

# RePort

## Record Revenue Returns a Record Profit

**E** sperance Port recorded a record after tax profit of \$3,389 million for the 2013-14 financial year, the best return recorded by the Port, and the first profit since 2011.

Revenue for the year was \$82,592 million, up from last year's record of \$69,225 million, a 19 percent increase.

The financial result was achieved from handling a record 14,938 million tonnes of cargo, an increase of 7.6 percent over the previous year.

The increase in revenue was achieved from cargo handling activities, pilotage, Port services and a one-off contract settlement. Read the 2013-14 EPSL Annual Report at [www.epsl.com](http://www.epsl.com)

## Information Flows Freely

**E** sperance Port prides itself in maintaining an open and frank relationship with the local community.

While dealings were strained for a number of years, management has worked diligently to regain the respect and confidence of the people of Esperance through the open and frank flow of communications between interested parties.

One of the main forums for this flow has been the work of the Port Consultative Committee (PCC), a group comprising local people representing various organisations and interests

The PCC was formed in 2001 to act as a conduit between the Port and the community. The membership comprises a wide range of local people representing State Government agencies, industry,

tourism, local government, environmental groups and State members of Parliament.

During the 2013-14 financial year, the PCC met on three occasions to be briefed on activities of interest and that may impact on the local community.

Of particular interest were the future plans for the Port including the Multi User Iron Ore Facility (MUIOF) and the Southern Ports merger, as well as future development such as the proposed export of woodchips.

Australian Plantation Log Exports (APLE) attended a PCC meeting to outline initial plans for the export of blue gum logs through Esperance, but later explained that plans had changed and the company had received a license to trial three shipments of woodchips.

The Esperance Region has some 50,000

hectares of bluegum plantation. Trees will be chipped at the plantation and stockpiled offsite before being road transported into the Port and loaded directly onto a ship alongside berth two using mobile facilities. The first trial shipment is expected to occur early in 2014-15. Other woodchip proponents are also in discussion with the Port, such as Southern Pacific Fibre.

The meetings were also interested in EPSL's involvement in the visit to Esperance by cruise ships, dust management at the Port, and the planned dredging of Port waters. The meetings were told of infrastructure improvements being undertaken during the year, the purchase of new equipment and the roll-out of a container management plan to deal with the increase in the container trade.

**PCC members with Chairman Brett Thorp on the right**



# SCHOOLS IN AT THE PORT

**Year nine classes from the Esperance Senior High School that are involved in a joint education program with the Esperance Port toured the Port during the year as part of their Society and Environment studies.**

Port personnel talked to the students before the visit outlining the history of the Port, the important economic contribution it makes to the town and the employment opportunities that it provides for local people.

Of particular interest this year were the safety initiatives being rolled out by the OHS Department, environmental initiatives relating to the proposed dredging program and the marine pests study, and the increased grain exports.

The students were also interested in the Port's training programs, particularly the exercises for the Emergency Response Team in rescuing injured personnel from heights and enclosed spaces.

Twenty-one year one and 12 kindergarten students from Our Lady Star of the Sea Catholic Primary School also toured the harbour waters and looked over the Port from the Port's new pilot launch, Kwillina.

**Port Security Officer Chris Cassam (left) makes sure students Brock Barrett, Abbie Cassam and Abella Gorial are fitted out with the correct safety gear for their harbor tour. Pilot launch skipper Bruce Cooper is in the rear**



## White Light Shines Bright

**From the shore the derelict Tanker Jetty head that stood as isolated as a Recherche Archipelago island from the 1980s onwards continued to play an important role in the safe arrival and departure of ships from the Esperance Port.**

The blinking red flashing light that can be seen from the town - flashing every 3.5 seconds if you look closely - only tells part of the story of its purpose as a light indicating danger.

To seaward it casts a flashing 15 degree arc of white light (again every 3.5 seconds) that can be seen seven nautical miles out to sea (about 13 kilometres).

Ships coming down the Esperance Causeway Channel at night, guided by navigation lights on Figure of Eight and Cull Islands, can pick up the white light out the back of Cull and by following the

light have a safe passage into Port. Stray outside the arc of white and into the red, ships may have a problem.

Originally visiting vessels used the light to safely tie alongside the Tanker Jetty, and later the sector light has been used in conjunction with other navigation marks as a guide into the channel and the Port berths.

The decision by the Port to demolish the jetty head, or the Island Jetty as it is colloquially known, is based on safety reasons as the structure is collapsing and decking is being picked up from local waters and off the shore. Parts of the structure have been picked up floating around the bay and others pieces from town beaches. This poses a considerable risk to small craft and the safety of people on the water.

The structure has deteriorated to the point where it was dangerous for Port maintenance people to climb onto to work on the navigation light, which has now been removed and placed alongside the Jetty Island, secured by clamp weights and anchored to the ocean floor where it still serves visiting and departing ships.

The decision to demolish the structure is supported by the State Heritage Office and the Esperance Shire on the grounds that it is a safety hazard.

Timber decking will be removed and the pylons cut three meters below low water mark to remain as a habitat for marine life and an extension to the existing artificial reef that was created between the existing jetty and jetty island.

**Jetty Island is in poor condition and is collapsing**



## SPA Board Appointed

**The entity known as the Esperance Port Authority that traded as Esperance Ports Sea and Land no longer exists.**

As of October 1, 2014, Esperance Port came under the banner of the Southern Ports Authority (SPA) following its merger with the Bunbury and Albany Ports.

