Broome Port Authority

Statement of Corporate Intent 2010-11

Contents

1. *Introduction*

The 2010-11 Statement of Corporate Intent (SCI) is based on the Broome Port Authority's Strategic Development Plan and is submitted in accordance with the *Port Authorities Act 1999 (WA)* (the Act). The Act establishes a commercial and autonomous charter for the Port Authority and stipulates trade facilitation as the primary Port function, which accordingly becomes the primary focus of this document.

The Port of Broome has a 120 year history and its earliest trade consisted of supporting the pearling and pastoral industries. Broome Port Authority (BrPA) was gazetted on 1 January 2000 and with reference to this paper, was assigned responsibility for strategic management and port development. The Port Authority is additionally responsible for the efficient, safe, and effective operation of the Port of Broome, including the maintenance of facilities and primary care of the physical environment of the Port.

During the 12 months encompassed by this Statement of Corporate Intent, the BrPA will continue the challenge of preparing for and meeting the next three year period of rapid growth and development, commensurate with the expansion plans of key customers and the development activities of the oil and gas industries. Further, the Port will continue to undertake requisite reviews and enhancements to its systems and processes to support the increasing demands of the Browse Basin, and to meet the administrative and management challenges of a busy and growing commercial port.

The BrPA has confirmed its stated vision, purpose, and values, and has developed a Strategic Development Plan that will enable it to meet the challenges of the next five years and beyond. The plan incorporates all the requirements necessary for the BrPA to fulfill its obligations under Part 5, Division 1, of the *Port Authorities Act 1999*.

2. *Port Business*

The Port business consists of providing a largely 'services model' range of support and infrastructure for port users and stakeholders. In the near term BrPA aims to grow its 'Landlord' status in line with bringing parcels of land towards project ready status, and leasing this land to stakeholders whose activities are aligned with Port business.

The Port is also focussed on maintaining and preserving core assets and infrastructure in order to demonstrate good management to owners (WA Government) and all Port users.

Broome Port experienced recent exponential growth in support of north-western Australia's offshore oil and gas industry while maintaining its traditional support of break-bulk shipping, livestock exports, tourist shipping, fishing and aquaculture industries, and fuel tanker operations for the Kimberley region. Broome's strategic development focus is increasingly directed towards the Browse Basin located approximately 240 nautical miles north of the Port (figure 1).

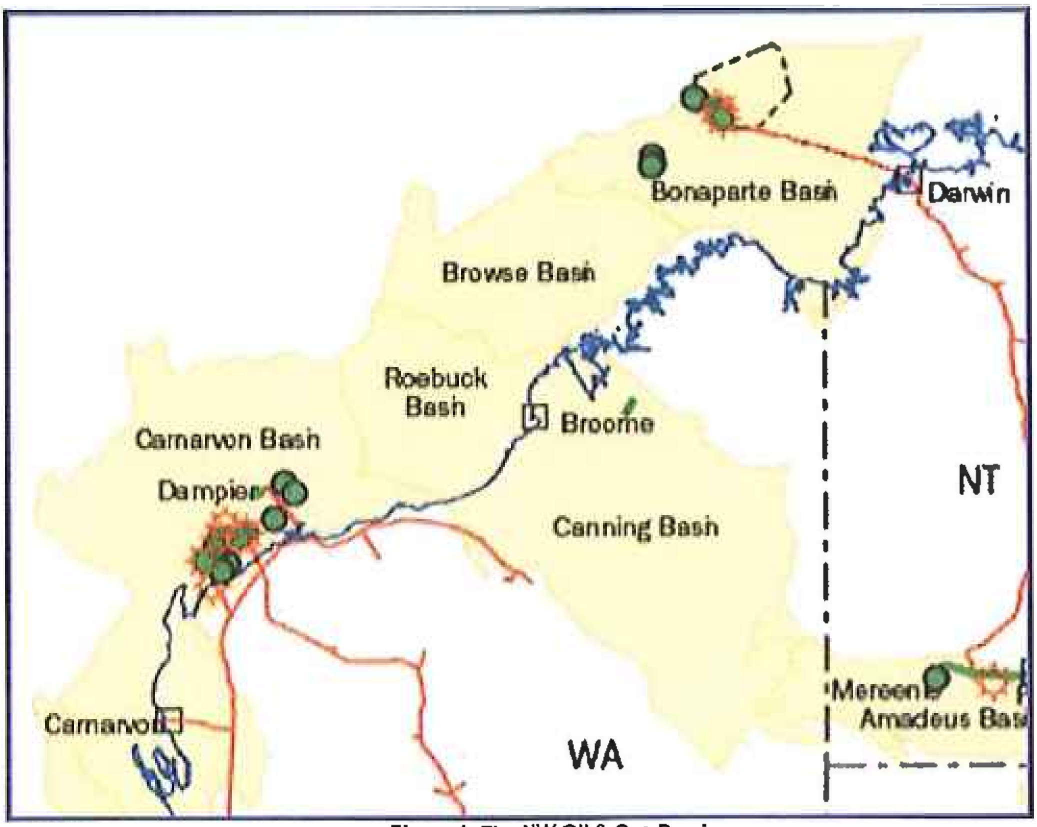

Figure 1: The NW Oil & Gas Province

2.1 Browse Basin

The Port's financial viability began to improve from late 2006 when Broome was increasingly used as a support base for the Browse Basin and income grew proportionally to the increasing numbers of supply vessel visits. During 2007-09 Broome experienced a five-fold increase in oil and gas related vessel visits, and despite the global economic downturn the numbers of ship visits remained high until August 2009. A breakdown of business by industry for 2008-09 is shown at figure 2.

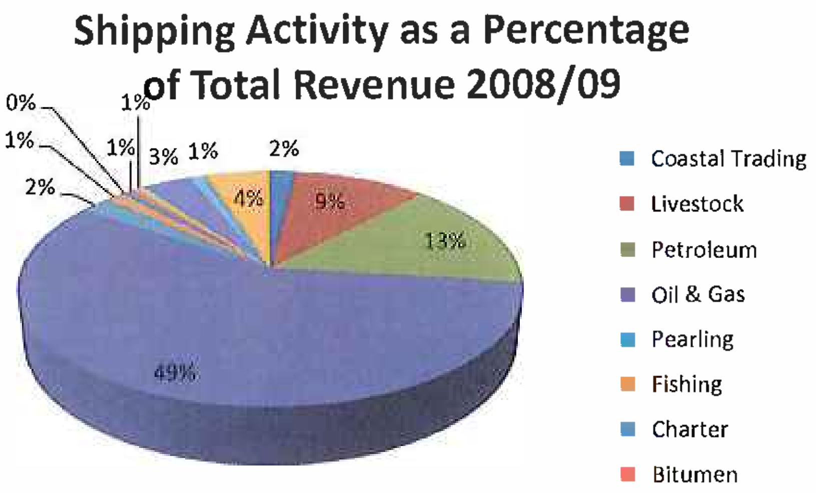

Figure 2: Port Business by Sector

Broome is located 20 hours supply boat steaming time from the Browse Basin offshore oil and gas province which makes the Port strategically located as a common user support base for the Browse Basin proponents. One round trip to Broome for equipment and supplies can save a drilling campaign manager two days in passage time which equates to sixty days saved over a typical 30 week campaign. Importantly, downtime for a drilling company while waiting on essential equipment and stores can cost the drilling program up to $1M per day, so the proximity of Broome as a support base provides increased logistical and budgetary surety to a drilling campaign.

2.2 Shipping - General

Accordingly, today's commercial shipping predominantly consists of offshore oil and gas supply and seismic vessels, plus increasing numbers of cruise ships, product oil tankers and general cargo shipping. As the region becomes further drawn into offshore oil and gas support the local aviation industry grows in parallel (both fixed wing and helicopter operations), and oil tankers now deliver Jet A1 fuel as well as larger shipments of diesel and ULP. The derived revenue stream will permit the Port to undertake more in terms of maintenance, Port development, and strive towards increased services and infrastructure for community based commercial craft.

The Board has confirmed directions for the Port to expand its role in supporting the offshore hydrocarbon resources industry, and to acquire and develop land with the intent of progressing towards becoming a landlord model port that is financially underpinned by its services role to the maritime logistics industry.

2.3 Coastal Shipping

With demise of the SeaCorp coastal shipping service between Fremantle and Wyndham the State is investigating the availability of a new operator service that will relieve heavy trucking pressure on the North West Coastal Highway. Support for this coastal shipping service will be provided from the Pilbara where large expansion and greenfield projects such as Gorgon, Cape Preston, Port Walcott and Port Hedland should underpin its financial viability. Wyndham Port and Kununurra (Ord Valley) will shortly be recipients of government-subsidised development and will require relevant construction materials. Broome should experience involvement with the James Price Point LNG Precinct construction plus the growth and development of supply bases as Browse Basin proponents both continue their exploration activities and move closer to field development, and this increased business is likely to benefit from coastal break bulk shipping operations..

3. Objectives

Broome Port Authority complies with the *Port Authorities Act 1999*, which regulates the functions of port authorities, the areas that they are to control and manage, the way in which they are to operate and related matters. The Port also complies with the *Environmental Protection Act 1986*, and other relevant legislation including financial and non financial statutory reporting requirements.

Specific objectives as stipulated in the *Port Authorities Act 1999 (WA)* are:

a) To facilitate trade and to plan for growth and development of the port;
b) To control business and other activities in the port;
c) To be responsible for the safe and efficient operation of the port;

d) To maintain and preserve property controlled by the port;
e) To protect the environment in which the port operates;
f) To use port assets for profit; and
g) To act in accordance with prudent commercial principles.

4. Vision

Broome Port's vision towards achieving these objectives is:

To become a major logistics support centre, and in so doing, develop into a centre of maritime excellence that strengthens both the Kimberley region and the nation.

In realizing this vision, the Port adheres to the following goals:

a) *Safety*: to maintain a demonstrably high level of Health Safety and Environment (HSE) achievement.
b) *Sustainability*: to create economic, social and environmental sustainability (triple bottom line).
c) *Logistics Integration*: to develop improved lines of communication, and integrate ship/shore transport and labour systems.
d) *Port Management*: to continuously improve the management of commercial operations and port development projects.
e) *Training*: to train staff and recruits to realise their full potential within port operations and administration.
f) *Security*: to continuously improve security management and integrity within all port and ship activities.

5. Mission

Broome Port's Mission Statement is:

The Port of Broome will proactively grow its levels of trade while strongly supporting the growth of new and existing regional maritime business. In so doing the Port will strive to be always financially viable, and to be competitive in all facets of its operations when benchmarked against other ports.

6. Key Objectives

6.1 Key management objectives **are to:**

a) Increase the Port land holding,
b) Fund future growth,
c) Ensure stakeholders' continued support, and
d) Ensure a safe working environment for Port staff and customers

6.2 Key business and financial objectives are to:

a) Promote the Port's maritime industries - offshore oil and gas support, general cargo, livestock exports, fuel imports, cruise shipping, fishing and aquaculture industries, vessel maintenance and repair, charter boating, recreational boating, and other harbor services;
b) Increase the volume of general cargo shipping;

c) Efficiently manage and improve all Port property;
d) Improve customer service to Port tenants, customers and the public;
e) Achieve integrated, well-planned and financially viable development consistent with Land Use Planning;
f) Develop and maintain a high level of public understanding and confidence in the Port;
g) Maintain sound and appropriate environmental management practices for all Port property; and
h) Increase revenue necessary to remain self-supporting and fund improvements, maintenance, and maintain prudent reserves.

7. *Competitive Strategies*

Broome Port's competitive strategies are aimed towards improving its overall competitive position in individual port activities and cargo categories ranging from the construction and maintenance of infrastructure to the marketing and management of port services. These strategies and the Port's mission statement are shaped in accordance with the Port Authorities Act 1999 (WA) to ensure that the Port remains environmentally and socially responsible, economically viable, safe and secure.

The Port has formulated a business strategy and Master Port Investment Plan that requires BrPA to fund development by sourcing borrowings from the Western Australian Treasury Corporation. Borrowings will be prioritised towards development of land for leasing to generate cash inflows as soon as possible with additional works to improve operational safety. This process once brought to fruition will:

a) Enable the Port to undertake significant and necessary capital investment thereby speeding up its transformation from a small utility servicing the local fishing and aquaculture industry to one capable of servicing a wider and more diverse range of clientele;
b) Increase diversification of port revenue and provide long term guaranteed income through land leases,
c) Improve the ability to reduce existing debt and sustain the future long term viability of the Port; and
d) Secure long term tenure to additional adjoining port land required to facilitate the Browse Basin and regional trade development.

8. *The Port & Industry: Overview*

8.1 Strategic Location

Broome Port is located on a sheltered peninsula halfway between the Pilbara Ports and Port of Darwin (figure 3) and the depth alongside the wharf is naturally maintained by tidal flow at approximately 10 metres. The Port is linked to the main coastal highway by a modern logistics corridor (quad road train capable) that bypasses the town. Community infrastructure includes a modern hospital, a thriving tourism and hospitality industry, and a busy and well managed regional airport.

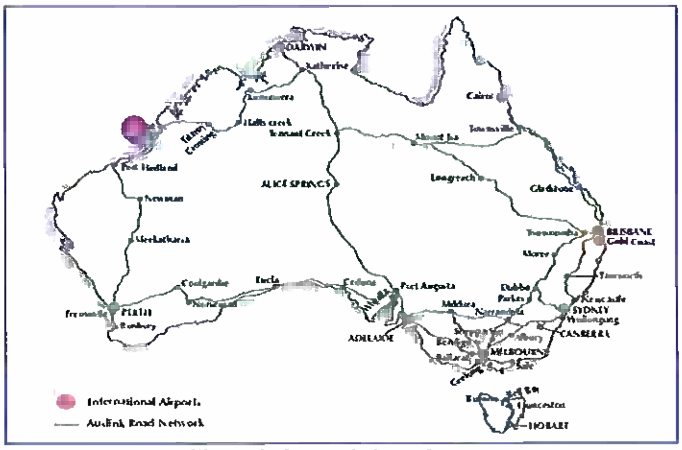

Figure 3: Strategic Location

8.2 Industry

Broome hosts a proficient logistics industry with segments recently shaped or modified to support the Port's new oil and gas support activities. These include:

a) Logistics services providers;
b) Fuel tank farms (diesel, ULP & Jet A1 fuels);
c) Bulk and container chemicals storage and handling facilities;
d) Warehousing and workshops;
e) Trucking industry, cranes and forklifts;
f) Water and fuel storage, and delivery infrastructure;
g) Power generation and distribution;
h) Container storage;
i) Drill pipe and casing yards;
j) Engineering support services;
k) Heavy lift and transport capability;
l) Emergency response capability;
m) Security observance and services;
n) Supply chain IT services; and
o) Associated air services, road transport and personnel accommodation facilities.

9. *Strengthening the Region*

9.1 Supply Bases

Several WA-based oil and gas (O&G) companies are now planning the development phases for their Browse offshore leases and the critical factor in their site selection will be availability of project ready land. With several proponents planning to commence works in 2011-12, supply base land is being sourced by BrPA for contractual negotiations in 2010. Broome is located ~220nm from the offshore fields, halfway between both Darwin and the Burrup (Dampier Port Authority) supply bases which are ~500nm away (figure 4). Broome has been the supply base of choice for offshore exploration activities in the Browse Basin since the 1960s and in the last 12 months alone has provided support to the drilling of six companies' exploration campaigns (figure 5). This level of offshore activity is expected to resume in early 2010.

By engaging with these O&G companies to construct their supply bases at Broome, the Port foresees the following strategic advantages:

a) The onshore support facilities for these large offshore developments will generate an estimated 17 direct jobs for the BrPA, a further ~80 onshore jobs with operators and other service providers, and 350-400 flow on jobs within the community. These jobs will help to reduce the current heavy reliance on the tourism industry to support the Broome economy, providing year round long term employment and greater community stability.

Figure 4: Locations of Browse Basin Onshore Support Options

b) The environment would significantly benefit by selection of Broome as a support base - over the life of a single offshore field, ~30years, the additional distance to either Darwin or Dampier will result in excess of an incremental 100,000 tonnes of fuel oil and an incremental 300,000 tonnes of Greenhouse Gas Emissions (GGE) from supply vessels alone. Over the likely life of the Browse fields currently in development planning the incremental GGEs are estimated to be in the order of 1,000,000 tonnes. Additionally, the incremental fuel usage for helicopter support to a single offshore field, relative to Broome, over the field life is estimated to be ~8,000,000l with incremental GGEs of 200,000 tonnes.

c) Incremental marine and aviation operating costs involved in utilising a support base other than Broome would amount to ~$620M over the life of a single field, with a commensurate loss in Petroleum Resource Rent Tax (PRRT) and Corporation Tax (CT) to the Commonwealth Government of ~$230M.

d) Capital investment by offshore operators and service providers on land leased from the BrPA is estimated to be in excess of $120M over the course of the next few years. Annual expenditure by these investors into the community is estimated at $20M.

e) Economic analysis indicates that at current land rental levels the initial upgrade investment by the BrPA will generate a 25% IRR.

f) If Broome is selected by INPEX to support the Ichthys field operations the WA Government will gain the benefit of payroll taxes to an estimated $150M on offshore and onshore workers, over the life of the Ichthys field.

