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History

HISTORY

The coast of Western Australia was visited by many exploring parties prior to the foundation of the colony in 1829. However, it was not until 1863 that the vessel 'Mystery' dropped anchor in a mangrove inlet, which was given the name of Port Hedland after the Master of the 'Mystery', Captain Peter Hedland.

Towards the end of the century it became apparent that the pastoral industry in the Eastern Pilbara needed a port, and in 1896 the first Port Hedland jetty was begun. With the discovery of gold in the Marble Bar area a few years later, the jetty was extended in 1908, and a railway between Marble Bar and Port Hedland was completed in 1911.

From then until the late 1930s, the port was mainly used for the import of stores and producer items for the local industries, and the export of pearl shell, wool, livestock, gold, tin and small amounts of copper.

After the Second World War, the port continued to serve the pastoral industry, and began to export significant quantities of manganese.

However, in 1965 the iron ore industry, as we know it today, began in the port, when Goldsworthy Mining Ltd (now BHP Billiton Iron Ore) dredged an approach channel and turning basin for ships of up to 65,000 Dead Weight Tonnes (DWT). At the same time the Leslie Salt Company (now Dampier Salt Ltd) commenced development of a solar salt industry. A new land backed wharf was built to cater for salt exports and to improve the facilities available for the import of fuel and producer items.

Subsequently the Mt. Newman Mining Company (now BHP Billiton Iron Ore) chose Port Hedland as its export port, and further dredging and development took place to allow the use of the port by very large bulk carriers of up to 120,000 DWT. With experience, the size of vessels was increased, and vessels of up to 315m in length, and 185,000 DWT, were accepted.

In 1975/76 further work was carried out when extensions to the turning basin and some channel widening took place, allowing ships of up to 225,000 DWT to be handled.

In 1986 major capital dredging was undertaken to deepen the channel by 2.5m. In conjunction with a computerised under keel clearance programme, (the first in an Australian port) this allowed the port to handle ships up to 330m, and 260,000 DWT.

The channel at Port Hedland is now 20 nautical miles in length for outward vessels, varying in both width and depth with minima of 183m and 14.2m respectively. Gated pairs of synchronised beacons, which are maintained and owned by the Port Authority mark the channel to Port limits 10 nautical miles offshore. The Outer Channel (beyond Port Limits) which varies in width from 250m to 470m is marked by 13 synchronised beacons owned and maintained by the Australian Maritime Safety Authority.

Today the Port continues to serve the mining and pastoral industries of the Pilbara. Iron ore continues to be the dominant export trade but also important to the regional economy are exports of salt, HBI, manganese, chromite, feldspar, copper concentrates and livestock.

**Highlights**

30 June 2002	Record Annual Iron Ore Throughput 68,625,123 tonnes
30 June 2002	Record Annual Hot Briquetted Iron 1,066,109 tonnes
30 June 2002	Record Annual Bulk Minerals export 594,176 tonnes

Statistical Abstract**Shipping**

	2001/02	2000/01	1999/00	1998/99	1997/98
Ratio of Accidents to Total Vessel Movements*	.000	.002	.000	.000	.000
Number of Vessels	624	693	603	616	634
Gross Registered Tonnage (millions)	41.0	41.6	37.2	38.3	39.7
Port Throughput - Cargo (millions)	72.4	72.9	65.4	67.2	69.8

*Accident is defined as: "Any event involving the movement of a ship, which results in damage".

Finance and Performance

	2001/02 \$000	2000/01 \$000	1999/00 \$000	1998/99 \$000	1997/98 \$000
Total Revenue	13,054	14,027	12,395	11,665	12,491
Charges Against Revenue	10,438	151,354	10,126	9,683	10,630
Cumulative Profit (Loss)	19,411	17,525	18,606	17,836	16,187
Working Capital	10,318	7,821	14,116	12,165	12,795
Fixed Assets at Book Value	30,543	31,166	162,286	163,264	162,240
Return on Assets	10.5%	(324%)	4.8%	4.1%	2.9%
Debt Ratio	1:14	1:11	1:57	1:58	1:31
Total Revenue per Cargo Tonne (in cents)	18.0	19.2	18.8	17.3	17.9

Change in Charges

	2001/02	2000/01	1999/00	1998/99	1997/98
Annual C.P.I. Change	2.4%	6.0%	2.6%	1.6%	0.7%
P.H.P.A. Charge Increase	-	-	-	-	-
Real Change in Port Charges	-2.4%	-6.0%	-2.6%	-1.6%	-0.7%
Cumulative Total **	-27.6%	-24.6%	-17.5%	-14.5%	-12.7%

** This represents the compounded total change over the last 10 years.



Chairman & CEO's Report

The Authority enjoyed another very good trade year with total throughput reaching 72.4 million tonnes. Although this was less than budgeted and less by about 0.5 million tonnes than last year's record, it was, nonetheless, a very good result. New records were set for iron ore exports that amounted to 68.6 million tonnes, miscellaneous bulk minerals totalling 594,176 tonnes and Hot Briquetted Iron (HBI) totalling 1,066,109 tonnes. Both HBI and salt were well down on budget but we are expecting that the next year will see results that are closer to the forecasts for both products.

We were once again able to hold our charges at previous levels. This was the fourteenth consecutive year that the Authority has managed to do this and the benefits to shippers have been significant over those years. Although revenue was less than budgeted, careful management of expenditure yielded good profit and rate of return results.

There were several issues of concern for the Port Authority arising from the siltation problems and dredging maintenance activities of the previous financial year. Following an independent study of the issues, the Authority has decided to upgrade its water level (tide) monitoring equipment. It also accepted advice on the updating hydrographic survey methods and will be considering a recommendation for a new hydrographic survey contract based on a new specification at its July 2002 Board Meeting. Recommendations on the structure of future dredging maintenance contracts will also be adopted.

On 29 December 2001 we reached the 30th anniversary of using helicopters for marine pilot transfers. Port Hedland was a leader in the use of helicopters for this type of service and 30 years of safe operations is a significant achievement. The helicopter service has proven to be safer, more efficient and more economical than using a pilot boat. The Port Authority is preparing to celebrate this achievement in a joint ceremony with the opening of its shiploader on No 1 Berth in July 2002.

Commissioning of the shiploader on No 1 Berth was completed this year. Despite some mechanical and electrical faults during the year, the performance of the shiploader has progressively improved so that we can now look forward with confidence to the benefits that it promised.

After a lengthy tender period, the Authority awarded a contract for asset maintenance to Cervan Marine, a local firm. The three year contract is to commence on 1 July 2002. Through the contract the Port Authority will apply modern asset management techniques to ensure that proper provision is made for the maintenance of its assets.

Work commenced on a Port Development Planning Study in 2002. From the study the Port Authority is seeking a master plan to guide future development and to protect the options for future development of the port. The plan is being developed in consultation with community interest groups and will be completed during the coming year.

BHP Billiton's Iron Ore's announcement that its Products and Capacity Expansion (PACE) Project was to proceed was very pleasing news. BHP Billiton Iron Ore's proposed development within the port will provide the capacity to lift its iron ore exports to about 90 million tonnes per annum by 2007.



Hope Downs Management Services Pty Ltd progressed its bankable feasibility study during the year. It is understood that the near complete study shows the project to be sound both technically and financially which is very encouraging news. If the project proceeds, exports of iron ore from Hope Downs could commence in 2006 and could rise to about 25 million tonnes per annum by the end of the decade.

The Port Authority acknowledges the efforts of Captain Brian Digby who retired from service as a Pilot to the port on 31 March 2002. Captain Digby was first appointed as a pilot with Port Hedland Port Authority in November 1979 and retired 22 years later. Captain Digby was the first Pilot to retire whilst in service to the port. We would also like to take the opportunity to acknowledge the contribution made by Peter Gooch over 25 years of service to the Port Authority as a Port Marine Officer. Peter retired in December 2001.

The appointment of two new senior staff members during the year has brought renewed stability and expertise to the management team. There has been a heavy workload on all staff from the need to support new private sector development proposals and to pursue operational improvements in a number of areas. The efforts of the whole team are much appreciated and they are to be congratulated on their contribution to a good year's result.

We welcome Mr Dean Dalla Valle who was appointed to the Board to replace Mr Netterfield as the Alternate to Mr Derek Miller. The contribution of all directors has been much appreciated during the year. Their leadership and sound decisions have made it possible for the Port Authority to enjoy another successful year.

Peter G Hardie
CHAIRMAN

Ian M Hutton
CHIEF EXECUTIVE OFFICER

CORPORATE PLAN

The Authority's Vision, Mission and Broad Objectives provide guidance in its decision making. These were first adopted in 1999 and are still seen as being relevant and helpful.

VISION

To be recognised by customers and other stakeholders as providing the best mix of facilities and services at the Port of Port Hedland.

MISSION

To facilitate trade through the Port of Port Hedland.

BROAD OBJECTIVES

Service Provision

The provision of reliable, competitive and efficient port and marine services that meet and are responsive to the needs of users.

Port Facilities

The provision and maintenance of suitable, reliable and competitive port facilities to meet user needs.

Planning and Development

Through forward planning, ensure that future development is not unreasonably constrained by external restrictions, effectively meets the needs of expected trades, is coordinated, and efficiently uses the port area.

Trade Facilitation

Facilitate trade and business opportunities within and through the Port.

Financial

To establish pricing for users of port services and facilities commensurate with the achievement of the required return on Government investment and consistent with the Authority's trade facilitation objective.

Human Resources

To provide a safe, healthy and supportive environment that encourages employees to work with commitment and enthusiasm to achieve corporate objectives.

Environment, Community Safety and Health

Ensure the impact of development and operational activities within, and adjacent to, the port meet recognised standards for the environment and for community safety and health.



Community Support

Establish and maintain a close relationship with the Port Hedland community in order to win support for current port operations and future developments.

