

Ports Corporation of Queensland

Ports, People and Projects Report 2004–05

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Port-by-Port Report

Port of Hay Point

The largest coal export port in the world, the Port of Hay Point is situated about 40 kilometres south of Mackay in Sarina Shire.

It comprises two separate coal export terminals, Dalrymple Bay Coal Terminal (DBCT), leased from the State Government by the publicly listed company Prime Infrastructure Management Limited (now Queensland Coal Associates and operated by BHP Billiton Mitsubishi Alliance (BMA). Together the two terminals serve the mines of Central Queensland. The mines are linked to the port terminals through an integrated rail–port network. Ports Corporation of Queensland (PCQ) is the port authority for the port.

Both terminals have purpose-built rail inloading facilities, onshore stockpile yards and offshore wharves. The offshore wharves are serviced by conveyor systems, supported on jetties, which run out to sea and allow loading in deep water. The DBCT wharf is 3.8km offshore and HPCT 1.8km. DBCT is serviced by three shiploaders and HPCT by two.

DBCT has a throughput capacity of about 56 million tonnes per annum (mtpa). Mines supplying the terminal include Blair Athol, German Creek, Riverside, Oaky Creek, North Goonyella, Moranbah North, Burton, Hail Creek, Coppabella, Foxleigh and Moorvale. HPCT has a throughput capacity of about 35mtpa. Mines supplying HPCT are Goonyella, Peak Downs, Saraji, Norwich Park, Gregory/Crinum and South Walker Creek.

Both terminals are currently expanding and because of this expansion, the capacity at DBCT is expected to be 68mtpa and HPCT 44mtpa by 2007. DBCT has plans to eventually expand the terminal to 85mtpa and HPCT also has further expansion options.

Maritime Safety Queensland provides marine pilotage services for the terminals, with most transfers to and from ships via helicopter. Each terminal has its own towage arrangements in place.

Trade

In 2004–05, total throughput for the port was 85,543,148 tonnes, comprising 50,248,059 tonnes through DBCT and 35,295,089 tonnes through HPCT. The continued growth in Central Queensland coal production ensured that the total port throughput was a record, up 10.31% over the previous best in 2003–04.

HPCT set an individual throughput record, up by 3.95% on the previous best-ever in 2003–04. DBCT also set a new record, up by 15.27% on the previous year. A total of 1005 bulk carriers visited the port.

Departure Path Dredging

Both coal export terminals at the port have identified that significantly lower overall export costs and improvements in terminal efficiency would occur if a deeper draft were available for departing vessels. PCQ is progressing planning work on a departure path at the port.

The aim of this project is to provide an up to 1.8m increase in the declared depth by dredging a 14.9m-deep path extending about 9.5km out to sea to this natural depth. The path will taper from 500m wide (first 3km) to 300m wide (remaining 6.5km).

The total approved expenditure for the departure path project to 30 June 2005 is \$1.5 million. The project will provide benefits such as a 1.8mtpa increase in terminal capacity and an estimated \$55 million per annum potential saving in dead freight (based on 2002–03 shipping). This dead freight benefit will increase as port exports increase.

PCQ is seeking approval under Section 26 of the *State Development and Public Works Organisation Act 1971* for a state-based assessment process, which would be an accredited process under the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (Cwth). The project has been declared a significant State project by the Department of State Development and Innovation (DSDI) and PCQ is preparing an environmental impact statement (EIS). Subject to receiving approvals, PCQ intends to carry out the project between May and October 2006.

Water Supply Pipeline

Water supply at the Port of Hay Point has been assured following the completion of an \$8.74 million pipeline linking the terminals to the Eton Irrigation Scheme. Completed by PCQ in December 2004, the 15km pipe transports water from a 300 megalitre (MI) dam at Wentzels Road near the Hay Point – Bruce Highway intersection to the two coal terminals at the port.

The pipeline can pump up to 6MI per day and this is shared on demand between HPCT and DBCT. The project took six months to complete with storage works undertaken by Civdec Pty Ltd and pipeline and pumping station work by BMD Major Projects.

