



Annual Report

2022/23

An aerial photograph of a boat moving through deep blue water, leaving a long, white, textured wake that curves from the bottom right towards the center of the frame. The water's surface is slightly rippled, and the wake is the primary light-colored element in the scene.

Acknowledgement of Country

Mid West Ports Authority acknowledges and respects the Wilunyu, Nhanagardi and Naaguja peoples of this land and waters we stand on. Elders past and present, the youth and Yama(t)ji people of the Mid West region who hold the stories and hopes for the future leaders.

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Vision

To be BOLD supply chain enablers for the sustainable long-term future of regional Australia.

Purpose

To provide a sustainable gateway for trade and tourism.

Values

Accountability
Caring
Courage
Collaboration
Integrity



About this Report



Statement Of Compliance

For the year ended 30 June 2023

To the Hon. David Michael MLA

Minister for Ports; Local Government; Road Safety;
Minister Assisting the Minister for Transport

In accordance with section 63 of the *Financial Management Act 2006*, I hereby submit for your information and presentation to Parliament, the Annual Report of Mid West Ports Authority for the reporting period ended 30 June 2023.

The Annual Report has been prepared in accordance with the provisions of the *Financial Management Act 2006*, *Port Authorities Act 1999* and other relevant legislation.

Noel Hart Chair

Mid West Ports Authority

The aim of this report is to inform Mid West Ports Authority (MWPA) customers, community and other stakeholders about the organisation, its strategy, performance and governance for the 2022/23 financial year.

An online version of this report is available at:

www.midwestports.com.au

For any inquiries please contact us at:

mail@midwestports.com.au



1.0

Overview

- 1.1 Port Overview
- 1.2 2022/23 Highlights
- 1.3 Key Business Results
- 1.4 Combined Chair & CEO Report



1.1

Port Overview

As an important State Government asset, Mid West Ports Authority (MWPA) provides a trading gateway for Western Australia, committed to providing efficient and sustainable port services to its customers while prioritising safety, innovation, and customer satisfaction.

Throughout 2022/23, MWPA has continued to leverage its extensive experience and expertise in managing and further developing a diverse range of cargo types.

MWPA remained committed to providing a high level of service and support to its customers and suppliers, while maintaining a strong focus on safety, the environment and organisational capability.

2022/23 saw the commencement of the Port Maximisation Project (PMaxP), a major infrastructure project in response to significant projected throughput increase over the next 10 years.

Port Assets Used to Facilitate Trade

MWPA operates with seven (7) commercial berths and associated marine assets including the harbour basin and channel. These assets are critical to the delivery of port services.

Berths 1 through 6 are owned, operated, and maintained by MWPA.

Berths 1 and 2 are accessed by naval vessels, fuel bunkering, and other assorted vessels.

Berth 3 ship loading infrastructure is owned, operated, and maintained by Co-Operative Bulk Handling (CBH) for the export of grain. CBH also owns and operates a train unloader within the Rail Terminal.

Berth 3 is also accessed from time to time for cruise ship visits.

Berths 4 and 5 circuit and ship loaders are owned, operated, and maintained by MWPA. These berths are primarily utilised for the export of iron ore, industrial minerals, mineral concentrates, and mineral sands.

Berth 6 is accessed for fertiliser, minerals, and fuel imports; cruise ship visits; mineral exports; and break bulk cargo.

Berth 7 berth and ship loading infrastructure is owned, operated, and maintained by Karara Mining for the export of iron ore. Karara Mining also owns, manages, and maintains its own dual wagon rail tipper.

MWPA is responsible for the operation of the Rail Terminal, maintenance of three of the four rail tracks within the port, and the bottom dump iron ore train unloading infrastructure.

Environmental Licences

MWPA holds and manages the environmental licence for commodities exported and imported through the Port of Geraldton.

The licence stipulates operating conditions and monitoring that must be undertaken to minimise impact to the environment and surrounding community. MWPA reports the outcomes of monitoring programs and adherence to licence conditions to the Department of Water and Environmental Regulation (DWER).

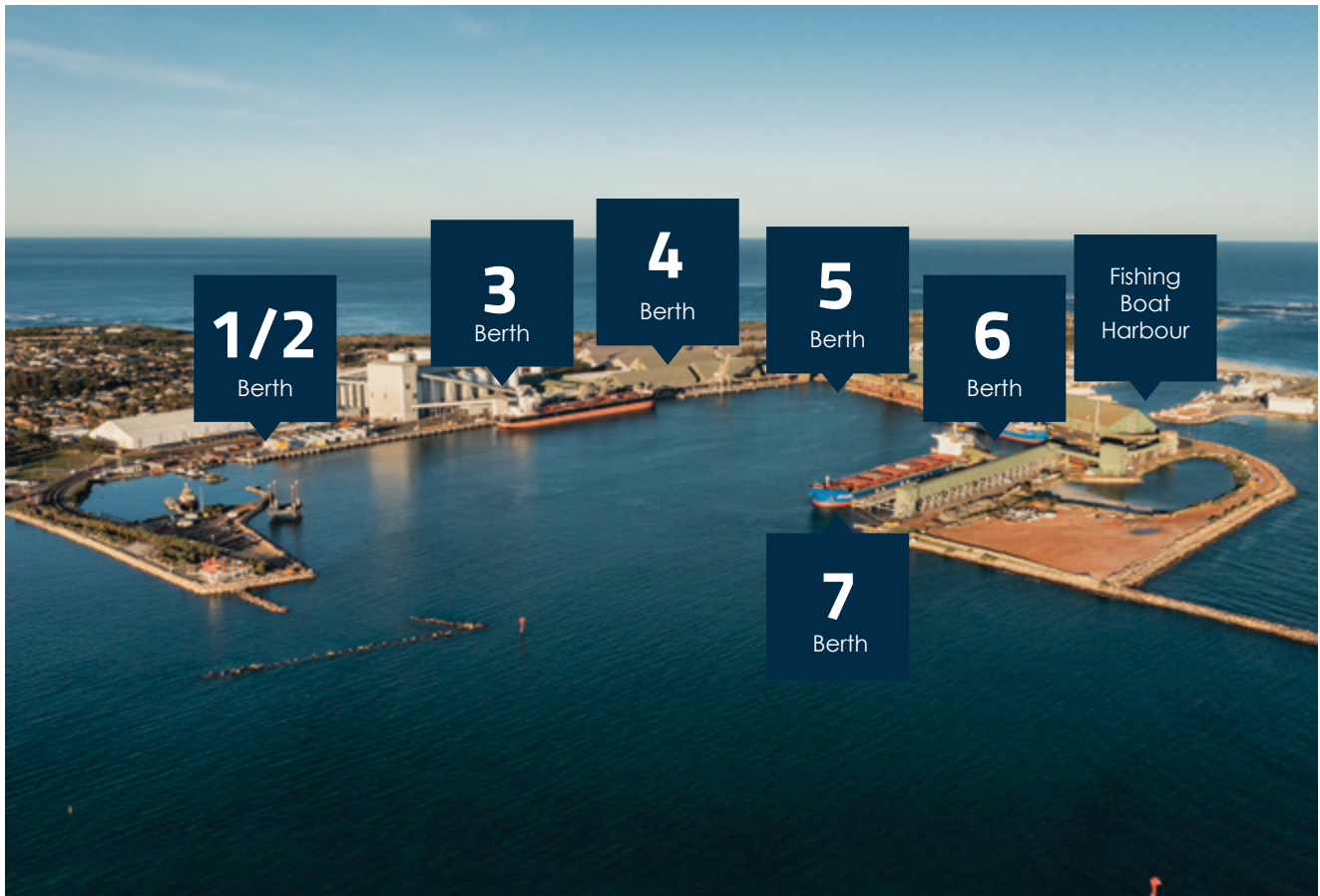
The CBH grain terminal is not covered by MWPA's Environmental Licence.

Fishing Boat Harbour

MWPA manages Geraldton's Fishing Boat Harbour (FBH) supporting the region's largest fishing industry (primarily western rock lobster) and is home to Geraldton's boat building and maintenance precinct.

The FBH is equipped with mooring amenities including berthing and fuel facilities, general waste disposal, utilities, and security services. The FBH comprises 149 boat pens, ranging from 6 to 25 metres, a diesel fuel facility and significant landholding with sites leased to businesses that primarily support the local fishing, boat building and maintenance, and mining industries.





Land Asset

MWPA has a total of 83 hectares of land vested within the Port of Geraldton boundary and an additional 6.9 hectares made up of leases to the south of Marine Terrace. MWPA is responsible for land use planning and controls and acts as a landlord by leasing or licensing to the private sector. The private sector primarily owns and manages the assets on these lease sites. There are currently 52 separate commercial leases, along with various licences, that generate revenue for MWPA.

In addition, 200 hectares of undeveloped land is reserved for future development of a deep-water port at Oakajee that will support both future mine developments and the Oakajee SIA precinct for green energy projects. This land constitutes a small portion of the total land requirements for future port development. MWPA has also received interest from several parties for alternative water and land access for renewable energy projects.

Customers

MWPA has seen a significant recovery in confidence from its customers post Covid-19. The global focus on green energy, battery minerals and valuable minerals which the region is rich in, providing a positive outlook for both MWPA and the region.

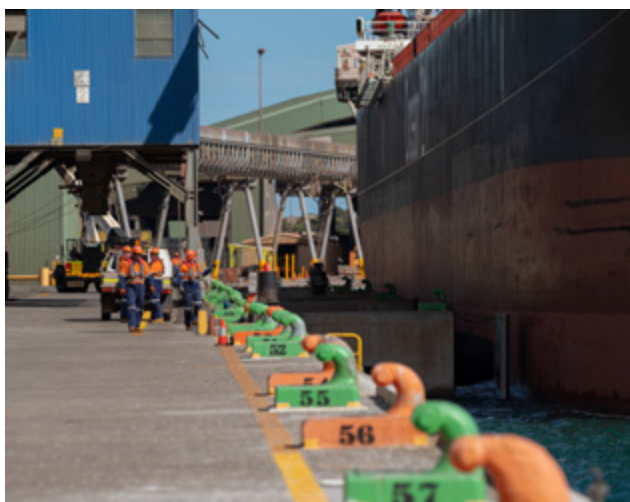
Repeated strong harvests in WA have translated to continuing records in grain export, while proposals to expand grain handling capability at Geraldton continue to be explored.