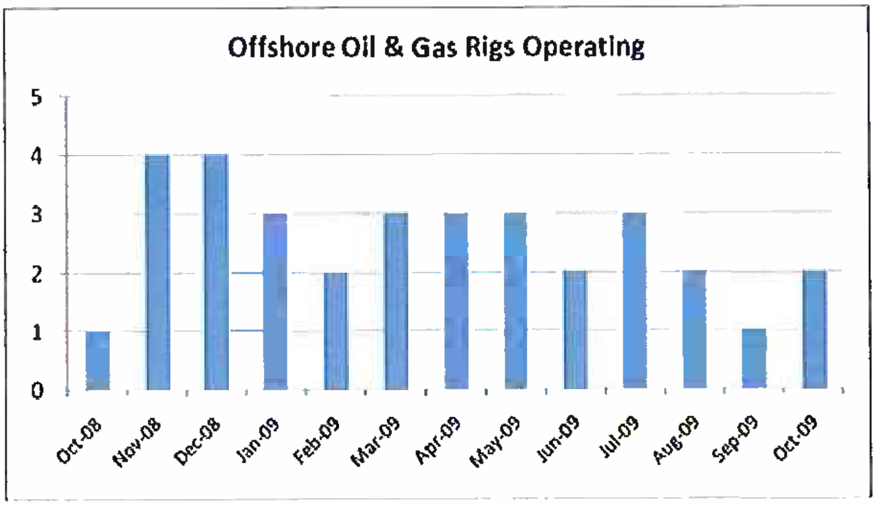

Figure 5: Browse Basin Oil Rig Activity

9.2 Land Availability

Availability of project-ready land is a key factor in attracting O&G proponents to Broome, primarily to establish a number of supply bases of between 10 and 15 hectares area to store drilling equipment for rotation in use offshore. Broome has 50 Ha of port land under existing leases and the potential to increase this area by a further 50 Ha in the near term. BrPA, WA government representatives and the Yawuru Aboriginal Corporation have had constructive and aligned negotiations on the release of land for use by the Port. The Heads of Agreement in place provides for the Yawuru to receive a royalty on a portion of rent received by the BrPA on certain land being released into BrPA management. Approvals for this additional area are well advanced and final agreements are expected to be in place by Q3 2009-10. (This 100 Ha compares favourably with approximately 30 Ha of port supply base land at Dampier and 10 Ha employed in the support of the Irish Sea fields.)

Woodside has taken an option over land that it is considering using as its support base and would expend a large sum in developing this 15 Ha site, which the Port is presently bringing towards project-ready status. The envisaged Woodside site is shaded blue at figure 6 and the Port has completed extensive environmental, cultural and heritage surveys and clearance approvals have been achieved.

9.3 Port Development

Approximately $11.318 million of funding is required for the critical maintenance of infrastructure, and to provide for the logistical requirements of port users over the next few years. The current Broome wharf (figure 7) has an effective working limit of 100 tonnes, with crane loads limited to 40 tonnes weight on an extended jib. This is currently considered adequate for all routine exploration and production operations, however if offshore operators require on a prolonged basis a greater lifting ability to cater for large loads in excess of what is now available, a new jetty will be required. It is assumed that this cost, if justified would be largely or wholly borne by offshore operators.

Figure 6: Land for Future Projects (shaded blue and yellow)

Figure 7: Port of Broome Jetty

9.4 James Price Point LNG Precinct

With proponents and Governments working to locate an LNG processing plant at James Price Point 60 km to the north of Broome, BrPA is required to provide maritime oversight inclusive of marine environmental management, conservancy and provision of shipping management and administrative facilities throughout construction and into operational activities, then BrPA funding in the range of $5–8 million will be required[1]. This funding would also encompass an expansion of associated facilities and services at the Port of Broome in order to provide central management and support services, including increased personnel and assets and office capacity.

Temporary BrPA facilities at James Price Point would be required to provide this maritime oversight during initial construction phases, when approximately 20 construction and project vessels are expected to be operating at the location and this level of support vessels plus heavy lift ships would continue to support the project over its expected four year construction time frame.

10. Current Capabilities

10.1 Infrastructure Capabilities

During 2009 Broome supported up to10 supply vessel visits per week and serviced 4 of these vessels simultaneously, refer figures 8 and 9. In order to gain efficiency and to be able to service extra berths, a large storage shed on the wharf that currently impedes crane and truck operations is being shortened and this measure will:

a) Provide trucks with a more workable turnaround area at the northern end of the wharf;
b) Permit two cranes to work along the northern arm;
c) Provide transit space for cranes to manoeuvre; and
d) Allow larger or more vessels to operate more effectively all along the wharf without the shed impeding gangways and mooring lines.

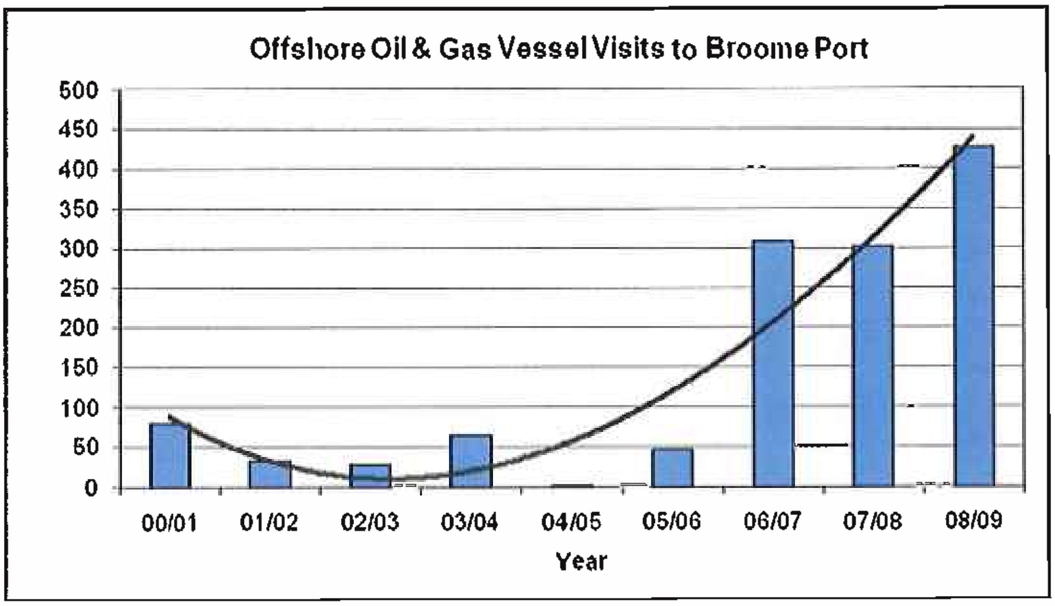

Figure 8: Supply Vessel Growth 1998-2009

[1] Strategic Infrastructure to Support the Browse Basin Oil and Gas Industry – Broome Port Authority Submission to the West Australian Government Department of State Development, June 2009

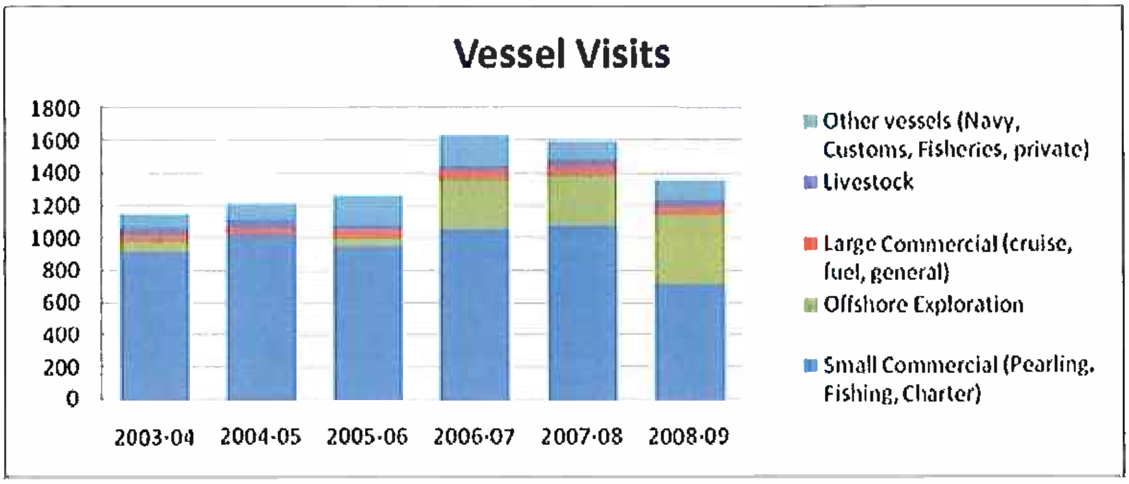

Figure 9: Composition of Vessel Visits 2003-2009

10.2 Service Industries

In meeting the supply boat industry's increased demands the Port provides 24/7 operations with offshore logistic support primarily met by the Toll-Mermaid Marine support base and specialist trucking firm Oilfield Transport Services (OTS). The OTS organisation is located on a 5 Ha block inside the Port and provides a container storage yard and facilities for both 20 foot TEU and 40 foot containers. Broome also has an established wide range of service companies that have provided support to the offshore oil and gas industry since the mid 1960s. For example, West Kimberley Fuels supplies the diesel fuel for both onshore and offshore resource companies, and Cadeng Engineering operates an established thread cutting facility unique to Australia and which is currently used by hydrocarbon resource and service companies operating out of many Australian and international locations. Cadeng is also licensed for coded welding and fine tolerance machine work. These and other logistics and support companies have invested heavily towards the shipping industry future and are significant employers of Broome personnel.

10.3 Vessel Turnaround Time

BrPA has managed efficiencies at the wharf in order to maximise port users' access to berth space, reduce berthing delays, and to gain best usage levels from existing infrastructure. The time from vessel arrival (first mooring line ashore) to departure (last line when unmooring) is a measure of whole of port productivity. Vessel turnaround time includes cargo working time, fuel bunkering, bulk product and water transfer, and idle berth time. Although influenced by customer decisions it is used by customers as an indicator of port efficiency. It is also a function of availability and efficiency of logistics resources and productivity. Figure 10 illustrates vessel average turnaround times. BrPA believes that with the various infrastructure and services upgrades proposed, a long term target of <12 hours turnaround time is achievable which will reduce customer costs and improve berth availability. Despite efficiency gains, increasing levels of shipping will eventually exceed the port's ability to cope with existing infrastructure.

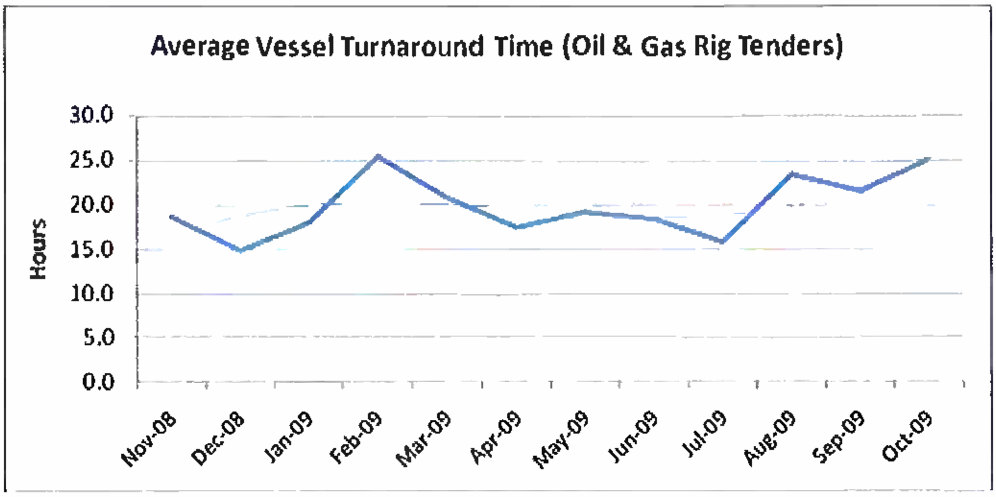

Figure 10: Vessel Average Turnaround Time

10.4 Berth Occupancy

Berth occupancy is a measure used by customers to judge the efficiency and competitiveness of a port. Berth occupancy is the time vessels are alongside the berth (Vessel Turnaround Time), as a percentage of the total berth time available. As berth occupancy increases, berth availability will decrease. When berth occupancy is sustained above 65% there is a higher risk of vessels having to queue (wait at anchor) for access to a berth. Engineering studies list 60% wharf usage rate as a trigger for beginning work towards extending the wharf or for providing a second, additional structure to share the wharf usage. Figure 11 displays the actual monthly berth occupancy recorded from October 2008 - October 2009 when berth Occupancy averaged 38% during 2008 and then averaged 42% in the first half of 2009 due to an increase in the use of the wharf by the offshore supply vessels. However, peaking and bunching of shipping and resultant berth occupancy exceeding 65% of available berth space (green bars). Management initiatives to improve vessel turnaround time and to provide better information exchange including forecasting then reduced the number of days that berth occupancy was greater than 65% and took pressure off the wharf for the short term.

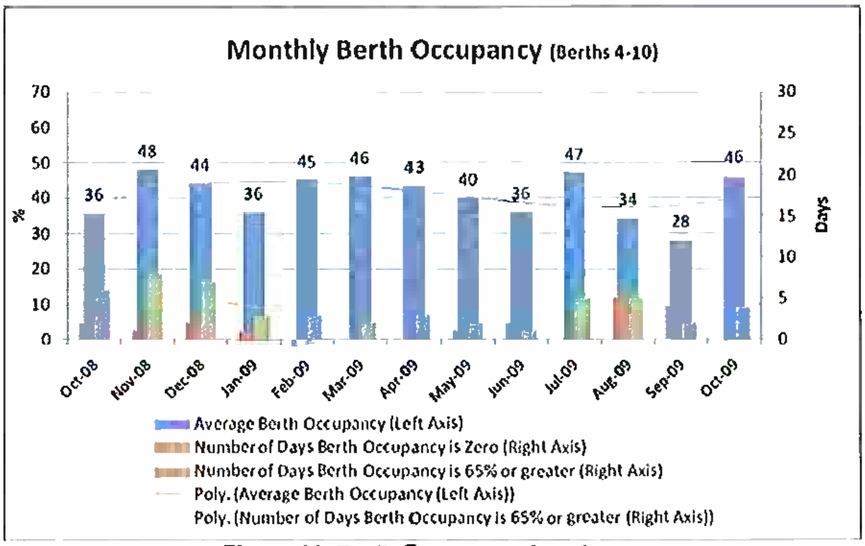

Figure 11: Berth Occupancy Levels

The effect of these efficiencies is that average wharf usage is presently reduced to 40% with occasional peaking to 80% in what appears to be a quarterly cycle. The BrPA Directors concluded that during FY2009-10 the Port of Broome should be able to cope with predicted levels of shipping, but during FY2010-11 increasing pressures on the Port capacity will arise as regional projects commence, e.g. Woodside's potential supply base construction.

10.5 Potential New Wharf

Since 1997 larger trading vessel visits to the Port have increased from ~20/year to more than 300/year during the last 3 years, and despite a several month downturn in shipping expected as a result of the economic downturn, this larger size shipping is expected to gradually increase at the port. This shipping will include seismic vessels, product tankers and break bulk vessels involved in providing services, stores and equipment related to Browse Basin work.

Figure 12 shows the relationship between berth occupancy and the number of oil & gas rigs operating over the period October 2008 - October 2009, whereby berth occupancy grew when the number of rigs operating offshore increased. However efficiency gains, including a reduction in vessel turnaround time resulted in berth occupancy being maintained at 40% with an average of 3 rigs operating. With the proposed upgrades and continued improvement in efficiencies BrPA believes that the current jetty is capable of supporting the offshore oil and gas industry requirements in the short term (2-3 years) in the absence of any other infrastructure triggering event. This event may arise as a result of the Commonwealth Government releasing 6 additional exploration permits adjacent to already proposed developments in the Browse Basin. Additional exploration projects are expected in conjunction with development and subsequent production activities to result in a peak of over 500 large vessel visits per year during the period 2011-15. It is also relevant and important to view these large vessel visits in context with the total number of vessels of all sizes that total approximately 1600 during the last 2 years, and within the context of the decrease this year of ~27% of small vessels normally visiting Broome as a result of the economic downturn. A likely conclusion is that at some time in the next two years Broome Port can expect to experience shipping congestion and expensive berthing delays.

