
Port Chalmers	131	—	—	—	—	—	120	—	—	—	—	—	—	—	251
Tauranga	19	—	—	—	—	—	—	—	—	—	—	—	—	—	19
Wellington	6	—	—	—	—	—	—	—	—	—	—	—	—	—	6
SUB-TOTAL	230	56,000	—	—	—	—	120	—	—	—	—	—	—	—	56,350
PAKISTAN															
Karachi	—	—	—	—	—	3,822	—	—	—	—	—	—	—	—	3,822
SUB-TOTAL	—	—	—	—	—	3,822	—	—	—	—	—	—	—	—	3,822
PAPUA NEW GUINEA															
Kiunga	25,369	—	—	—	—	—	—	—	—	—	—	—	—	—	25,369
Lae	46,329	—	—	3,511	—	1,553	1,556	—	—	100	—	—	—	—	53,049
Lihir Island	2,779	—	—	—	—	—	—	—	—	—	—	—	—	—	2,779
Misima	9,437	—	—	—	—	—	—	—	—	—	—	—	—	—	9,437
Port Moresby	30,756	—	—	576	—	—	106	—	—	—	—	—	—	—	31,438
Wapulu	1,099	—	—	—	—	—	—	—	—	—	—	—	—	—	1,099
SUB-TOTAL	115,769	—	—	4,087	—	1,553	1,662	—	—	100	—	—	—	—	123,171
PHILIPPINES, Republic of															
Cagayan De Oro, Mindanao	39	15,400	—	—	—	—	—	500	—	—	—	—	—	—	15,939
Davao City	—	—	—	—	—	—	—	400	—	—	—	—	—	—	400
General Santos	—	—	—	—	—	—	—	6,804	—	—	—	—	—	—	6,804
Guimaras Island (Iloilo Province)	—	—	27,015	—	—	—	—	—	—	—	—	—	—	—	27,015
Manila	22	—	—	—	—	—	—	—	—	—	—	—	—	—	22
Subic Bay	—	—	—	—	—	—	—	2,226	—	—	—	—	—	—	2,226
Tabangad, Batangas City	—	—	—	—	—	—	—	2,355	—	—	—	—	—	—	2,355
SUB-TOTAL	61	15,400	27,015	—	—	—	—	12,285	—	—	—	—	—	—	54,761
RUSSIA															
Nakhodka, Sea of Japan	—	18,000	—	—	—	—	—	—	—	—	—	—	—	—	18,000
Novorossiysk, Black Sea	—	25,000	—	—	—	—	—	—	—	—	—	—	—	—	25,000
SUB-TOTAL	—	43,000	—	—	—	—	—	—	—	—	—	—	—	—	43,000