ACHIEVEMENTS AGAINST STATED MAJOR GOALS PLANNED FOR 2001/2002

The Authority set a number of major goals for itself for 2001/2002 in its Statement of Corporate Intent submitted to the Minister for Transport. Those goals and the achievements in respect of those goals are detailed below:

GOALS	ACHIEVEMENTS
Service Provision Introduce improvements to the Dynamic Under Keel Clearance System to allow deeper draft loadings under most situations whilst maintaining or improving the safety of the system of under keel clearance management.	The upgrade to DUKC Series III was successfully implemented.
Continue to monitor the new system of non-exclusive stevedoring licenses to ensure that the needs of customers are satisfied.	Some discontent from customers towards some stevedoring services was noted. The Authority is working with stevedores in accordance with the terms of the licence in an effort to reach a resolution that meets the needs of all parties.
Port Facilities Review the feasibility study for the extension of the No 1 Berth in the light of new information on potential trade increases.	A further review has yielded encouraging results confirming the benefit of the proposed berth extension. A detailed assessment will be completed before proceeding with the project.
Review, in conjunction with the livestock export industry, provision of additional facilities, such as portable races and penning facilities, to improve the efficiency of loading livestock.	The proposed additional facilities were procured and made available for loading during the 2002 winter season.
Finalise the development and implementation of a set of management plans for key assets in order to ensure that the Authority delivers port facilities that meet user needs. These plans are to include a policy statement and are to address the following: Utilities Plant & Vehicles	These were completed during the year.
Planning and Development In conjunction with the relevant State Agencies and Local Government, complete the preparation of a Port Development Plan that provides for the ultimate development of the harbour and surrounds.	This study is well advanced with phase 1 having been completed and the study programmed for completion by December 2002.
Trade Facilitation Restructure port charges in the budget year to introduce a berthage charge with commensurate reductions in wharfage. This will be essentially revenue neutral to the Authority but will make charges more equitable thus encouraging shippers.	This was achieved. The new charging regime was generally well accepted.



GOALS	ACHIEVEMENTS
Include land areas and water frontage for all anticipated future trades in an ultimate development plan that will show potential developers the opportunities at Port Hedland.	As per Planning and Development.
Achieve improvements in the efficiency and effectiveness of port and marine services and facilities as indicated above.	As above.
Financial The budgeted rate of return of 7.5% is greater than the normal target rate of return set by Government for the Port of 6.5%. It is planned that this will be achieved through increases in throughput, without a general increase in charges.	The financial result for the year achieved a RoR of 10.5%. This was accomplished as planned with the higher than anticipated return being largely attributed to a change in asset valuation methodology to deprival values.
Corporate Continue the development of a shared understanding amongst staff of, and the proper application of, new financial, human resource and supply procedures prepared following proclamation of the Port Authorities Act 1999.	Some good progress was made with respect to this objective.

MAJOR GOALS PLANNED FOR 2002/2003

The Authority has established for itself the following major goals for 2002/2003.

Service Provision

Maximise the gains achievable from the latest version of the Dynamic Under Keel Clearance System. The greatest benefit to be achieved from the Series III package is wider time windows during which loaded vessels can depart the port safely.

Introduce improved water level monitoring and hydrographic survey procedures that will yield higher quality survey records, and hence greater confidence in available under-keel clearance.

Submit application for a 5 year offshore dredge spoil disposal permit to minimise the future likelihood of delays in executing a maintenance dredging program.

Work with service providers and customers to resolve concerns about the costs of some privately provided services.

Port Facilities

Continue to introduce minor improvements to the shiploader to make cleaning of the machine simpler and cheaper with less risk of marine pollution.

Construct a 130 metre extension to No 1 Berth to meet the needs of growing mineral and livestock exports.

Deepen the berthing pocket at No 1 Berth and its extension by 2 metres to 13.2 metres to allow Panamax vessels to load at all states of the tide.

Construct pens for two additional tugs within the existing tug harbour. These are required to meet the growth in the number of iron ore vessels.

Investigate the feasibility of providing a limited number of moorings suitable for small commercial craft and, if feasible at an acceptable cost, provide those moorings.

Planning and Development

Continue the work with BHP Billiton Iron Ore, Hope Downs Management Services Pty Ltd and Newcrest Mining Ltd to advance these companies plans for imminent and future development within the port.

In conjunction with the relevant State Agencies and Local Government, complete the preparation of a Port Development Plan that provides for the ultimate development of the harbour and surrounds. This study which is proceeding during the 2001/02 financial year will also provide a strategic plan, consistent with the ultimate development plan, based on trade forecasts for the next 20 years.

During 2002/03, it is the intention to seek environmental and planning endorsement for the ultimate development plan to protect the future potential of the port site and to give confidence to future developers.

**Trade Facilitation**

The retendering of some long term contracts this year at considerable increases in cost, in line with market trends for these services, will make it necessary for the Authority to increase charges. This is the first time since 1987 that the Authority has initiated a change in its pricing regime to generate increased revenue to meet rising costs. The increasing scale of the port's operations and improved efficiencies have allowed the Port Authority to achieve this enviable record for its customers. The Authority will continue to seek opportunities to improve efficiency in its operations and reduce its costs in future.

Seek environmental and planning endorsement for the ultimate development plan to provide guidance to future proponents on opportunities within the port and to provide greater confidence that development will be acceptable.

Achieve improvements in the efficiency and effectiveness of port and marine services and facilities as indicated above.

Financial

The Authority has budgeted to achieve a net profit before tax of \$2,283,040 which represents a return of 15% of turnover. This result is marginally below the average over the previous six years. Due to increases in specific contracted services and the need to provide additional tug pens it has been necessary to increase Pilotage and Tonnage fees by 12%. The Authority is cognisant of meeting the Government's Rate of Return requirements and will endeavor to achieve this without further increases in Port charges. The estimated ROR on the deprival value of assets for the budget year is 10.5%

Corporate

Review in detail all aspects of the Authority's Marine Safety Plan to ensure the plan takes into account all emerging issues.

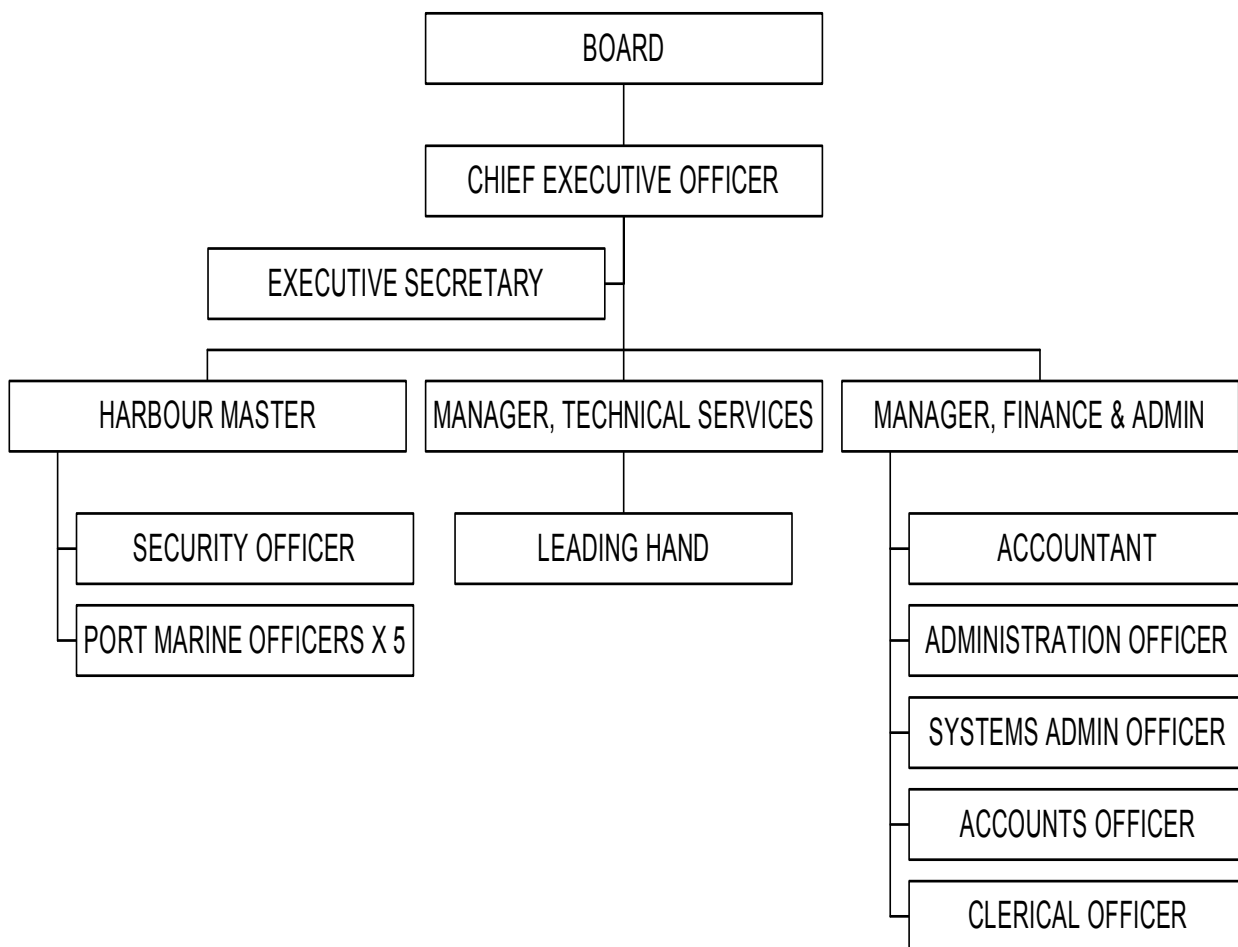
Review and update the Authority's Environmental Management Plan and its safety management plan.



Personnel

Personnel

Organisational Chart





Policy Statements

Employment

It is the committed policy of Port Hedland Port Authority to ensure that the talents and resources of employees are utilised to the full and that no job applicant or employee receives less favourable treatment on the grounds of age, sex, marital status, pregnancy, race, family, religious or political conviction, or impairment.

In addition, this organisation is committed to promoting equal employment opportunity for all of its employees.

The overall responsibility for monitoring the effectiveness of this policy, and for implementing an on-going program of action to make the policy fully operative, is vested in the Chief Executive Officer.

It is the responsibility of all employees to accept their personal involvement in the practical application of this policy.

Occupational Safety & Health

This policy recognises that the safety and health of all employees within this Authority is the responsibility of Authority management. In fulfilling this responsibility, management has a duty to provide and maintain so far as is practicable a working environment that is safe and without risks.

The Chief Executive Officer is responsible for the implementation and monitoring of this policy. The safety and health duties of management at all levels are documented, and Authority procedures for training and back-up support are followed. In fulfilling the objectives of this policy, management is committed to regular consultation with employees to ensure that the policy operates effectively, and that safety and health issues are regularly reviewed. In this respect, the Authority has established a Safety & Health Committee comprising of representatives from each section and of representatives of key contractors.

Management seeks co-operation from all employees in realising our safety and health objectives and creating a safe work environment. All employees will be advised, in writing, of agreed changes and arrangements for their implementation.