Quarantine Waste Facility

A \$500,000 Quarantine Waste Reception Facility at Hay Point is now operational and it provided the first service on 25 February 2005.

The PCQ facility sterilises ships' waste in an autoclave to render it benign from potential contaminants, viruses and bacteria, such as foot-and-mouth disease.

The port received 1005 ship visits in 2004–05, up from 819 ship visits from when the service was first planned. As the number of ship visits increase, expansion of the service may be needed. A duplication of the existing autoclave was provided for in the original plan.

Louisa Creek Land Purchases

Louisa Creek is a small community on the northwest boundary of DBCT. Because of its proximity to the port, and being within the zone of the predominant winds, dust and noise may affect the area in certain weather conditions. Several environmental and community relations initiatives have been put in place by PCQ.

Because of the use conflict and the dust problems that occur from time to time, PCQ initiated a property-buying program at Louisa Creek in 1996. This allowed residents who wished to leave the area to do so, with the knowledge that they had a potential buyer for their properties.

Since 1996, PCQ has bought 102 houses and 22 vacant lots at Louisa Creek. Thirty-six properties remain which are not owned by PCQ. PCQ intends to continue to buy properties from owners who approach PCQ or who have placed their property on the market (if the price is reasonable), to provide an increased buffer.

Since starting the program, PCQ has removed or demolished 58 of the acquired houses. Remaining houses are rented or available for rent. Where houses have been removed or demolished the land has either been cleared and trees planted or left as grass. The community is regularly consulted about house removals/demolition and/or revegetation.

Port of Abbot Point

Home to the Abbot Point Coal Terminal (APCT), the Port of Abbot Point is notable as Australia's most northerly coal port. Located about 25 kilometres north of Bowen, APCT is a deep-water coal export facility capable of handling vessels up to 200,000 dead weight tonnes (DWT). It comprises a rail inloading facility, coal handling and stockpile areas and a single-trestle jetty and conveyor connecting to a berth and shiploader 2.75km offshore.

Coal is supplied to APCT by rail from Newlands and Collinsville mines. In 2004–05, Australian Premium Coal (now Macarthur Coal (C&M Management)), began exporting through the terminal using the coastal rail line to bring the coal from its Coppabella and Moorvale mines. PCQ owns APCT and contracts the operation of the terminal to Abbot Point Bulkcoal Pty Ltd (APBC) which is part of the NCA (Newlands-Collinsville-Abbot Point) Joint Venture.

The Port of Abbot Point is of strategic value to PCQ and the State as there are very few locations along Queensland's eastern seaboard where deep water (more than 15m) is close in-shore and adjacent to undeveloped, non-urban land.

Trade

In 2004–05, total throughput at Abbot Point was 12,794,000 tonnes, which is a record for the port, up 5.78% on the previous year. The port handled 141 ships during the financial year.

New Users at Abbot Point

In May 2005, PCQ committed to a user agreement for up to 2mtpa with QCoal Pty Ltd for 10–15 years, to be exported via APCT and expects to commence in the second half of 2006. QCoal's proposed Sonoma mine is just south of Collinsville and is adjacent to the rail line to APCT.

A user agreement was also signed with Macarthur Coal for the export of 750,000 tonnes on a 12-month trial basis.

Future Port Expansion and Missing Rail Link

The State Government has backed the fast tracking of preliminary work on two major projects: expansion of APCT and construction of the 78km rail link between the Goonyella and Newlands rail systems.

In 2004–05, PCQ began planning and design work for two expansion stages at APCT. The Stage 2 expansion is planned to meet demand from the NCA Joint Venture and QCoal coal mines. Stage 3 would complement the construction of the link between the Goonyella and Newlands rail systems if it proceeds.

PCQ and Queensland Rail have received endorsement for \$25 million-worth of feasibility, design and approval works on these projects and the decision gives PCQ the ability to fast-track construction, if backed through long-term commitments from miners.