EXPORTS Overseas — Tonnes 1995/96

Port	General Cargo	Sugar	Malasses	Meat	Hides	Tallow	By-Products	Cattle	Nickel	Refined Copper	Lead Products	Zinc C'trates	Copper C'trates	LGM C'trates	Total
SINGAPORE, Republic of															
Singapore	8,217	20,000	—	285	931	—	1,418	—	5,538	29,598	—	—	—	—	65,987
SUB-TOTAL	8,217	20,000	—	285	931	—	1,418	—	5,538	29,598	—	—	—	—	65,987
SOUTH AFRICA, Republic of															
Durban	—	—	—	—	—	—	—	—	63	—	—	—	—	—	63
Saldanha Bay	—	—	—	—	—	—	—	—	—	—	—	—	6,003	—	6,003
SUB-TOTAL	—	—	—	—	—	—	—	—	63	—	—	—	6,003	—	6,066
SRI LANKA															
Colombo	—	—	—	—	—	350	—	—	—	—	—	—	—	—	350
SUB-TOTAL	—	—	—	—	—	350	—	—	—	—	—	—	—	—	350
TAIWAN															
Kaohsiung	37	31,000	—	—	—	1,021	—	—	1,306	—	—	—	—	—	33,364
Keelung	29	—	—	110	—	1,342	16	—	90	3,598	—	—	—	—	5,185
Taichung	—	—	85,235	—	—	920	—	—	—	—	—	—	—	—	86,155
SUB-TOTAL	66	31,000	85,235	110	—	3,283	16	—	1,396	3,598	—	—	—	—	124,704
THAILAND															
Bangkok	207	—	—	—	419	—	—	—	—	—	—	—	—	—	626
Map Ta Phut	6,270	—	—	—	—	—	—	—	—	—	—	13,112	—	—	19,382
SUB-TOTAL	6,477	—	—	—	419	—	—	—	—	—	—	13,112	—	—	20,008
TONGA															
Nuku'Alofa	11	—	—	—	—	—	—	—	—	—	—	—	—	—	11
SUB-TOTAL	11	—	—	—	—	—	—	—	—	—	—	—	—	—	11
UNITED ARAB EMIRATES															
Dubai	—	61,300	—	—	—	—	—	—	—	—	—	—	—	—	61,300
Fujairah	—	—	—	—	—	—	—	—	—	—	—	—	5,219	—	5,219
SUB-TOTAL	—	61,300	—	—	—	—	—	—	—	—	—	—	5,219	—	66,519
UNITED KINGDOM															
Avonmouth	—	—	71,605	—	—	—	—	—	—	—	2,502	—	—	—	74,107
London	22	—	—	—	—	—	—	—	485	152	150,605	—	—	2	151,266
SUB-TOTAL	22	—	71,605	—	—	—	—	—	485	152	153,107	—	—	2	225,373
UNITED STATES OF AMERICA															
Gloucester	32	—	—	7,754	—	—	—	—	—	—	—	—	—	—	7,786
Houston	—	—	130,747	—	—	—	—	—	—	—	—	—	—	—	130,747
New York	—	5,800	—	—	—	—	—	—	—	—	—	—	—	—	5,800
Philadelphia	—	—	—	1,397	—	—	—	—	—	—	—	—	—	—	1,397
San Francisco	—	6,193	—	—	—	—	—	—	—	—	—	—	—	—	6,193
SUB-TOTAL	32	11,993	130,747	9,151	—	—	—	—	—	—	—	—	—	—	151,923
WESTERN SAMOA															
Apia, Upolu Island	—	—	—	—	—	—	—	835	—	—	—	—	—	—	835
SUB-TOTAL	—	—	—	—	—	—	—	835	—	—	—	—	—	—	835
OVERSEAS TOTAL	168,405	1,098,822	332,104	24,891	1,387	10,744	11,912	29,632	22,402	72,731	178,646	495,092	266,107	69,539	2,782,414
SUMMATION															
INTRASTATE	8,976	—	—	—	—	—	—	—	—	—	—	—	—	—	8,976
INTERSTATE	12,131	—	—	—	—	—	—	—	—	—	—	—	—	—	12,131
OVERSEAS	168,405	1,098,822	332,104	24,891	1,387	10,744	11,912	29,632	22,402	72,731	178,646	495,092	266,107	69,539	2,782,414
TOTAL EXPORTS	189,512	1,098,822	332,104	24,891	1,387	10,744	11,912	29,632	22,402	72,731	178,646	495,092	266,107	69,539	2,803,521