Workplace Injuries Performance Indicators

	Notes	2001/02	2000/01	1999/00	1998/99	1997/98
No. of Lost Time Injuries		0	0	0	0	1
Lost Time Injury Frequency (1)		0	0	0	0	29
Rate						
Estimated Cost of Claims (2)		0	0	0.045	0.019	3.896
Incurred/\$100 wages roll						
Premium Rate (3)		2.84	2.98	3.11	2.08	1.93
Rehabilitation Success Rate (4)		-	-	-	-	-

Notes:

These indicators have been prepared from information provided by the underwriters, Riskcover:

- (1) The Lost Time Injury Frequency Rate is the number of lost time injuries/diseases where one day or more was lost multiplied by 1,000,000, divided by the total hours worked.
- (2) Estimated Cost of Claims incurred per \$100 wages is the actuarially estimated cost of claims incurred in the renewal period, adjusted to their present day value, multiplied by 100, divided by total wages.
- (3) Premium Rate is the total premium paid, multiplied by 100 and divided by total wages.
- (4) Rehabilitation Success Rate is the number of rehabilitated employees, multiplied by 100 and divided by the number of eligible employees.

Staffing

New Appointments

Mr Matt Reid – Systems Admin/Records
 Mr Lyle Stanley – Manager Technical Services
 Captain Lindsay Copeman – Harbour Master
 Mr Nathan Fry – Port Marine Officer

Resignations

Ms Teresa Hatch – Manager Technical Services
 Mr Brett Byfield – Systems Admin/Records

Other departures

Mr Peter Gooch - Retired

Future Direction – Human Resources

As is shown above the Port Authority has again experienced a number of changes (on all levels) over the past year. The focus for the coming year is to re-establish a team within the Authority to continue to improve the efficiency and operation of the Port.

It is proposed to refine and continue the training program initiated in the prior year for all staff members. It is also proposed to implement the now complete Human Resource policies and the new Performance Enhancement system for all staff. The new Certified Agreement was registered in December of 2001 and will be in place until December of 2004.

The overall aim of all of the above objectives is to retain valuable staff by making the Port Authority an attractive and supportive environment in which to work.

Overview of Port Operations

Introduction

Port Hedland Port Authority is responsible for the control of the port of Port Hedland, which consists of extensive water and land areas within the port limits.

The port is located on the coast of North Western Australia and is some 1,650 kilometres by road from Perth, the State Capital.

The Authority provides a service to the Pilbara Region of Western Australia and in particular to the mining companies and their customers, as well as servicing the needs of other industries throughout the region.

The Authority's revenue derives from charges in respect to the services that it provides and our historical strategy has been to maintain an efficient and long term financially viable operation, notwithstanding the cyclical nature of the port's activities.

Trade and Shipping

During the 2001/2002 financial year, 624 vessels visited the port compared to 693 during 2000/2001. This trend is for the main part due to the decrease in salt exports of 43% following the sale of Cargill Salt to Dampier Salt and high rainfall affecting salt production. HBI cargoes for the latter half of the year were also down following mechanical failures at the facility.

Total tonnage through the port was 72,374,426 tonnes, down 2.98% on the previous year, with iron ore exports accounting for 68,625,123 of this total. The average iron ore cargo was 151,156 tonnes. Total miscellaneous bulk mineral exports from the Port Authority wharves were 594,176 tonnes. With regard to new products, the port began exporting chrome again for Consolidated Minerals.

Other export cargoes included cattle and scrap metal. The port also handled import cargoes of bulk liquid petroleum products, acid, containers of magnesium oxide and containers of bulk cement.

Port Operations

The new shiploader at the No 1 Berth is beginning to perform reliably after some earlier setbacks. The shiploader is continuing to be modified to allow for easier access, cleaning, improved air draft and tonnage rate.

The maintenance of all Port Authority assets has been contracted to Cervan Marine, a local maintenance contractor. A key element in the contract is the development of a computerised database for all maintenance activities.

Technological Improvements

Dynamic Under Keel Clearance System (DUKC)

The DUKC system was upgraded to Series III. The latest version provides further improvement in available drafts and widening of the sailing window for deep drafted vessels.

Port Closures

Another quiet cyclone season was experienced with only one cyclone, TC Chris, impacting close to Port Hedland. This cyclone caused closure of the port for 32 hours. The cyclone mooring arrangements for tugs are under review to allow for an improved response when closing and opening the port.

Planning and Development

Stage 1 of the Port Development Plan has been completed. The next stage is to seek the views of interested stakeholders to ensure all issues are being considered and that the issues have the correct emphasis.

The ore storage area adjacent the No 1 Berth was increased in size to allow for greater storage of miscellaneous bulk mineral products.

The No 1 Berth is to be extended a further 130m to the south to allow two vessels alongside at a time. The berthing pocket will also be deepened by 2m to 13.2m to make it the same as the No 3 Berth. Preliminary ground investigations and sediment sampling have been completed.

Occupational Health & Safety

The Port Authority remains committed to Occupational Health & Safety. The Port Safety Management Plan has been revamped and updated during the year.

Environment

Port Hedland Port Authority continues to pursue its commitment to the protection of the environment. In conjunction with stevedores and mining companies stockpile management is carefully monitored to ensure that any dust emissions are kept within acceptable standards. Ongoing road sweeping has proved effective in the control of dust caused by heavy traffic throughout the port.

New portable dust monitoring equipment has been purchased to allow a base line dust level to be determined and to allow potential improvements to be recognised and any increase in dust to be dealt with promptly

Pilot Transfers

Pilot transfers from ships are either by pilot boat or helicopter. Port Hedland was a leader in initiating helicopter hatch-top landings for pilot exchange. To date, 22,399 transfers have been effected by this method. The service commenced during the first year of the Port Authority on 29th December 1971, completing 30 years of safe helicopter operations. When individual ship design precludes use of helicopter for pilot exchange, transfer is effected by pilot boat. Of the year's 1,218 pilot movements, 1,070 (87.8%) were by helicopter. When required the helicopter service can also be mobilised for medivac and marine search and rescue operations.

Port Facilities

Port Area

The port area vested in the Authority comprises the water mass of the Inner Harbour with all of the adjacent shore except for the BHP Billiton Iron Ore leaseholds at Finucane Island and Nelson Point. To seaward, the port's boundary is delineated by an arc of 10 nautical miles radius centred upon Hunt Point (at the entrance to the Inner Harbour) and terminating at the high water mark at the shore line to the east and west of the port.

A Pilotage Area, which lies beyond the boundaries of the port to seaward within an arc of 20 nautical miles radius from Hunt Point, has been defined by the Port Authorities Act 1999. This allows the Authority to control the movement of piloted ships within this extended area.

Port Hedland Port Authority Berths

Numbers 1 and 3 Berths, owned and controlled by the Authority, have a berth face length of 213m and 183m respectively. No 1 Berth basin is dredged to 11.2m below chart datum, while No 3 Berth basin is dredged to 13.2m.

Oil lines, for both oil imports and ships' bunkers (diesel only), lines for sulphuric acid import, fresh water lines and electricity, are available at each berth.

Both berths are suitable for use by general cargo vessels, tankers and rig tenders. The new shiploading system on No 1 Berth has a capacity of 1,000 tonnes per hour (tph) and is operated by licensed stevedores, while on No 3 Berth a bulk salt loader of 2,200 tph capacity is owned and operated by Dampier Salt Ltd.

Warehouses and sheds providing 1,750 square metres of undercover storage are available adjacent to No 3 Berth, together with some 5 hectares of open storage.

Private Berths

The length of BHP Billiton Iron Ore Nelson Point Berth is 658m and the berth pocket alongside is 679m x 65m with a depth of 19m below chart datum. Two 315m length vessels may be simultaneously berthed and loaded by either of the two 8,500 tph rated shiploaders. BHP Billiton Iron Ore Finucane Island Berth is sited on the western side of the harbour with a berth pocket of 370m x 61m and a depth of 17m. The loader is rated at 4,500 tph. Vessels up to 170,000 DWT and 314m in length may load to a guaranteed departure draft of 16.3m.

BHP Billiton Iron Ore has announced an upgrade to achieve a 90mtpa capacity by the year 2007. This will involve considerable dredging and the construction of an additional berth and shiploader at Finucane Island plus an increase in the capacity of the under harbour conveyor. Ground investigation work commenced in June of this year.

Tug Haven

The tug haven was completed in May 1987 and is now leased to BHP Billiton Transport and Logistics Pty Ltd. The haven is designed to provide safe, all-weather berthing for the port's fleet of 6 tugs and the Authority's contract pilot boat and survey boat.

During the year management of the tugs passed to Teekay Shipping.



Port Control Tower

The Port Control Tower is manned on a 24 hour a day basis and provides the essential communications centre for shipping and boating activities, port security, support role to the local police during marine search and rescue (SAR) and emergency operations.

Navigational Aids

The Authority owns and is responsible for the 35 beacons which mark the channel within port limits, various leading marks and an offshore buoy as well as the 6 buoys marking the Inner Harbour turning basin. Two Sarus Towers mark the eastern approach to the port. All navigation lights are solar powered with the main channel being fully synchronised.

A number of key leads have been upgraded with new LED style lights as a trial to gauge their ability to stand out against background illumination from the shiploading plant and facilities at Finucane Island and Nelson Point. Should the trials be successful additional lights will be upgraded.

Services

Towage - The port is serviced by a fleet of 6 tugs, each with a nominal minimum bollard pull of 50 tonnes.

Launches - Launches are available from various companies, comprising workboats, lines boats and fast launches.

Ship Repairs and General Services

A number of companies in Port Hedland are able to provide minor ship repair services, including machinery, welding, electrical, airconditioning and refrigeration repairs. Other contracting services available in the port are sandblasting/spray painting, plumbing, civil engineering, earthmoving, diving services, surveying, providoring, general maintenance, vehicle maintenance, light engineering and a supply of light building materials

Existing Tenants

Ampol Ltd	Newcrest Mining Limited
BHP Billiton Iron Ore Ltd	P&O Ports Limited
BHP Billiton Transport & Logistics Pty Ltd	Pilbara Manganese Pty Ltd
BGC Contracting	Pilbara Chromite Pty Ltd
BP Australia Pty Ltd	Pilbara Marine Port Services
Brown's Auto Repairs Pty Ltd	Port Hedland Pilots
Cervan Marine & Maintenance Pty Ltd	Portside Fabrications Pty Ltd
Cockburn Cement Limited	Seafarers Centre
Commercial Minerals	Sealanes (1985) Pty Ltd
Consolidated Minerals Pty Ltd	Shell Company of Australia Ltd
Coogee Chemicals Pty Ltd	Stirling Marine Services Pty Ltd
Dampier Salt Ltd	Toll Energy Logistics Pty Ltd
Gondwana Chemicals Pty Ltd	Total Corrosion Control Pty Ltd
Hedland Launch Service	Town of Port Hedland
Intertek Testing Services (Australia) Pty Ltd	Unimin Australia Limited



Directors' Report

In accordance with Schedule 5 of the Port Authorities Act 1999, the Directors submit their report for the year ended 30th June 2002.