10.6 Existing Wharf Limitations

The main section of the existing wharf structure (figure 13) was constructed in 1966 with an intended life of 50 years. The wharf and its jetty access is limited in weight bearing capacity to 100 tonnes, effectively providing a net 40 tonnes crane lifting capacity with jib extension. It is normal for an ageing structure to become progressively downgraded in load bearing capacity in order to preserve the facility and to allow for a gradual age-related reduction in structural integrity. This wharf and its load bearing capabilities is presently adequate for all routine offshore operations support however the offshore resources industry has an occasional need to move heavier loads. The situation is expected to alter with development activities offshore and the construction of the proposed James Price Point LNG precinct. If the offshore industry believes that there is a business case for a heavy lift jetty, or when berth occupancy of the current jetty approaches operational capacity, BrPA will work with industry and government to agree on the design of a second jetty. Preliminary designs for three options, ranging in costs from ~$160 to $220 million[2], were carried out in 2007 and expressions of interest for the concept design of a heavy lift facility were called for by the Port in late 2009.

[2] Conceptual Design of a Heavy Lift Jetty; URS Report October 2007.

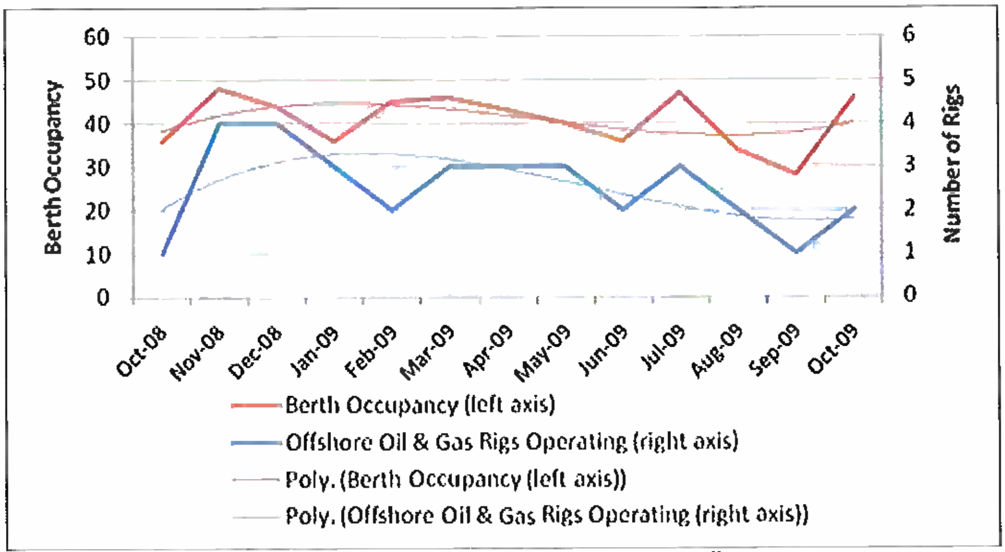

Figure 12: Berth Occupancy Related to Offshore Drilling

10.7 Vessel Traffic Service

The increasing number of vessel visits requires an improved traffic monitoring for safety, commercial and security imperatives. BrPA plans for undertaking an LNG Hub management role include the provision of a limited vessel traffic service incorporating a 24/7 operational radar and radio watch, maritime security overview and CCTV monitor system, a vessel logging service plus a maritime services 24/7 contact point. A vessel traffic management will involve recruitment of approximately five new personnel to man the VTS service 24/7.

Figure 13: Port of Broome Jetty Schematic

10.8 Water

Broome Port's water supply was augmented by the construction of a 1,000 kilolitre tank, and consideration is being given to sinking a deep bore to a significant aquifer that can provide water of slightly less than potable water quality for offshore drill water usage. Engineering investigation has shown that this water is some 400 metres deep and is likely to be of such a pressure and supply that it will reach the surface while still under significant pressure. Employment of this water will alleviate any future strains on the town's finite water supply and is in keeping with the State's 'water-wise' campaign. Sufficient support for the use of this water is required before the expensive project (circa $1M) can be programmed, and there may be a need to extract minerals.

10.9 Roads and Road Transport

The Port plans to spend $175,000 on a traffic management system and road rerouting to ensure that the site is ready for an expected increase in heavy road traffic. This work is being conducted in compliance with proponent safety surveys that highlighted previous inefficiencies in traffic control; for example the intermingling of tourist caravans and mobile homes into the commercial trucking thoroughfare between the supply yards and the wharf. In 2007 major road works linked Port Drive with Gubinge Road, the main bypass around Broome connecting the Port with the main highways north and south. This road was built to draw heavy trucks away from the centre of town and to abate noise and pollution levels in town.

10.10 Drilling Services

The Port is able to provide a wide range of services and stores items, including synthetic drilling mud and the town now hosts major service firms such as Schlumberger, MI SWACO, and Baker Hughes. Several services firms are also considering centering their operations on Broome as the town is strategically located between the NW Shelf and Timor Sea operations. With access to more land by the BrPA, the upgrade of its facilities and the development of supply bases by several of the operators, other categories of drilling service providers are likely to locate to Broome.

10.11 Personnel and Management

Broome Port Authority has developed an efficient and capable management structure that readily meets the forecast strong growth in shipping operations and commensurate demands on the Port to maintain essential services and Port administration. Coupled with the 'normal' workload, Broome will shortly require the ability to assess, advise and oversee projects on and off Port land and will need to source competent commercial, environmental and engineering staff. Office and work space within the main administration building and Operations department demountable is at its limit and consequently it has been necessary to source temporary transportable office facilities.

10.12 Health, Safety, Environment and Quality

Broome Port undergoes multiple HSE and quality audits from the major proponents because the offshore petroleum industry demands the highest standards in health, safety, environment and quality (HSEQ). Considering that drilling a single exploration well may cost US$20M or more, and developing a gas field can cost billions of dollars, any harm, delay or social consequences from an accident or failure of equipment when delivering a key good or service is very costly. The offshore industry has worked hard to impose exacting safety standards for its personnel and contractors and requires its very stringent HSE and quality standards to be matched by supply chain partners. Broome Port's safety standards complement and underpin these requirements.

The capabilities of the BrPA in responding to a major incident were graphically highlighted with the recent fire and explosion of the Kimberly Quest. Within 1hour of notification of the fire BrPA emergency response personnel had deployed a spill prevention boom. As a consequence of this rapid action the egress of pollutants into Roebuck Bay was indiscernible to laboratory measurement. The subsequent management of the incident site was widely applauded by both essential services and the wider local community. In another incident BrPA responded to an oil spill that resulted in light pollution along some 40 kilometres of beach front and Port staff engaged in an entirely successful 10-day oil cleanup.

11. The Gap & Management Options

The Port of Broome requires a number of upgrades and additions in order to provide safe, effective and efficient support for its customers. The most pressing of these needs is access to additional land for laydown areas, warehousing and workshops. Other aspects of Broome's ability to meet future capacity constraints are identified as:

a) Maintaining sufficient berth space,
b) Terminal productivity,
c) Having available sufficient area of useable and attainable land,
d) Availability of efficient operational machinery,
e) Efficient port/road interfaces,
f) Adequate storage areas,
g) Sufficient and self reliant funding, and
h) Favourable seasonal weather parameters.

Addressing both short and long term pressures on Broome Port's capacity is integral to the Port remaining competitive. However now that many major efficiency gains are already implemented, little scope remains for other gains through better management to potentially ease future capacity constraints.

12. Trade Forecasts

For 3Q of 2009-10 oil companies are forecasting drilling campaigns that will entail up to two exploration rigs in the Browse Basin, and from the fourth quarter the Port expects to support 2-3 rigs operating offshore[3], which should then result in 5-7 supply vessel visits to Broome per week. Oil companies only release forward planning information to ports up to six months ahead. The economic downturn came late to Broome Port, with a significant downturn in shipping numbers from August 2009 although cattle exports and product oil tankers maintained average numbers and cargo quantities. However, while Broome Port's conservative trade projections are set out in figure 14, upwards fluctuations during the period 2009-13 are increasingly likely as the result of regional projects such as the proposed Kimberley LNG precinct, Browse Basin development, and the increasing general cargo trend at Broome following three years of consecutive actual growth.

Submitted 2009-10					
	2008/09	2009/10	2010/11	2011/12	2012/13
	actual	target	target	target	target
Cargo throughput (tonnes)	390,808	374,000	407,000	440,000	473,000

[3] From oil & gas companies forward drilling programs, as provided to the Port.

	2008/09	2009/10	2010/11	2011/12	2012/13
Exports (tonnes)					
Livestock	31,983	33,000	34,000	35,000	36,000
Water	52,710	45,000	50,000	55,000	60,000
Other	44,787	40,000	45,000	50,000	55,000
Total Exports	129,480	118,000	129,000	140,000	151,000
Imports (tonnes)					
Fuel and oils	157,272	160,000	170,000	180,000	190,000
Building materials	6,247	6,000	8,000	10,000	12,000
Other	36,032	35,000	40,000	45,000	50,000
Total Imports	199,551	201,000	218,000	235,000	252,000
Bunkers	61,777	55,000	60,000	65,000	70,000
Total Trade (tonnes)	390,808	374,000	407,000	440,000	473,000
Vessels Calling					
Trading	498	430	450	470	490
Cruise	19	25	25	25	25
Fishing	182	130	130	130	130
Pearling	262	200	220	240	260
Charter	268	260	260	260	260
Naval and other	124	140	140	140	140
Total No. of Vessels	1,353	1185	1225	1265	1305

Figure 14: Trade Projections

13. *Financial/Operating Budget*

Most Western Australian ports are funded through fees and charges based on large resources industry throughput, whereas Broome Port handles very low tonnage volumes and its principle revenue accrues from providing stevedoring services. Other revenue is derived from land leases and by billing customers who utilise Port infrastructure and equipment.

During 2007-08 expenses exceeded income as a result of:

a) Meeting the costs of new and increased business,
b) Addressing safety issues and capacity constraints, and
c) Reducing a maintenance overhang.

Accordingly, management thoroughly analysed the Port's business model in late 2007, and following a range of consultative meetings with customers and the Minister, the Port's stevedoring fees were increased in April 2008. Other fees and charges were increased in July 2008 as flagged in the previous SCI. The financial trend immediately improved in FY 2008-09, when the Port began to operate at a modest surplus.

14. 2010-11 Planned Achievements

The Broome Port Authority's planned achievements for 2010-11 include items that are listed in subparagraphs below. The most immediate requirements that will define the port's future and relevance to the region are to acquire and bring to project ready status sufficient land to meet customer's pressing requirements, and to source adequate funding to maintain, manage and develop the whole of site, infrastructure and equipment sufficient to provide for rapidly increasing customer demands.

The Port's 2010-11 major planned achievements are outlined against Broome Port Authority's objectives and critical strategies:

a) The Port will maintain and aim to exceed its present levels of safety and environmental compliance;
b) The Port will aim to acquire sufficient land to facilitate construction of Browse Basin supply bases;
c) Adequate funding is to be sourced or identified to progress the whole of site needs including the maintenance, refurbishment infrastructure and equipment sufficient to provide for rapidly increasing customer demands;
d) Customer requirements and revenue stream potential are to be analysed sufficiently for the Port to improve customer retention, acquire new customers and maximise the revenue-generation capability of the existing customer base;
e) BrPA will aim to broaden its customer base through both word-of-mouth referrals from existing customers, and direct marketing;
f) A business case and concept designs will be produced in support of a new heavy lift wharf;
g) Management will take adequate steps to enable the Port to operate innovatively, efficiently, effectively, cheaply, profitably and to remain competitive as measured against other Australian ports;
h) The Port will continue investigations into the feasibility of an artesian water bore and distribution pipeline to supply Browse Basin supply vessels with adequate quality drill water thus being regional 'water wise' and cost efficient;
i) The Port will maintain a cost reduction strategy with the aim of minimising waste, increasing productivity and effectiveness;
j) The Port will market Port facilities and capabilities to break bulk cargo shipping lines and other potential Port customers to expand cargo volumes, create increased revenues, and with a broader customer base reduce individual customer expenses at the Port;
k) Land sites will be brought to project ready status through cultural, heritage and vegetation clearance applications, and requisite land services plans;
l) Slipway capital works, emergency services infrastructure and land remediation will be addressed and adequate financing sought through grant funding;
m) Maritime security will have been enhanced by infrastructure planning, increased training, drills and exercises;
n) Workforce capabilities and effectiveness will be enhanced by training and audit in the areas of risk, security, hazardous goods, safety, and marine operations;
o) Strategic and business plan outcomes will be aimed at preparing the Port for increased customer demands;
p) Training plan concepts will be addressed in light of enhancing the port's relationship with Yawuru people; and
q) BrPA will collaborate with the State Government in provision of advice and services as required for the proposed LNG Hub at James Price Point.

14.1 Land Leases

The primary focus of Broome Port Authority's Land Use Plan is to bring sufficient areas of land towards project ready status to enable Port clients to construct facilities that are closely aligned with Port business. Accordingly the Port intends to:

a) Continue works aimed at developing land within the Port area;
b) Progress works and sub-lease arrangements for land adjacent to the Port's Northern boundary;
c) Provide headworks inclusive of services, drainage, utilities and roads as required to bring new land to project ready status;
d) Incorporate a headworks levy component in establishing new rental rates; and
e) Encourage present tenants to maximise their use of leasehold lands pursuant to business activities of the Port.

The environmental and cultural clearance processes require the Port to consult closely with traditional owners and environmental regulatory authorities. Favourable resolutions that recognise BrPA's responsible management of Port lands and the environment will underpin BrPA's developing position as an offshore oil and gas support centre of choice, ensure that the port remains competitive, and able to provide training, employment and economic benefits to the regional community.

15. Port Activities and Services – Facilitating Trade

In 2009-10 Broome Port began servicing oil and gas vessels from as far afield as the Northwest Shelf and Timor Sea, largely because of available berth space. Berth availability was a function of operational and infrastructure efficiencies emplaced by BrPA management and increased vessel visits occurred partially as a result of shipping congestion at the Port of Dampier.

Supporting long-standing trade (consisting of livestock vessels, cruise ships, and product oil tankers) remains ongoing as does the support of local aquaculture and charter vessels. The livestock export industry is steadily growing and with strengthening markets for Kimberley beef the 2010 export season is expected to exceed 100,000 head for the first time. In 2009-10 Broome (97,170 head) became Australia's third largest live export port, followed by Wyndham (78,289 head).

Woodside, Shell, Santos, Conoco Phillips, Murphy Oil, Inpex and Apache Energy are committed to Browse Basin operations. Associated vessel servicing is likely to continue from the Port for the foreseeable future.

In 2010-11 the Port intends facilitating trade through the additional specific means;

a) Conducting ongoing market surveys, reviews and analyses of customer requirements and developing trade opportunities;
b) Marketing Broome and its Port as synergistic infrastructure and services that will together provide a sound foundation of support for business within the region;
c) Supporting the creation of an AQIS-approved inspection, cleaning and certification facility at or adjacent to the Port;
d) Collaborating with businesses, regulatory authorities, and the local community; and
e) Exploring opportunities to support regional projects as an intermodal hub.

15.1 New Wharf Proposal

In October 2006, to meet predicted shipping growth the Port's wharf was extended by 148 metres to provide an extra 244 metres of inner and outer berthing space. From 2007 into 2008 the wharf became fully utilised 80% of the time due to expanding services commitments to offshore oil and gas vessels and an increase in general shipping. In accordance with the government's Strategic Asset Management Framework (SAMF) the Port then examined efficiencies to maximise wharf use prior to taking the next step towards investing in a second, new wharf. Productivity gains and efficiencies included removing a section of the wharf shed to open up two berths to trucks and cranes, halving supply vessel turnaround times, increasing number of crane lifts per hour, reducing truck turnaround times gate-to-gate, increased number of wharf fuelling points, and modifying berths to take larger vessels. Despite these productivity measures the wharf bunching maximum usage remains consistently over 60%. Peaking extends to just over 80% (figure 15) and it is notable that wharf usage of 60% or more is an engineering measure of when a wharf extension or addition becomes necessary in order to meet ongoing berth demand. A measure of Port efficiencies is that despite these phases of intensive wharf usage there have been few incidents of vessels awaiting berths (congestion).