Iron ore pricing has been strong over the past 12 months and a number of new developments have received final approval. In addition, the resources to support battery and advanced manufacturing are extensive with several new mines under development or working their way through approval processes.

Overall, this provides an expectation that volumes through the Port of Geraldton will grow from the current 18 Million Tonne per annum (MTpa) to around 23MTpa in the near future, with further growth expected that will be facilitated through the ongoing PMaxP expansion works.







Suppliers

MWPA recognises that the local procurement of goods and services is key to developing the region in which it operates. With this in mind, the Port's procurement activity is focused on the continued development of local suppliers to improve local capability.

The current Procurement Strategy is well-placed to incorporate further local opportunities to aid in the growth of the region and to support its local supply base through the Western Australian Industry Participation Strategy (WAIPS) and Aboriginal Procurement Policies.

The enhancements provided by the organisation's Enterprise Resource Planning (ERP) tool, together with longer-term contracts continues to be an area of considerable focus for MWPA.

MWPA is establishing long-term supplier relationships with local companies that will deliver value, innovation and optimisation, and are willing to partner with MWPA to deliver on its business strategies.

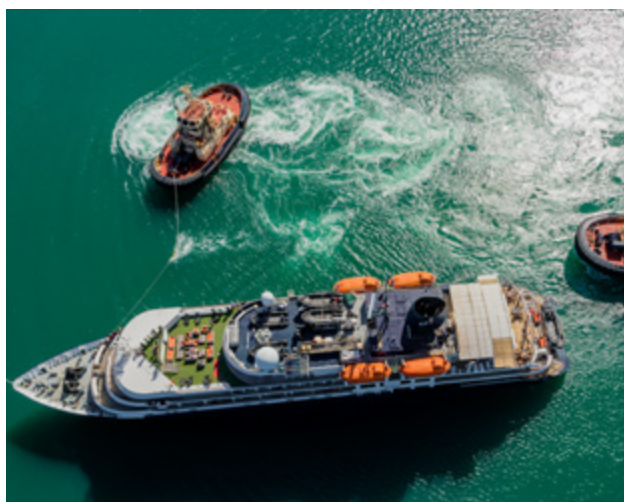
Community

MWPA upholds its dedication to fostering and cultivating its community presence and connections and continues to prioritise community consultation for its major projects and operations.

In 2022/23, MWPA commenced its reconciliation journey with the development and subsequent endorsement of its first Reconciliation Action Plan, Reflect, by Reconciliation Australia.

MWPA's annual community-funded initiatives include:

- Contributing \$204,100 in sponsorship to community events and initiatives that align with MWPA's



organisational values and which demonstrate a beneficial impact on the community. This amount includes \$100,000 towards Mid West's signature event, Shore Leave Festival;

- Not-For-Profit (NFP) Partnership Program worth \$22,400 over three years; and
- Beach Nourishment Program where MWPA has a Memorandum of Understanding (MOU) with the City of Greater Geraldton. In 2022/23 MWPA delivered 14,365m³ of sand, at a cost of \$266,303, from Pages Beach as nourishment to stabilise erosion at the northern beaches of Geraldton.

Security

Maintaining a secure port is essential to ensuring that MWPA people and port users remain safe. It also ensures that trade can continue unhindered and that infrastructure remains available for the future. MWPA works closely with port users and customers to ensure that the port remains safe and secure.

Like all security-regulated ports throughout Australia, port users must have an operational need to be on the port and possess a Maritime Security Identification Card (MSIC). During the last financial year, MWPA has revoked its MSIC issuing body status with this now being managed externally.

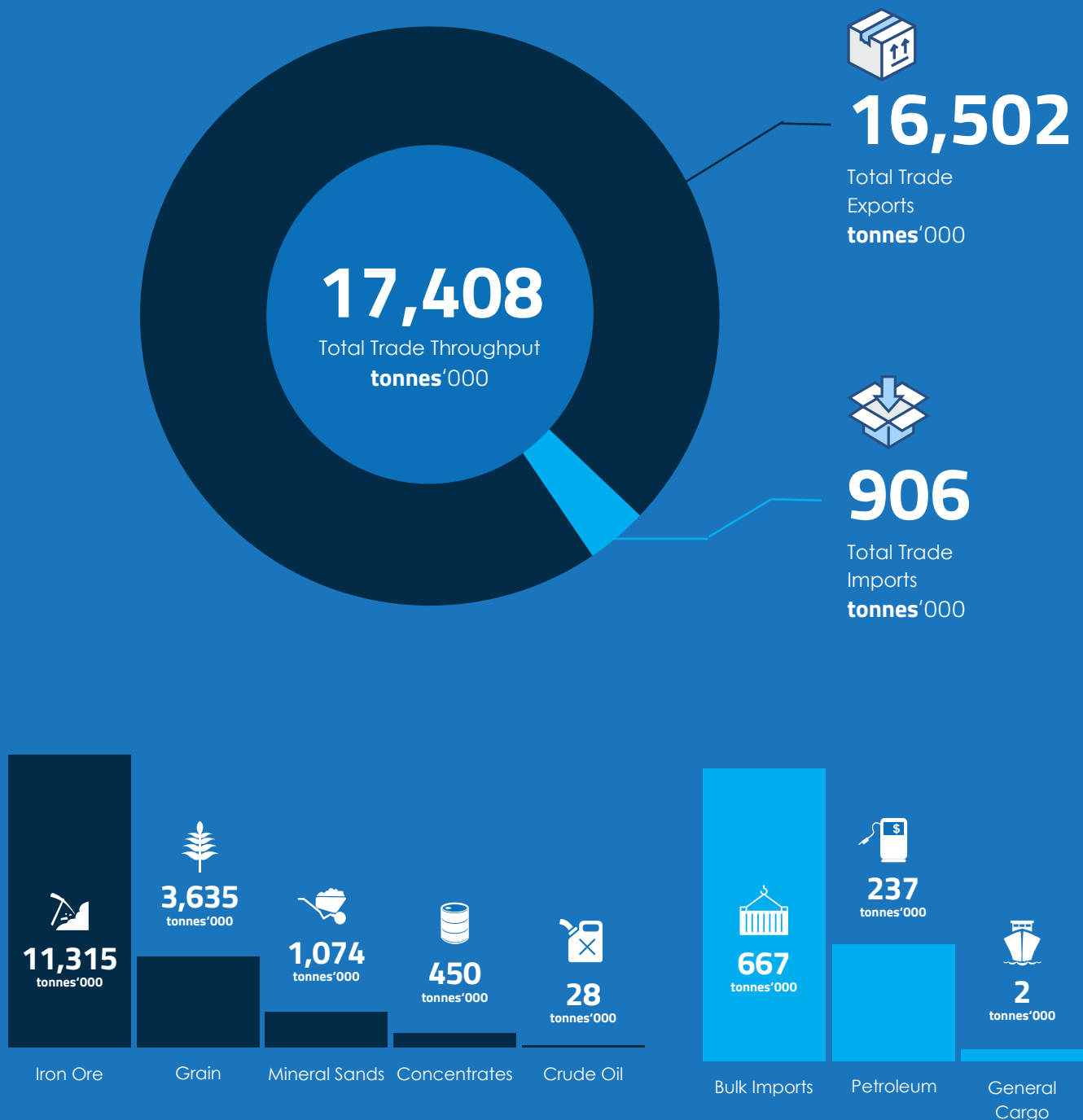
Cruise Industry

MWPA supports Western Australia's cruise tourism industry by acting as a transit port and aims to grow its position in the Western Australian cruise tourism market.

2022/23 saw the reintroduction of cruise for the Port of Geraldton with our first visit in October 2022 and a total of 11 cruise ship visits for the financial year, including four maiden visits.

1.2 2022/23 Highlights

Throughput



People



3.74

Total Recordable Injury
Frequency Rate (TRIFR)



0

Lost Time Injury
Frequency Rate (LTIFR)