Directors

The names and details of the Directors of the Port Hedland Port Authority during the financial year and until the date of this report are:

PETER G HARDIE

Chairman

Mr Hardie was reappointed Chairman on 1 July 2001 for a one year term expiring on 30 June 2002. Mr Hardie, a pastoralist, has owned and has resided at Boodarie Station, south west of Port Hedland, since 1956. He was previously a Member of the Authority from 1982 to 1988 and was first appointed to the position of Chairman on 1 November 1993. Mr Hardie was presented with the "Westfarmers Dalgety Pastoralist of the Year Award" in 1999.

JACK HAUNOLD

Director

Mr Haunold was reappointed to the Board on 1 July 2000 for a three year term expiring on 30 June 2003. Mr Haunold is a local businessman and a former Town Councillor. Mr Haunold is also Chairman of the Hedland Community Crime Prevention Committee.

BARRY RALSTON

Director

Mr Ralston, who has 38 years experience in management and shipping, was reappointed to the Board in 2001 for a 12 month term expiring 30 June 2002. Mr Ralston is Managing Director of FJ Sherborne (WA) Pty Ltd, customs brokers. Mr Ralston is also a Director of Sherborne ACA Cargo Services Ltd, freight forwarders, Trade Facilitators International Pty Ltd and Pakenham Pty Ltd.

BRENT RUDLER

Director

Mr Rudler was reappointed as a Director on 1 July 2001 for a two year term to expire on 30 June 2003. Mr Rudler is a local businessman and is currently the Town of Port Hedland's Mayor. Mr Rudler has been involved in the development and support of the community since 1994 and is also a Board Member of the Small Business Development Corporation.

MARY RUSSELL

Director

Mrs Russell was appointed to the Board on 1 July 2001 for a three year term to expire on 30 June 2004. Mrs Russell has been a Director of Golden Eagle Airlines since 1990. She holds an arts degree from the University of Western Australia and her work experience prior to the formation of Golden Eagle Airlines was in human resource management.

**DEREK J MILLER****Director**

Mr Miller was reappointed to the Board on the nomination of BHP Billiton on 6 August 1999 for a term expiring 30 June 2002. He is the Vice President Operations, BHP Billiton Iron Ore Pty Ltd. Mr Miller is a mining and metallurgical engineer and has held a variety of different mining positions over a career, which has spanned some 30 years.

ROGER RICHARDSON**Director**

Mr Richardson was reappointed to the Board on the nomination of BHP Billiton in 2001 for a further term, expiring 30 June 2004. Mr Richardson is Superintendent Shipping for BHP Billiton Iron Ore Pty Ltd and a former Town Councilor. Mr Richardson is also Chairman of the Tropical Cyclone Industrial Liaison Committee.

DEAN DALLA VALLE**Alternate Director**

Mr Dalla Valle is the Alternate Director for Mr D J Miller. Mr Dalla Valle was appointed on the nomination of BHP Billiton in 2001 for a term expiring 30 June 2002. Mr Dalla Valle is Vice President Ports for BHP Billiton Iron Ore Pty Ltd. Mr Dalla Valle is a qualified electrical engineer and has held various engineering and managerial positions.

JEFF ROWE**Alternate Director**

Mr Rowe is Deputy Director to Mr R E Richardson. Mr Rowe was reappointed to the Board on the nomination of BHP Billiton in 2001 for a further term, expiring 30 June 2004. Mr Rowe is Manager Special Projects for BHP Billiton Iron Ore Pty Ltd. Mr Rowe is a qualified engineer and has held various engineering and managerial positions.



Principal Activities

Port Hedland Port Authority:

- Provides and maintains essential facilities including the channel and turning basin, navigation aids, berths, shiploader, storage areas and utilities.
- Provides services for the safe movement of ships within the port including scheduling and movement control, pilotage, and under keel clearance optimisation.
- Controls services provided by others in the port including stevedoring, towage, and line boats.
- Controls the activities of others in the port including the planning and construction of dedicated private facilities.
- Leases industrial land for port related activities.
- Plans for the future growth and development of the port.

There have been no significant changes in the nature of the principal activities during the financial year.

Operating Results

The operating profit after providing for income tax for the financial year was \$1,899,000

Dividends Proposed

In accordance with the current dividend policy the Directors have recommended a dividend of \$949,000 being 50% of net profit after tax. An Efficiency Dividend of \$101,000 required by the State Government will be paid in 2002/03.

Review Of Operations And Expected Results

A review of the operations of the Port Authority during the financial year, the result of those operations and the likely developments are contained in the Chairman's and Chief Executive Officer's Information Statement and Overview of Port Operations.

Significant Changes in the State of Affairs

There have been no significant changes in the state of affairs of the Authority since the previous Directors' Report.

Events Subsequent To Balance Date

The Directors are not aware of any matter or circumstances that have arisen since the end of the year that has significantly affected the operations of the Port.



Likely Developments

In the opinion of the Directors, no developments have occurred since 30 June 2002 which are likely to affect the operations of the Port Authority known at the date of this Report.

Directors Meetings

During the financial year 12 Directors' meetings and 3 special Directors' meetings were held. The number of meetings in which the Directors were in attendance is shown in the table below.

	Directors' Meetings		Special Directors' Meetings	
	No. of meetings eligible to attend	Meetings attended	No. of meetings eligible to attend	Meetings attended
Peter Hardie	12	12	3	3
Jack Haunold	12	8	3	3
Barry Ralston*	12	10	3	3
Brent Rudler	12	11	3	3
Mary Russell	12	9	3	2
Derek Miller*	12	6	3	3
Roger Richardson*	12	11	3	3
Dean Dalle Valle – Alternate to Mr Miller	7	3	0	0
Jeff Rowe – Alternate to Mr Richardson	2	1	0	0

DIRECTORS' INTEREST IN CONTRACTS

During or since the previous financial year, no Director has received or become entitled to receive a benefit (other than a benefit included in the aggregate amount of emoluments received, or due and receivable in the accounts or the fixed salary of a full time employee) by reason of a contract made by the Port Authority with the Director or with a firm of which the Director is a member or an entity in which the Director has a substantial financial interest.

Insurance of Officers

The Authority paid a premium of \$20,680 to insure the Directors and officers against liabilities for costs and expenses incurred by them in defending any civil or criminal proceedings arising out of their conduct while acting in the capacity of director or officer of the Authority, other than conduct involving a wilful breach of duty in relation to their employment with the Authority.



Directors Emoluments

The emoluments of each Director of the Authority are as follows:

Director	Salary	Directors Fees	Committee Fees	Super-annuation Benefits	Incentives	Non Cash Benefits	Total
P Hardie		14,700		1,172			15,872
J Haunold		6,900		550			7,450
B Ralston*		6,900					6,900
B Rudler		6,900		550			7,450
M Russell		6,900		550			7,450
D Miller*		6,900					6,900
R Richardson*		6,900					6,900
D Dalla Valle							
J Rowe							

*Directors fees are paid to the Directors' respective employers.

Executive Emoluments

The emoluments of the two Executive Officers receiving the highest emoluments for the Authority are as follows:

Director	Salary	Directors Fees	Committee Fees	Super-annuation Benefits	Incentives	Non Cash Benefits	Total
I Hutton	125,355			13,797		10,464	149,616
L Copeman *	81,199			10,545		8,166	99,910

* L Copeman commenced with the Authority October 2002.

Signed in accordance with a resolution of the Directors.

P Hardie
CHAIRPERSON

J Haunold
DIRECTOR

18th September 2002
PORT HEDLAND, WA



DIRECTORS' DECLARATION

In the opinion of the Directors of Port Hedland Port Authority:

- a) The Statement of Financial Performance gives a true and fair view of the Port Authority's profit for the financial year 1 July 2001 to 30 June 2002;
- b) The Statement of Financial Position gives a true and fair view of the Port Authority's state of affairs as at 30 June 2002;
- c) At the date of this declaration there are reasonable grounds to believe that the Port Hedland Port Authority will be able to pay its debts as and when they fall due.

The financial statements as set out on the following pages have been prepared in accordance with applicable Accounting Standards, other mandatory professional reporting requirements and the financial reporting provisions of the Port Authorities Act 1999.

This declaration is made in accordance with a resolution of the Directors.

R Richardson
DIRECTOR

J Haunold
DIRECTOR

18th September 2002
PORT HEDLAND, WA



PORT HEDLAND PORT AUTHORITY

FINANCIAL STATEMENTS



2002



PORT HEDLAND PORT AUTHORITY

Financial Report – 30 June 2002

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The Port Hedland Port Authority was established through the Port Authorities Act 1999.

Its principal place of business is Wharf Road Port Hedland.

Financial reports and other information are available on our Website:

www.phpa.wa.gov.au

**Financial Overview****ANALYSIS OF REVENUE BY SOURCE**

	2001/02		2000/01		VARIATION	
	\$000	%	\$000	%	\$000	%
Charges on Ships	7,000	53	6,895	49	105	10
Charges on Cargo	3,515	27	4,055	29	(540)	(55)
Lease Rental	1,513	12	1,553	11	(40)	(4)
Other revenue	1,026	8	1,524	11	(498)	(51)
Total	13,054	100	14,027	100	(973)	(100)

PRINCIPAL ITEMS OF REVENUE AND EXPENDITURE

	2001/02		2000/01		1999/00		1998/99		1997/98	
	\$000	%	\$000	%	\$000	%	\$000	%	\$000	%
REVENUE										
Pilotage & Tonnage	6,660	51	6,895	49	6,144	50	6,269	54	6,464	52
Wharfage & Berthage	2,672	20	4,055	29	3,171	25	2,595	22	2,352	19
Other	3,722	29	3,077	22	3,080	25	2,801	24	3,675	29
Total	13,054	100	14,027	100	12,395	100	11,665	100	12,491	100

CHARGES AGAINST REVENUE

	2001/02		2000/01		1999/00		1998/99		1997/98	
	\$000	%	\$000	%	\$000	%	\$000	%	\$000	%
Maintenance	2,091	20	6,471	4	1,814	18	1,498	15	1,461	14
Salaries and Wages	1,144	11	1,188	1	1,089	11	1,042	11	1,078	10
Interest	0	0	0	0	0	0	205	2	331	3
Depreciation	1,902	18	1,596	1	1,715	17	1,924	20	1,666	16
Pilot Transit Service & Hydro Survey	2,730	26	3,209	2	2,998	30	2,851	29	2,879	27
Deferred Maintenance	0	0	0	0	0	0	0	0	600	6
Other Charges	2,571	25	138,890	92	2,589	24	2,163	23	2,615	24
Total	10,438	100	151,354	100	10,205	100	9,683	100	10,630	100