The driving factors behind a requirement for a new wharf include the increasing numbers of oil tankers and large cruise ships, plus incompatibilities between cattle ships and cruise ships, vessels transferring dangerous and hazardous goods, and between the somewhat messy cattle loading operations and unloading of fresh fish cargoes. Coupled with steadily increasing oil and gas vessel numbers and the potential for supporting regional construction projects, management estimates that a new wharf design must be completed in 2010-11, with initial steps taken to identify funding arrangements for a new wharf project in order to alleviate future wharf space limitations and consequent shipping delays.

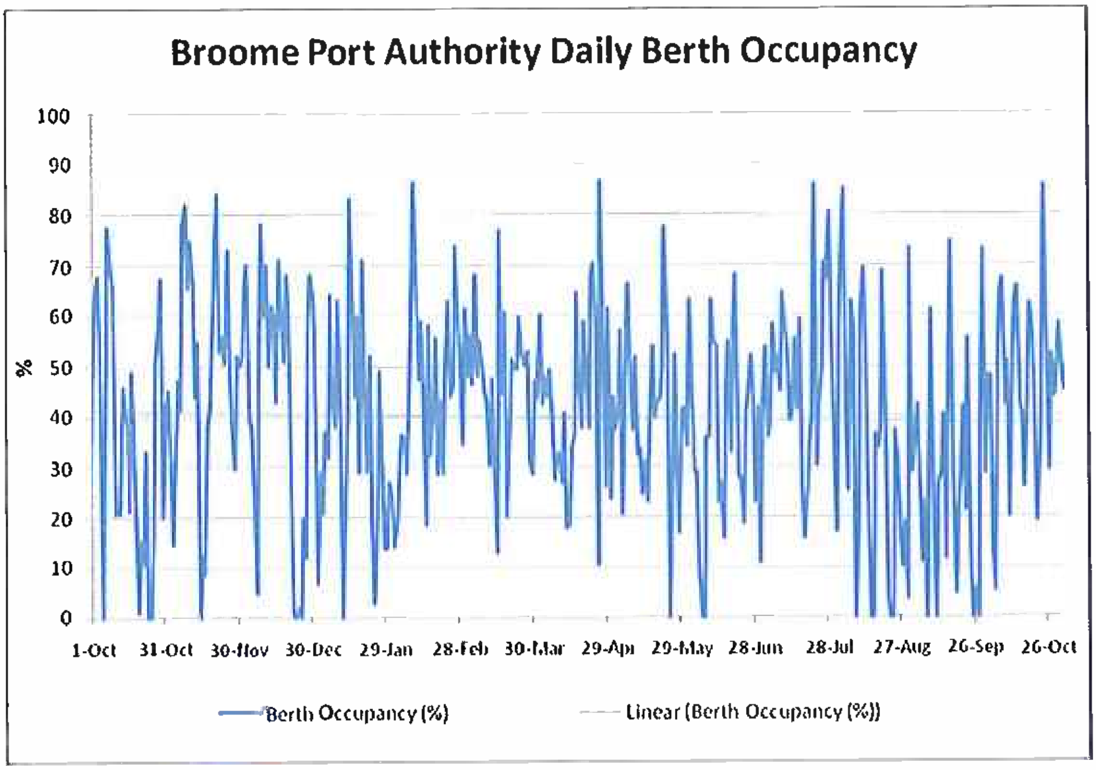

Figure 15: Wharf Usage November 2009-November 2009

Additionally, with heavy drilling and mining equipment in mind, the present wharf (built 1966) has a load bearing limitation of 100 tonnes and a restrictively narrow approach bridge. The region is likely to eventually host the construction of an LNG Hub, and potential component weights required to come ashore at Broome could reach 400-700 tonnes weight with wide loads the rule rather than the exception. Industry projections are that the Browse Basin gas reserves are likely to rival those of the North West Shelf to the south, and, with increasing worldwide demand for liquefied natural gas, the Browse project life is expected to be sustained into the long term. Proposed new wharf infrastructure will provide all of the above shippers with berth surety, reduce port congestion, minimise incompatible cargo operations and enable ship/shore heavy equipment transfers.

Port cargo throughput is increasing as shown at figure 16, and while quantities are small as measured against other ports, the value of individual cargo items is high and cargo operations are labour intensive.

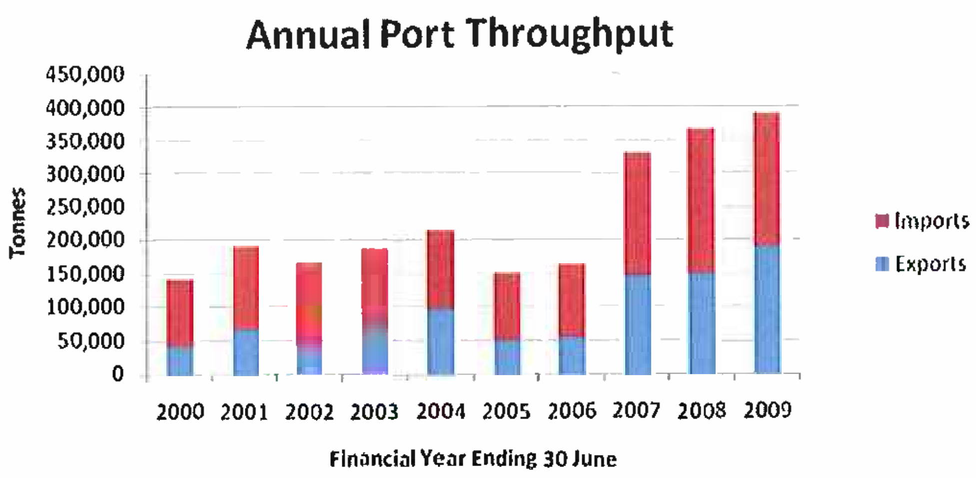

Figure 16: Annual Port Throughput

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Exports	43	69	44	68	97	51	56	147	151	191
Imports	99	120	123	119	117	97	106	183	215	200

15.2 Port Services

Broome Port services include ship scheduling and berthing allocations, port communications, stevedoring, safety and security, emergency response, cargo storage and waste disposal. The focus of these competitive services during 2010-11 will be on efficiency, timely and complete response to customer requirements, financial transparency, and environmental sustainability. Multiple services will continue to be supplied through independent logistics services providers and licence holders, and licence renewals will be based on safety monitoring and rating of operators. Key performance indicators will be maintained and made available for public promulgation in areas of safety, logistics, management, and environmental performance; customer audits of safety, infrastructure and logistics with port management participation will occur from time to time. A program of continuous improvement will be aimed at providing significant productivity gains to underpin the port's ongoing competiveness, provide increased value for customers and stakeholders who access the port's services, and to provide the port's owners (State Government) with surety that important regional infrastructure is effectively managed.

15.3 Environmental Management

Environmental works scheduled for 2010-11 include flora and fauna studies, vegetation remediation, soil studies and benchmark analyses, and water quality monitoring. Site plans will be drafted towards improving stormwater runoff control and sewage systems management. Audits will be conducted over port premises including leaseholder Lots and new proponents' plans will be examined for environmental compliance. Additionally, the Port intends continuing its financial support of the Roebuck Bay blue-green algae study, and a program of seagrass monitoring in conjunction with the Shire and DEC. Also supported will be a postgraduate study and seabird monitoring to be conducted at the northeast section of port limits.

The Port is an active member of the environmentally focussed Roebuck Bay Working Group, and maintains a regional emergency management role – during 2010-11 the port will aim to expand its oil spill response capability and enlarge its oil and chemical spill equipment stockpile.

15.4 Wharf Maintenance Program

A major maintenance program is required to protect the wharf (the Port's major asset) and ensure its longevity. Wharf maintenance in 2010-11 is expected to cost $900,000. This maintenance is essential as the wharf has reached year 43 of its 50 year design life and its replacement value is in the order of $200M, while the strategic value and economic importance of the infrastructure is significantly more. So long as requisite maintenance can be ensured this critical infrastructure is expected to provide essential maritime transportation services for at least the next 20 years.

16. Planning, Policy and Procedures

16.1 Broome Port Authority Documentation, Administrative Policies and Procedures

BrPA's policies on documentation, administration and recording procedures are contained at the document *Correspondence and Filing Policy & Procedures,* last audited during 2009-10. The Port intends to revise these policies during 2010.

16.2 Broome Port Authority Website

The Port's website will be progressively added to and maintained during the period with the intent of conducting the following services among others:

a) editing texts and updates;
b) adding content inclusive of news stories and important customer advice;
c) facilitating customer satisfaction surveys and providing a means of collaborative feedback from the public and port users;
d) promulgating newsletters;
e) archiving outdated content;
f) achieving induction and policy dissemination; and
g) providing links to key service providers.

16.3 Governance

Broome Port Authority is strongly committed to developing and maintaining a skilled, diverse and ethical business agency and providing effective governance that complies with standards promulgated, inter alia, by:

a) Office of the Public Sector Standards Commissioner;
b) Office of the Auditor General; and
c) Corruption and Crime Commission of Western Australia.

BrPA aims for continuous improvement in developing, implementing and monitoring clear policies and practices in relation to the following key governance objectives:

a) Providing clear guidance by establishing strategic aims and direction;
b) Setting and maintaining standards and values;
c) Sound management and oversight;
d) Ethical and responsible decision-making;
e) Safeguarding financial management and reporting;
f) Managing risk;
g) Providing value for money;
h) Respecting the rights and requirements of stakeholders; and
i) Compliance with all relevant laws.

The Port's internal audit processes will review whole-of-site compliance with these objectives during 2010-11. Strategies and processes in place to prevent corruption and misconduct include:

a) An annual Internal Audit Plan, produced in November 2008, that addresses accounting and management information systems;
b) Auditing for fraud and corruption issues i.a.w. the Auditing Standards; and
c) Addressing the potential for corruption and misconduct in annual and ongoing risk assessments at both management and Board levels.

17. Financial

Broome Port Authority's financial management key performance indicators measure effectiveness and efficiency, and during the period BrPA will endeavour to maintain highest quality standards within financial reporting, controls and performance monitoring.

The Port's target business statistics are depicted at figure 17.

	2010/11 target	2011/12 target	2012/13 target
Cargo throughput (tonnes)	407,000	440,000	473,000
Shiping revenue per trading vessel	$32,808	$36,170	$35,908
Expense per tonne of cargo	$39.97	$43.57	$42.14
Expenditure per Full-time equivalent (FTE)	$250,267	$255,607	$265,770
Vessel visits per FTE	21	19	19
Rate of Return on assets	5.5%	8.9%	8.3%

Expense per vessel visit	$10,995	$12,421	$12,922
Number of trading vessels	450	470	490
Shipping Revenue	$ 14,763,588	$ 16,999,728	$ 17,594,719
Total expenditure	$ 16,267,334	$ 19,170,495	$ 19,932,735
FTE'S	65	75	75
Total Number of Vessels	1377	1450	1450

Figure 17: Business Statistics

Broome Port revenue is derived primarily from marketing its stevedoring services at the wharf, which is operated as an intermodal logistics hub and as a support base for port and aquaculture related services. BrPA intends bringing land to project ready status during 2009-11 and providing infrastructure and service efficiencies in line with customer demands. As a services model port authority, its opportunities for income enhancement are limited without any of the export industries that financially underpin the other WA ports. Accordingly, bringing land to project ready status and deriving a greater proportion of revenue from land leases is crucial to BrPA's ongoing financial viability.

Broome Port possesses natural and acquired strategic advantages as it is the only deep water port between the Pilbara and Darwin and it has excellent communications links with other areas via a large regional airport plus a well-planned arterial road system. Notwithstanding these geographical and other advantages, Broome must continue to ensure customer satisfaction and competitiveness or risk losing clients to Darwin. There are no other WA ports able to replicate Broome's range of infrastructure and services availability.

Broome's services pricing strategy is vital to its future and to ensuring that its costs and overheads are provided for during shipping downturns, such as the present global economic crisis. Concurrently, the Port remains cognisant of the need to avoid imposing disproportionate costs on the maritime logistics industry, a process that would likely impede local industry recovery from the crisis.

Broome Port has a key objective to be financially self-reliant on an ongoing basis in order to maintain existing infrastructure, improve efficiencies, and to provide for its future operations. The WA Treasurer and the Minister for Transport have provided advice to the port that the State expects BrPA to increase its profitability through a range of increased efficiencies. BrPA's average rate of return on assets (RoR) before income tax expense is 1.75% from January 2000 and to attain a 5 yearly average RoR of 6.5% to meet the Minister's expectations, on present projections is achievable in 2011-12 at earliest.

As the Port further develops its capabilities and financial viability, productivity and prospects within the region will benefit. Strategies to be employed by the Port in improving RoR on assets are to:

a) Improve operational, maintenance and overheads efficiencies;
b) Develop a cost/revenue system to provide accurate financial analysis and accurate service charge out rates;
c) Develop pricing objectives in accordance with prudent commercial principles and endeavour to make a profit that reflects a target RoR on assets before income tax expense;

d) Implement cost controls over wages and general expenses; and
e) Consolidate, monitor and improve the Port purchasing system.

Economic forecasts for the period 2009-10 were beyond the capacity of the Port to predict or control in light of the prevailing economic circumstances. The Port intends to adopt a cautious stance in relation to costs and overheads, and aims to diversify its revenue stream by entering into an increased number of land leases that will provide continued income even in the event of a shipping downturn. In 2008-09 the revenue stream was heavily biased towards shipping income while land leases constituted only 9% of total earnings, as shown at figure 18.

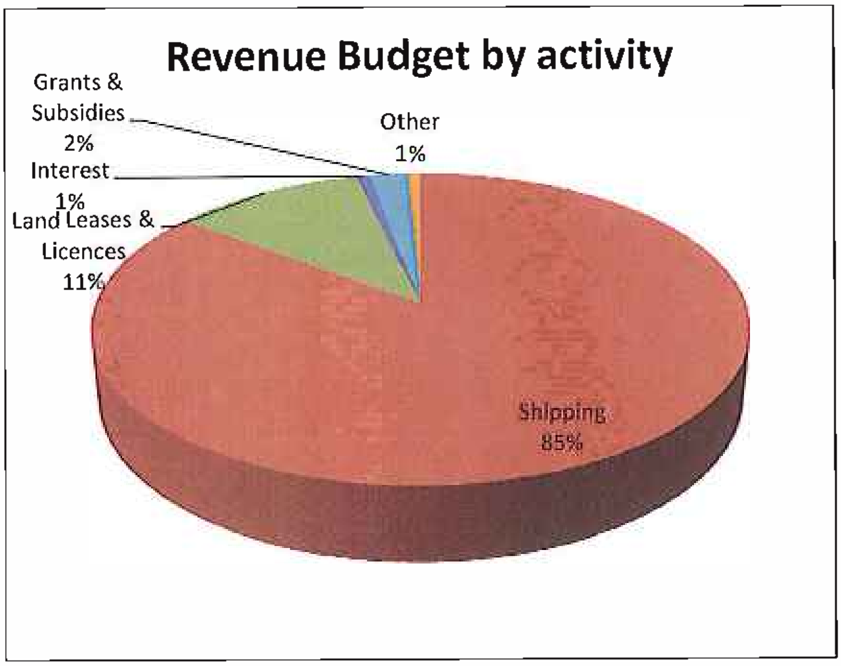

Figure 18: 2009 Revenue Stream

Appendix 1 lists a number of projects required to upgrade and expand the Port capabilities to safely, effectively and efficiently support the requirements of the expanding Browse Basin oil and gas industry. A submission for loan funding has been forwarded to the Minister in Business Case format and then subsequently incorporated into an EERC submission. Important projects that need to be undertaken in 2010 include:

a) Strategic Development Master Plan, looking 3-5 years ahead;
b) Master Drainage Plan and works;
c) Land Use Plan;
d) Provision of essential services including roads, electricity, water, sewerage, communications, and storm water management;
e) Concept design for a new wharf;
f) Obtaining environmental, cultural and heritage approvals;
g) Bringing land to project ready status for supply base proponents;
h) Fixed and electronic infrastructure works; and
i) Meeting equipment and services deficiencies, including cranage, navigations and communications, wharf improvements and an alternative water supply.

The benefits of this predominantly operational project work will be to:

a) Access and develop additional land to lock in Browse Basin supply bases, and thereby increase the Port's lease revenue;
b) Significantly increase community income, employment and business opportunities;
c) Optimise services provision to all Port users and attract new proponents;
d) Optimise the Port's operations to maximize commercial returns;
e) Optimise stakeholder and community engagement to maximize benefits to Port and Community;
f) Provide infrastructure sufficient to enable safe, timely and efficient Port operations;
g) Manage and operate the Port efficiently and effectively; and
h) Attract and retain the skilled staff necessary to support the Strategic Plan.