\$104,100

Annual Grants Program



122

Male Staff*
*excludes casual employees



39

Female Staff*
*excludes casual employees



\$19,500

Not-For-Profit Partnership
Program

Planet



51%

Waste Diverted From
Landfill



5

Reportable Environmental
Incidents



\$1.15M

Invested in Dust
Improvement Projects

Prosperity



\$99.5M

Total Revenue
and Income



\$25.2M

Profit After Tax



\$23.7M

Direct Local
Spend

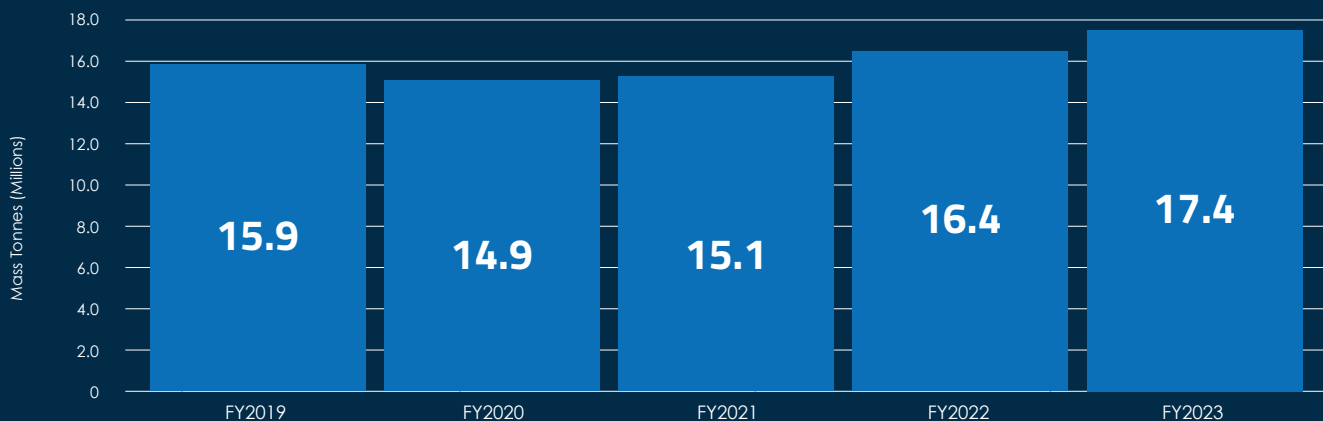


\$12.7M

Payments to
Government

1.3 Key Business Results

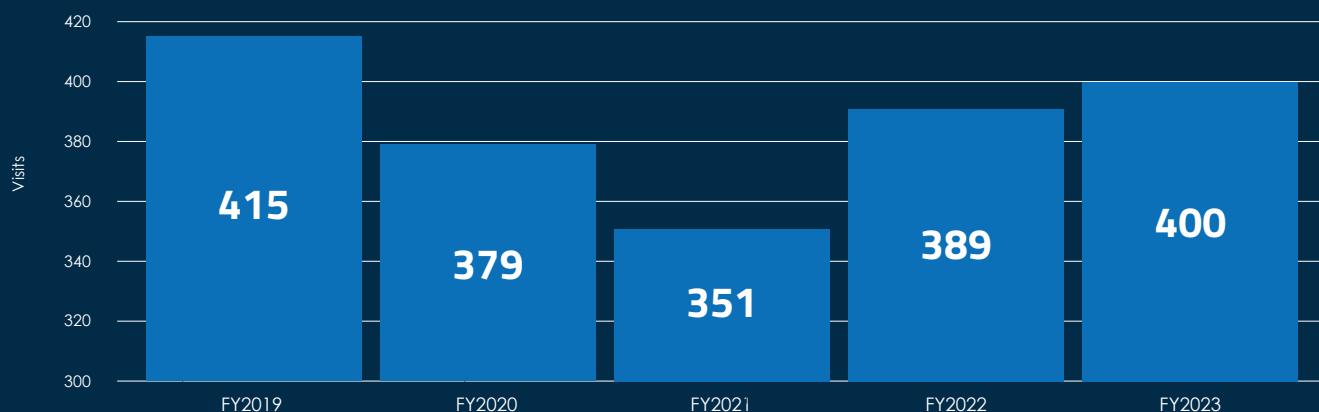
Total Port Trade



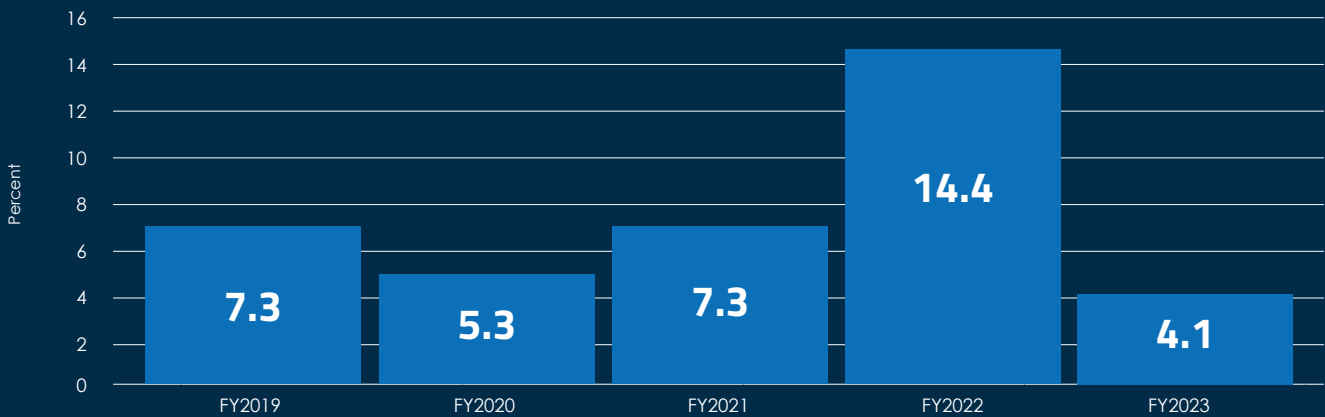
Total Iron Ore Trade



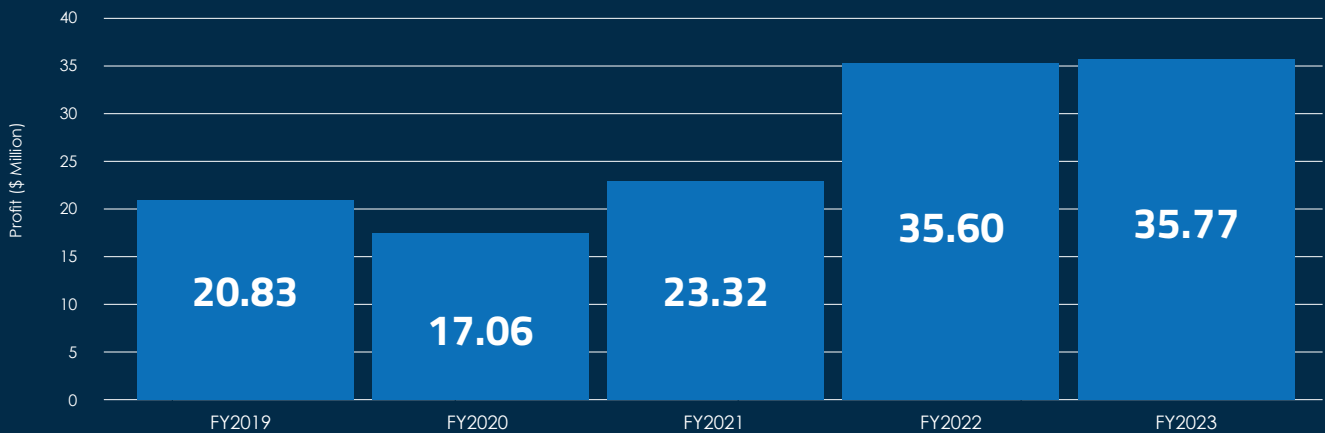
Total Ship Visits



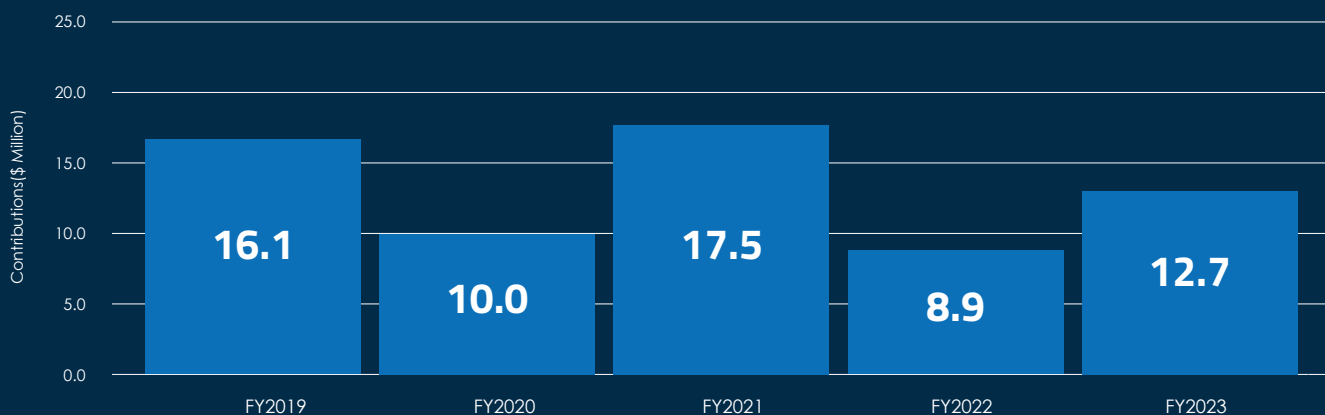
Economic Rate of Return



Operating Profit Before Income Tax Equivalent



Mid West Ports' Contributions to State Government



Includes NTER & Dividends Paid

1.4

Combined Chair & CEO Report



Mid West Ports Authority continued to see strong demand for use of its port infrastructure and services during 2022/23, experiencing its third consecutive year of growth; up 1 million tonne (MT) on 2021/22 from 16.4MT to 17.4MT for 2022/23.

MWPA welcomed a number of new exporters during 2022/23 including Triangle Energy's (ASX:TEG) crude oil, Gold Valley Resources' iron ore, Strandline's (ASX:STA) mineral sands, and Abra's metal concentrates.

As MWPA approaches its largest annual throughput we look to the future, ensuring the Port of Geraldton is in a position to continue to facilitate increased trade demand from the region. In May 2022, the WA State Government committed to investing \$350M in the Port Maximisation Project (PMaxP); a development project of multi-user, multi-product infrastructure at the Port. PMaxP commenced in September 2022, with the appointment of BG&E Resources as Engineering, Procurement, and Construction Management (EPCM) contractors.



BG&E Resources, a multi-disciplinary engineering consultancy based in Perth, is responsible for the detailed design of the project and the supervision, management, and coordination of construction. Detailed design is now well underway with MWPA currently evaluating designs relating to wharf, storage, material handling, and marine infrastructure.

Embedding sustainability across port operations continues to be a key focus. During 2022/23, we reaffirmed this commitment by voluntarily submitting to undertake a Global Real Estate Sustainability Benchmark (GRESB) Infrastructure Assessment to better understand our current performance and future opportunities.

In 2023/24, we have committed to structuring the MWPA's Statement of Corporate Intent (SCI), a formal Government document outlining the objectives for the Port for the ensuing year, as our Sustainability Strategy and Implementation Plan. The Annual Report is required to report on the deliverables in the SCI, thus ensuring there is considerable accountability toward our sustainability commitment. For the second year running we have structured our Annual Report around MWPA's three sustainability pillars of People, Planet and Prosperity.