Stage 2 Expansion

The existing coal terminal at Abbot Point started operation in 1984. It is considered to have a capacity of around 15mtpa. Requests from Abbot Point users point to a demand of 21 million tonnes by the second half of 2007. The port expansion would meet future demand by boosting export capacity from the current 15mtpa to between 21 and 25mtpa depending on the scope of work undertaken.

The \$116million Stage 2 expansion is a direct outcome from the Abbot Point Master Planning exercise and will see the following investments:

- a new stacker reclaimer
- associated yard conveyor and transfer stations
- increase in the stockyard area
- upgrade of the water collection system to allow for the new stockpile rows.

No changes to the offshore wharf/berth or shiploader are proposed as part of the expansion.

Environmental and planning approvals to proceed with the expansion project are being sought under the *Integrated Planning Act 1997*. The Bowen Shire Council is the assessment manager and the Environmental Protection Agency (EPA) and Department of Main Roads are concurrence agencies for the assessment under the Act.

If approved, it is expected that the expanded facility would start operations in early 2007.

Stage 3 Expansion

PCQ is proceeding with planning for a possible Stage 3 expansion that could increase the capacity up to 50mtpa. This expansion involves both onshore and offshore works and is expected to cost about \$430 million in today's dollars.

Because of the scope of works, an environmental impact statement (EIS) is being developed to assess potential environmental impacts and recommend mitigating measures. The Initial Advice Statement and draft Terms of Reference for the EIS are expected to be released in July 2005 for public comment.

The time needed for detailed feasibility studies would be 12 to 18 months and construction would take a further 24 to 30 months.

Port of Lucinda

The Port of Lucinda, 100 kilometres north of Townsville and on the coast north-east of Ingham, is dedicated to the export of raw sugar from the Ingham sugar-growing district. It comprises onshore sugar handling and storage facilities and a single-trestle jetty and conveyor connecting to an offshore berth and shiploader.

The jetty is one of the longest of its type in the world, extending for 5.6 kilometres and dipping 1.2m over its length as it follows the curvature of the earth. Sugar takes 22 minutes to travel along the conveyor from the onshore storage sheds to the shiploader.

Lucinda Bulk Sugar Terminal, a subsidiary of Queensland Sugar Limited (QSL), operates the terminal. Supplying mills are Victoria and Macknade. The Port of Lucinda is serviced by North Queensland Marine Towage Pty Ltd tugs based in Mourilyan and pilotage is provided by Maritime Safety Queensland.

Trade

The port handled 21 ships in 2004–05 with sugar exports of 676,603 tonnes, breaking the previous record from 1997–98. The figure was up by 29.4% on the previous year. A total of 2,524 tonnes of general cargo was also handled during the year.

New Business

Aussie Barra Blue Pty Ltd, an aquaculture enterprise located near Ingham, is proposing an aquaculture development on PCQ land at Lucinda. PCQ has been working closely with Aussie Barra Blue to finalise a long-term lease and an environmental management plan (EMP) for the project. Work is progressing well and PCQ expects construction to start in early 2006.

New Industrial Development

In close consultation with the Hinchinbrook Shire Council, PCQ has prepared a plan for the development of Lot 392. It is proposed that this land, adjacent to the access road leading to the inshore wharf, be leased for light industrial purposes.

Port of Mourilyan

The Port of Mourilyan is on the coast near Innisfail. Its main trade is the export of raw sugar and molasses from the Innisfail, Babinda, Tully and Atherton Tablelands sugar-growing districts. It comprises onshore sugar and molasses handling and storage facilities and a single sugar loader and associated wharf located within a sheltered natural harbour.

The terminal is operated by Mourilyan Bulk Sugar Terminal, a subsidiary of QSL. Mills supplying the terminal are South Johnstone, Mourilyan, Tully and Babinda.

Tug requirements are provided by North Queensland Marine Towage Pty Ltd tugs based in Mourilyan and Maritime Safety Queensland provides pilotage.