IMPORTS Australia — Tonnes 1995/96

Port	General Purpose Oil	Yabulu Oil	General	Nickel Ore	Fertilizer	Cement	Sulphuric Acid	Total
INTRASTATE								
Brisbane	329,326	7,315	—	—	5,082	—	—	341,723
Gladstone	1,524	—	—	—	—	274,662	—	276,186
Palms Area	—	—	26	—	—	—	—	26
TOTAL INTRASTATE	330,850	7,315	26	—	5,082	274,662	—	617,935
INTERSTATE								
NEW SOUTH WALES								
Newcastle	—	—	19,978	—	—	—	—	19,978
Sydney	21,956	3,965	2,402	—	—	—	—	28,323
SUB-TOTAL	21,956	3,965	22,380	—	—	—	—	48,301
VICTORIA								
Geelong	256,757	8,479	—	—	—	—	—	265,236
Melbourne	—	—	2,471	—	—	—	—	2,471
SUB-TOTAL	256,757	8,479	2,471	—	—	—	—	267,707
WESTERN AUSTRALIA								
Dampier	—	—	904	—	—	—	—	904
SUB-TOTAL	—	—	904	—	—	—	—	904
TOTAL INTERSTATE	278,713	12,444	25,755	—	—	—	—	316,912
TOTAL AUSTRALIAN IMPORTS	609,563	19,759	25,781	—	5,082	274,662	—	934,847

IMPORTS Overseas — Tonnes 1995/96

Port	General Purpose Oil	Yabulu Oil	General	Nickel Ore	Fertilizer	Cement	Sulphuric Acid	Total
BANGLADESH								
Chittagong	—	—	—	—	6,817	—	—	6,817
SUB-TOTAL	—	—	—	—	6,817	—	—	6,817
CANADA								
Vancouver	—	—	—	—	34,829	—	—	34,829
SUB-TOTAL	—	—	—	—	34,829	—	—	34,829
HONG KONG								
Hong Kong	1,180	—	387	—	—	—	—	1,567
SUB-TOTAL	1,180	—	387	—	—	—	—	1,567
INDONESIA								
Belawan	—	—	12	—	—	—	—	12
Gebe Island	—	—	—	1,164,487	—	—	—	1,164,487
Jakarta	—	—	933	—	—	—	—	933
Santan	7,213	—	—	—	—	—	—	7,213
Semarang	—	—	12	—	—	—	—	12
Surabaya	—	—	103	—	—	—	—	103
Tanjung Sulong	—	—	201	—	—	—	—	201
SUB-TOTAL	7,213	—	1,261	1,164,487	—	—	—	1,172,961
IRAN								
Bandar Khomeini	—	—	—	—	—	—	4,678	4,678
SUB-TOTAL	—	—	—	—	—	—	4,678	4,678