APPROPRIATION STATEMENT

	2001/02	2000/01	1999/00	1998/99	1997/98
	\$000	\$000	\$000	\$000	\$000
Operating Net Profit / (Loss)	2,616	(137,327)	2,190	1,981	1,861
Income Tax Expense	(717)	84	(803)	(712)	(448)
Prior Period Tax Adjustments	-	136,263	-	(365)	-
Extraordinary Item Net of Tax	-	-	-	-	(768)
Accumulated Profit	17,525	18,606	17,836	16,187	15,994
Total	19,424	17,626	19,223	17,091	16,639

**LESS APPROPRIATIONS**

	2001/02	2000/01	1999/00	1998/99	1997/98
	\$000	\$000	\$000	\$000	\$000
Catastrophe Salvage Reserve	-	-	(200)	(200)	(200)
Adjustment for Prior Periods	-	-	-	1,411	-
Accumulated Profits	-	-	-	-	-
Tax Effect	-	-	-	-	-
Increase in Prior Year Dividend	-	-	(1)	(86)	(58)
Proposed Dividend	(949)	(101)	(416)	(380)	(194)
Accumulated Profit as at the 30 June	18,475	17,525	18,606	17,836	16,187

**Statements of Financial Performance for the Year Ended 30 June, 2002**

	Notes	2001/02 \$000	2000/01 \$000
Revenue from ordinary activities	2	13,054	14,027
Port Operations Expense		8,400	12,438
Management Operations Expense		2,038	1,187
Other expenses from ordinary activities	3	-	137,729
Profit / (loss) from ordinary activities before income tax expense	3	2,616	(137,327)
Income tax expense/benefit	4	717	84
Net Profit/(Loss)		1,899	(137,243)
Total revenues, expenses and valuation adjustments other than those resulting from transactions with owners as owners		1,899	(137,243)

The above statements of financial performance should be read in conjunction with the accompanying notes.

**Statements of Financial Position as at 30 June, 2002**

	Notes	2001/02 \$000	2000/01 \$000
CURRENT ASSETS			
Cash assets	5	10,293	8,812
Receivables	6	2,385	2,129
Inventory	7	73	-
Total Current Assets		12,751	10,941
NON - CURRENT ASSETS			
Property, Plant & Equipment	8	30,543	31,166
Deferred tax assets	9	411	542
Total - Non Current Assets		30,954	31,708
TOTAL ASSETS		43,705	42,649
CURRENT LIABILITIES			
Payables	10	1,668	2,773
Provisions	11	1,377	377
Current tax liabilities	12	324	120
Total Current Liabilities		3,369	3,270
NON - CURRENT LIABILITIES			
Provisions	13	467	461
Deferred tax liabilities	14	181	180
Total Non-Current Liabilities		648	641
TOTAL LIABILITIES		4,017	3,911
NET ASSETS		39,688	38,738
Contributed Equity	15	1,665	1,665
Retained profits	16	18,475	17,525
Reserves	17	19,548	19,548
TOTAL EQUITY		39,688	38,738

The above statement of financial position should be read in conjunction with the accompanying notes.

**Statements of Cash Flows for the Year Ended 30 June, 2002**

	Notes	2001/02 \$000	2000/01 \$000
Cash flows from operating activities			
Receipts from Customers		11,745	13,841
Payments to Suppliers and Employees		(9,139)	(11,931)
Interest Received		382	842
Income Tax and Sales Tax Paid		(381)	(405)
Net cash inflows provided by operating activities	18	2,607	2,347
Cash flows from investing activities			
Payments for Purchase of Property, Plant and Equipment		(1,361)	(7,613)
Proceeds from Disposal of Property, Plant and Equipment		235	38
Net cash used in investing activities		(1,126)	(7,575)
Cash flows from financing activities			
Dividends Paid		-	(416)
Net cash used in financing activities		-	(416)
Net increase (decrease) in cash held		1,481	(5,644)
Cash at the beginning of the financial year		8,812	14,456
Cash at the end of the financial year	18	10,293	8,812

The above statement of cash flows should be read in conjunction with the accompanying notes.

Notes to and Forming Part of the Accounts

NOTE 1 - Summary of Significant Accounting Policies

The following accounting policies have been adopted in the preparation of the financial statements for the year ended 30 June 2002. These policies are consistent with those adopted in the prior year unless otherwise stated.

(a) Basis of Accounting

The financial statements are prepared on an accrual basis of accounting on an historical cost basis.

The financial statements constitute a general purpose financial report, which has been prepared in accordance with Australian Accounting Standards and Urgent Issues Group (UIG) Consensus Views and the Port Authorities Act 1999 which generally reflect the Corporations Act 2001.

(b) Cash

For the purposes of the Statement of Cash Flows, cash includes cash on hand, cash at bank, commercial bills which are readily converted to cash on hand and are the subject of insignificant risk of change in value.

(c) Revenue Recognition

Revenue from ordinary activities is net of returns and taxes, for services to entities outside the authority and is recognised when the revenue for services have been provided. Miscellaneous Revenue is derived predominantly from house rentals and is recognised when accrued. Interest revenue includes interest on short-term investments and is recognised when accrued.

(d) Goods and Services Tax

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Tax Office. In these circumstances the GST is recognised as part of the cost of acquisition of the asset or as part of the item of expense. Receivables and payables in the statement of financial position are shown inclusive of GST.

(e) Income Tax

The Authority adopts the liability method of tax-effect accounting whereby the income tax attributable to profit shown in the Statement of Financial Performance is based on the profit from ordinary activities before income tax adjusted for any permanent differences. The provisions for deferred income tax and the future income tax benefit represent the tax effect of timing differences calculated at the rate of income tax applicable when those timing differences are expected to reverse. The future tax benefit relating to tax losses is not carried forward as an asset unless the benefit is virtually certain of realisation. From 1 July 2001 the Authority was subject to taxation under the National Tax Equivalent Regime ("NTER"). Under NTER the Authority is required to implement full tax effect accounting and pay to the State Government the equivalent tax that would be paid to the Federal Government under Federal Tax Legislation.

**(f) Payment of Dividend to the State**

In accordance with Section 84 of the Port Authorities Act 1999 the Board of the Authority shall, as soon as practicable after the end of each financial year make a recommendation to the Minister as to the amount of dividend appropriate for the financial year.

(g) Receivables

Debtors are recognised at the amounts due and are generally settled within 30 days except for property rentals, which are governed by individual lease agreements. Bad debts are written off when formally recognised as being irrecoverable.

(h) Inventories

Inventories are measured at the lower of cost and net realisable value. Costs are assigned on the basis of weighted average cost.

(i) Payables

These amounts represent liabilities for goods and services provided to the Authority prior to the end of the financial year and which are unpaid. Payables, including trade creditors and accrued expenses, are recognised when the Authority becomes obliged to make future payments as a result of a purchase for goods or services. Trade creditors are unsecured and are usually paid within 30 days of recognition.

(j) Property, Plant and Equipment and Depreciation

Until 30 June 2000 the Authority's fixed assets were carried at cost or independent valuation. In complying with the requirements of Australian Accounting Standard AASB1041, the Authority has elected to revert to the cost basis of measuring all property plant and equipment. In changing from a revaluation to cost policy, the carrying amounts of property, plant and equipment previously carried at revalued amounts, are the deemed cost of those assets.

The Authority's fixed assets are depreciated using the straight line method, at a rate estimated to write off the cost of the asset over the assets anticipated useful life. Rates vary from 1.11% to 33% where the useful life has been estimated at only three years.

The depreciation rates for the classes of non-current assets are as follows:

ASSET CLASSIFICATION	DEPRECIATION RATES (%)
Building and Improvements	2.50 - 12.50
Other Equipment	5.00 - 33.00
Wharves	1.11 - 20.00
Navigational Aides	3.33 - 16.67

Revaluation decrements are recognised as expenses in the Statement of Financial Performance, unless they are reversing revaluation increments previously credited to, and still included in the balance of, the asset revaluation reserve in respect of that same class of assets, in which case they are debited directly to the asset revaluation reserve.

Revaluation increments are credited directly to the asset revaluation reserve, unless they are reversing a previous decrement charged to the Statement of Financial Performance in which case the increment is credited to the Statement of Financial Performance.



Revaluations do not result in the carrying value of property, plant and equipment exceeding their recoverable amount. (Refer Note 1 (k)).



Expenditures in respect of assets with a value greater than \$1,000 are capitalised and included as Assets in the Statement of Financial Position. Physical control is maintained over all assets regardless of cost.

(k) Recoverable Amount of Property, Plant and Equipment

The recoverable amount of an asset is the net amount expected to be recovered through the net cash inflows arising from its continued use and subsequent disposal.

All property, plant and equipment are reviewed at least annually to determine whether their carrying amounts require write down to recoverable amount. Recoverable amount is determined using net cash flows discounted to present values.

(l) Changes in Accounting Policy – Property, Plant and Equipment

Disclosures of property, plant and equipment is prepared in conformity with the new Accounting Standard, AASB 1041 Revaluation of Non-current assets. This Standard has been applied for the year ended 30 June 2001. In accordance with this Standard, property, plant and equipment previously carried at valuation is now carried at “deemed cost”. This change in policy had a significant impact on the financial position and financial performance of the Authority’s previous years financial statements.

(m) Employee Entitlements

Provision is made for the Authority’s liability for employee entitlements arising from services rendered by employees to reporting date. Employee entitlements expected to be settled within one year together with entitlements arising from salaries and wages, annual leave and sick leave, which will be settled after one year, have been measured at their nominal amount. Other employee entitlements payable later than one year have been measured at the present value of the estimated cash outflows to be made for those entitlements.

(n) Employee Superannuation

The Gold State Superannuation Scheme, is a defined benefit lump sum scheme, and the Superannuation and Family Benefits Act Scheme, a defined benefit pension scheme are now closed to new members. The Authority is responsible for superannuation benefits for past years’ service of members of the Superannuation and Family Benefits Act Scheme who elected to transfer to the Gold State Superannuation Scheme. The Authority also accrues for superannuation benefits to the pension scheme for those members who elected not to transfer from that scheme.

The liability for superannuation charges under the Gold State Superannuation Scheme and West State Superannuation Scheme are extinguished by payment of the employer contributions to the Government Employees Superannuation Board.