Molasses is exported through the port by Australian Molasses Trading Pty Ltd and live cattle exports can also be accommodated.

Trade

In 2004–05, the Port of Mourilyan handled 32 ships carrying 715,560 tonnes of sugar, which beats the previous record from 2002–03. A total of 97,001 tonnes of molasses (up by about 4.71% on the previous year) was also shipped.

Live Cattle Exports

The first stage of construction of livestock export marshalling yards has been completed with the finalisation of new roadworks. Local contractors will be used to build the facility and the project will generate about 20 jobs for six months. The facility will engage about 10 full-time staff.

PCQ is working with Sugarbag (Qld) Pty Ltd to ensure that environmental controls within the facility will make it one of the most environmentally friendly of its type in Australia. Large underground waste tanks will be emptied after each shipment and the waste sold to local horticulturalists.

The marshalling yard will be big enough for the port to hold 1200 cattle for up to 24 hours before export. Positioning the yards at the wharf side will allow animals to stay in prime condition.

While the initial expectations are for about 5,000 cattle per year, throughput may rise to as much as 100,000.

Timber Exports

After discussions with Pentarch Forest Products about exporting timber logs and woodchips, PCQ is exploring trade development opportunities in timber exports at Mourilyan. In December 2004, PCQ completed a concept plan for a proposed woodchip export facility at the port.

Following completion of this report, Pentarch asked PCQ to undertake a ship simulation exercise to determine the feasibility of manoeuvring large woodchip-export vessels in the port. The ship simulation exercise was undertaken at the Australian Maritime College in Launceston and showed that vessels up to 210m could be safely handled at the port.

Pentarch is seeking to start exporting woodchips in early 2007.

Rebate Assistance

During 2004–05, PCQ continued its rebate scheme for sugar and molasses exports through Mourilyan. Under the scheme, PCQ provided a rebate for sugar exports exceeding 575,000 tonnes and for molasses exports exceeding 70,000 tonnes.

Because of strong exports through the port, PCQ refunded over \$118,000 to the sugar-industry port users this year.

The rebate has effectively resulted in the sugar industry paying an average harbour due of \$1.56 during 2004–05, which was 8.56% lower than the pre-rebate rate.

Bed Levelling

Onshore disposal of sediment is not currently available in Mourilyan Harbour because of limited suitable land. To reduce the volumes that have to be disposed of at sea (which would be in the Great Barrier Reef Marine Park) and extend the periods between dredging campaigns, PCQ has been using a technique called bed levelling to maintain navigable depths.

Bed levelling involves dragging a large, heavy bar across the seabed to move sediment from shallow areas into deeper areas. Bed levelling was carried out in May 2005, removing about 8,700m³ of material from the wharf berth pocket and swing basin.

This project was completed ahead of schedule and under budget for a cost of \$100,000.

Port of Cape Flattery

The Port of Cape Flattery is situated more than 200 kilometres north of Cairns on the east coast of Cape York Peninsula. It is used for the export of silica sand from the Cape Flattery mine, the facility being operated by Cape Flattery Silica Mines Pty Ltd (CFSM). CFSM is the world's largest producer and exporter of silica sand.

The port has onshore silica sand handling and stockpile facilities and a 500m, single-trestle jetty and conveyor running from the mine to an offshore berth and shiploader. There is also a general-purpose wharf for the import of fuel and other supplies for the mine and for mooring two-line boats and this helps in ship berthing, as no tugs are required. Maritime Safety Queensland provides pilotage services.

Trade

In 2004–05, the Port of Cape Flattery handled 29 ships carrying 1,300,672 tonnes of silica sand. This was down by 28.4% on the previous year.

Port of Weipa

Located on the north-west coast of Cape York Peninsula, the Port of Weipa's main activity is the export of bauxite (aluminium ore) from the Comalco mine. Comalco also operates the port facilities and has onshore bauxite handling, processing and stockpiling facilities and conveyors running to Lorim Point Wharf for shiploading.