IMPORTS Overseas — Tonnes 1995/96

Port	General Purpose Oil	Yabulu Oil	General	Nickel Ore	Fertilizer	Cement	Sulphuric Acid	Total
JAPAN								
Hikoshima	-	-	20	-	-	-	-	20
Hiroshima	-	-	226	-	-	-	-	226
Hokata	-	-	2,203	-	-	-	-	2,203
Kanda	-	-	1	-	-	-	-	1
Kobe	-	-	45	-	-	-	-	45
Moji	-	-	264	-	-	-	-	264
Nagoya	-	-	4,059	-	-	-	-	4,059
Osaka	-	-	481	-	-	-	-	481
Toyahashi	-	-	64	-	-	-	-	64
Yokkaichi	-	-	36	-	-	-	-	36
Yokohama	-	-	2,650	-	-	-	-	2,650
SUB-TOTAL	-	-	10,049	-	-	-	-	10,049
KOREA, REPUBLIC OF								
Busan	-	-	518	-	-	-	-	518
Inchon	-	-	25	-	-	-	-	25
Ulsan	-	-	196	-	-	-	-	196
SUB-TOTAL	-	-	739	-	-	-	-	739
MALAYSIA								
Bintulu	-	-	-	-	3,242	-	-	3,242
Penang	-	-	10	-	-	-	-	10
Port Kelang	-	-	475	-	-	-	-	475
SUB-TOTAL	-	-	485	-	3,242	-	-	3,727
NEW CALEDONIA								
Baie Ugue	-	-	-	230,498	-	-	-	230,498
Kounoua	-	-	-	786,534	-	-	-	786,534
Nakety	-	-	-	763,674	-	-	-	763,674
Teoudie	-	-	-	72,784	-	-	-	72,784
SUB-TOTAL	-	-	-	1,853,490	-	-	-	1,853,490
NEW ZEALAND								
Auckland	-	-	236	-	-	-	-	236
Lyttleton	-	-	769	-	-	-	-	769
Napier	-	-	54	-	-	-	-	54
Nelson	-	-	10	-	-	-	-	10
Port Chalmers	-	-	655	-	-	-	-	655
Tauranga	-	-	533	-	-	-	4,783	5,316
Wellington	-	-	12	-	-	-	-	12
SUB-TOTAL	-	-	2,269	-	-	-	4,783	7,052
PAPUA NEW GUINEA								
Alotau	-	-	248	-	-	-	-	248
Kiunga	-	-	1,975	-	-	-	-	1,975
Lae	-	-	8,615	-	-	-	-	8,615
Madang	-	-	32	-	-	-	-	32
Misima	-	-	693	-	-	-	-	693
Port Moka	-	-	4,500	-	-	-	-	4,500
Port Moresby	-	-	7,533	-	-	-	-	7,533
Rabaul	-	-	719	-	-	-	-	719
Wapulu	-	-	27	-	-	-	-	27
SUB-TOTAL	-	-	24,342	-	-	-	-	24,342
SAUDI ARABIA								
Jubail	27,601	-	-	-	19,827	-	-	47,428
Ras Tanura	1,159	-	-	-	-	-	-	1,159
SUB-TOTAL	28,760	-	-	-	19,827	-	-	48,587
SINGAPORE, Republic of								
Singapore	15,423	129,279	4,495	-	-	-	-	149,197
SUB-TOTAL	15,423	129,279	4,495	-	-	-	-	149,197
SOUTH AFRICA, Republic of.								
Richards Bay	-	-	-	-	1,733	-	-	1,733
SUB-TOTAL	-	-	-	-	1,733	-	-	1,733



IMPORTS Overseas — Tonnes 1995/96

Port	General Purpose Oil	Yabulu Oil	General	Nickel Ore	Fertilizer	Cement	Sulphuric Acid	Total
SPAIN								
Taragona	—	—	12	—	—	—	—	12
SUB-TOTAL	—	—	12	—	—	—	—	12
SRI LANKA								
Colombo	—	—	11	—	—	—	—	11
SUB-TOTAL	—	—	11	—	—	—	—	11
SOLOMON ISLANDS								
Honiara	—	—	1,251	—	—	—	—	1,251
Noro	—	—	281	—	100	—	—	381
SUB-TOTAL	—	—	1,532	—	100	—	—	1,632
TAIWAN								
Keelung	—	—	7	—	—	—	—	7
Kaohsiung	2,906	48,227	23	—	—	—	—	51,156
SUB-TOTAL	2,906	48,227	30	—	—	—	—	51,163
THAILAND								
Bangkok	—	—	349	—	—	—	—	349
SUB-TOTAL	—	—	349	—	—	—	—	349
UNITED STATES OF AMERICA								
Baltimore	—	—	26	—	—	—	—	26
Tampa	—	—	—	—	3,974	—	—	3,974
SUB-TOTAL	—	—	26	—	3,974	—	—	4,000
OVERSEAS TOTAL	55,482	177,506	45,987	3,017,977	70,522	—	9,461	3,376,935
SUMMATION								
INTRASTATE	330,850	7,315	26	—	5,082	274,662	—	617,935
INTERSTATE	278,713	12,444	25,755	—	—	—	—	316,912
OVERSEAS	55,482	177,506	45,987	3,017,977	70,522	—	9,461	3,376,935
TOTAL IMPORTS	665,045	197,265	71,768	3,017,977	75,604	274,662	9,461	4,311,782