The note disclosure required by paragraph 14(e) of AASB1028 (being the employer’s share of the difference between employee’s accrued superannuation benefits and the attributable net market value of plan assets) has not been provided. State scheme deficiencies are recognized by the State on its whole of government reporting. The Government Employees Superannuation Board’s records are not structured to provide the information for the Authority. Accordingly, deriving the information for the Authority is impractical under current arrangements, and thus any benefits thereof would be exceeded by the cost of obtaining the information.



(o) Sick Leave

Experience indicates that no liability for sick leave exists as on average, sick leave taken in each financial year is less than entitlements accruing in that period and this experience is expected to recur in future periods.

(p) Insurance

The Authority has an extensive insurance portfolio, however due to the high cost of premiums, the Authority chooses to self-insure navigational aid structures. In the event of damage caused by a ship to these assets, repair costs are usually recoverable from the ship's owners.

(q) Investments

Investments are stated at cost and interest revenue is recognised when accrued.

(r) Comparatives

Where required by Accounting Standards comparative figures have been adjusted to conform with changes in presentation for the current financial year.

(s) Net Fair Values of Financial Assets and Liabilities

Net fair value of financial instruments are determined on the following basis:

Financial instruments traded in an organised financial market (traded securities) – current quoted market bid price for an asset or offer price for a liability adjusted for any transaction costs necessary to realise the asset or settle the liability. Financial monetary assets and liabilities not traded in an organised financial market – cost basis carrying amounts of receivables, payables and accruals (which approximate net market value).

(t) Maintenance and repairs

Channels, port structures and plant and equipment are maintained on a planned and routine basis. This is managed as part of an ongoing major maintenance program. The costs of this maintenance is expensed as incurred, except where it relates to the improvement of an asset, in which case the costs are capitalised and depreciated in accordance with note 1(j).

(u) Rounding of Amounts

The Authority presents amounts in the Financial Statements and Director's Report rounded to the nearest thousand dollars.

**NOTE 2 - Revenue from Ordinary Activities**

Revenue from Ordinary Activities consists of the following items:

	2001/02 \$000	2000/01 \$000
Revenue from Operating Activities		
Charges on Cargo	3,515	4,055
Charges on Ships	7,000	6,895
Utilities and Lease Revenue	1,838	1,943
	12,353	12,893
Revenue from outside operating activities		
Miscellaneous Revenue	122	272
Interest	413	824
Proceeds on Disposal of Property, Plant and Equipment	166	38
Revenue From Ordinary Activities	13,054	14,027

Miscellaneous Revenue is predominantly made up of revenue earned from the lease of equipment and insurance claims recovered.

NOTE 3 - Profit / (Loss) from Ordinary Activities before Income Tax**a) Net Gains and Expenses**

	2001/02 \$000	2000/01 \$000
Profit / (Loss) from ordinary activities before income tax expense includes the following specific net gains and expenses	2,616	(137,327)
Net Gains		
Interest	413	824
Net gain on disposal of property, plant & equipment	154	10
Expenses		
Depreciation		
Buildings and Port improvements	172	170
Other equipment	653	336
Navigational Aids	377	397
Wharves and Utilities	700	694
Total Depreciation	1,902	1,597
Provisions		
Employee entitlements	162	131

**NOTE 4 – Income Tax**

The income tax attributable to the financial year differs from the amount prima facie payable on the profit from ordinary activities and is reconciled as follows:

	2001/02 \$000	2000/01 \$000
Profit / (Loss) from ordinary activities	2,616	(137,327)
Prima facie income tax on the operating profit at 30% (2001 – 34%)	785	(46,691)
Tax effect of permanent differences:		
Capital dredging and channels	-	46,614
Sundry items	-	2
Capital profit on sale of freehold land	(40)	-
Income tax adjusted for permanent differences	1	-
	746	(75)
Net adjustment to deferred income tax liabilities and assets to reflect the decrease in company tax rate to 30% (2001/34%)	(29)	159
Income tax attributable to profit from ordinary activities	717	84
Income tax attributable to profit compromises:		
Current income taxation provision	737	(150)
Deferred income taxation provision	133	102
Future income tax benefit	2	132
(Under) provision in previous year	(155)	-
	717	84

NOTE 5 – Current Assets**Cash Assets**

Cash Assets represent the Cash at Bank, Cash on Hand and Commercial Bills. Funds surplus to operational requirements has been invested in Commercial Bills to maximise earnings.

	2001/02 \$000	2000/01 \$000
Cash at Bank and Cash on Hand	1,458	765
Commercial Bills	8,835	8,047
	10,293	8,812

**(i) Significant Terms and Conditions**

Interest on Cash at Bank and Commercial bills varied approximately between 4.2% and 5.0% (2001 2% and 6.25%) during the year. Commercial bills are normally held for periods of between 30 and 90 days.

NOTE 6 - Receivables

	2001/02 \$000	2000/01 \$000
Debtors	2,307	2,121
Prepayments	78	8
	<hr/>	<hr/>
Total	2,385	2,129

NOTE 7 – Inventory

	2001/02 \$000	2000/01 \$000
Replacement parts at cost	73	-
	<hr/>	<hr/>
	73	-

NOTE 8 – Property, Plant and Equipment

Property, plant and equipment previously carried at valuations are now carried at 'deemed cost' in accordance with AASB 1041 – Revaluation of Non-Current Assets.

(a) At deemed cost	2001/02 \$000	2000/01 \$000
Freehold land		
At cost	467	387
Navigational Aids		
At cost	7,230	7,230
Less Accumulated Depreciation	2,270	1,893
	4,960	5,337
Wharves and Utilities		
At cost	17,872	17,606
Less Accumulated Depreciation	3,829	3,130
	14,043	14,476
Buildings and Port Improvements		
At cost	5,541	5,433
Less Accumulated Depreciation	2,649	2,652
	2,892	2,781
Other Equipment		
At Cost	11,603	10,927
Less Accumulated Depreciation	3,422	2,742
	8,181	8,185
Total Property, Plant and Equipment	30,543	31,166

(b) Reconciliations of carrying amounts

Reconciliations in the carrying amounts for each class of property, plant and equipment between the beginning and the end of the current financial year are prepared in accordance with the revised AASB 1041 - Revaluations of Non-Current Assets.

	Freehold land, channels, capital dredging \$000	Navigational Aids \$000	Wharves \$000	Buildings & Port Improvements \$000	Other Equipment \$000	Total \$000
Balance of the beginning of year.	387	5,337	14,476	2,781	8,185	31,166
Additions	80		267	311	703	1,361
Disposals				(28)	(54)	(82)
Depreciation		(377)	(700)	(172)	(653)	(1,902)
Carrying amount at the end of year.	467	4,960	14,043	2,892	8,181	30,543

**NOTE 9 – Deferred Tax Assets**

	2001/02 \$000	2000/01 \$000
Future income tax benefit	411	542

NOTE 10 - Current Liabilities - Payables

Trade Creditors	237	167
Rental Received in Advance	287	303
Other Creditors	349	321
Accrued Expenses	795	1,982
Total	1,791	2,773

i) Significant Terms and Conditions

Trade creditors payable are settled within 30 days.

ii) Net Fair Values

The Authority considers the carrying amount of trade creditors approximate their net fair value.

NOTE 11 – Current Liabilities - Provisions

	2001/02 \$000	2000/01 \$000
Employee Entitlements	327	276
Provision for Dividend	1050	101
Total	1,254	377

The Authority provides for its future liability for Long Service Leave entitlements to staff. The provision represents Long Service Leave due within 12 months.

For the 2000/01 financial year the Authority recommended to the Minister an efficiency dividend of \$101,000 be declared. A provision for dividend of \$101,000 has been provided for in respect of the year ending 30 June 2001. In addition to the above dividend, since the year and the Board have recommended to the Minister that a dividend of \$949,000 be declared for the year ending 30th June 2002.

**NOTE 12 – Current tax liabilities**

	2001/02 \$000	2000/01 \$000
Provision for Income Tax	324	120

NOTE 13 - Provisions (Non Current Liabilities)

	2001/02 \$000	2000/01 \$000
Employee entitlements	467	461

NOTE 14 - Deferred Tax Liabilities

	2001/02 \$000	2000/01 \$000
Deferred income tax	181	180

NOTE 15 – Contributed Equity

	2001/02 \$000	2000/01 \$000
Equity Contributed by WA State Government	1,665	1,665

Note 16 - Retained Profits

	2001/02 \$000	2000/01 \$000
Retained profits at beginning of financial year	17,525	18,606
Net profit/(loss)	1,899	(137,243)
Dividends provided for or paid	(949)	(101)
Aggregate amount transferred to catastrophe reserve	-	-
Aggregate amount transferred from Developer Contribution Reserve	-	136,263
Retained profit at the end of financial year	18,475	17,525

**NOTE 17 - Reserves**

	2001/02 \$000	2000/01 \$000
Catastrophe Reserve	2,900	2,900
Developers Contribution Reserve	-	-
Asset Revaluation Reserve	16,512	16,512
Asset Realisation Reserve	136	136
Total Reserves	19,548	19,548

Catastrophe Salvage Reserve

This reserve was created at the inception of the Authority to provide funds to which expenses resulting from shipping mishaps, cyclones and the like could be applied. The reserve is particularly appropriate in the event of damage to navigational aids, as due to the high cost of premiums, the Authority chooses largely to self-insure these assets. There were no charges to the reserve this financial year.

Developers' Contributions Reserve

This sum represents the amount originally invested in the port by Mount Newman Mining Joint Venture and Goldsworthy Mining Limited, now merged as BHP Billiton Iron Ore Ltd. The funds were used to provide capital dredging and navigational aids.

This reserve has been transferred to Retained Profits following the write down of these assets.

	2001/02	2000/01
Balance at the beginning of the year	-	136,263
Transfer to Retained Profits	-	(136,263)
Balance at end of year	-	-

Asset Revaluation Reserve

The Asset revaluation reserve is used to record increments and decrements on the revaluation of non-current assets, as described in accounting policy note 1(j).

Asset Realisation Reserve

The asset realisation reserve records realised gains on sale of non-current assets that have been previously revalued.