People

Keeping our people safe and ensuring they go home each day remains our highest priority. After receiving very positive feedback and results from two other WA Port Authorities, MWPA engaged a consultancy named Cognicent, to deliver their safety program 'Zero Incident Process' or ZIP.

The ZIP safety program is a psychology-based program focusing on the individual, their attitudes toward safety and their motivations for staying safe. The program has been delivered across the organisation with promising feedback and an internal ZIP Embedding Team works to ensure the ZIP safety message continues to be front of mind throughout our operations. Importantly, we recorded zero Lost Time Injuries in 2022/23.

MWPA remains mindful of our place as an organisation in the local community and how we can play our part, and we embrace the fact that many of our employees are local residents.

A large number of applications were once again received for our Annual Community Grants Program. Sixteen very worthy local organisations who demonstrated alignment with MWPA's vision and values were selected with over \$100,000 distributed between them. Successful applicants included local sporting clubs, varying school programs, regional events such as the Mingenew Midwest Expo, the Chapman Valley Agricultural Show, and cultural events hosted by the Midwest Multi-Cultural Association.

Our journey towards reconciliation was formalised with our Reconciliation Action Plan (RAP) – Reflect, recently endorsed by Reconciliation Australia. As an organisation, we are keen to demonstrate our commitment to reconciliation and playing a meaningful role in furthering opportunities and self-determination for Aboriginal and Torres Strait Islanders. Our RAP will be launched during NAIDOC Week in July 2023.

Following last year's announcement of MWPA's inaugural Not-For-Profit (NFP) Partnership Program with the Geraldton Surf Lifesaving Club, we were proud to



announce this year's recipient was ATLAS (Access To Leisure and Sport), a local group aiming to increase the inclusion of people with disabilities in mainstream sport, leisure and recreational activities. We look forward to working with and supporting ATLAS over the next three years.

MWPA remained connected with the local community throughout the year whether it was through hosting Mid West Chamber of Commerce and Industry events, providing community presentations on major projects, facilitating public visits to HMAS Stalwart III (Geraldton being its ceremonial home port), and being a major sponsor for the Mid West's signature festival, 'Shore Leave' for the third consecutive year.

In 2022/23, we also welcomed back cruise ships to Geraldton with the revision of government policies as Covid restrictions eased. Over the year we saw eleven ships visit, bringing with them over eleven thousand passengers and crew.

Teaming up with the City of Greater Geraldton and a local event activation company, Euphorium, cruise passengers were greeted in the Geraldton CBD at a Welcome Area providing visitors with entertainment, food and drink, and an opportunity to purchase wares from local businesses. Importantly, it provided visitors with a superior passenger experience with our team of dedicated community volunteers on-hand to share local insights, assistance and information.

Planet

Our focus on having a more sustainable impact on our environment is two-pronged; looking to improve the impact of our current operations while looking toward future opportunities.

MWPA maintains an extensive environmental monitoring program in support of our Environmental Licence which includes the monitoring of air quality, seabed sediment quality, dredge sediment transportation, noise, and seagrass health.

Air quality continues to be an important focus point, particularly with respect to the management of dust generation and dust migration as a result of port operations. Wherever bulk material is transferred from one location to another, dust becomes airborne and there is opportunity for it to be carried by the wind.

Significant inroads have been made in the last year with a number of dust mitigation measures being enacted including whole-of-port wind modelling, the installation of a DustTamer Fence along Marine Terrace, installation of dust suppression fogging within the Berth 5 circuit, the installation of a product moisture monitor on Berth 5, the partial enclosure of the Berth 4 Truck Unloader and the installation of dust hoods, and the recommissioning of a

Cascade Chute for Berth 4 loading operations. MWPA will continue to introduce further mitigation measures over the next year including dust suppression fogging on the Berth 5 Ship Loader.

During the year, we undertook detailed evaluation of our Scope 1 and 2 greenhouse gas emissions and in June 2023, the Board committed to an ambitious reduction of 90% reduction in scope 1 and 2 emissions by 2030, and Net Zero GHG Emissions by 2040.

Prosperity

Aligning with increased trade, MWPA saw a strong financial performance with Total Revenue of \$99.48M, up from \$96.66M in 2021/22. A small increase in Profit Before Tax was also realised of \$35.69M, up from \$35.60M, which becomes the strongest ever profit result for MWPA to date.

MWPA continues to project further growth over the coming years, with a number of existing customers increasing their production rates and a number of other new resource projects commencing operations in the near future. Some of these prospective trades include mineral sands, garnet, silica sands, spodumene and iron ore products.

Following the WA State Government's announcement in October 2022, MWPA has been increasingly involved in activities relating to the activation of the Oakajee Strategic Industrial Area (SIA) as a Hydrogen Hub. As part of that activation, MWPA is participating in a Trilateral Study along with the Port of Rotterdam (The Netherlands), the Fraunhofer Institute (Germany), and the Department of Jobs, Tourism, Science & Innovation (JTSI), to examine avenues for the early export of hydrogen products from the Oakajee SIA. MWPA is also an active member of the Oakajee Industry Reference Group led by JTSI and is working closely with Australian and international SIA proponents to develop options for future demand of port facilities for construction and project logistics support.

Whilst new industries such as hydrogen production are emerging in the Mid West, MWPA continues to also maintain a focus on the more traditional industries, including fishing and boat building and servicing. As the only WA Port Authority to have a Fishing Boat Harbour (FBH) vested in us, we are honored to be associated with an industry that has a proud history and close ties to our local community.

The development of vacant land on the FBH Northern Reclaim area facilitated local boat builder Dongara Marine, to build new facilities and expand their operations to take advantage of local trades and an increased workforce. The development included a



heavy lift boat slipway, subdivision activities, and the installation of utilities, which allowed Dongara Marine to move their first project into their newly constructed sheds in July 2022.

The development of the FBH Northern Reclaim area is part of a larger body of work included in the FBH Development Plan. Following on from the release of the Geraldton Port Master Plan in 2020, the FBH Development Plan provides both a vision and planning guidance for the future. Importantly, stakeholders of the FBH were actively consulted as part of the development process, and information sessions were conducted in June 2023 following the official launch of the plan by the Minister for Ports in March 2023.

Looking Ahead

MWPA is looking forward to a prosperous future, pursuing our strategy of growth and diversity. We remain focused on providing safe, reliable, and efficient services while ensuring we support our employees, port users and the local community.

The delivery of the Port Maximisation Project over the next four years remains at the forefront for MWPA. Complimenting this development will be several key projects across the Port focused on business improvement and maximisation of efficiencies.

Acknowledgements

With the departure of the Hon. Mark McGowan from the WA Government in June 2023, we welcomed the news of the Hon. David R Michael BEc MLA, Minister for Ports; Local Government; Road Safety; Minister assisting the Minister for Transport, to his new role. We look forward to working with the Minister over the coming years to help realise the growth of MWPA and the Mid West region.

We would like to extend sincere thanks to Hon. Rita Saffioti BBus MLA, Deputy Premier; Treasurer; Minister for Transport; Tourism, for her commitment and guidance during her previous role as Minister for Ports, and we look forward to her ongoing support of MWPA in her current portfolios.

Finally, we would like to thank the entire MWPA team. The last twelve months has seen the Port operating at a tempo not seen previously where a delicate balance has been maintained between safe and efficient current operations, the delivery of the Port Maximisation Project, and responding to the demands of future trades and emerging industries. Without the team's dedication and professionalism, we would not have achieved all that we have. Thank you.

Noel Hart
Chair

Damian Tully
CEO



A large industrial facility, possibly a refinery or chemical plant, with multiple large storage tanks and complex piping structures. The facility is situated near a body of water, with a pier and various industrial vehicles visible in the foreground. The sky is blue with scattered white clouds.

2.0

Operational Structure

- 2.1 Board of Directors
- 2.2 Executive Leadership Team
- 2.3 Organisational Chart



2.1

Board of Directors



Noel Hart

Chair

MBA, MAICD, Master Mariner Class 1



Susan Barrera

Deputy Chair

MBA, B ED, BSC (Hons)



Kate Watson

Non-Executive Director

GAICD



Robert Willes

Non-Executive Director

GAICD, BA (Hons)