18. Capital Expenditure and Maintenance

The WA Port Authorities Act 1999 implies that port management should be given the freedom to control the day-to-day running of the port, while allowing Government to retain strategic control, including the ability to set performance goals and broad limits for capital expenditure and to control the range of activities undertaken. In following these general directions, and in order to safely and efficiently manage and control the day-to-day running of the port, it is essential that the port achieves an appropriate level of capital expenditure approval. The port must be able to provide port users with appropriate levels and standards of infrastructure and facilities, and ensure that safety and emergency response capabilities are not found wanting.

The Port's proposed capital and maintenance expenditure and borrowing requirement is for $11.318M over three years for the conduct of these essential works (Appendix 1) with $6.44M expenditure in 2010-11 and with the balance to be employed over years 2 and 3. A funding submission for the intended 2010-11 capital expenditure was raised with the Minister for Transport which now rests with the Government's Economic and Expenditure Review Committee.

The thrust of this expenditure is primarily to implement vital infrastructure improvements and for bringing land to project-ready status for use as proponent supply bases and laydown areas, and in achieving logistics efficiencies. During year 1 various plans will be formulated, such as a Master Port Development Plan, and plans related to the provision of essential services (water, power, sewerage, drainage and communications). During years 2 and 3 the expenditure will be utilised in bring these plans to actuality.

19. Costs and Prices Review

During FY 2009-10 management reviewed port accounts and identified a number of annual expenses that are presently being absorbed into the port accounts. These are shown below as 'at cost' figures:

a)	Annual hydrographic surveys	$ 30,000
b)	Pilot boat retention fee	$110,000
c)	Waterborne security patrols – new OTS requirement	$ 60,000
d)	Electronic navigation and communications services	$ 50,000
e)	Cleaning whole of site after cattle ship visits	$120,000
f)	Second pilot for provision 24/7 shipping services	$200,000
	TOTAL ABSORBED BY PORT:	**$570,000**

This $570,000 presently being absorbed by the port detracted from the 2008-09 revenue and if the amount had been charged on to the relevant port users would have brought the port's 2008-09 actual return on assets closer to 10%, and if applied to forward accounts, charging these costs against port users would help bring the RoR to a more sustainable level.

Additionally, the port submitted a proposal to government in March 2009 to increase pilotage fees in line with increased costs to the port following engagement of a second pilot and until the resultant increased charges are gazetted the port will be absorbing these extra pilotage expenses which with normal HR 'on-costs' are estimated at $200,000 per annum. The likely effect of the delay in bringing about a 2009 gazettal of new pilotage charges for Broome is that the Port will be seeking two year's increases in a combined subsequent submission to the state government in 2010.

Apart from the Port Authorities Act S. 4 that requires BrPA to facilitate trade, which is generally accepted to imply that fees and charges for port users should be minimised, there is no known requirement for the port to subsidise industry by absorbing such costs. However, full cost recovery is an issue for the port because port users are accustomed to being the non-paying beneficiaries of services and infrastructure and any price imposition or increase will need to be fully explained and advanced to port users and logistics suppliers.

In consideration, guiding principles in allocating charges for services to port users might be that:

a) an agency's services should be seen as closely related to the users' requirements,
b) these services should be valued by the customer, and
c) any increases in cost for these services should be seen as fair value for money.

In 2009 a customer survey indicated overall satisfaction with the quality and level of services – figure 19 refers.

19.1 Broome's Pricing Strategy

BrPA's pricing strategy is vital both to its future and in ensuring that its costs and overheads are provided for during times when shipping numbers decline which in the past has occurred on a seasonal basis. While the Port remains cognisant of the need to avoid imposing disproportionate costs on the maritime logistics industry it must strive towards remaining financially self-reliant in order to develop and maintain its infrastructure, improve efficiencies, and to provide for its own and customers' futures. As the Port grows, so too will productivity and prosperity within the region through community training, employment and economic opportunities – particularly in relation to the Browse Basin oil and gas support functions.

1. Quality of Service

	Very Poor	Below Average	Average	Good	Excellent	N/A	Rating Average	Response Count
How would you rate the quality of the Port's Services?	0.0% (0)	3.7% (2)	18.5% (10)	51.9% (28)	22.2% (12)	3.7% (2)	3.96	54
							answered question	54
							skipped question	1

Figure 19: Response - Service Quality Survey

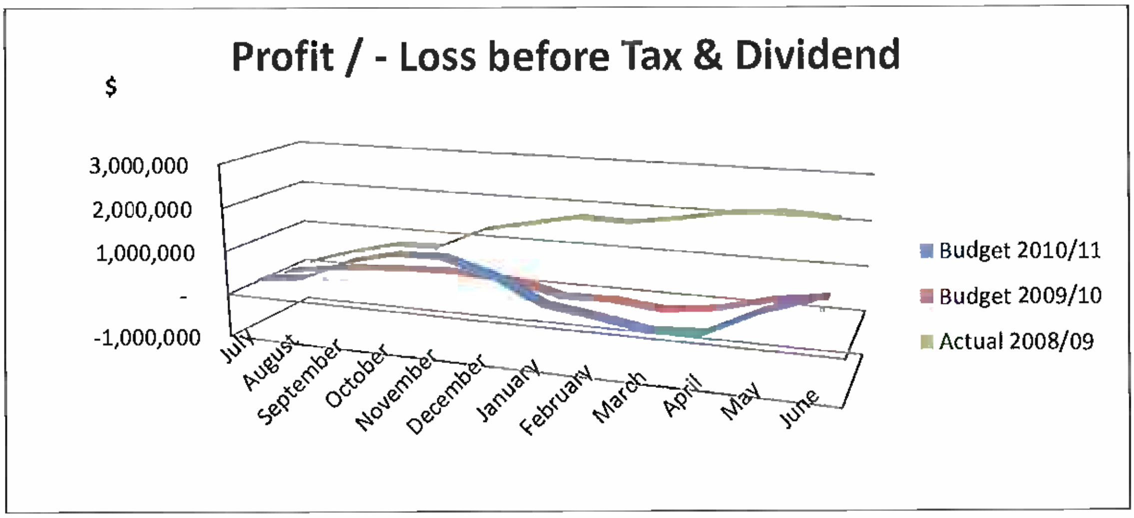

Figure 20 Financial Improvement

The $1.65M profit achieved in 2008/09 was derived as the result of management efficiencies and tight control over expenditure, coupled with an increase in oil and gas derived revenue – figure 20. Due to the global economic decline the surplus expected for 2009-10 is expected to be less than $1.65M. Expenditure must continue however on a range of essential works including a maintenance program for ensuring the continued integrity of the wharf structure.

The WA Treasurer Hon. Troy Buswell MLA wrote to the Minister for Transport Hon Simon O'Brien MLA requesting the Minister to advise Broome Port Authority that it should maximise efficiencies in order to increase its rate of return on assets towards the average 5% achieved by other port authorities. Prior to the 2008-09 year the port either ran at a loss or just broke even. Until the increase in Browse Basin activity from 2007 gave the port a workspread over the entire year, the port's main revenue stream occurred in the dry season when livestock cattle exports constituted the port's foremost business. Long term land leases that were initiated by the WA Government prior to the port authority's formation contain generous rental terms that also detract from the port's bottom line.

In general BrPA has previously increased its prices annually in line with the weighted average of eight capital cities' CPI and the last increase provided an average fees and charges rise of 5% which compares favourably with other ports.

The anticipated result for the 2010/11 budget year is a profit before interest and tax of $2.16M which provides for a rate of return of 5.5%. Whilst the number of vessel visits is expected to remain constant during FY 2009/10, a review of fees and charges plus an increase in land and infrastructure lease revenue is anticipated to provide for increased site works and development in parallel with Broome's growing roles and responsibilities towards the region.

In 2008-09 the port increased prices for port users (mainly for stevedoring services) and again across all categories in 2009-10. Following a board resolution related to financial problems within the livestock export industry the port held back on passing these 2009-10 increases to the cattle exporters for the 2009 season. There was little response to the price increase in 2008-9, and the 2-3 verbal responses received were to the effect that the port was increasing charges only because it held a monopoly and was therefore in a position to do so in the absence of competition. In summary, despite the anticipated high costs facing the port in 2010-11, after two years of lifting the port's revenue from a 'flat line' or even negative cash flow to where a modest surplus was produced, a third round of broadly based price increases above the level of the CPI will be hard to justify particularly in times of national economic hardship. Instead, the port aims to recoup costs presently being absorbed, and to impose only a CPI adjustment to general fees and charges.

20. Proposed Pricing Arrangements

Australian port charges are levied on visiting ships to generally fit into the following three categories:

a) **Navigation service charges** are levied on a ship upon entry to port and are generally regarded as a charge for the right to enter the port and benefit from navigational aids, maritime access channels and port traffic control.

b) **Harbour service charges** are levied against the ship when it is alongside the wharf.

c) **Cargo service charges** are levied on the basis of the volume loaded or discharges in the port.

The three charges are described in various ways by ports around Australia and relate to the costs involved in providing services and infrastructure including navigational aids, harbour control (but not pilotage or towage), channels, berths, wharves, cargo loading and unloading, marshalling areas, jetties, berth pockets, fenders, mooring structures, mooring and unmooring.

Broome port dues and cargo handling charges are key performance factors and inappropriate charges can make or break the port. Charges set too high can deter trade and because BrPA has a regional monopoly over services, too high a level of charges can hurt the industry segments that the port is meant by government to support. Conversely, prices set too low can give rise to shipping congestion, reduce revenue availability for essential works, and restrict investment cost recovery. A strategically correct pricing strategy therefore has potential to make port throughput more efficient, generate local and regional economic activity and employment, and importantly from the government perspective, increase trade.

In setting tariff rates the port must take into account both its present costs and expected cost increases over the ensuing year otherwise the port may become unable to fund the scope and quality of its existing level of services, develop or improve these services, or increase its capacity by funding critical infrastructure works. The port must be able to meet all expected expenditure requirements plus achieve a modest surplus in accordance with accepted business principles. In this regard, Broome Port presently experiences high underlying costs of regional living, plus its suppliers of commercial goods and services charge significantly more than capital city prices – this cost disparity is expected to continue and widen as regional projects proceed. Given that the port's average realised rate of return at 1.71% is significantly below what the government owners considers to be a reasonable commercial target return, in overall terms BrPA cannot be said to be overcharging its customers and therefore a review of costs and pricing is seen to be necessary in line with the Treasurer's advice to ensure that the momentum gained from FY 2008-09 is maintained.

In setting a revised schedule of fees and charges for 2010-11 the Directors resolved to:

a) Increase the Navigation Levy for vessels over 500 GRT from 7.3 cents per GRT to 12 cents per visit, plus GST. This has potential to raise an extra $160,000 and to offset the core navigation costs against the primary beneficiaries, rather than the cost being absorbed by the port. This revised Navigation Levy is less than that charged at Dampier (17.5 cents), Albany (23 cents), Bunbury (75 cents), and on par with Port Hedland (12 cents).
b) Introduce a 'laying-up' fee for vessels over 500 GRT at anchor after three days, set at 8 cents per GRT plus GST. This fee has potential to raise $50,000 per annum.
c) Introduce a cattle ship cleanup fee, set at $1,500 per visit plus GST. This has potential to raise $70,000 per annum.
d) Introduce a security boat patrol levy for large cruise ships and oil tankers, set at $5,000 per visit plus GST. This fee has potential to raise $125,000 per annum.
e) Introduce an Infrastructure Fee of 50 cents per tonne cargo worked, which has potential to raise $122,500 per annum.

Because the new proposed fees could potentially gain the port around $527,000 per annum, the expenditure presently being absorbed ($577,000) would be largely negated. Consequently, and taking into account:

a) the present economic times, and
b) that the port has been operating at a profit since 2008-09

the Directors resolved that all other port charges including stevedore and equipment hire are intended to be carried through into the 2010-11 year with only a CPI component added. The BrPA retains the right to increase these fees and charges should significant increases in labour costs and fuel charges arise.

20.1 Provision for Dividends

The Broome Port Authority aims to pay a dividend to the Western Australian Government in accordance with Section 84 of the Port Authorities Act 1999 following the end of each financial year.

20.2 Accounting Policies

The accounting policies that apply in the preparation of accounts are as follow:

a) The Port's Financial Statements will be prepared on the basis of accrual accounting;
b) The Financial Statements will be produced in accordance with the *Port Authorities Act 1999* and Australian Accounting Standards;
c) Policies relating to financial statements and accounting procedures are detailed in the Port's Accounting Manual; and
d) The Port will ensure that its 2010/11 Financial Statements are lodged with the Office of Auditor General by 30 September 20011

21. *Information to be Provided to the Minister*

Broome Port will provide to the Minister for Transport information as necessary to assess the Ports' performance during the year, inclusive of an Annual Report, half-yearly budget forecasts and a half-yearly report including financial information and comments on performance as considered relevant. The Annual Report for 2008/09 complied with the requirements of the Port Authorities Act 1999.

Documents or copies of documents will be supplied as follow:

a) Strategic Development Plan covering a period of five years or of a lesser period as stipulated by the Minister;
b) Statement of Corporate Intent;
c) The Port's audited Financial Statements and related reports for the 2008/09 financial year in accordance with the *Port Authorities Act 1999;*
d) A Half yearly report in accordance with the *Port Authorities Act 1999;*
e) Other reports and information requested by the Minister; and
f) Briefing notes on items regarded as significant or controversial.

22. *Community Service Obligations*

To assist in the repayment of $7.32M borrowed to fund the jetty extension, the Port is receiving a monthly amount from the Government to fund the interest component on a reducing balance basis for the first seven years of the loan. This payment is recorded as a Community Service Obligation (CSO) interest subsidy.

In recognition of the Port's ongoing value and attraction to the community and the high degree of interest shown by tourists, the Port will continue to allow public access to the port area. Subject to security, safety and other operational requirements and constraints, public access will be afforded to the:

a) Jetty boardwalk;
b) Port beaches;
c) Port gardens; and
d) Entrance Point boat ramps.

The Port provides a range of support measures at nil return for the cruise ship industry in order to maximise the economic benefits to the business community. The town's corresponding return from the cruise ship industry is in the order of $5m per annum and this income is spread across the entire year whereas the mainstream tourist numbers occur only during the dry season, April to November.

Broome Port Authority actively promotes the training and employment of indigenous persons by port users, with one young person now on permanent staff, a second scheduled to begin a stevedoring operations certification scheme in mid 2009, and plans are intended to engage a young person on an adult apprenticeship. The Port is also consulting with Department for State Development regarding the provision of a regional training program.

The Port is finalising a lease over an area of land for the Broome Volunteer Sea Search and Rescue group, within the port area at a peppercorn rent to enable the group to establish a base for their search and rescue vessels.

The Port supports the youth of Broome by supporting the training efforts of the Leeuwin sailing vessel by assigning significantly reduced port and service charges, and by financially and actively supporting the Red Cross Breakfast Club, where volunteers provide a healthy breakfast to disadvantaged school children.

BrPA supports an exchange student program, where one Broome senior school student each year is selected for a six month stay with an overseas host family.

23. Community Consultation

BrPA will continue to liaise with the community and stakeholders and has compiled a policy document 'Social Responsibilities – Engaging the Community' which was developed in recognition of the importance of proactive consultation and reflects BrPA's commitment to the principles of sustainability. Its aims are to ensure there is a good understanding of and support for Broome Ports' current and future needs, and that community and stakeholder expectations are well understood and considered in relation to BrPA's decision making.

24. Information to be Provided to Department of Treasury and Finance

The Board intends to provide relevant information in a timely manner to the Department of Treasury and Finance to enable it to meet whole of government and budgetary responsibilities. This information will include forecasts of intended dividends and tax equivalent payments plus financial information for the budget year and the subsequent three year period.