SUMMARY OF IMPORTS — Tonnes 1988–1996

	1988	1989	1990	1991	1992	1993	1994	1995	1996
GENERAL	25,997	44,413	43,007	29,157	36,598	46,248	72,873	106,292	71,768
OIL									
General Purpose	645,127	639,671	755,839	697,903	716,323	748,919	786,140	892,980	842,865
Liquid Gas	9,824	11,777	15,042	19,118	19,355	23,926	24,186	21,608	19,445
	654,951	651,448	770,881	717,021	735,678	772,845	810,326	914,588	862,310
FERTILIZER									
Bulk	6,099	9,464	1,430	—	1,016	—	18,020	48,058	75,604
NICKEL ORE	118,013	414,026	1,078,666	1,642,993	2,303,687	2,572,571	2,952,403	2,927,383	3,017,977
SULPHUR	5,995	—	—	—	—	—	—	—	—
GYPSUM	—	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	274,662
SULPHURIC ACID	—	—	—	—	—	—	—	—	9,461
TOTAL (Mass Tonnes)	811,055	1,155,271	1,957,746	2,409,067	3,091,112	3,408,610	4,020,062	4,310,552	4,311,782



SUMMARY OF EXPORTS — Tonnes 1988–1996

	1988	1989	1990	1991	1992	1993	1994	1995	1996
GENERAL	82,270	130,470	116,006	114,479	99,566	115,113	143,016	150,997	189,508
MEAT & ASSOCIATED PRODUCTS									
Frozen	26,731	25,449	18,159	16,318	15,664	23,576	31,790	41,179	24,891
Hides	764	723	1,180	1,360	1,173	1,571	1,671	4,623	1,387
Tallow	10,242	6,862	10,654	10,829	11,340	9,953	7,512	10,488	10,744
By-Products	7,335	4,638	7,451	7,200	8,806	3,774	3,057	2,358	11,912
	45,072	37,672	37,444	35,707	36,983	38,874	44,030	58,648	48,934
MINERALS									
Refined Copper	86,310	88,197	109,646	143,866	123,144	122,191	142,768	85,732	72,731
Concentrates:									
Copper	15,836	33,046	46,201	111,430	53,780	47,365	75,419	106,504	266,107
Zinc	415,819	381,012	341,110	464,894	458,161	457,615	661,692	418,451	495,092
LGM	116,543	106,305	181,326	139,669	181,565	129,921	151,227	85,545	69,539
Lead Products	171,797	166,158	162,660	139,274	197,596	232,549	208,837	182,251	178,646
Nickel	26,364	25,343	22,279	21,067	21,812	23,247	28,176	29,008	22,402
Rock Phosphates	7,303	—	—	—	—	—	—	—	—
	839,972	800,061	863,222	1,020,200	1,036,058	1,012,888	1,268,119	907,491	1,104,517
MOLASSES	115,106	149,266	188,194	140,383	81,929	196,441	129,097	222,093	332,104
SUGAR	575,179	599,247	632,411	630,812	570,810	895,513	950,818	1,003,073	1,098,822
CATTLE	(774 Head)	(8 592 Head)	(6 306 Head)	(9 628 Head)	(16,986 Head)	(2,870 Head)	(4,128 Head)	(5,806 Head)	(59,264 Head)
	387	4,296	3,153	4,814	8,493	1,435	2,064	2,903	29,632
LIVE SHEEP	—	—	—	—	—	—	(200 Head)	—	(80 Head)
	—	—	—	—	—	—	10	—	4
TOTAL (Mass Tonnes)	1,657,986	1,721,012	1,840,430	1,946,395	1,833,839	2,260,264	2,537,154	2,345,205	2,803,521

TOTAL THROUGHPUT

	1988	1989	1990	1991	1992	1993	1994	1995	1996
Tonnages (Mass Tonnes)	2,469,041	2,876,283	3,798,176	4,355,462	4,924,951	5,668,874	6,557,216	6,655,757	7,115,303