The port also has general-purpose and fuel wharves with tugs operated by Adsteam Pty Ltd. Pilotage services are provided by Maritime Safety Queensland. PCQ provides a key service in the port by maintaining a shipping channel through a regular maintenance dredging program.

Trade

The Port of Weipa handled 374 ships in 2004–05, carrying 15,519,910 tonnes of bauxite. In addition, 64,701 tonnes of fuel and 22,052 tonnes of general cargo were handled. In previous years there have also been exports of live cattle. The bauxite figure was a record, up by almost 13.57% on the previous year. Fuel was up by almost 1.16% on the previous year and general cargo was down by 1.55%.

Weipa Capital Dredging

Because of recent and further forecast increases in export volumes through the port, channel redeclarations due to siltation are becoming more costly and critical to the operations of the port.

As a result, the insurance profile of the shipping channel has been revised to reduce the risk of siltation affecting shipping movements through the port. In addition, the South Channel also needs to be widened to accommodate wider vessels proposed for the port.

Modifications to the existing channel design have been agreed with Comalco and dredging will be undertaken in either 2006 or 2007, subject to all approvals being in place. PCQ is seeking tenders for the dredging and a final decision on the dredging year will be made after reviewing the dredging tenders.

The draft EIS has been released for public comment and the supplement issued. No major issues with the project were raised.

PCQ is now seeking environmental approvals under Queensland's *Integrated Planning Act* and the Commonwealth's *Environment Protection (Sea Dumping) Act 1981*.

Maintenance Dredging

Post-wet hydrographic surveys showed that maintenance dredging was required at the Port of Weipa to maintain the navigable depths in the South Channel and Inner Harbour. The Port of Brisbane's dredger, *Brisbane*, completed the dredging under their long-term dredging contract with PCQ.

A total of 612,000m³ of material was removed from the channel and deposited to the Albatross Bay disposal ground. The project was managed by PCQ and the works were successfully completed over a four-week period at a total cost of \$2.6 million, on time and under budget.

Planning is now under way for the 2005 maintenance dredging with work scheduled to commence in late July.

Upgrade of the Humbug Wharf Cathodic Protection System

As part of the ongoing upkeep of facilities in the port, the cathodic protection system at Humbug Wharf at Weipa was recently upgraded to ensure that adequate protection is provided to all the steel sheet piling and caisson structures. The new system will protect the wharf from corrosion for at least 20 years.

The project required significant drilling and trenching operations through the wharf deck. This was a major risk item because of the probability of the drill striking concrete or steel off-cut remains from the original wharf construction. Another risk involved the drilling and trenching operations delaying the unprecedented high number of deliveries over the wharf for Comalco's NeWeipa Project.

The project was completed on time, under budget and without incident. The success of the project can be attributed to all who worked on the project including PCQ's Engineering Section; local contractor, Goodline, which undertook the work; Comalco; and PCQ's engineering consultants.

Lorim Point Wharf Mooring Hook Upgrade

Providing safe and efficient port facilities is a priority at PCQ. The Engineering Section consults with customers to provide the most efficient and cost-effective port facilities. An example of this is the upgrade of the mooring hooks at Lorim Point East and West berths in Weipa.

The upgrade allows the mooring hooks on the east and west berths to be remotely released from centralised control consoles. Benefits of this project are:

- all commonly used mooring points have remote-release capability
- electric winches are now located on all dolphins (mooring posts)
- operational safety during deberthing is improved
- reduced manpower is required for moorings
- the cycle time for deberthing ships has been reduced.

Local contractor, Goodline, was engaged to undertake the works, which were completed on time and under budget.

Lorim Point Wharf Fender Upgrade

Planning is well advanced on the upgrading of fenders on Lorim Point Wharf to accommodate increased trade throughput. Some fenders on the wharf date back to the 1960s and the new system will provide a uniform quay line for the full length of the two berths.

The construction and installation work will be scheduled to be completed in early 2006, with minimal disruption to berthing operations.