Dr Ian Burston
Chairman Board of Directors
XX December 2009

25. *Budgeted Profit and Loss*

	Fcst 2010/11 $'000	Fcst 2011/12 $'000	Fcst 2012/13 $'000
REVENUE			
Shipping Revenue	14,764	17,000	17,595
Leases and Licences	1,915	4,003	4,124
Interest	131	89	89
Grants and Subsidies	360	342	324
Sundry Income	132	136	141
Total Revenue	**17,301**	**21,570**	**22,272**
EXPENDITURE			
Employment costs	4,699	6,523	6,882
Provision for leave	146	155	164
Depreciation	1,706	1,757	1,809
Other costs	8,589	9,573	9,880
Total Expenditure	**15,139**	**18,008**	**18,736**
Net Profit/(Loss) before Interest and Income Tax	**2,162**	**3,561**	**3,536**
Interest Expense	1,127	1,161	1,196
Net Profit/(Loss) after Interest	**1,036**	**2,400**	**2,341**
Income Tax	483	720	702
Net Profit/(Loss) after Interest and Income Tax	**552**	**1,680**	**1,639**
Dividend	276	840	819
Net Profit/(Loss) after Dividend	**276**	**840**	**819**
Rate of return	**5.5%**	**8.9%**	**8.3%**

26. *Budgeted Balance Sheet*

	Fcst 2010/11 $'000	Fcst 2011/12 $'000	Fcst 2012/13 $'000
Current Assets			
Cash at Bank	5,517	7,348	8,586
Receivables	1,491	1,491	1,491
Stock on Hand	6	4	2
Other	189	189	189
Total Current Assets	**7,203**	**9,032**	**10,268**
Non Current Assets			
Property, Plant and Equipment	31,728	30,957	32,383
Intangible Assets	34	29	24
Deferred Tax Asset	0	0	0
Total Non Current Assets	**31,762**	**30,986**	**32,407**
Total Assets	**38,964**	**40,018**	**42,675**
Current Liabilities			
Accounts Payable	1,753	1,753	1,753
Provisions	1,251	1,970	2,113
Borrowings	244	244	244
Other Liabilities	281	281	281
Total Current Liabilities	**3,529**	**4248**	**4,391**
Non Current Liabilities			
Borrowings	17,063	16,557	18,251
Provisions	30	30	30
Total Non Current Liabilities	**17,093**	**16,587**	**18,281**
Total Liabilities	**20,622**	**20,835**	**22,672**
Net Assets	**18,342**	**19,183**	**20,003**
Equity			
Contributed Equity	17,136	17,136	17,136
Retained earning/(Accum Losses)	930	1,206	2,046
Current year earnings/(losses)	276	840	819
Total Equity	**18,342**	**19,183**	**20,003**

27. *Budgeted Cash Flow Statement*

	Fcst 2010/11 $'000	Fcst 2011/12 $'000	Fcst 2012/13 $'000
Cash flows from operating activities			
Receipts from customers	16,810	21,141	21,861
Receipts from State and Commonwealth Government funding	360	342	324
Payments to suppliers and employees	(13,287)	(16,097)	(16,762)
Interest paid	(1,127)	(1,161)	(1,196)
Dividends paid	0	(276)	(840)
Income taxes paid	(483)	(720)	(702)
Net cash inflow (outflow) from operating activities	2,273	3,229	2,685
Cash flows from investing activities			
Proceeds from sale of property, plant and equipment	0	0	0
Payments for property, plant and equipment	(7,381)	(981)	(3,230)
Interest Received	131	89	89
Net cash inflow (outflow) from investing activities	(7,249)	(892)	(3,141)
Cash flows from financing activities			
Proceeds from borrowings	6,958	800	2,590
Repayments of borrowings	(470)	(1,306)	(896)
Government Equity Contributions	0	0	0
Net cash inflow (outflow) from financing activities	6,488	(506)	1,694
Net increase (decrease) in cash held	1,511	1,831	1,238
Cash at the beginning of the financial year	4,006	5,517	7,348
Cash at the end of the financial year	5,517	7,348	8,586

28. *Capital Expenditure*

Capital Expenditure	Total	2010/11	2011/12	2012/13
Minor Works	**6,576,780**	545,780	981,000	1,975,000
Crawler Crane	**1,700,000**	1,700,000		
Emergency, navigation, communication	**1,430,000**	1,430,000		
Supply base land development	**3,405,000**	3,405,000		
Underground power	**300,000**	300,000		
Artesian bore and pipeline	**1,255,000**			1,255,000
Total Capital Expenditure	**14,666,780**	7,380,780	981,000	3,230,000
Funding sources:				
- Internal funds	**4,318,780**	422,780	181,000	640,000
- Borrowings	**10,348,000**	6,958,000	800,000	2,590,000
Total Funding	**14,666,780**	**7,380,780**	**981,000**	**3,230,000**

Please note that the above Capital expenditure has not yet been fully approved.

29. *Budget of Fees and Charges*

				2010/11	2011/12	2012/13
Pilotage Rates						
		From	To	Current Rate	Current Rate	Current Rate
		500	1,500	$ 2,785	$ 2,883	$ 2,983
		1,501	3,000	$ 2,785	$ 2,883	$ 2,983
		3,001	5,000	$ 2,785	$ 2,883	$ 2.983
		5,001	10,000	$ 2,785	$ 2,883	$ 2,983
		10,001	20,000	$ 5,373	$ 5,561	$ 5,755
		20,001	30,000	$ 5,373	$ 5,561	$ 5,755
		30,001		$ 5,994	$ 6,203	$ 6,420
	Berth Movements in port			1,016	1,052	1,089
	Detention fee			776	803	832
	Pilot launch			549	569	589
	Push up			540	559	579
	Line boat charge			434	449	464
	Cancellation fee – 50% of scheduled fee					
Navigation Aid Levy				$ 0.12	$ 0.12	$ 0.124
Berthage						
	Vessel length 50 metres or less			8.14	8.42	8.71
	Vessel length greater than 50 mtrs					
	The greater of	Per GRT, per day or part thereof		$ 0.25	$ 0.26	$ 0.27
	two calculations:	per tonne or kilolitre of cargo		$ 0.99	$ 1.03	$ 1.06
Labour Rates				$/Hr	$/Hr	$/Hr
	Rate 1 – Mon to Fri 0600 to 1059	First 6 hrs		$ 103.50	$ 107.12	$ 110.87
	Rate 2 – Mon to Fri 1100 to 0559	First 6 hrs		124.20	128.55	133.05
	Rate 2 – Mon to Fri extension of	Rate 1		124.20	128.55	133.05
	Rate 3 - Saturdays & Sundays	First 6 hrs		160.43	166.04	171 85
	Rate 3 – Mon to Fri extension of	Rate 2		160.43	166.04	171.85
	Rate 4 – Public holidays			170.78	176.75	182.94
	Rate 4 - Sat& Sun extension of	Rate 3		170.78	176.75	182.94
Crane Hire rates			$/Hr	$/Hr	$/Hr	$/Hr
	45 tonne			$ 238.99	$ 247.36	$ 256.01
	100 tonne			$ 467.63	$ 484.00	$ 500.94
	Forklift 3 tonne			97.86	101.28	104.83
	Forklift 8 tonne			130.78	135.36	140.10
	Sweeper			76.22	78.89	81.65
Other Machinery & Equip rates						
	Boat slings 10t (set of 2)	Per half day		162.77	168.47	174.37
	Boat slings 10t (set of 2)	Per day		325.56	336.95	348.75
	Compressor - small	Per day		$ 336.85	$ 348.64	$ 360.84
	Compressor - large	Per day		401.77	415.83	430.38
	Dinghy	Per hour		0.94	0.97	1.01

	Gangway	Per day		16 32	16.89	17.48
	Lighting - portable	Per hour		8.70	9.01	9.32
	Mancage	Per day		94.09	97.39	100.79
	Ramp & Race hire	Per head cattle		$ 0.42	$ 0.44	$ 0.45
	Ramp & Race hire	Other livestock		0.08	0.09	0.09
	Spreader – container 40'	Per container mobilisation		$ 109.14	$ 112.96	$ 116.91
	Spreader - cement	Per day or part thereof		1,673.87	1,732.46	1,793.10
	Spreader – 15t	Per day or part thereof		69.53	71.96	74.48
	Spreader – 30t	Per day or part thereof		95.03	98.36	101.8
	Water hoses	Per day or part thereof		207.00	214.25	221.74
Miscellaneous Charges						
	Port storage – the greater of per tonne or cubic metre per day or part thereof					
	- one to three days	Per tonne	or cubic metre	0.41	0.43	0.44
	- four to six days	Per tonne	or cubic metre	1.09	1.12	1.16
	- seven days or more	Per tonne	or cubic metre	2.94	3.04	3.15
	Water - fresh	Per kilolitre		3.48	3.60	3.73
	Water Levy	Per kilolitre	TBA			
	Weighbridge Hire					
	- load not exceeding 10 tonnes			32.93	34.09	35.28
	- over 30 tonnes			42.34	43.82	45.36
	- over 30 tonnes			51.75	53.56	55.44
	- livestock cattle	Per head		0.66	0.69	0.71
	- other livestock	Per head		0.08	0.09	0.09
	Livestock cleanup	Per vessel visit		$1,500.00	1,552.50	1,606.84
	Layup	Per > 3 days & GRT > 500		0.08	.08	0.09
	Safety Induction			51.75	53.56	55.44
	Waste disposal		TBA			
Wharfage - cargo						
	Fodder (blown)	Greater of	Tonne or cubic mtr	2.16	2.24	2 32
	Bulk products – liquid (fuel)	Per kilolitre		9.88	10.23	10.59
	Road tanker or silos on jetty	Per tonne		10.26	10.62	10.99
	General or unitised cargo	Minimum charge	Less than or equal to 10 tonne	56.45	58.42	60.47
	General or unitised cargo	More than 10 tonne	Greater of per tonne or cubic mtr	5.72	5.92	6.13
	Livestock - cattle	Each		2 11	2.19	2 26
	Livestock - other	Each		0.49	0.50	0.52
	Vessel lift	Per metre		12.85	13.3	13.77
	Swimming pool	Each		266 25	275.57	285.22
	Excess waste oil	Per litre		5.76	5.97	6.18
Wharfage - containers						
	Container -- full	Up to 20 TEU		136.43	141.21	146.15
	Container – full	21 to 30 TUE		100.67	104.20	107.84
	Container – full	31 TEU upwards		68.68	71.09	73.57
	Container – empty	Up to 20 TEU		40.46	41.87	43.34
	Container - empty	21 tp 30 TEU		29.17	30.19	31.24

	Container - empty	31 TEU upwards	19.76	20.45	21.17
Infrastructure Levy	Per tonne of cargo		0.50	0.52	0.54
Security Levy	Charged on berthage, stevedoring, plant & equipment hire, wharfage		1.71%	1.77%	1.83%
Security Patrol levy	Applicable petroleum and cruise vessels	Per visit	5,000.00	5,175	5,356.13
Gatewatch	All vessels except: pearling, fishing, charter & government		682.16	706.03	730.74
Moorings	Application fee		70.57	73.04	75.59
	Transfer Fee		70.57	73.04	75.59
	Annual fee	Less than 10 m	112.91	116.86	120.95
		10m to 20m	169.37	175.30	181.43
		Greater than 20m	230.53	238.59	246.94

Appendix 1: Work Items Intended to be Undertaken 2010 – 2011

No	Action	Cost	Description/Assumptions
1	Remove transit shed	$150,000	The cost of demolishing transit shed, including asbestos lined offices was sourced by URS from relevant contractors
2	Relocate switch room	$100,000	Relocate switch room in transit shed
3	New workers' mess and ablutions on jetty	$350,000	URS 2009 cost estimate of the new workers and equipments shelters.
4	Construct low level multi-stage landings at berths 3, 4, 12	$600,000	Costs approximately $200,000 each
5	Install new dinghy davit	$50,000	The existing davit is old, corroded, unsafe and cannot launch the BrPA's dinghy.
6	Realign/reroute traffic to the public boat launching ramps	$150,000	Reduce conflict of BrPA traffic and recreational boating traffic
7	Recent model 100t All Terrain Crane	$1,700,000	Crane selection to suit usage across old and new jetties. Old jetty unable to carry 100t crawler crane. Old jetty can carry 100 tonne all terrain crane that uses custom designed spreader pads under the outriggers. The BrPA must have a second crane to provide critical redundancy protection.
8	Installation of an Artesian Bore –drilling and construction	$965,000	The cost estimate to provide hydrogeological services to design and supervise the drilling and construction of a single production bore is $120,000. Preliminary review of information indicates the Alexander Formation is the most suitable aquifer in terms of water quality. Preliminary cost estimate for drilling and construction of a production bore up to 400m deep is $825,000. Source: Broome Port Authority Water Supply - Artesian Bore and Pipeline, URS 2008. This reduces reliance on town potable water, is a "water wise measure" and provides for surety to oil and gas developers.
9	Installation of a pipeline from bore to jetty	$290,000	Cost estimate to provide engineering services to design the delivery pipeline is $10,000. The location of the artesian bore is expected to be within 1 km radius from the entrance of the wharf, which extends approximately 1 km into the sea. The capital cost of supply, delivery, installation, testing and commissioning of a 2 km pipeline has been estimated at $280,000. There is no provision for other associated civil works such as pipe crossings and scouring points where necessary. It is assumed the artesian bore when installed will yield the required 100 Kl/hr. Source: Broome Port Authority Water Supply - Artesian Bore and Pipeline, URS 2008
10	Upgrade emergency, navigation and communications systems	$1,550,000	Estimate sourced from BrPA Master Plan 2008
11	Contamination surveys	$50,000	To quantify the baseline soil and groundwater conditions at the site such that contamination which may be present as a result of previous activities on or adjacent to the site can be used as a benchmark to assess any further contamination of the site during the leaseholds. Baseline Environmental Site Assessment at vacant BrPA site. It is understood the site is located on virgin ground. Source: URS December 2008, Baseline Environmental Site Assessment - BPA Integrated Planning Study
12	Ethnographic and archaeological surveys for Lot 2.	$70,000	The Traditional Owners of Lot 2 (Yawuru Native Title Holders (RNTBC) Aboriginal Corporation) have arrangements with specialist ethnographers and archaeologists, who will be

No	Action	Cost	Description/Assumptions
			engaged to complete the necessary surveys (with support from the TOs) and clearances in compliance with the Aboriginal Heritage Act 1972 and with collaboration with the Department of Indigenous Affairs. If necessary, a Section 18 Clearance will be sought. It is likely that survey work, plus possible application for Section 18 Clearance could cost $35k each (URS 2008).
13	Five Year Master Plan and Business Case	$100,000	Develop staged 5-Year Development Plan to address port operation and expansion needs - (cargo storage and laydown areas; craneage, wharf access, Supply Base requirements; berth upgrade and wharf maintenance needs; and justification for a new jetty; traffic choke points; utilities, services and service corridors, land use planning and environmental impacts). Develop Business Case using "Staged Development Plan" will use social impact assessment and environmental impact assessment, heritage assessments, and Sustainability Plan.
14	Supply bases and support companies – power services	$110,000	Design and survey costs for new services easement along northern Port boundary (adjacent LIA) and relocate power (underground). Costs cover some joint design costs for other utilities, and assume common trench for power, water, and communication services.
15	Supply bases and support companies – water services	$40,000	Design costs for water services along northern BrPA boundary (adjacent LIA) and water services within this easement.
16	Supply bases and support companies – access road/s	$40,000	Design and survey road on the northern boundary of BrPA lands, joining Kavite Road and Port Drive. The road reserve will incorporate adequate area for the installation of utilities. Clearance approvals and shire approval will also be required.
17	Supply bases and support companies – communication (landlines)	$10,000	Design costs for providing communications access to supply bases
18	Supply bases and support companies – sewage	$35,000	Design costs for providing sewage lines to supply bases. Separate trench is required for sewage services
19	Infrastructure Master Plans	$80,000	Infrastructure Master Plans - (Sewerage Plan, Power Plan, Potable Water Plan, Telecommunications Plan, Road Plan, Traffic Management Plan, including the assessment of adequacy to continue to meet current services, and to meet future demands). Source URS 2008
	Sub-total	$6,440,000	

30. ADDENDUM

Broome Port Authority's 2010/11 Statement of Corporate Intent

BrPA's commitment to comply with Government's capital works approval process:

The financial parameters within this document contain unapproved capital expenditure, net debt and net flows to/from government. Government approval will be obtained prior to any commitments and/or actions being undertaken which will affect approved parameters. Government approval will also be sought prior to commencing new projects not included within the State Government's approved financial parameters.