The Minister for Transport, Dean Nalder, announced the appointment of the new SPA Board on August 30, which will be chaired by Roger Hussey, the former Chairman of Princess Margaret Hospital for Children Board and also the Child Health Medical Research Institute. He is currently a Board member of LandGate WA.

Long serving Esperance Port Board member, Phil Chalmer, was appointed to the new Board and will bring a strong and experienced local voice to the new Authority.

The interim Chair-elect, Neema Premji was appointed Deputy Chair. Other members of the new Board are Peter Iancov, Gary Wood, Cass Porter, and Anthony Willinge.

One of the first duties of the new Board will be to appoint a Chief Executive Officer. Esperance, Bunbury and Albany ports will have Chief Operating Officers appointed.



SPA Board member Phil Chalmer

## SUPPORTING OUR COMMUNITY

**When our forefathers decided that the waters in the lee of Dempster Head were ideal for land-backed berths to cater for the increasing mining and agricultural exports of the Goldfields-Esperance Region, not much consideration was given to the future potential growth of the town.**

Today, Esperance Port is well aware of where its footprint lies. And it is aware of its role and responsibilities in the town.

To acknowledge the close relationship between our business and the people of Esperance, a decade ago the Port established a sponsorship and donations program to provide support to local organisations, individuals and businesses that support projects and initiatives that benefit the wider community.

Since that time more half a million dollars has been provided to sporting clubs, schools, arts organisations and various local community and service groups.

Last year, Esperance Port contributed \$80,000 to various local organisations.

The main benefactor in 2013-14 was the Esperance Chamber of Commerce and Industry which received \$10,700 for a number of initiatives, including the Over the Horizon Forum, Business Awards sponsorship and a Schools- Business Community program.

The Apex Club and Esperance Voluntary Fire and Rescue received \$6000 each for their continued involvement in the weekly Port tours. Apex has been running the tours for more than 15 years.

The South East Football Academy, which is run through the Clontarf Foundation and the Esperance Senior High School, received \$5000. EPSL has sponsored the local Academy since its establishment in 2005. The biennial Esperance Fun Day Out for local children, which is run by ESCARE Inc, also received \$5000.

Of the \$80,000, Esperance sports clubs received \$21,550, schools \$2700, arts groups \$3000 and 29 various local community and service groups a total of \$53,000.

**South East Football Academy Director Glen Simonds has a day at the beach with some of his students.**



## LARGER SHIPS VISIT

**One hundred and 97 trading vessels berthed in Esperance during the 2013-14 financial year, up from the previous year's total of 192, but short of the record 204 visits recorded in 2011-12.**

However, the gross tonnages of the visiting vessels continues to rise indicating the large increase in the number of cape size vessels arriving to load iron ore for Asian markets, and the larger container and grain carrying ships arriving in Esperance to deal with the growth in these trade.

During 2013-14, the gross tonnage recorded was 9.835 million tonnes, an increase of eight percent over the previous year's record of 9.106 million tonnes.

Of the total, 69 vessels exported 11.289 million tonnes of iron ore, a record for the Port; 68 carried a record 2.53 million tonnes of grain; 24 exchanged 26,186 containers; eight discharged 381,761 tonnes of sulphur; 15 unloaded 86,571 tonnes of fertilizer; 11 discharged 292,135 tonnes of petroleum; and two vessels removed 10,147 tonnes of scrap metal.

Two of the grain carriers were the new Post Panamax sized vessels. The CMB Medoc loaded the largest grain shipment to be

exported from Western Australia in February 2014. She sailed with 78,636 tonnes of feed barley worth more than \$20 million for Saudi Arabia.

The previous record was set in 1979 when 78,507 tonnes of wheat left Kwinana aboard the MV Bjorgholm. In October, 2013, the Minoan Falcon, another of the new Post Panamax class vessels left Esperance with 77,000 tonnes of feed barley, the largest barley shipment to leave the State at that time.

The MV Saiko was the largest vessel loaded during the 2013-14 financial year. She sailed with a cargo of 175,449 tonnes of iron ore. The largest gross registered tonnage vessel to berth during the year was the MV Golden Opus. She had a GRT of 95,047 tonnes.

During the year, six cruise ships visited Esperance, only one of which berthed at the Port. The others laid anchor in the Esperance Bay and ferried their passengers to shore. Although these vessels do not contribute significantly to the Port's revenue, cruise ships make a positive contribution to the local tourism industry and are welcomed by the local business community.

**One of the 197 trading vessels that carried a record 14.399 million tonnes of cargo during the 2013-14 financial year**



## IT Upgrades for Merger

**A number of major IT changes were implemented at the Esperance Port during the past 12 months, with the main focus being around activities related to the merger of the Esperance, Albany and Bunbury Ports to form the Southern Ports Authority and also Business Continuity Systems for the Esperance Port.**

A new fibre optic network to provide a secure data link to the Albany and Bunbury Ports was installed. As of 30 June, 2014, this link facilitates the use of shared services between the three Ports, several of which were already available to areas such as finance, security and communications.

During the year, Esperance Port's Business continuity plan reached

maturity with duplicate server rooms being established and a separate disaster recovery area being established. The Port now has the resources to recover its IT Systems quite rapidly in the event of a disaster, a system that will be tested and improved in the future.

Other major IT projects undertaken during the 2013-14 financial year included introducing a new voice over IP telephone system; implementing a three-way video conferencing network between Esperance, Albany and Bunbury Ports; and improving the Port's remote access and internet services.

**2013-14 was a busy year for IT Support Officer Matthew Meng**



**SOUTHERN PORTS AUTHORITY**  
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