SHIPPING INFORMATION 1988 – 1996

	1988	1989	1990	1991	1992	1993	1994	1995	1996
Only vessels over 200 tons Included									
Cargo Vessels	332	371	374	368	376	463	523	585	633
Gross Tonnage	3,679,802	4,206,520	4,922,188	5,019,189	5,381,454	6,668,539	7,392,834	7,889,576	8,351,985
Passenger Vessels	7	4	4	5	12	9	14	11	7
Gross Tonnage	148,879	78,028	83,628	80,993	151,238	116,626	226,490	197,487	144,345
Naval Vessels	23	25	27	34	68	59	46	41	49
No GRT Recorded	—	—	—	—	—	—	—	—	—
Bunkers	2	7	1	1	1	2	2	8	5
Gross Tonnage	5,188	29,319	2,629	27,262	21,619	2,282	55,477	58,365	93,075
Other Vessels	66	66	45	58	47	45	28	33	26
Gross Tonnage	59,765	57,740	27,461	83,936	37,312	26,530	9,129	10,953	38,045
Total No. of Vessels	430	473	451	466	504	578	613	678	720
Total Gross Tonnage	3,893,634	4,371,607	5,035,906	5,211,380	5,591,623	6,813,977	7,683,930	8,156,381	8,627,450

CARGO RECORDS 1976 – 1996

	DATE	VESSEL	RECORD
Imports	17/10/95	Maersk Tasik	discharged 66 137 tonnes of Nickel Ore
Exports	24/09/95	Trident Fortune	loaded 61 300 tonnes of Raw Sugar - World Record Shipment
Deepest Draft Vessel	24/09/95	Trident Fortune	12.85 metres loaded with 61,300 tonnes of Raw Sugar
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

The Port of Townsville has eight (8) operational berths. They are:-

No. 1 berth (isolated) is used exclusively by tankers for bulk oil, gas and sulphuric acid discharge and by all types of vessels for bunkering.

No. 2 berth is used for unloading nickel ore, and is equipped with an ore unloading gantry crane which unloads ore from the vessel into hoppers feeding a conveyor system which carries the ore to the load out site. The ore unloader traverses the length of Berth 2 except for approximately 32 metres at the northern end. The ore unloader shares rails with the Berth 3 container crane, which is therefore able to traverse the extents of Berth 2 not occupied by the ore unloader. The berth is leased to M.I.M. Holdings Limited who have licensed its use to Queensland Nickel Pty Limited.

No. 3 berth is leased to M.I.M. Holdings Limited, and is operated and controlled by Northern Shipping and Stevedoring Pty. Ltd. The container gantry crane has a lifting 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. The crane traverses the full length of the berth, except for a length of rail to the south occupied by a 25.4 tonne,

32 metre radius, travelling jib crane for container and unit load handling.

No. 4 berth has a landing pad, supported by steel piling, to service stern angle ramp RORO vessels. The molasses pipeline to this berth is capable of loading up to 400 tonnes/hour. The berth has been upgraded to import bulk cement. The wharf is also equipped with a pipeline for the import of caustic soda.