Peter Creek

Non-Executive Director

CA



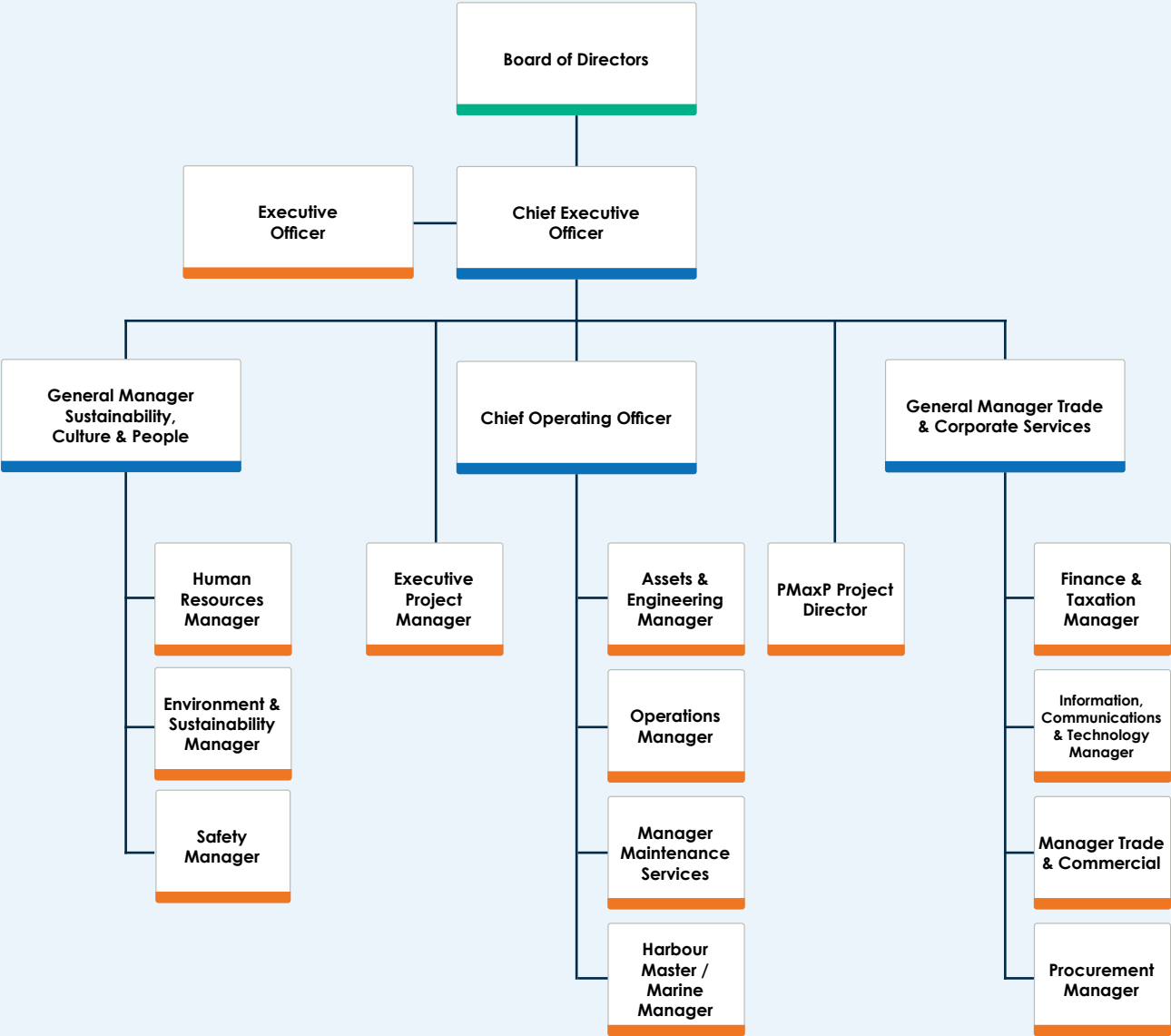
Gail McGowan

Non-Executive Director

PSM, GAICD, BA



2.2 Organisational Chart



Mid West Ports Authority (MWPA) is governed by the board of Directors appointed by the Minister for Transport. MWPA controls operations at ports throughout the Mid West to facilitate growth and trade for the economic benefit of the State. MWPA is responsible for the safe, secure, efficient and environmentally friendly operation of the ports.

Legend

MWPA Board	Executive Team	Leadership Team
------------	----------------	-----------------

2.3 Executive Leadership Team



Damian Tully
CEO



Sandra Pigdon
General Manager, Trade & Corporate Services



Vickie Williams
General Manager, Sustainability, Culture & People



Courtney Ackland
Chief Operating Officer

3.0

Performance

- 3.1 Performance Against Targets
- 3.2 Major Achievements
- 3.3 2023/23 Key Projects
- 3.4 Sustainability
- 3.5 People
- 3.6 Planet
- 3.7 Prosperity



3.1 Performance against targets



State Goal

Enhancing global competitiveness through continued economic diversification.

STRATEGY OBJECTIVES	GOALS	METRIC	2022/23 TARGET	2022/23 ACTUAL
Objective 1 Facilitate, Protect and Grow Efficient Trade & Tourism	Improve Revenue Diversification and Growth	Return on Assets	17.7%	14.5%*
		Earning Before Interest, Tax, Depreciation & Amortisation (\$'000)	\$64,450	\$43,775*
		No Product >50% of Throughput (Diversity)	<70%	65%
		Total Port Trade (Mt)	21.0	17.4*
		Total Number of Vessel Visits	502	400*
	Improve Underlying Profit	Economic Rate of Return	21%	4.10%
		Debt to Equity Ratio including Dividends	0.38	0.03
		Debt to Equity Ratio excluding Dividends	0.33	0.03
	Improve Long Term Business Value	Implement Improvements Identified in Continuous Improvement Plan	Jun-23	Achieved

Ports WA Metrics

* MWPA saw a lower than forecasted trade throughput as a result of a softening iron ore market in H1 2023 and new proponents' project startup delays.



State Goal

Achieving efficiencies and synergy through infrastructure planning and coordination in pursuit of economic growth.



State Goal

Building strong & resilient regions through economic expansion and inter-regional collaboration.

STRATEGY OBJECTIVES	GOALS	METRIC	2022/23 TARGET	2022/23 ACTUAL
Objective 2 Provide Infrastructure that Enables Customers' Supply Chains	Provide Long Term Landside Infrastructure	Deliver Phase 1 of Port Maximisation Plan	Jun-23	Phase 1 delivery underway. Concept Design complete. Detailed Design scopes for all project elements at 50% to 85% completed. Phase 1 now scheduled to be completed in 2023/24.
		Deliver Improvement Plan for Increased Operability of Berth 4	Dec-22	Project definition currently underway. A technology solution will be implemented in H2 2023 on Berth 4 circuit which will assist in identifying specific improvement actions.
	Provide Long Term Marine Infrastructure	Develop Long Term Capital and Maintenance Dredge Strategy (including Rockwall Protection)	Jun-23	Draft strategy developed. Peer review to be conducted in H2 2023 prior to release.
		Develop Solution of Reduction in the Effect of Long Period Wave Impact and Secure Funding	Sep-22	PMaxP Project has identified a number of improvements which will reduce the effect of Long Period Wave impact. Modelling and Detailed Design scope will determine if further mitigation options are required.
	Provide Long Term Land Management	Development of a Land Assembly and Land Use Strategy	Sep-22	Strategy currently in draft with expected completion in H2 2023.





State Goal

Enhancing sustainable communities by investment in infrastructure and social capital.



State Goal

Enhance conservation of the environment by sustainable development and efficient resource use.

STRATEGY OBJECTIVES	GOALS	METRIC	2022/23 TARGET	2022/23 ACTUAL
Objective 3 Operate as an Exemplary Corporate Citizen	To Be a Sustainable Port	Undertake Whole of Port Sustainability Benchmarking	Sep-22	Achieved.
		Develop a Long Term Sustainability Plan	Mar-23	Achieved.
		Number of Reportable Incidents	< 10	5
	To Provide a Safe Workplace	Loss Time Injury Frequency Rate (LTIFR)	0	0
		Delivery of ZIP Training and Embedding a Safety Leadership Culture	Dec-22	Training delivery complete. A cross functional team has been formed to ensure learnings are embedded and remain current.
	Operate in Harmony with our Stakeholders	Suppliers Satisfaction Survey Score **	> 80%	84% (2021/22 Score)
		Employee Satisfaction Score **	> 80%	64% (2021/22 Score)
		Community Satisfaction Score^	> 80%	New metric to be assessed in 2023/24
		Customer Satisfaction Score- Commercial Harbour **	> 80%	73% (2021/22 Score)
		Customer Satisfaction Score- FBH **	> 80%	34% (2021/22 Score)
		Establish and Implement an External Complaints & Feedback Process	Sep-22	Achieved.
		Finalise and Implement Reconciliation Action Plan	Dec-22	Achieved.
	Operate in Good Governance	Conduct Review of Organisational Structure to Support Port Maximisation Plan	Dec-22	Achieved.
		Delivery of Annual Report, SOE, SCI and SAP	Jun-23	Achieved.
		Implementation of Identified Actions Resulting from Internal Audit Plan	>90%	82% of 2022 audit findings closed out with the remainder expected to close out this FY.

Ports WA Metrics

** Survey conducted bi-annually. Current data relates to May 2022 metrics. New data due in May 2024.

^ Community Satisfaction was not measured in 2022. New data due in May 2024.

3.2

Major Achievements

07	08	09	10	11	12
July 2022	August 2022	Sept. 2022	Oct. 2022	Nov. 2022	Dec. 2022
<ul style="list-style-type: none">• Cliff Head Joint Venture crude oil shipment for Triangle Energy commenced.• Rail tamper and ballast regulator performed maintenance in the Ports Rail Terminal.	<ul style="list-style-type: none">• First movement across FBH's new access road in the boat building and maintenance precinct.• ZIP Safety Leadership Program implemented.	<ul style="list-style-type: none">• BG&E Resources appointed as Engineering, Procurement, Construction and Management (EPCM) contractor for MWPA's Port Maximisation Project (PMaxP).• FBH Walkway Phase 3 Project completed.• FBH Emergency Fire Tank commissioned.• Connell Road and street lighting upgrades completed.• Dry Fog Dust Suppression System (first one at MWPA) installed in Tower 501, completed.	<ul style="list-style-type: none">• Mid West Chamber of Commerce Business After Hours co-hosted on port in the Maintenance Shed.• Inaugural GRESB Sustainability Benchmarking Report received.	<ul style="list-style-type: none">• Strandline commenced trucking operations into Lease Site 27 at the port.• Mid West Chamber of Commerce Business Excellence Awards hosted on port in the Maintenance Shed.	<ul style="list-style-type: none">• Trilateral Hydrogen International Study announced – MWPA, Port of Rotterdam and BMBF.• FBH Maintenance Dredging Campaign completed.• MWPA welcomed its first cruise ship back to the Port of Geraldton since March 2020.

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Jan. 2023

- Recognised by the Office of the Auditor General as one of the 2021-22 best practice entities for timeliness and quality of financial reporting and controls.

Feb. 2023

- Construction of roundabout to improve traffic flow and safety on Marine Terrace commenced.
- Berth steel pile remediation project commenced.
- SmartBollard installation on Berth 6 complete.
- Bulk Handling Facilities Dust Extraction Systems Review completed.
- General Manager, Trade & Corporate Services, Sandra Pigdon received a Special Commendation in the Chartered Accountants Australia and New Zealand Award for Chief Financial Officer of the Year at IPAA's W.S. Lonnie Awards.