Port of Karumba

Located at the mouth of the Norman River in the south-east corner of the Gulf of Carpentaria, the Port of Karumba has serviced remote Gulf communities since the late 1800s. The Zinifex Century Mine started exporting zinc concentrate through the port in December 1999.

Zinc concentrates are thickened before being pumped 304km by pipeline to the port from the mine, dewatered and stored at a facility on the Norman River in Karumba. Concentrate is loaded on to ships via a purpose-built self-unloading vessel that can transfer up to 5,000 tonnes of concentrate at a time to the ships that are moored in deep water in the Gulf of Carpentaria, about 24 nautical miles off the coast.

Other facilities in the port provide for general cargo, fuel and fisheries products. Historically, Karumba has also handled regular exports of live cattle.

PCQ provides maintenance dredging to maintain the necessary channel depth, usually about every two years. Maritime Safety Queensland provides pilotage services, but no tugs are required at the port.

Trade

In 2004–05, the Port of Karumba handled 46 ships carrying 871,125 tonnes of zinc, 77,030 tonnes of lead, 13,327 head of livestock and 24,086 tonnes of general cargo. Compared to the previous year, zinc was down by 7.24%, lead by 48.57%, general cargo by 14.17%, but live cattle was up by 17.2%.

Karumba is also a transshipment port for the Port of Weipa, Mornington Island and other Gulf communities, with refrigerated semi-trailers bringing goods north to Karumba for transshipment.

Maintenance Dredging

Dredging of the entrance channel started in early June 2004 and continued for just under five weeks. A total of 221,000m³ of material was dredged and relocated to an approved offshore material relocation ground.

The dredging is required to remove siltation from the channel to ensure that channel depths are maintained in the Norman River and approaches for Zinifex's transfer vessel *Wunma*.

The Port of Brisbane Corporation completed the dredging with their dredger, *Brisbane*. The project was undertaken in conjunction with Zinifex Century Mine and was completed under budget at a cost of \$1.75 million.

Port of Skardon River

Skardon River was declared a port in February 2002, with PCQ as the port authority. Minerals Corporation Limited (MCL), through its subsidiary Skardon River Kaolin, owns the Skardon River project, located about 100km north of Weipa.

The current owners bought the mine from Australian Kaolin after it went into liquidation and have upgraded and commissioned the plant.

The port facilities incorporating a barge ramp, are located upstream on the Skardon River. The river is shallow in certain areas and PCQ is working with the mine owners to determine the most cost-effective solution to transport the product.

To date, limited shipments of kaolin have been shipped via the port.

Port of Thursday Island

The Port of Thursday Island is a community port located in a natural harbour in the Torres Strait in the northernmost part of Australia. PCQ-owned wharf facilities are established on Thursday Island and Horn Island.

The port services the needs of these two islands and operates as a major transshipment point for the supply of essential cargoes to other islands of the Torres Strait. The port's strategic location means that a number of government agencies, including Customs and Fisheries patrols, are based there.

Trade

In 2004–05, general cargo trade of 76,146 tonnes passed through the port. This was down by 17.4% on the previous year.

Fuel Wharf Upgrade

The Fuel Wharf on Thursday Island has deteriorated over the past several years with the outer half of the facility closed to vehicular traffic. PCQ consulted with the lessee on redevelopment options for the facility. Work started in November 2004 and ran for four weeks. The inner stem was rehabilitated to serviceable condition and the outer stem was partially demolished. The work was required as the facility was considered unsafe.

Horn Island Cargo Wharf Berthing Dolphin Upgrade

In December 2003, a vessel came into contact with the Cargo Wharf on Horn Island. A number of mooring piles were damaged, as well as the newly installed walkway and part of the refuelling facilities.

PCQ has engaged consultants to undertake the design of new dolphins and expects construction in early 2006.

Horn Island Agreement

PCQ has also started negotiations with the Horn Island facility lessee, Sea Swift, to make a new agreement that will result in a simplified leasing arrangement and port pricing regime.