Approved Financial Parameters

30.1 Income Statement

Version: 4.66

Broome Port Authority

Detail

Baseline

For the Financial Year - 2010-2011

Date Produced: 31 August 2010 09:24

			2009-2010 $000	2010-2011 $000	2011-2012 $000	2012-2013 $000	2013-2014 $000	2014-2015 $000
440200001	Services Rendered	Ext-CPID	9,887	10,232	10,592	10,962	10,962	-
		CPID	9,887	10,232	10,592	10,962	10,962	-
440200000	Revenue - Provision of Services	CPID	9,887	10,232	10,592	10,962	10,962	-
440000000	Sale of Goods & Services:	CPID	9,887	10,232	10,592	10,962	10,962	-
441400018	Admin Approp - Broome Port Authority	TSYA-CPID	372	372	360	342	-	-
		CPID	372	372	360	342	-	-
441400000	Administered Appropriations	CPID	372	372	360	342	-	-
441000000	Revenues from Government:	CPID	372	372	360	342	-	-
450000001	Rent revenue	Ext-CPID	1,246	1,316	1,357	1,403	1,403	-
		CPID	1,246	1,316	1,357	1,403	1,403	-
470000001	Interest Revenue	Ext-CPID	92	89	89	89	89	-
		CPID	92	89	89	89	89	-
470000000	Interest Revenues:	CPID	92	89	89	89	89	-
484000501	Revenue - Other	Ext-CPID	77	52	54	56	56	-
		CPID	77	52	54	56	56	-
484000000	Other Revenue:	CPID	77	52	54	56	56	-
480000000	Other Revenues:	CPID	77	52	54	56	56	-
400000000	Revenues	CPID	11,674	12,061	12,452	12,852	12,510	-
511000004	Consultancies expense	Ext-CPID	163	420	438	520	520	-
		CPID	163	420	438	520	520	-
510000000	Supplies & Services:	CPID	163	420	438	520	520	-

521000001	Salaries, wages, allow & leave entitle (exclude FBT, super & workers comp)	Ext-CPID	2,459	2,764	2,929	3,100	3,100	-
		CPID	**2,459**	**2,764**	**2,929**	**3,100**	**3,100**	**-**
521000002	Other staffing costs expense	Ext-CPID	699	822	855	889	889	-
		CPID	**699**	**822**	**855**	**889**	**889**	**-**
521000003	Staff travel expense	Ext-CPID	90	86	89	92	92	-
		CPID	**90**	**86**	**89**	**92**	**92**	**-**
520000000	**Salaries, Wages & Other Entitlements:**	***CPID***	***3,248***	***3,672***	***3,873***	***4,081***	***4,081***	**-**
531100001	Govt Employees Super Act Exp to GESB - Concurrent Cont	Ext-CPID	176	120	124	129	129	-
		CPID	**176**	**120**	**124**	**129**	**129**	**-**
531100000	**Government Employees Superannuation Act.**	***CPID***	***176***	***120***	***124***	***129***	***129***	**-**
531400001	Super Expense to External	Ext-CPID	176	213	220	228	228	-
		CPID	**176**	**213**	**220**	**228**	**228**	**-**
531400000	**Super - Other Schemes**	***CPID***	***176***	***213***	***220***	***228***	***228***	**-**
530000000	**Superannuation Expenses:**	***CPID***	***352***	***333***	***344***	***357***	***357***	**-**
541000002	Interest Expense - WATC	TSC-CPID	657	677	697	718	718	-
		CPID	**657**	**677**	**697**	**718**	**718**	**-**
541000000	**Interest on Borrowings:**	***CPID***	***657***	***677***	***697***	***718***	***718***	**-**
540000000	**Borrowing Costs:**	***CPID***	***657***	***677***	***697***	***718***	***718***	**-**
551000001	Depreciation of Fixed Assets	Ext-CPID	1,391	1,432	1,475	1,520	1,520	-
		CPID	**1,391**	**1,432**	**1,475**	**1,520**	**1,520**	**-**
550000000	**Depreciation, Amortisation & Impairment Losses:**	***CPID***	***1,391***	***1,432***	***1,475***	***1,520***	***1,520***	**-**
575200001	State taxes expense (including payroll tax, FID, BAD, stamp duty etc)	GG-CPID	181	178	184	191	191	-
		CPID	**181**	**178**	**184**	**191**	**191**	**-**
575200002	Land tax expense	GG-CPID	225	103	107	111	111	-
		CPID	**225**	**103**	**107**	**111**	**111**	**-**

575200000	**Other expenses - Taxation**	***CPID***	***406***	***281***	***291***	***302***	***302***	**-**
575210005	IFRS - TER - Current Tax Expense	TSYA-CPID	219	208	193	175	175	-
		CPID	**219**	**208**	**193**	**175**	**175**	**-**
575210000	**Expenditure under Tax Equivalent Regime**	***CPID***	***219***	***208***	***193***	***175***	***175***	**-**
575300001	Operating Lease - Accommodation - Expense	Ext-CPID	120	84	87	90	90	-
		CPID	**120**	**84**	**87**	**90**	**90**	**-**
575300006	Electricity & Water - Expense	PNC.-CPID	220	217	225	232	232	-
		CPID	**220**	**217**	**225**	**232**	**232**	**-**
575300007	TER - Local Government Rates - Expense	TSYA-CPID	15	268	276	284	284	-
		CPID	**15**	**268**	**276**	**284**	**284**	**-**
575300000	**Premises**	***CPID***	***355***	***569***	***588***	***606***	***606***	**-**
575400001	Operating Lease - Motor Vehicles - Expense	Ext-CPID	-	54	56	58	58	-
		CPID	**-**	**54**	**56**	**58**	**58**	**-**
575400002	Equipment Repairs & Maintenance - Expense	Ext-CPID	217	566	586	606	606	-
		CPID	**217**	**566**	**586**	**606**	**606**	**-**
575400000	**Equipment:**	***CPID***	***217***	***620***	***642***	***664***	***664***	**-**
575700001	Dividend Expense	TSYA-CPID	328	316	294	265	265	-
		CPID	**328**	**316**	**294**	**265**	**265**	**-**
575700000	**Dividends/Statutory Contributions:**	***CPID***	***328***	***316***	***294***	***265***	***265***	**-**
575900002	Operating Lease - Other Expenses	Ext-CPID	172	186	193	201	201	-
		CPID	**172**	**186**	**193**	**201**	**201**	**-**
575900003	Communication Expenses (Phones, Computing Communications, Couriers etc)	Ext-CPID	25	136	141	146	146	-
		CPID	**25**	**136**	**141**	**146**	**146**	**-**
575900004	Services & Contracts Expense - Professional Services Not Elsewhere Classified	Ext-CPID	3,465	2,730	2,802	2,818	2,818	-

		CPID	3,465	2,730	2,802	2,818	2,818	-
575900006	Advertising & Promotion Expenses	Ext-CPID	11	11	11	12	12	-
		CPID	11	11	11	12	12	-
575900007	Administration Expenses	Ext-CPID	415	162	168	175	175	-
		CPID	415	162	168	175	175	-
575900023	Audit Fees	GG-CPID	48	49	51	53	53	-
		CPID	48	49	51	53	53	-
575900013	All Other Expenses	Ext-CPID	20	89	93	96	96	-
		CPID	20	89	93	96	96	-
575900000	**Other Operating**	***CPID***	***4,156***	***3,363***	***3,459***	***3,501***	***3,501***	-
575000000	**Other Expenses:**	***CPID***	***5,681***	***5,357***	***5,467***	***5,513***	***5,513***	-
570000000	**Other Expenses:**	***CPID***	***5,681***	***5,357***	***5,467***	***5,513***	***5,513***	-
500000000	**Expenses**	***CPID***	***11,492***	***11,891***	***12,294***	***12,709***	***12,709***	-
599999991	**Surplus/Deficit for the period**	***CPID***	***182***	***170***	***158***	***143***	***(199)***	-

30.2 Balance Sheet

Version: 4.65

Broome Port Authority

Detail

Baseline

For the Financial Year - 2010-2011

Date Produced: 31 August 2010 09:24

			2009-2010 $000	2010-2011 $000	2011-2012 $000	2012-2013 $000	2013-2014 $000	2014-2015 $000
111100001	Non-Restricted Cash at Bank (a/cs Unrelated to Public Bank a/c)	Ext-CPID	4,556	5,226	5,862	6,459	6,714	6,714
		CPID	**4,556**	**5,226**	**5,862**	**6,459**	**6,714**	**6,714**
111100002	Non-Restricted Cash on Hand & Cash Advances	Ext-CPID	1	1	1	1	1	1
		CPID	**1**	**1**	**1**	**1**	**1**	**1**
111100000	**Non-Restricted Cash Balances:**	***CPID***	***4,557***	***5,227***	***5,863***	***6,460***	***6,715***	***6,715***
111000000	**Cash assets**	***CPID***	***4,557***	***5,227***	***5,863***	***6,460***	***6,715***	***6,715***
113610001	Inventories - other current at cost	Ext-CPID	2	2	2	2	2	2
		CPID	**2**	**2**	**2**	**2**	**2**	**2**
113610000	**Other Inventories - current**	***CPID***	***2***	***2***	***2***	***2***	***2***	***2***
113600000	**Other inventories**	***CPID***	***2***	***2***	***2***	***2***	***2***	***2***
113000000	**Inventories**	***CPID***	***2***	***2***	***2***	***2***	***2***	***2***
114110001	Debtors - current	Ext-CPID	1,535	1,533	1,531	1,530	1,530	1,530
		CPID	**1,535**	**1,533**	**1,531**	**1,530**	**1,530**	**1,530**
114110002	GST receivable	CWG-CPID	65	65	65	65	65	65
		CPID	**65**	**65**	**65**	**65**	**65**	**65**
114110000	**Debtors**	***CPID***	***1,600***	***1,598***	***1,596***	***1,595***	***1,595***	***1,595***
114100000	**Accounts receivable**	***CPID***	***1,600***	***1,598***	***1,596***	***1,595***	***1,595***	***1,595***
114000000	**Receivables**	***CPID***	***1,600***	***1,598***	***1,596***	***1,595***	***1,595***	***1,595***
116220001	Prepayments - current	Ext-CPID	78	78	78	78	78	78
		CPID	**78**	**78**	**78**	**78**	**78**	**78**

116220000	**Other prepayments**	*CPID*	*78*	*78*	*78*	*78*	*78*	*78*
116200000	**Prepayments**	*CPID*	*78*	*78*	*78*	*78*	*78*	*78*
116000000	**Other Current Assets**	*CPID*	*78*	*78*	*78*	*78*	*78*	*78*
110000000	**Current Assets**	*CPID*	*6,237*	*6,905*	*7,539*	*8,135*	*8,390*	*8,390*
125100004	Land (at fair value)	Ext-CPID	1,291	1,291	1,291	1,291	1,291	1,291
		CPID	**1,291**	**1,291**	**1,291**	**1,291**	**1,291**	**1,291**
125000000	**Land**	*CPID*	*1,291*	*1,291*	*1,291*	*1,291*	*1,291*	*1,291*
126100001	Buildings at cost	Ext-CPID	2,296	2,296	2,296	2,296	2,296	2,296
		CPID	**2,296**	**2,296**	**2,296**	**2,296**	**2,296**	**2,296**
126300001	Accum Depn of Buildings (at cost)	Ext-CPID	504	504	504	504	504	504
		CPID	**504**	**504**	**504**	**504**	**504**	**504**
126300000	**Accum Depreciation/Amortisation - Buildings - Non-Current**	*CPID*	*504*	*504*	*504*	*504*	*504*	*504*
126000000	**Buildings**	*CPID*	*1,792*	*1,792*	*1,792*	*1,792*	*1,792*	*1,792*
127500001	Infrastructure (at cost)	Ext-CPID	26,332	25,457	24,408	24,987	25,566	25,566
		CPID	**26,332**	**25,457**	**24,408**	**24,987**	**25,566**	**25,566**
127500000	**Other Infrastructure**	*CPID*	*26,332*	*25,457*	*24,408*	*24,987*	*25,566*	*25,566*
127600005	Accum Depn of Infrastructure (at cost)	Ext-CPID	6,154	7,581	9,051	10,566	12,086	12,086
		CPID	**6,154**	**7,581**	**9,051**	**10,566**	**12,086**	**12,086**
127600000	**Accum Depreciation - Infrastructure**	*CPID*	*6,154*	*7,581*	*9,051*	*10,566*	*12,086*	*12,086*
127000000	**Infrastructure**	*CPID*	*20,178*	*17,876*	*15,357*	*14,421*	*13,480*	*13,480*
128100001	Plant & Equipment (at cost)	Ext-CPID	2,982	4,382	5,982	5,982	5,982	5,982
		CPID	**2,982**	**4,382**	**5,982**	**5,982**	**5,982**	**5,982**
128100000	**Plant & Equipment**	*CPID*	*2,982*	*4,382*	*5,982*	*5,982*	*5,982*	*5,982*
128510001	Office Equipment, Computers etc (at cost)	Ext-CPID	240	240	240	240	240	240
		CPID	**240**	**240**	**240**	**240**	**240**	**240**
128510000	**Office Equipment, Computers etc**	*CPID*	*240*	*240*	*240*	*240*	*240*	*240*

128500000	**Office Equipment & Computers**	***CPID***	***240***	***240***	***240***	***240***	***240***	***240***
128600001	Motor Vehicles (at cost)	Ext-CPID	240	240	240	240	240	240
		CPID	**240**	**240**	**240**	**240**	**240**	**240**
128600000	**Motor Vehicles**	***CPID***	***240***	***240***	***240***	***240***	***240***	***240***
128700001	Fixed Assets Under Construction (at cost)	Ext-CPID	536	536	536	536	536	536
		CPID	**536**	**536**	**536**	**536**	**536**	**536**
128700000	**Fixed Assets Under Construction**	***CPID***	***536***	***536***	***536***	***536***	***536***	***536***
128900001	Accum Depn of Plant & Equip (at cost)	Ext-CPID	936	936	936	936	936	936
		CPID	**936**	**936**	**936**	**936**	**936**	**936**
128900007	Accum Depn of Office Equip, Computers etc (at cost)	Ext-CPID	107	107	107	107	107	107
		CPID	**107**	**107**	**107**	**107**	**107**	**107**
128900010	Accum Depn of Motor Vehicles (at cost)	Ext-CPID	83	83	83	83	83	83
		CPID	**83**	**83**	**83**	**83**	**83**	**83**
128900000	**Accum Depreciation/Amortisation - Plant, Equipment & Other**	***CPID***	***1,126***	***1,126***	***1,126***	***1,126***	***1,126***	***1,126***
128000000	**Plant, Equipment & Other**	***CPID***	***2,872***	***4,272***	***5,872***	***5,872***	***5,872***	***5,872***
130120002	IFRS - Deferred Tax Assets	TSYA-CPID	449	449	449	449	449	449
		CPID	**449**	**449**	**449**	**449**	**449**	**449**
130130004	IFRS - Intangibles - Software (at cost)	Ext-CPID	131	131	131	131	131	131
		CPID	**131**	**131**	**131**	**131**	**131**	**131**
130130005	IFRS - Intangibles - Accum Amortisation of Software (at cost)	Ext-CPID	101	106	111	116	116	116
		CPID	**101**	**106**	**111**	**116**	**116**	**116**
130131000	**Accumulated Amortisation/Impairment - Intangibles**	***CPID***	***101***	***106***	***111***	***116***	***116***	***116***
130130000	**Intangibles - Non-Current.**	***CPID***	***30***	***25***	***20***	***15***	***15***	***15***
130000000	**Other Non-Current Assets**	***CPID***	***479***	***474***	***469***	***464***	***464***	***464***
120000000	**Non-Current Assets**	***CPID***	***26,612***	***25,705***	***24,781***	***23,840***	***22,899***	***22,899***

100000000	**Assets**	***CPID***	***32,849***	***32,610***	***32,320***	***31,975***	***31,289***	***31,289***
211100001	Creditors - current	Ext-CPID	446	305	323	347	372	372
		CPID	**446**	**305**	**323**	**347**	**372**	**372**
211100002	GST payable	CWG-CPID	117	117	117	117	117	117
		CPID	**117**	**117**	**117**	**117**	**117**	**117**
211100004	Dividend contributions payable - current	TSYA-CPID	255	243	227	206	185	185
		CPID	**255**	**243**	**227**	**206**	**185**	**185**
211100022	IFRS - TER - Current Tax Payable	TSYA-CPID	360	360	360	360	360	360
		CPID	**360**	**360**	**360**	**360**	**360**	**360**
211100000	**Accounts payable**	***CPID***	***1,178***	***1,025***	***1,027***	***1,030***	***1,034***	***1,034***
211000000	**Payables**	***CPID***	***1,178***	***1,025***	***1,027***	***1,030***	***1,034***	***1,034***
212200001	Finance leases < 1 year	Ext-CPID	78	78	78	78	78	78
		CPID	**78**	**78**	**78**	**78**	**78**	**78**
212200000	**Finance leases - current**	***CPID***	***78***	***78***	***78***	***78***	***78***	***78***
212410004	Borrowings from WA Treasury Corp - Current	TSC-CPID	576	649	717	778	839	839
		CPID	**576**	**649**	**717**	**778**	**839**	**839**
212410000	**Borrowings - Current:**	***CPID***	***576***	***649***	***717***	***778***	***839***	***839***
212400000	**Domestic & Foreign Borrowings:**	***CPID***	***576***	***649***	***717***	***778***	***839***	***839***
212000000	**Interest-bearing liabilities (Borrowings)**	***CPID***	***654***	***727***	***795***	***856***	***917***	***917***
213110001	Annual Leave Provision - Current	Ext-CPID	286	427	407	383	359	359
		CPID	**286**	**427**	**407**	**383**	**359**	**359**
213110000	**Annual leave**	***CPID***	***286***	***427***	***407***	***383***	***359***	***359***
213120001	Long Service Leave Provision - Current	Ext-CPID	50	50	50	50	50	50
		CPID	**50**	**50**	**50**	**50**	**50**	**50**
213120000	**Long service leave**	***CPID***	***50***	***50***	***50***	***50***	***50***	***50***
213130001	Other employee liabilities - current	Ext-CPID	98	98	98	98	98	98
		CPID	**98**	**98**	**98**	**98**	**98**	**98**