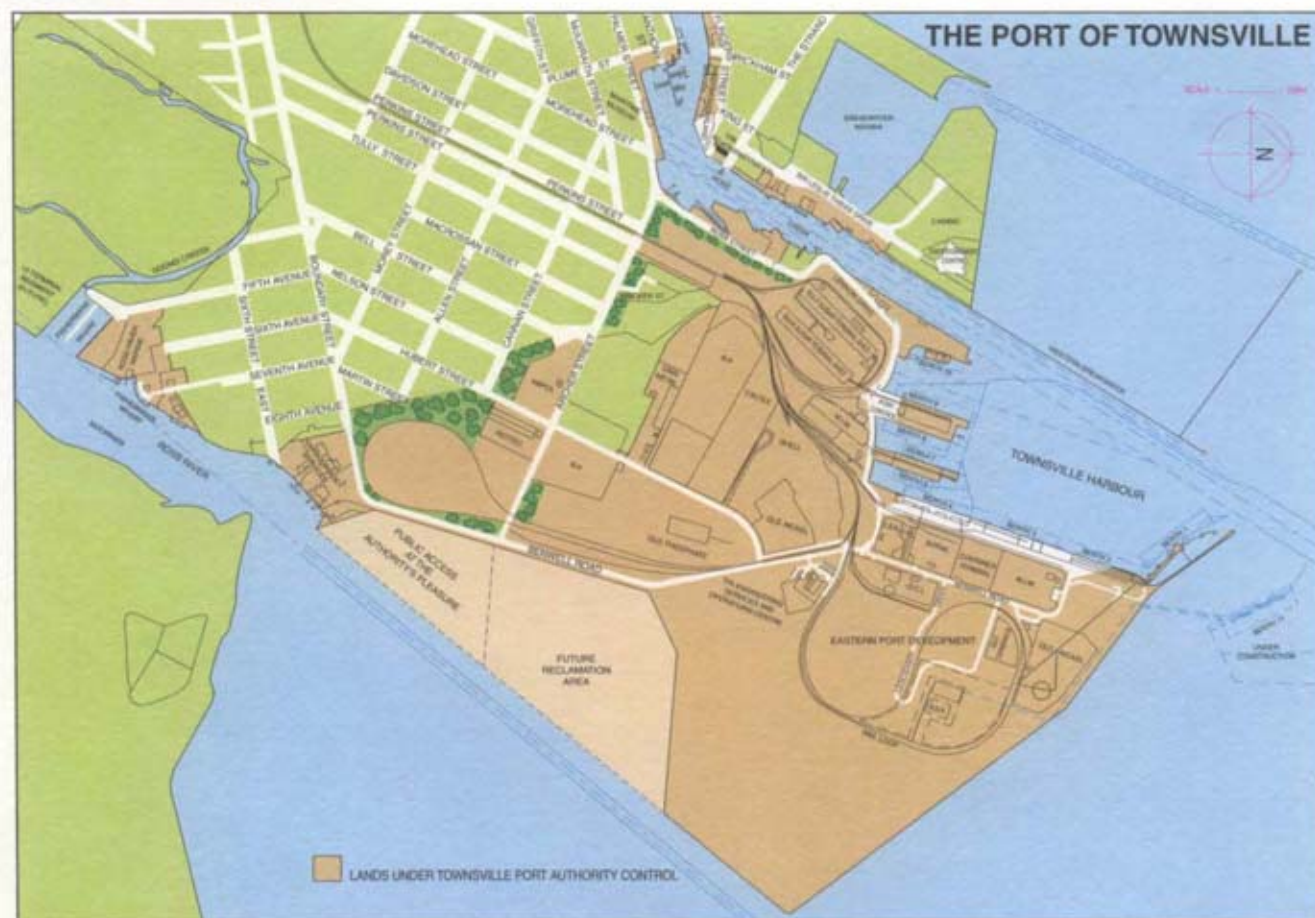
No. 7 berth (No. 1 pier W) supports a bulk shiploader for loading mineral concentrates and ores up to 102 mm aggregate at the rate of 1,000 tonnes per hour. The berth is also equipped with bulk molasses and bunker pipelines.

No. 8 berth (No. 2 pier E) services the export frozen beef trade with cargoes drawn from freezer stores adjacent to the port. It also serves as a general purpose berth, with scrap metal and fertiliser being handled over this wharf. The berth is equipped with a stationary 25 tonne, 30 metre radius, 400 HLT crane (rigged as part tower crane). The berth provides access to storage in the Suter Pier shed.

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

No. 10 berth is a general purpose berth equipped with a 30 tonne crane with a 32 metre maximum radius. A stern RORO ramp is also available.

PORT PLAN



night & day



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