Mar. 2023

- MWPA Fishing Boat Harbour Development Plan formally endorsed by State Government.
- Replacement of Navigational Beacon 2, previously damaged, completed.
- Berth 4 Cascade Chute refurbished and refitted to reduce dust emissions.
- Quick Release Hooks commissioned and put into operation on Wharf 4.

Apr. 2023

- Installation of a Dust Tamer fence on Marine Terrace completed.
- Berth steel pile remediation project completed.
- Annual Community Grants Program - \$104,100 funding allocated.
- ATLAS announced as 2023 NFP Program Partner.
- WA Ports Governance Forum – presentation on Sustainability Governance.
- Installation of Digital Noticeboards commenced.

May 2023

- MWPA's first Reconciliation Action Plan, Reflect, formally endorsed by Reconciliation Australia.
- Installation of emergency back-up generators at Vacuum Sewer Plant, Ian Bogle Road Sub 6, Reg Clarke Road Sub T5.3 and Connell Road Sub 7, completed.

Jun. 2023

- Construction commenced on the Eastern Breakwater Jetty.
- Marine Terrace Roundabout opened to traffic.

3.3

2022/23 Key Projects

Port Maximisation Project (PMaxP)

PMaxP is a major infrastructure project at the Port of Geraldton in response to a significant projected throughput increase over the next 10 years.

The new trade will consist of multiple products, which cannot all be efficiently managed with current facilities.

The over-arching objective of PMaxP is to maximise the utilisation and flexibility of the port's capacity to accommodate the forecast increase in export trade. This will be achieved by, but not limited to the following items:

- Increase product in-load capacity (via road) by the installation of new truck unloaders;
- Maximise in-load connectivity to storage;
- Maximise out-load connectivity from storage;
- Demolition of existing Berth 2;
- New construction of Berth 1;
- Reclamation works to pilot boat area of the tug harbour;
- Port road network improvements to facilitate heavy vehicle access through the port;
- Temporary and permanent relocation of existing infrastructure to accommodate the works;
- Surge mitigation strategies to enhance the operability of berths;
- Procurement and installation of a new ship loader to be installed at Berth 6;
- Further enable multi-product capability through operation, maintenance, and housekeeping design considerations;
- Increase capacity of Berth 6 to accommodate Panamax size vessels;

- New Truck Unloader at Lease 11; and
- Outload conveyor from new materials storage area to the new Berth 6 ship loader.

The project will be delivered over four years, facilitating growth by allowing MWPA to increase trade from 16MTpa to 25MTpa by 2026.

MWPA aims to maximise the utilisation and flexibility of the port's capacity to accommodate the forecast increase in export trade.

Significant progress has been made in regard to PMaxP. In September 2022, the Port appointed the project Engineering Procurement and Construction Management (EPCM) consultant, WA company BG&E Resources. Since this time, the project has undertaken validation of proposed engineering solutions, defined requirements to meet future trade requirements, commenced detailed design of materials handling, storage, marine infrastructure, and networks infrastructure improvements. The concept enhancement process has embraced a whole of Port approach including subject matter experts from each of the business units of the port to contribute to design and lessons learned.

The project has commenced engagement for undertaking the necessary statutory approvals including Part 4 and Part 5 Environmental Planning and Assessment. The environmental approvals are being coordinated in conjunction with SLR Consulting Australia Pty Ltd (originally 360 Environmental).

MWPA expects to shortly be calling for tenders for the procurement of long lead items and the provision of construction activities associated with the Lease 11 truck unloader. The new truck unloader will replace existing aging infrastructure and will service future trucking fleet requirements of port customers while incorporating industry best practice in terms of materials handling and environmental considerations.





Marine Terrace Roundabout

Marine Terrace is part of the Local Government Authority road network vested with City of Greater Geraldton. The intersection of Marine Terrace and Gillam Road provides the eastern entry and exit point into the Port of Geraldton. The intersection also services the entry point to CBH lease area and its contractors (notably heavy haulage). The site also has overhead power lines traversing the site which have previously been impacted by haulage contractors.

The Marine Terrace Roundabout project was supported by Royalties for Regions funding, and aims to improve the Marine Terrace / CBH entry point as the primary entryway for CBH (and other users) by:

- Improving the road network and visibility for traveling public at the roundabout location;
- Improve safety and vehicle interaction at the location of the roundabout – with traffic calming and improved visibility;
- Improve safety for pedestrians and cyclists with dedicated travel paths at the roundabout site;
- Removal of overhead power line infrastructure to prevent future inadvertent interaction with heavy vehicles; and
- Improved lighting and separation of port and non-port vehicles.

In 2022, MWPA sought tenders for the construction of the new roundabout with the works being awarded to Geraldton contractor Red Dust Holdings in January 2023. The works were constructed in a staged sequence such that the existing port road network remained operational while maintaining public safety and providing minimal disruption to local businesses.

The works are substantially complete and are awaiting the undergrounding works associated with the Western Power infrastructure, to finalise completion of the remaining works.

Dust Management Projects

MWPA developed a specific focus on the improvement of air quality in both the Commercial and Fishing Boat Harbours during 2022/23.

MWPA's Dust Action Plan identified several initiatives to improve air quality in the port precinct. To ensure the successful implementation of these initiatives, MWPA appointed a dedicated Dust Management Project Manager in late 2022.

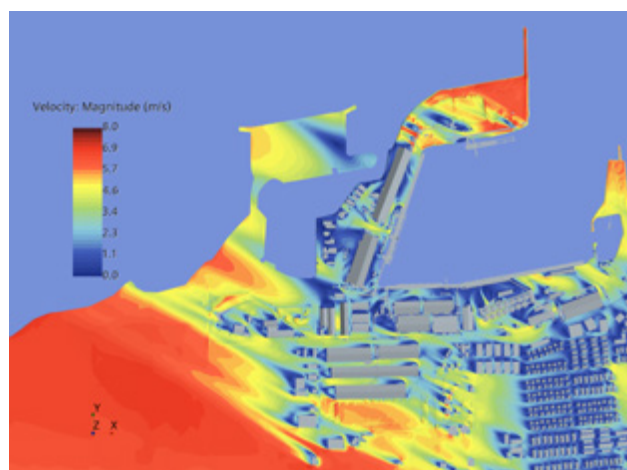
As a result, MWPA made considerable progress in the implementation of Dust Action Plan projects and initiatives at the port.

Modelling of Wind and Dust Dispersion at the Geraldton Port was used to identify problematic areas and solutions to reduce wind tunnelling and turbulence associated with port infrastructure. A 3D model of the Port of Geraldton was developed to support this study. The study also included an assessment of the effects of additional tonnage throughput at the port to identify the most beneficial locations to improve dust control.

A DustTamer® wind reduction fence was installed on Marine Terrace, constructed adjacent to the talc stockpile south of the FBH. The fence is designed to reduce wind speed downwind, whilst maintaining air pressure equilibrium on both sides, this limits the lift-off of material from the downwind stockpile.

In March 2023, the refurbishment of the Cascade Chute to minimise dust during Berth 4 loading was completed. MWPA had previously utilised a cascade chute to load light material over Berth 4. This chute was refurbished and recommissioned with 2 successful Garnet loadings in 2023, demonstrating a visible reduction in dust released and no reduction in throughput.

MWPA has undertaken a full external review of the Bulk Handling Facility (BHF) Circuit Dust Extraction Systems. This review, by an external specialist on dust suppression,





looked at the capacity and suitability of the existing dust extraction systems within the BHF and provided recommendations for improvement. The Dust Extraction Systems Review has resulted in the implementation of the following projects:

- Partial enclosure of the southern end of the Common User Truck Unloader. This was recommended to reduce the velocity of southerly quarter winds through the truck unloader, allowing dust extraction to be more effective.
- Fabrication of Dust Hoods to improve Common User Truck Unloader Dust Extraction. To bring the dust extraction points closer to the truck unloader hopper, new removable hoods were constructed. Their removable nature allows the multi-product nature of the truck unloader to be maintained.
- Installation of Dry Fog Dust Suppression was trialled on the CV502 Conveyor in the BHF 500 Iron Ore Circuit. A Dry Fog Dust Suppression System was installed to measure dust reduction. The system proved to be more effective than the previous dust extraction system and MWPA will now implement the same solution onto the Berth 5 ship loader.

Fishing Boat Harbour Development Plan

During the 2022/23 year, MWPA delivered the FBH Development Plan, which was a key deliverable identified under the 2020 Port of Geraldton Master Plan.

Initiation of the development plan started in July 2022, with the engagement of a multi-disciplinary team of consultants led by Taylor Burrell Barnett. The development of the plan required outlining guiding objectives, identifying issues, opportunities and constraints through consultation, a vision workshop with MWPA, production of a preliminary plan, initial review, FBH stakeholder consultation and then finalisation of the document.

The final development plan was produced in November 2022 and outlined the strategic direction for the FBH over the next 15+ years. The overarching objective of the plan is to increase the operability of the harbour for existing and new businesses and industries, while also providing more hospitality, retail and tourism opportunities for the broader Geraldton community. The plan does this by identifying key projects for expansion through reclamation, upgrades to the movement network through road realignments and optimisation of the harbour through new marine and landside infrastructure. The plan also identifies 9 precincts to direct land use development into the future, including a designated boat building and repair precinct, a marine servicing and refuelling precinct, an administration precinct and a tourism precinct.

In March 2023, the FBH Development Plan was endorsed by the Minister for Ports and published on MWPA's website. In June, community information sessions were facilitated onsite at the FBH and in Geraldton's CBD.



Fishing Boat Harbour Dredging Campaign

In late 2022, MWPA undertook maintenance dredging in the Geraldton Fishing Boat Harbour. A small Cutter Suction Dredge (CSD) was used to remove approximately 22,000m³, with 100% of dredged sediments beneficially re-used.

Dredged material was placed in the existing land reclamation area north of Berth 7 with tailwater discharge returning to the north-western corner of the Commercial Harbour.