NOTE 18 - Notes Accompanying Cashflow Statement

(i) Reconciliation of Operating Profit after income tax to net cash inflow from operating activities

	2001/02 \$000	2000/01 \$000
Profit from Ordinary Activities After Income Tax	1,899	(137,243)
Depreciation	1,902	1,596
Net Profit on Disposal of Property, Plant and Equipment	(166)	(11)
Net Loss on Disposal of Property, Plant and Equipment	12	1
Recoverable amount write down of non-current assets	-	137,109
Change in Assets and Liabilities		
Receivables	(310)	(109)
Prepaid expenses	(19)	-
Payables	(1,091)	1,495
Prepaid Rental Income	(16)	26
Movement in Provisions:		
Employee Entitlements	59	(28)
Income Tax	205	(132)
Future Income Tax Benefit	131	(102)
Provision for Deferred Income Tax	1	(255)
Net Cash inflow from Operating Activities	2,607	2,347

(ii) Cash as at 30 June

	2001/02 \$000	2000/01 \$000
Cash at Bank	1,457	764
Cash on Hand	1	1
Cash on Commercial bills	8,835	8,047
Cash Assets	10,293	8,812

NOTE 19 - Related Parties

Two Directors, Mr RE Richardson and Mr DJ Miller and their Deputies, Mr J Rowe and Mr D Dalla Valle are employees of BHP Billiton Iron Ore Ltd. BHP Billiton uses the port facilities for the export of iron ore commodities and the terms of trade offered to this customer, are equivalent to those offered to all other port users.

**NOTE 20 – Events Subsequent to Reporting Date**

There were no events subsequent to the reporting date that would significantly effect the information presented in the Financial Statements of the Authority for the year ending 30 June 2002.

NOTE 21 - Debts and Assets Written Off

No debts were written off in this financial year. Assets to the value of \$11,958 were written off during the year with the approval of the Board.

NOTE 22 – Remuneration of Directors

The total fees, salaries and benefits paid or due and receivable for the year to Directors of the Authority are disclosed as follows.

	2001/02 \$000	2000/01 \$000
Directors fees	59	46

The number of Directors of the Authority whose total of fees, salaries and other benefits received or due and receivable for the financial year, fall within the following bands:

Fee Range

		2001/02 \$000	2000/01 \$000
Director	\$0 - \$10,000	6	6
	\$10,000 - \$20,000	1	1

**Note 23 – Remuneration of Executives**

The total fees, salaries and benefits paid or due for the year to executives whose remuneration is \$100,000 or more are disclosed as follows:

	2001/02 \$000	2000/01 \$000
Executives	261	355

The number of Executives whose total of salaries and other benefits received or due and receivable for the financial year, fall within the following bands.

	2001/02	2000/01
\$100,000 - \$109,999	-	-
\$110,000 - \$119,999	1	-
\$120,000 - \$129,999	-	-
\$130,000 - \$139,999	-	1
\$140,000 - \$149,999	1	-
\$220,000 - \$229,999	-	1*

*Note this annual figure included a lump sum payment for termination of contract.

NOTE 24 – Employee Benefits

	2001/02 \$000	2000/01 \$000
Employee Benefit and related on-costs liabilities		
Included in Other Creditors – current (Note 10)	123	88
Provision for employee benefits – current (Note 11)	204	188
Provision for employee benefits – non-current (Note 13)	467	461
Aggregate employee benefits and related on costs liabilities	794	737

Employee Numbers

Average number of employees during the year	17	17
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NOTE 25 - Financial Instruments

Interest Rate Risk Exposures

The Authority's exposure to interest rate risk showing the contractual repricing dates or maturity dates, whichever dates are earlier, for classes of financial assets and financial liabilities is set out below:

2001/02	Note	Floating interest rate	Fixed Interest Bearing Maturing in:			Non-Interest Bearing	
			1 year or less	1 to 5 years	Over 5 years		
Financial Assets			\$000	\$000	\$000	\$000	\$000
Cash Assets	5	1,457	8,835	-	-	1	10,293
Receivables	6	-	-	-	-	2,307	2,307
		-	10,292	-	-	2,308	12,600
Weighted Average Interest Rate			4.5%				
Financial Liabilities							
Payables	10	-	-	-	-	1,791	1,791
Net exposure		-	10,292	-	-	517	10,809

Cash Assets

Cash Assets include Cash at Bank and Commercial Bills (with maturity varying between 30 days and 90 days), attract an interest rate which varies approximately from 4.2% to 5%.

Last years comparative figure were as follows:

2000/01	Note	Floating Interest Rate	Fixed Interest Bearing Maturing in:			Non-Interest Bearing	
			1 year or less	1 to 5 years	Over 5 years		
Financial Assets			\$000	\$000	\$000	\$000	\$000
Cash Assets	5	764	8,048	-	-	-	8,812
Receivables	6	-	-	-	-	2,129	2,129
			8,812	-	-	2,129	10,941
Weighted Average Interest Rate			5.7%				
Financial Liabilities							
Payables	10	-	-	-	-	2,773	2,773
Net exposure		-	8,812	-	-	(644)	8,168

**Net Fair Values - Aggregate Amounts**

The carrying amounts and net fair values of financial assets and liabilities as at 30 June 2002 are as follows:

	2001/02		2000/01	
	Carrying Amount \$000	Net Fair Value \$000	Carrying Amount \$000	Net Fair Value \$000
Financial Assets				
Cash assets	10,393	10,393	8,812	8,812
Debtors	2,385	2,385	2,129	2,129
Financial Liabilities				
Payables	1,791	1,791	2,773	2,773

Credit Risk Exposures

Credit risk represents the loss that would be recognised if counterparties failed to perform as contracted.

The credit risk on financial assets, which have been recognised on the Statement of Financial position, is the carrying amount. The Authority minimises concentration of credit risk by undertaking transactions with a number of customers.

NOTE 26 - Segment Information

The mission statement of the Authority is "To facilitate trade through the Port of Port Hedland."

The Authority's activities are directed towards achieving its mission and in this regard operates in one reportable business segment for the purpose of AASB 1025 "Segment Reporting".

The Authority operates predominantly in the one geographic segment, being Western Australia.

**AUDITOR GENERAL****INDEPENDENT AUDIT REPORT ON PORT HEDLAND PORT AUTHORITY****To the Parliament of Western Australia****Matters Relating to the Electronic Presentation of the Audited Financial Statements**

This audit report relates to the financial statements of Port Hedland Port Authority for the year ended June 30, 2002 included on Port Hedland Port Authority's web site. The Authority's directors are responsible for the integrity of Port Hedland Port Authority's web site. I have not been engaged to report on the integrity of this web site. The audit report refers only to the statements named below. It does not provide an opinion on any other information which may have been hyperlinked to or from these statements. If users of this report are concerned with the inherent risks arising from electronic data communications, they are advised to refer to the hard copy of the audited financial statements to confirm the information included in the audited financial statements presented on this web site.

Scope

I have audited the financial statements of Port Hedland Port Authority for the year ended June 30, 2002 comprising the Statement of Financial Performance, Statement of Financial Position, Statement of Cash Flows, accompanying Notes and Directors' Declaration. The Authority's directors are responsible for the financial statements. I have conducted an independent audit of the financial statements in order to express an opinion on them as required by the Port Authorities Act 1999.

My audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance whether the financial statements are free of material misstatement. My procedures included 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 whether, in all material respects, the financial statements are presented fairly in accordance with Accounting Standards and other mandatory professional reporting requirements in Australia and statutory requirements so as to present a view which is consistent with my understanding of the Authority's financial position, and performance as represented by the results of its operations and its cash flows.

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

Audit Opinion

In my opinion, the financial statements of Port Hedland Port Authority are properly drawn up:

- (a) so as to give a true and fair view of:
 - (i) the Authority's financial position at June 30, 2002 and of its performance for the financial year ended on that date; and
 - (ii) the other matters required by schedule 5 of the Port Authorities Act 1999 to be dealt with in the financial statements;
- (b) in accordance with the provisions of the Port Authorities Act 1999; and
- (c) in accordance with applicable Accounting Standards and other mandatory professional reporting requirements in Australia.

D D R PEARSON
AUDITOR GENERAL
September 25, 2002

**2002/03 Financial Estimates****OPERATING BUDGET****(Not subject to Audit)**

In accordance with the Port Authorities Act 1999, the Authority is required to prepare and submit a Statement of Corporate Intent including annual estimates to the responsible Minister. The Port Hedland Port Authority's 2002/2003 budget was prepared in March 2002 and after endorsement by the Authority's Board it was subsequently submitted to the Minister for Planning and Infrastructure for approval.

In framing the budget every effort is made to achieve the Port Authority's financial obligations, maintain a balance between Government requirements, the Port Authority's financial well being and the satisfaction of its customers.

The summary of the Operating Budget, which appears below, is predicated on customers' forecast throughputs and estimated expenditure to service that activity and to maintain the fabric of the Authority's assets. The 2002/2003 Operating Budget achieves these aims and provides an estimated ROR of 10.6%, based on the deprival method of valuing assets, which is a change from the previous period where the written down current cost value of assets was used. The rate for the budget year is above the target ROR of 6.5% nominated by the Minister.

Operating Budget 2002/03

	2001/02 Actual \$000	2002/03 Estimate \$000
Revenue Account		
Pilotage Dues	3,182	3,978
Tonnage Dues	3,478	4,096
Harbour Maintenance Levy	168	146
Wharfage	2,336	2,252
Lease Rentals	1,513	1,592
Berthage	336	408
Other	2,041	2,366
Total Earnings	13,054	14,838
Expenses		
Salaries and Employee Related Costs	1,584	1,669
Pilotage Contract	1,519	2,114
Maintenance	2,091	2,215
Helicopter, Hydrographic Survey and Pilot Boat	1,211	1,642
Depreciation	1,902	2,453
Employee entitlements	162	134
Loss on sale of fixed assets	12	-
Other	1,957	2,328
Total Expenses	10,438	12,555
Surplus/ (Deficit)	2,616	3,283

**CAPITAL BUDGET****(Not subject to Audit)**

The Authority's budget for new capital works for 2002/03 is \$11,935,000. All projects will be funded internally and consequently, no borrowing will be required.

The table below summarises the Authority's proposed capital works for 2002/03.

Capital Works Programme 2002/03

	2002/03 \$000
New Capital Works 2002/03	
Motor Vehicle Replacements	115
Housing Upgrades and replacements	380
Office Extension	500
Office Equipment and Computer Upgrade	150
Fire and safety equipment	320
DUKC/PVTS/SUKC upgrades	470
Wharf Extension	7,000
Capital Dredging	2,000
2 x Tug Pens	750
Contingency	250
	<hr/>
Total for 2002/2003	11,935



PORT HEDLAND PORT AUTHORITY

STATISTICAL INFORMATION

2002



Performance Indicators

OPERATIONAL

The outcome is

To provide expert marine pilotage to allow uninterrupted movement in and out of the port for shipping, including ultra large bulk carriers

01/02 00/01 99/00 98/99 97/98

Effectiveness

No. of Piloted Movements	1231	1377	1200	1,222	1,256
Port Closure (Hours)	32.0	19.0	114.9	76.0	15.8

Efficiency

Number of Accidents to Vessels and Port	0	2	0	0	0
Ratio of Accidents / Total Vessel Movements ^(a)	.000	.003	.000	.000	.000

Comment

Accident is defined as: "Any event involving the movement of a ship, which results in damage".