213130000	**Other leave entitlements**	***CPID***	***98***	***98***	***98***	***98***	***98***	***98***
213100000	**Leave Entitlements**	***CPID***	***434***	***575***	***555***	***531***	***507***	***507***
213000000	**Employee Entitlements**	***CPID***	***434***	***575***	***555***	***531***	***507***	***507***
214300001	Other Liabilities - Current	Ext-CPID	497	497	497	497	497	497
		CPID	**497**	**497**	**497**	**497**	**497**	**497**
214300000	**Other Liabilities - Current:**	***CPID***	***497***	***497***	***497***	***497***	***497***	***497***
214400001	Accruals - salaries and wages - current	Ext-CPID	59	59	59	59	59	59
		CPID	**59**	**59**	**59**	**59**	**59**	**59**
214400002	Other accruals - current	Ext-CPID	405	405	405	405	405	405
		CPID	**405**	**405**	**405**	**405**	**405**	**405**
214400000	**Other Accruals**	***CPID***	***464***	***464***	***464***	***464***	***464***	***464***
214000000	**Other Liabilities and Accruals:**	***CPID***	***961***	***961***	***961***	***961***	***961***	***961***
210000000	**Current liabilities**	***CPID***	***3,227***	***3,288***	***3,338***	***3,378***	***3,419***	***3,419***
222100001	Finance lease >1 < 5 years	Ext-CPID	118	118	118	118	118	118
		CPID	**118**	**118**	**118**	**118**	**118**	**118**
222100000	**Finance leases - non current**	***CPID***	***118***	***118***	***118***	***118***	***118***	***118***
222310002	Borrowings from WA Treasury Corp - Non-Current	TSC-CPID	10,117	9,647	9,149	8,621	8,093	8,093
		CPID	**10,117**	**9,647**	**9,149**	**8,621**	**8,093**	**8,093**
222310000	**Borrowings - Non-Current:**	***CPID***	***10,117***	***9,647***	***9,149***	***8,621***	***8,093***	***8,093***
222300000	**Domestic & Foreign Borrowings - Non-Current:**	***CPID***	***10,117***	***9,647***	***9,149***	***8,621***	***8,093***	***8,093***
222000000	**Interest-bearing liabilities (Borrowings) - non current**	***CPID***	***10,235***	***9,765***	***9,267***	***8,739***	***8,211***	***8,211***
223200001	Long service leave provision - non-current	Ext-CPID	91	91	91	91	91	91
		CPID	**91**	**91**	**91**	**91**	**91**	**91**
223200000	**Long service leave - non current**	***CPID***	***91***	***91***	***91***	***91***	***91***	***91***

223000000	**Employee Entitlements - non current**	*CPID*	*91*	*91*	*91*	*91*	*91*	*91*
220000000	**Non-Current liabilities**	*CPID*	*10,326*	*9,856*	*9,358*	*8,830*	*8,302*	*8,302*
200000000	**Liabilities**	*CPID*	*13,553*	*13,144*	*12,696*	*12,208*	*11,721*	*11,721*
311100001	Equity Contributions	GG-CPID	9,565	9,565	9,565	9,565	9,565	9,565
		CPID	**9,565**	**9,565**	**9,565**	**9,565**	**9,565**	**9,565**
311100004	Equity Contributions from Cons Acct	TSYA-CPID	4,117	4,117	4,117	4,117	4,117	4,117
		CPID	**4,117**	**4,117**	**4,117**	**4,117**	**4,117**	**4,117**
311100000	**Equity Contributions:**	*CPID*	*13,682*	*13,682*	*13,682*	*13,682*	*13,682*	*13,682*
311000000	**Contributed Equity**	*CPID*	*13,682*	*13,682*	*13,682*	*13,682*	*13,682*	*13,682*
321170001	Other Reserves - Equity	Ext-CPID	3,454	3,454	3,454	3,454	3,454	3,454
		CPID	**3,454**	**3,454**	**3,454**	**3,454**	**3,454**	**3,454**
321120000	**Other Reserves**	*CPID*	*3,454*	*3,454*	*3,454*	*3,454*	*3,454*	*3,454*
320000000	**Reserves**	*CPID*	*3,454*	*3,454*	*3,454*	*3,454*	*3,454*	*3,454*
311100007	Accumulated surplus/deficit b/f	CWG-CPID	3,000	3,000	3,000	3,000	3,000	3,000
		Ext-CPID	(748)	955	2,769	4,594	6,424	8,254
		GG-CPID	904	450	120	(222)	(577)	(932)
		TSYA-CPID	3,313	3,123	2,703	2,300	1,918	1,194
		TSC-CPID	(3,046)	(3,703)	(4,380)	(5,077)	(5,795)	(6,513)
		PNC.-CPID	(1,445)	(1,665)	(1,882)	(2,107)	(2,339)	(2,571)
		CPID	**1,978**	**2,160**	**2,330**	**2,488**	**2,631**	**2,432**
311100009	Surplus/deficit for period	Ext-CPID	1,703	1,814	1,825	1,830	1,830	-
		GG-CPID	(454)	(330)	(342)	(355)	(355)	-
		TSYA-CPID	(190)	(420)	(403)	(382)	(724)	-
		TSC-CPID	(657)	(677)	(697)	(718)	(718)	-
		PNC.-CPID	(220)	(217)	(225)	(232)	(232)	-
		CPID	**182**	**170**	**158**	**143**	**(199)**	**-**
311100008	**Accumulated Surplus/Deficit**	*CPID*	*2,160*	*2,330*	*2,488*	*2,631*	*2,432*	*2,432*
310000000	**Accumulated Surplus c/f**	*CPID*	*2,160*	*2,330*	*2,488*	*2,631*	*2,432*	*2,432*

300000090	Accum Surplus Adjusted for Negative Contributed Equity	*CPID*	*2,160*	*2,330*	*2,488*	*2,631*	*2,432*	*2,432*
300000000	Equity	*CPID*	*19,296*	*19,466*	*19,624*	*19,767*	*19,568*	*19,568*

30.3 Statement of Cashflow

Version: 4.63

Broome Port Authority

Detail

Baseline

For the Financial Year - 2010-2011

Date Produced: 31 August 2010 09:24

			2009-2010 $000	2010-2011 $000	2011-2012 $000	2012-2013 $000	2013-2014 $000	2014-2015 $000
614000001	Receipts - Sale of Goods & Services	Ext-CPID	9,138	9,623	9,948	10,238	10,238	-
		CPID	9,138	9,623	9,948	10,238	10,238	-
614000000	**Sale of Goods & Services - Receipts:**	*CPID*	*9,138*	*9,623*	*9,948*	*10,238*	*10,238*	-
616000001	Interest Received	Ext-CPID	92	89	89	89	89	-
		CPID	92	89	89	89	89	-
616000000	**Interest Receipts:**	*CPID*	*92*	*89*	*89*	*89*	*89*	-
617400018	Broome Port Authority - Receipts	TSYA-CPID	372	372	360	342	-	-
		CPID	372	372	360	342	-	-
617400000	**Administered Appropriations - Receipts:**	*CPID*	*372*	*372*	*360*	*342*	-	-
617000000	**Cashflows from Government:**	*CPID*	*372*	*372*	*360*	*342*	-	-
619100111	GST receipts on sales	Ext-CPID	611	611	611	611	611	-
		CPID	611	611	611	611	611	-
619100110	**GST Receipts:**	*CPID*	*611*	*611*	*611*	*611*	*611*	-
619100131	Other Receipts	Ext-CPID	215	52	89	170	170	-
		CPID	215	52	89	170	170	-
619100135	Receipt of rent	Ext-CPID	1,246	1,316	1,357	1,403	1,403	-
		CPID	1,246	1,316	1,357	1,403	1,403	-
619000000	**Other Receipts:**	*CPID*	*2,072*	*1,979*	*2,057*	*2,184*	*2,184*	-
610000000	**Receipts:**	*CPID*	*11,674*	*12,063*	*12,454*	*12,853*	*12,511*	-
621000001	Payments for salaries, wages, allowances and leave entitlements	Ext-CPID	2,427	2,623	2,949	3,124	3,124	-

		CPID	2,427	2,623	2,949	3,124	3,124	-
621000002	Payments for other staffing costs	Ext-CPID	699	822	855	889	889	-
		CPID	699	822	855	889	889	-
621000003	Payments for Staff travel	Ext-CPID	90	86	89	92	92	-
		CPID	90	86	89	92	92	-
621000000	**Payments for Salaries, Wages & Other Entitlements:**	*CPID*	*3,216*	*3,531*	*3,893*	*4,105*	*4,105*	-
622000201	Super Payments to GESB - Concurrent Contributions.	Ext-CPID	176	120	124	129	129	-
		CPID	176	120	124	129	129	-
622000200	**Government Employees Superannuation Act payments**	*CPID*	*176*	*120*	*124*	*129*	*129*	-
622000501	Super Payments to External Schemes	Ext-CPID	176	213	220	228	228	-
		CPID	176	213	220	228	228	-
622000500	**Superannuation - other scheme payments**	*CPID*	*176*	*213*	*220*	*228*	*228*	-
622000000	**Superannuation Payments:**	*CPID*	*352*	*333*	*344*	*357*	*357*	-
623000002	Payment of Interest - WATC	TSC-CPID	657	677	697	718	718	-
		CPID	657	677	697	718	718	-
623000000	**Borrowing Costs Paid:**	*CPID*	*657*	*677*	*697*	*718*	*718*	-
624200101	Payment of TER - Income tax	TSYA-CPID	219	208	193	175	175	-
		CPID	219	208	193	175	175	-
624200102	Payment of TER - Local government rates	TSYA-CPID	15	268	276	284	284	-
		CPID	15	268	276	284	284	-
624200100	**Payments under Tax Equivalent Regime**	*CPID*	*234*	*476*	*469*	*459*	*459*	-
624200201	Dividend Contribution Payment	TSYA-CPID	73	328	310	286	286	-
		CPID	73	328	310	286	286	-
624200200	**Dividends/contribution payments**	*CPID*	*73*	*328*	*310*	*286*	*286*	-
624200000	**Payments to Government:**	*CPID*	*307*	*804*	*779*	*745*	*745*	-

625100001	Communication Payments (Telephones, Computing Communications, Couriers etc)	Ext-CPID	25	136	141	146	146	-
		CPID	**25**	**136**	**141**	**146**	**146**	**-**
625200001	Services & Contracts Payments - Prof Services Not Elsewhere Classified	Ext-CPID	2,686	2,059	1,972	2,183	2,183	-
		CPID	**2,686**	**2,059**	**1,972**	**2,183**	**2,183**	**-**
625200051	Payments for Consultancies	Ext-CPID	163	420	438	520	520	-
		CPID	**163**	**420**	**438**	**520**	**520**	**-**
625400001	State taxes paid (including payroll tax, FID, BAD, stamp duty etc)	GG-CPID	181	178	184	191	191	-
		CPID	**181**	**178**	**184**	**191**	**191**	**-**
625600001	Land tax paid	GG-CPID	225	103	107	111	111	-
		CPID	**225**	**103**	**107**	**111**	**111**	**-**
625700001	All Other Payments	Ext-CPID	24	93	97	96	96	-
		CPID	**24**	**93**	**97**	**96**	**96**	**-**
625700015	Payment - Audit Fees	Ext-CPID	48	49	51	53	-	-
		GG-CPID	-	-	-	-	53	-
		CPID	**48**	**49**	**51**	**53**	**53**	**-**
625800001	Payment - Electricity & Water	PNC.-CPID	220	217	225	232	232	-
		CPID	**220**	**217**	**225**	**232**	**232**	**-**
626400001	Payments for advertising and promotion	Ext-CPID	11	11	11	12	12	-
		CPID	**11**	**11**	**11**	**12**	**12**	**-**
626500001	Operating lease rental payments	Ext-CPID	172	186	193	201	201	-
		CPID	**172**	**186**	**193**	**201**	**201**	**-**
626600001	Payments for equipment repairs and maintenance	Ext-CPID	217	566	586	606	606	-
		CPID	**217**	**566**	**586**	**606**	**606**	**-**
626700001	Payments for administration	Ext-CPID	612	359	365	175	175	-
		CPID	**612**	**359**	**365**	**175**	**175**	**-**
627300001	GST Payments on Purchases	Ext-CPID	611	611	611	611	611	-
		CPID	**611**	**611**	**611**	**611**	**611**	**-**

627300000	**GST Payments:**	***CPID***	***611***	***611***	***611***	***611***	***611***	-
627400001	Operating lease - payments for accommodation	Ext-CPID	120	84	87	90	90	-
		CPID	**120**	**84**	**87**	**90**	**90**	-
627500001	Operating lease - payments for motor vehicles	Ext-CPID	-	54	56	58	58	-
		CPID	-	**54**	**56**	**58**	**58**	-
625000000	**Other Payments:**	***CPID***	***5,315***	***5,126***	***5,124***	***5,285***	***5,285***	-
620000000	**Payments:**	***CPID***	***9,847***	***10,471***	***10,837***	***11,210***	***11,210***	-
600000000	**Operating Activities**	***CPID***	***1,827***	***1,592***	***1,617***	***1,643***	***1,301***	-
721100002	Payment for fixed assets (all other fixed assets)	Ext-CPID	712	525	551	579	579	-
		CPID	**712**	**525**	**551**	**579**	**579**	-
721100000	**Payment for fixed assets**	***CPID***	***712***	***525***	***551***	***579***	***579***	-
721000000	**Payments.**	***CPID***	***712***	***525***	***551***	***579***	***579***	-
700000000	**Investing Activities**	***CPID***	***(712)***	***(525)***	***(551)***	***(579)***	***(579)***	-
811200009	Proceeds of Borrowings from WATC - All Other	TSC-CPID	73	73	68	61	61	-
		CPID	**73**	**73**	**68**	**61**	**61**	-
811200000	**Proceeds from Borrowings:**	***CPID***	***73***	***73***	***68***	***61***	***61***	-
811000000	**Proceeds**	***CPID***	***73***	***73***	***68***	***61***	***61***	-
821200003	Repayment of Borrowings to WATC - Capital Works Program	TSC-CPID	443	470	498	528	528	-
		CPID	**443**	**470**	**498**	**528**	**528**	-
821200000	**Repayment of Borrowings:**	***CPID***	***443***	***470***	***498***	***528***	***528***	-
821000000	**Repayments**	***CPID***	***443***	***470***	***498***	***528***	***528***	-
800000000	**Financing Activities**	***CPID***	***(370)***	***(397)***	***(430)***	***(467)***	***(467)***	-
910000001	Cash at the beginning of the period	CWG-CPID	1,089	1,089	1,089	1,089	1,089	-
		Ext-CPID	(13,209)	(10,876)	(8,202)	(5,504)	(2,785)	-
		GG-CPID	2,414	2,008	1,727	1,436	1,134	-
		TSYA-CPID	6,641	6,706	6,274	5,855	5,452	-

		TSC-CPID	8,222	7,195	6,121	4,994	3,809	-
		PNC.-CPID	(1,345)	(1,565)	(1,782)	(2,007)	(2,239)	-
		CPID	**3,812**	**4,557**	**5,227**	**5,863**	**6,460**	-
910000000	**Opening Cash Balance**	*CPID*	*3,812*	*4,557*	*5,227*	*5,863*	*6,460*	-
900000000	**Balances and Adjustments**	*CPID*	*3,812*	*4,557*	*5,227*	*5,863*	*6,460*	-
999999991	Net movement in cash	Ext-CPID	745	670	636	597	255	-
		CPID	**745**	**670**	**636**	**597**	**255**	-
940000001	**Cash at the end of the period.**	*CPID*	*4,557*	*5,227*	*5,863*	*6,460*	*6,715*	-