Background

In recent years, the area immediately west of the entrance to the FBH has shallowed with the formation of a small pocket beach known as Lives Beach, impacting the depth and width of the FBH entrance. This has resulted due to the easterly advancement of sand originating from Pages Beach.

The build-up of sand at the FBH entrance poses a risk to the safe navigation of vessels accessing the harbour. The sediment also poses a threat to the Geraldton Fisheries Co-operative (Brolos) operations, which has water intakes in the vicinity of the FBH entrance to support live lobster holding tanks.

MWPA maintains a Memorandum of Understanding with the City of Greater Geraldton, the Northern Beaches Stabilisation Programme, which requires the relocation of a minimum of 12,500m³ of sand annually from Pages and Lives Beaches to beaches northeast of the port.

Despite the relocation of sand from these beaches and seabed levelling work in the FBH entrance channel, sand was continuing to build up, necessitating a dredging campaign to remove accumulated sediment.

A balanced approach

A comprehensive framework guides our decision-making around sustainable management of marine sediment at the Port of Geraldton.

It starts with an understanding of our environment and the source of natural sediment accumulation and evaluating options, through a multiple-criteria assessment, in which sediment material can be suitably placed and beneficially reused.

The assessment considers a range of social, environmental, and economic values relevant and important to the local area and Mid West region.

The approach

The main objectives were to return the FBH approach channel to design depths and width, to remove a significant amount of sediment from the Lives Beach

area to create a sand trap, encouraging sediment to accumulate at the beach area as opposed to the FBH entrance, and to beneficially reuse 100% of the dredged material.

Phase 1 comprised the definition of the project and the work required to obtain environmental approval. This was undertaken in parallel with Phase 2 which comprised the detailed definition of the dredging scope and procurement of the dredging contractor.

Scope definition & environmental approvals

The following steps were undertaken through the development of the project:

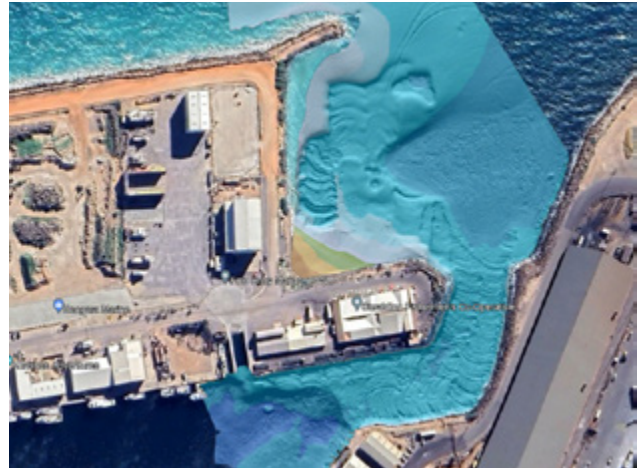
- FBH Sand Management Strategy: including review of dredging requirements, material characteristics and material placement options;
- Risk Management: Pre-planning risk assessment as part of project initiation and Construction Risk Assessment Workshop prior to commencement of works;
- Beneficial Use Assessment: a review of material placement options and evaluation through a multi-criteria workshop;
- Hydrographic Survey: regular monitoring surveys utilised to confirm the extent of dredging requirements;
- Environmental Impact Assessment (EIA): assessment of potential impacts of the project in accordance with the Environmental Protection Act and Technical Guidance – Environmental Impact Assessment of Marine Dredging Projects;
- Dredge Environmental Management Plan: to define monitoring and management requirements during dredging; and
- Post Dredge Activities: Including post-dredge environmental and operational close-out reports and lessons learned workshop.

Community engagement

The project undertook a high degree of public and stakeholder consultation with an objective to maximise transparency. The level of engagement executed was greater than that typically undertaken for maintenance dredging projects of a similar nature.

MWPA received relatively low community and stakeholder interest in the project, with stakeholders who were actively engaged generally supportive of the project with no negative feedback received.

There was very good cooperation between MWPA, the dredging contractor and FBH stakeholders including fishers, to allow the dredging operations without major disruption to FBH activities.





Health, Safety & Environmental (HSE) performance

The project achieved a high standard of HSE performance, recording no injuries or significant safety incidents.

Environmental performance was reviewed against the management targets set out within the EIA. All management targets for the following environmental factors were achieved:

- Benthic community habitats;
- Marine environmental quality;
- Air quality;
- Marine fauna;
- Introduced marine pests;
- Waste management; and
- No environmental incidents occurred during the dredging campaign.

Outlook and recommendations

In addition to lessons learnt outlined in the dredging closeout report, the following recommendations are made:

- With the volume of material removed it is anticipated that no further dredging activities will be required in the FBH entrance area for 18-24 months;
- If minor accumulation in the entrance area occurs, ploughing/sweeping of the material should be considered as a temporary management option before further dredging; and
- Bypassing from Pages Beach should continue to reduce future dredging requirements.

Project outcomes

A summary of key success factors and their ratings is provided in the following table. Four of the five factors were scored 'green' having been achieved while one factor (volume of material removed) was scored 'amber' having been generally achieved.

Objective	Outcome	Result
Returning FBH entrance navigation channel to original depths.	FBH entrance channel returned to design widths at a minimum depth of -3.2m LAT with most of the channel cleared to -3.3m LAT or deeper.	Achieved
Remove 28,000 to 34,000 m3 of sand from the FBH and Lives Beach area.	Approx. 22,000 m3 of sand removed from the dredge area.	Generally Achieved
Beneficial reuse of dredged material to create new useable land.	8,500 m2 of useable land created in the Berth 7 Dredge Material Placement Area.	Achieved
Zero safety / environmental incidents throughout the dredging campaign	Zero incidents reported, safety and environmental well managed.	Achieved
Impacts to other FBH users minimised or avoided.	Very good cooperation between MWPA and FBH stakeholders including fishers, to allow the dredging operations without major disruption to FBH activities.	Achieved

Reconciliation Action Plan

Over the 2022/23 year, MWPA developed its Reconciliation Action Plan.

The MWPA Reconciliation Action Plan (RAP) 2023, Reflect, signifies a commitment by MWPA to strengthen awareness of and relationships with First Nations people and drive meaningful reconciliation action across the organisation.

MWPA's Reflect RAP was endorsed by Reconciliation Australia in May 2023, and provides a comprehensive framework outlining deliverable actions across the four pillars of relationships, respect, opportunities, and governance.

The document lays the foundations of the organisation's commitment to listening, learning, and gaining an even greater understanding of Aboriginal and Torres Strait Islander peoples, particularly those local to the Mid West region.

Formalising MWPA's reconciliation journey through a Reflect RAP is a vital first step in acknowledging the

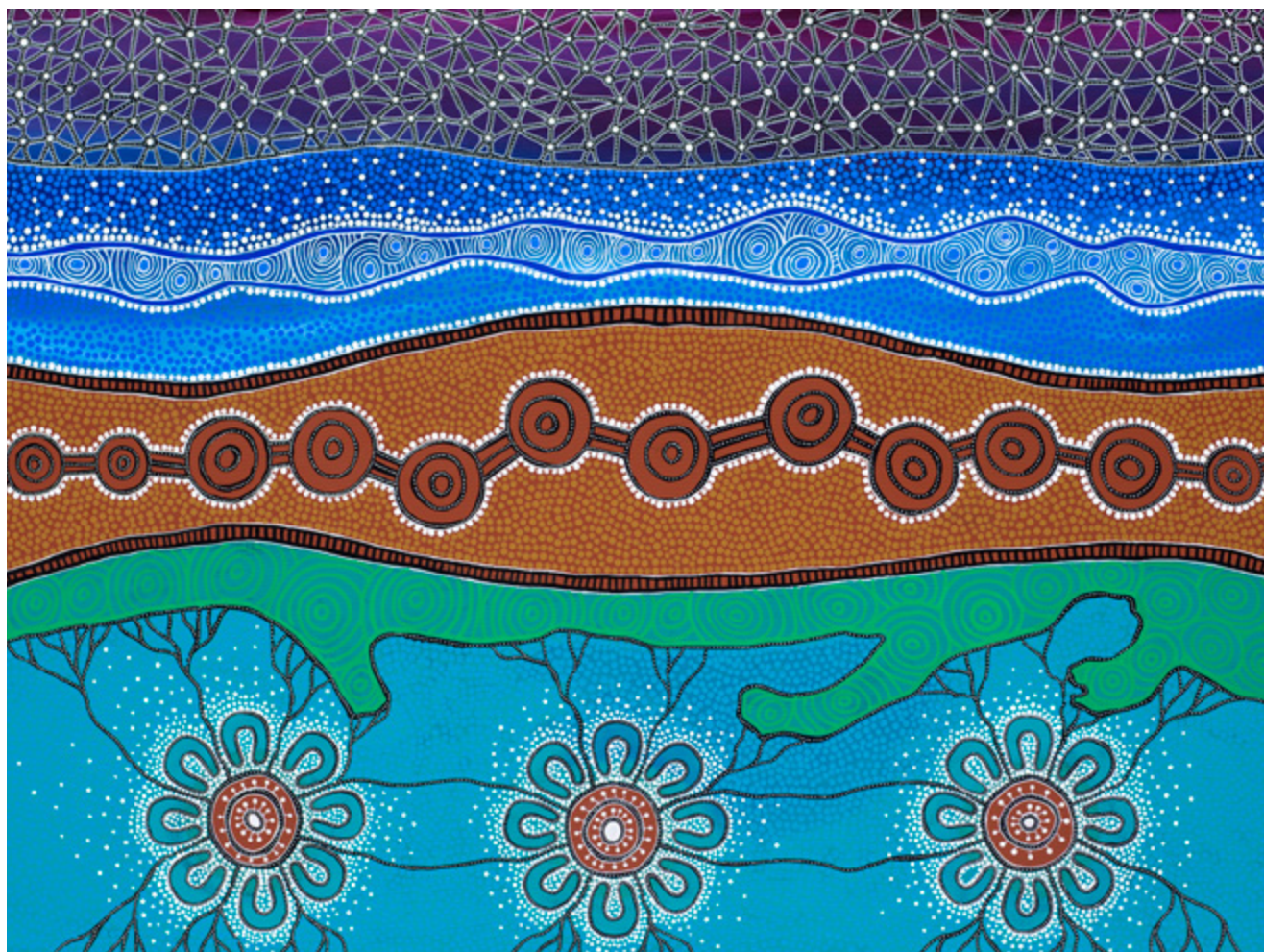
cultures, histories, knowledge, and insights of the people and communities on whose land and waters the port operates.