Horn Island Passenger Facility

The Passenger Facility on Horn Island is situated on the north-east side of the island. The jetty was constructed in several stages during the 1960s. The passenger facility is predominantly used as a ferry and boat landing for access to and from Thursday Island.

PCQ has prepared designs and specifications for the upgrade of the approach causeway to the public facility and the boat ramp. Public tenders for the works have been called.

Port of Quintell Beach

Quintell Beach is a community port with a barge facility located on the east coast of northern Cape York, servicing the needs of the Lockhart River community and remote grazing properties. No tug or pilotage services are required.

Trade

The Port of Quintell Beach handled 3,643 tonnes of cargo in 2004–05, up by 52.49% on the previous year.

The port receives its income from the trade over the barge ramp. The introduction of a road transport service to the area has meant a general reduction in the volume of cargo, but the area is not accessible by road for 4–5 months of the year.

Our People

PCQ's Team

PCQ is managed by a small, expert, functionally-organised group of 36 people, with 25 based in Brisbane. Eleven field staff are based in seven of the operating ports managed by PCQ.

Personnel Objectives

PCQ seeks to develop a supportive, self-managing culture, free from discrimination and harassment, in which personnel are trained, equipped and organised to efficiently achieve the current and future goals of the Corporation.

Strategic Advantage

The small size of PCQ's structure is considered a strategic advantage. Having a small team of competent professionals allows for the maintenance of close communication within the organisation, a clear understanding of every employee's role and the ability to respond quickly to changed circumstances.

PCQ manages resource demands by engaging consultants and temporary employees to extend the organisation's capabilities for short-term, one-off projects and for specialist skills. Permanent staff numbers will be increased only if the benefits (including any strategic consequences for the organisation) of internalising functions outweigh the cost of obtaining the services externally.

Training and Development

PCQ recognises the importance of staff training and development as an essential part of the corporate improvement process.

Current policy and developmental practice is concentrated on:

- improving performance (involves cross-skilling, remedial and additional training)
- developing for future needs (involves the planned acquisition of skills based on the Corporation's future requirements).

PCQ's Performance Planning and Review system helps identify and document individuals' training and development needs. This provides a firm basis for making decisions on the appropriateness of various training and development opportunities.

During 2004–05, employees attended courses and conferences covering business studies, purchasing, leadership, information technology, tax and GST, workplace health and safety, port and industry associations, risk management, planning and development, environmental issues and corporate communication.

Industrial Relations

No time was lost due to industrial action during the year.

Our Projects

Port Pricing

PCQ runs a program to manage costs and improve revenues in all of its trading ports to ensure appropriate returns on investment are being earned. The Corporation has been successful in obtaining a satisfactory profit in most of its ports.

PCQ will continue to work with all port customers on gaining maximum efficiencies and on satisfactory port pricing arrangements. Initial work has started on new agreements at Weipa, with the existing 40 year arrangements coming to a close.

Local Industry Policy

PCQ's role as an owner and developer of some of the facilities within its ports results in it directly generating employment. In addition, there is the flow-on effect on employment from port and other associated operations. PCQ complies with all requirements of the State Government's Local Industry Policy and local industry participation plans are now prepared for large projects.

Hydrographic Surveys

Hydrographic surveys were undertaken at the ports of Mourilyan, Weipa, Cape Flattery, Abbot Point and Bowen, Skardon River and Hay Point to assess the amount of siltation which had occurred in the channels, berth pockets and swing basins and to ensure that they remained at sufficient depth for safe navigation.

Land Use Planning

PCQ is in the process of developing land use strategies (incorporating land use plans) for its ports, to be used in its "assessment manager" role over its strategic port lands, as designated by the *Integrated Planning Act 1997* (Qld). The strategies adopt a performance-based approach to managing future development of port land. From 1 January 2004, PCQ has adopted the Queensland Ports Association Port Land Use Planning Policy for the development of land use strategies.

Freedom of Information

No Freedom of Information requests were received during the year.