PORT SERVICES

The objective is

To provide wharves, storage facilities and services to meet customers' needs in a cost effective manner.

Effectiveness

	01/02	00/01	99/00	98/99	97/98
Berth Occupancy (per cent): ^(b)					
Nelson Point Berth	77%	86%	85%	85%	86%
Finucane Island Berth	61%	66%	65%	49%	47%
PHPA No. 1 Berth	33%	37%	28%	24%	34%
PHPA No. 3 Berth	27%	39%	33%	36%	34%

Average Ship Alongside Time: ^(c)

Nelson Point Berth	34hrs	38hrs	42hrs	39hrs	38hrs
Finucane Island Berth	52hrs	59hrs	68hrs	67hrs	58hrs
PHPA No. 1 Berth	43hrs	39hrs	36hrs	37hrs	45hrs
PHPA No. 3 Berth	32hrs	27hrs	28hrs	30hrs	31hrs

Average Cargo Tonnes Lifted per Vessel:

	01/02	00/01	99/00	98/99	97/98
Iron Ore Vessels					
Nelson Point	154,555	152,586	150,250	148,335	147,210
Finucane Island	123,204	124,270	103,161	119,590	108,017
Salt Vessels	34,040	27,876	31,053	31,355	31,170
Fuel Tankers (inc. bitumen)	23,093	18,208	12,057	15,712	18,072
General Cargo	1,155	761	792	947	1,263
Bulk Cargo Vessels	27,008	18,811	17,554	9,844	12,415
Acid	7,636	0	0	0	0

Wharf Turnover
In Tonnes per Linear Metre of Berthface

Nelson Point Berths	92,310	91,357	79,219	85,439	89,713
Finucane Island Berth	40,687	41,169	37,044	34,246	34,860
PHPA Berths	6,776	9,454	8,818	8,780	7,910

Comment

The higher this figure, the more productive the wharf.

PHPA Wharves only:-

	01/02	00/01	99/00	98/99	97/98
Wharf Utilisation (Gross) ^(e)	30%	38%	33%	24%	25%
Wharf Utilisation (Net) ^(f)	21%	25%	29%	21%	20%

Throughput in Tonnes per hour ^(g)

Salt	Gross	1,406	1,324	1,026	1,159	1,031
	Net	1,647	1,598	1,104	1,281	1,219
Oil	Gross	750	545	367	574	617
	Net	n/a	694	394	635	724
General Cargo	Gross	48	46	27	27	19
	Net	71	53	41	37	36
<small>(inc. l/s, scrap, cem, cont)</small>						
Misc Bulk Minerals	Gross	391	411	219	266	261
	Net	431	536	284	339	332

Comment

The closer together the gross and net figures are, the greater the productive usage of facilities.

Unit Cost:- Cents per tonne

Total Cost per Cargo Tonne	14.4	19.5*	15.6	14.4	15.2
Total Cost per Gross Registered Tonnes	25.4	34.2*	27.5	25.3	26.8

* Includes maintenance dredging cost.



KEY:

- (a) Number of accidents to annual ship movements.
- (b) The total ship alongside hours for each berth expressed as a percentage of the total hours in the year.
- (c) The total ship alongside hours of each berth divided by the number of vessels using the berth throughout the year.
- (d) The total number of hours each class is required to wait divided by the total port calls by each class of vessel.
- (e) Total metre/hours of vessels alongside expressed as a percentage of the total available berth metre/hours. Vessel metre/hours is a function of the length of the vessel and the hours, which it spent alongside. Berth metre/hours are a multiple of the length of the berth times the total hours available.
- (f) Measures the productive usage of the wharf i.e. the proportion of metre/hours when vessels are involved in loading or discharging cargo.
- (g) The Gross figure includes all time spent alongside by a vessel, whether cargo working or not. The Net figure relates to output achieved whilst work is in progress.

**Statistical Information 2002****Wharf Throughput in Tonnes**

	2001/02	2000/01	1999/00	1998/99	1997/98
Nelson Point Berth	60,740,039	60,112,992	53,789,719	56,219,058	59,031,373
Finucane Island Berth	8,951,193	9,057,232	8,149,743	7,534,171	7,669,215
PHPA Berths	2,683,194	3,743,325	3,491,775	3,476,851	3,132,451

Port Trade

Imports (Tonnes)	01/02	00/01	99/00	98/99	97/98
Sulphuric Acid	61,084	62,192	29,367	13,684	7,879
Cement	4,048	5,068	0	0	0
Bentonite Clay	0	0	0	0	6,945
Bitumen	8,964	3,093	5,877	0	0
Containerised Cargo	5,419	2,888	3,298	1,120	966
Fuel Oils	273,063	254,914	242,055	269,132	315,312
General (inc. Scrap)	4,173	11,821	3,479	1,538	15,382

356,751	339,976	284,076	285,474	346,484
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Exports

Iron Ore	68,625,123	68,469,377	61,535,621	63,705,916	66,700,588
Hot Briquetted Iron	1,066,109	700,847	403,841	47,313	0
Salt	1,702,018	2,787,599	2,825,827	3,041,446	2,524,755
Bulk Cargo (inc. Mang, Feld, Copper, Nickel & Chromite)	594,176	577,367	364,507	127,977	241,362
Livestock	15,404	18,991	11,801	10,737	4,062
General (inc. cont's)	4,711	2,135	1,427	11,217	15,788
Scrap	10,134	8,480	3,507	0	0
Oil	0	8,777	0	0	0

72,017,675	72,573,573	65,146,531	66,944,606	69,486,555
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Total Throughput	72,374,426	72,913,549	65,431,080	67,230,080	69,833,039
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**Main Cargo Distribution by Destination**

	IRON ORE				SALT				TOTAL			
	2001/02		2000/01		2001/02		2000/01		2001/02		2000/01	
	Tonnes 000's	%	Tonnes 000's	%	Tonnes 000's	%	Tonnes 000's	%	Tonnes 000's	%	Tonnes 000's	%
Japan	28,237	41.1	28,221	41.2	526	31	1,217	43.7	28,853	41.0	29,438	41.3
Korea	12,695	18.5	11,463	16.8	650	38	890	31.9	13,345	19.0	12,353	17.3
China	13,693	20.0	10,908	15.9	0	0	0	0	13,693	19.5	10,908	15.3
Interstate	4,116	6.0	4,319	6.3	0	0	0	0	4,116	5.9	4,319	6.1
Taiwan	4,978	7.3	5,511	8.0	358	21	169	6.0	5,336	7.6	5,680	8.0
Netherlands	1,198	1.8	1,428	2.1	0	0	0	0	1,198	1.7	1,428	2.0
France	0	0	1,085	1.6	0	0	0	0	0	0	1,085	1.5
Philippines	1,820	2.7	2,532	3.7	20	1	58	2.1	1,840	2.6	2,590	3.6
All other	1,798	2.6	3,002	4.4	148	9	454	16.3	1,946	2.7	3,456	4.9
Total	68,625	100	68,469	100	1702	100	2788	100	70,327	100	71,257	100

Containerised Cargo

	2001/02	2000/01	1999/00	1998/99	1997/98
No. of TEU's	253	103	128	208	1035

Gross Registered Tonnage of Vessels Entered Distributed by Cargo Type

	2001/02	2000/01	1999/00	1998/99	1997/98
Iron Ore	37,977,894	38,020,866	34,151,919	35,641,004	37,202,899
Hot Briquetted Iron	743,696	500,548	304,676	37,133	-
Salt	1,074,269	1,790,724	1,762,513	1,959,836	1,593,922
Bulk & General Cargo	816,723	780,773	459,258	303,057	431,217
Fuel Tankers (inc. bitumen/acid)	324,796	390,103	453,913	364,022	447,783
Nil Cargo	84,739	133,363	28,796	20,662	8,816
Total	41,022,117	41,616,377	37,161,075	38,325,714	39,684,637

**Number of Vessels Entered Distributed by Cargo Type**

	2001/02	2000/01	1999/00	1998/99	1997/98
Iron Ore	457	461	414	441	472
Hot Briquette Iron	31	23	17	2	-
Salt	50	100	90	97	81
Bulk and General Cargo	54	80	48	41	47
Fuel Tankers (inc. bitumen/acid)	20	14	23	18	18
Nil Cargo	10	9	11	17	16
Total	622	687	603	616	634

Commonwealth and fishing vessels which do not carry cargo and which are not rated in terms of Gross Registered Tonnage are not included in the above table.

All Vessels Entered – Nationality (includes Commonwealth, Naval and Service Vessels)

	2001/02		2000/01		1999/00		1998/99		1997/98	
FLAG	No.	%	No.	%	No.	%	No.	%	No.	%
Australia	21	3	31	4	49	8	61	10	68	11
China	12	2	20	3	70	12	35	6	19	3
Greece	14	2	14	5	8	1	7	1	13	2
Japan	44	7	40	6	59	10	60	10	58	9
Liberia	45	7	61	9	50	8	55	9	35	6
Panama	228	37	224	32	183	30	173	28	166	26
Philippines	17	3	31	3	28	5	27	4	37	6
South Korea	14	2	14	2	22	4	17	3	27	4
Taiwan	37	6	35	4	38	6	30	5	56	9
United Kingdom	6	1	5	1	6	1	0	0	45	7
Other	186	30	218	31	90	15	151	24	110	17
Total	624	100	693	100	603	100	616	100	634	100

Ships Piloted by Vessel Size (Vessel Size Measurement in Deadweight Tonnes)

	2001/02		2000/01		1999/00		1998/99		1997/98	
	No.	%	No.	%	No.	%	No.	%	No.	%
Up to 49,999	279	23	428	31	327	27	321	26	305	24
50,000 to 99,999	129	10	113	8	104	9	118	10	124	10
100,000 to 149,999	148	12	188	14	208	18	236	19	298	24
150,000 to 199,999	526	43	518	38	447	37	437	36	422	33
200,000 to 249,999	149	12	130	9	112	9	103	8	103	8
250,000 and over	0	0	0	0	2	0	7	1	4	1
Total	1231	100	1377	100	1200	100	1222	100	1256	100

**Pilot Transit Mode of Operation**

	2001/02		2000/01		1999/00		1998/99		1997/98	
	No.	%	No.	%	No.	%	No.	%	No.	%
Helicopter	1077	89	1125	82	1005	84	1047	86	1100	88
Pilot Boat	137	11	252	18	186	16	168	14	153	14
*Total	1214	100	1377	100	1191	100	1215	100	1253	100

*Excludes in-port movements where the helicopter or pilot boat is not used.