MWPA's Reflect RAP enables the organisation to deepen its understanding of its sphere of influence and the unique contribution it can make to lead progress across the five dimensions of reconciliation: race relations; equality and equity; institutional integrity; unity; and historical acceptance.

To mark the Reflect RAP, MWPA commissioned local artist, and proud Yamatji woman, Nicole Dickerson to create a custom artwork depicting MWPA's reconciliation journey.

'Two Cultures, Come Together' is an incredible piece of work depicting the Mid West region, its lands and waters, Yamatji language groups, the ripple effects of reconciliation, and past, present and future connections.

The artwork was included in MWPA's RAP Reflect document, can be viewed on the website, and will proudly hang in its offices.



'Two Cultures, Come Together' by Nicole Dickerson



3.4 Sustainability

In 2022/23, MWPA further developed its Sustainability Framework in alignment with the Ports Australia Sustainability Guidelines and the United Nations Sustainable Development Global Goals (UNSDGG).

MWPA's Sustainability Framework recognises that balance between economic, environment and social demands is needed for success and resilience into the future. The framework underpins MWPA's Strategic Plan and is centred on the three pillars of People, Planet and Prosperity.

In acknowledging that sustainability is a business opportunity to ensure long-term organisational resilience, MWPA identified that the Statement of Expectation (SOE) and Statement of Corporate Intent (SCI) will be MWPA's Sustainability Strategy and Implementation Plan from 2023/24 financial year, with the 2023/24 Balanced Scorecard demonstrating equal priority across the three pillars.

In 2022, MWPA committed to understanding and improving its current Sustainability performance and voluntarily submitted to undertake a Global Real Estate Sustainability Benchmark (GRESB) Infrastructure Assessment. The GRESB Infrastructure assessment collects, validates, scores and independently benchmarks Environment (E), Social (S) and Governance (G) data for infrastructure assets internationally. The GRESB assessment is completed annually and provides a benchmark score following rigorous evaluation of MWPA's ESG performance. GRESB assessment criteria are based on ESG aspects which are considered to be materially important globally and are aligned with the Sustainable Development Goals, the Paris Climate Agreement and major international reporting frameworks. The GRESB benchmark criteria evolve over time, ensuring they reflect evolving sustainability expectations.

The 2022 GRESB assessment has provided MWPA with a roadmap identifying highlights and opportunities for improvement with ESG policy, management processes and data development. Several key actions have been

undertaken and the organisation is working to improve this score for future assessments.

Some key actions MWPA has commenced include:

- Development and implementation of an ESG Sustainability Action Plan;
- Greenhouse Gas Emissions reduction project;
- Climate Risk Review and Adaptation Planning; and
- Preparation of the 2024 SCI and SOE.

Materiality Assessment

MWPA undertook the first stage of a sustainability materiality assessment in May 2023. The objective of the assessment was to identify and prioritise the key material topics that are important for MWPA to focus on addressing. Representatives from within MWPA's leadership team and employees were involved in two workshops which identified 35 ESG aspects that were considered relevant and significant to the Port of Geraldton.

While all 35 aspects were considered important, the following material topics were identified as a priority for future focus and reporting:

- Health, safety and well being of employees and contractors (People);
- Training and development (People);
- Diversity, Equity and Inclusion (People);
- Efficient use of energy and achieving Net Zero greenhouse emissions (Planet);
- Ensuring beneficial use of dredge material (Planet);
- Protecting habitat and biodiversity (Planet);
- Waste management and resource efficiency (Planet); and
- Risk Management and Compliance (Prosperity).

MID WEST PORTS



SUSTAINABILITY



People

To invest in and engage with the community and its people, leaving a positive legacy for future generations.



Planet

To operate in balance with its environment and ensure ecological values are protected.



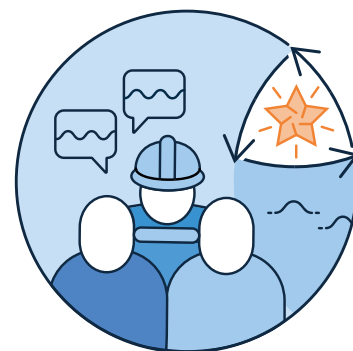
Prosperity

To build long term resilience of the Port and enhance economic prosperity for the region.

United Nations Sustainability Development Goals



3.5 People



Safety

MWPA's established and dedicated commitment to embedding a strong safety culture with a focus on continuous improvement has been reflected in another year of improved safety performance and further reduced frequency rates from previous years.

MWPA experienced zero Lost Time Injuries (LTI's) and one Medically Treated Injury (MTI) in the 2022/23 period, resulting in a Lost Time Injury Frequency Rate (LTIFR) of 0 and a Total Recordable Injury Frequency Rate (TRIFR) of 3.74.

MWPA is focused on taking a strategic, proactive, and preventative approach in identifying and implementing WHS initiatives and systems aimed at improving risk management and safety-related outcomes and sustaining a robust workplace culture with a strong emphasis on people and their health and wellbeing.

Activities conducted that demonstrate this and which have had a positive impact on the improved safety performance include, but are not limited to:

- the delivery of Zero Incident Process (ZIP), a psychology-based safety program, to all employees;
- provision of a dedicated medical provider to facilitate priority injury management and the development of prompt treatment and return to work strategies; and
- promoting targeted health and wellbeing campaigns focused on active employee and workplace engagement.

Zero Incident Process (ZIP)

Following the completion of a Safety Culture survey, MWPA was keen to adopt an overall framework to provide a safety focus for the organisation which integrates both the personal and leadership components of safety culture.

In alignment with other Ports, MWPA partnered with Cognicent to deliver their Zero Incident Process (ZIP) safety program.

ZIP is a psychology-based safety process that provides people an insight into how their brain works, giving them the tools to recognise how thinking positively impacts their attitudes, drives their behaviour, and subsequently empowers them to take control of their personal safety, and those of others, both at work and at home.

To embed the knowledge and tools learned from ZIP, a team was formed to drive continuous improvement of the MWPA safety culture.

The ZIP embedding team utilise various communication tools to encourage people to actively engage and discuss the learnings and how they can be applied to improve safety on a day-to-day basis, keeping safety front of mind and as a result effectively improve safety outcomes.

Effective injury management

A dedicated medical provider that could deliver a priority injury management service was identified with the aim of improving injury management processes and promoting a prompt return to work.

When a worker sustains a non-life-threatening injury in the course of their duties, MWPA will access this priority service which guarantees that there is a minimal wait time for an injury to be assessed.

The recognised benefits in enabling injured workers to be assessed and treated as a priority have included:

- minimising the extent or severity of the injury thereby promoting a faster recovery and healing time;
- minimising potential lost time through the provision of the opportunity to identify appropriate duties facilitating a prompt return to work (as reflected in the improved safety performance); and



- a reduction in the amount of time a worker has been required to be on restricted or alternative duties.

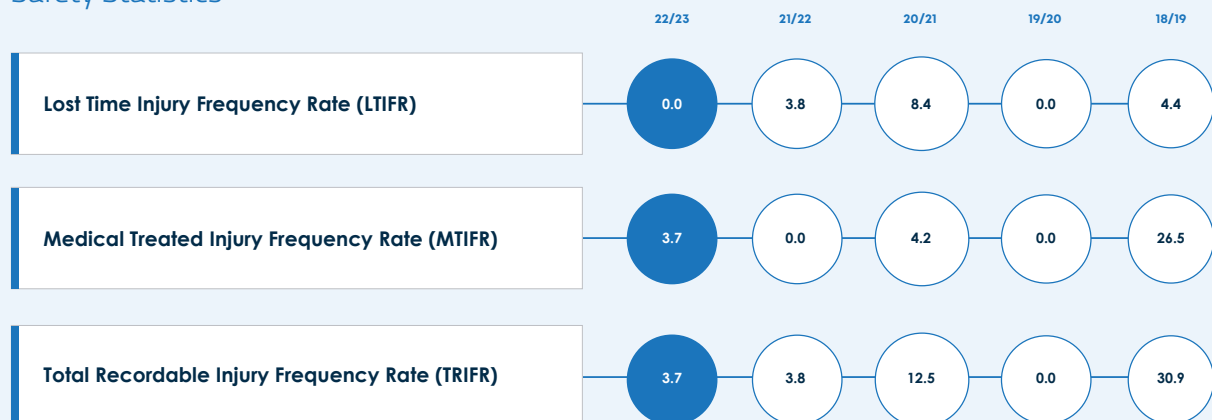
Importantly, effective injury management also minimises the overall physical and mental impact that an injury can have on a worker.

Health and Wellbeing campaigns

Targeted health and wellbeing campaigns that focused on active employee and workplace engagement have been delivered and facilitated. An example of two of these campaigns are:

- **Safe Work Week** - employees were encouraged to proactively conduct safety observations together, culminating in a lunch where safety prizes were awarded; and
- **Men's Health Week** - blue safety boots offered as an alternative option to standard boots in return for a donation to Beyond Blue. BBQ breakfasts for male employees provided an opportunity for everyone to participate, generate conversation and come together.

Safety Statistics



How MWPA engages with its Stakeholders

Employees

- Workforce Management Plan.
- Quarterly Staff Consultative Committee meetings.
- Graduate & Apprenticeship Program.
- Annual Awards of Excellence Event.
- Weekly newsletter, daily works, planned works and shutdown notifications, toolbox meetings, and HSE Bulletins.
- Intranet updates & access to operational publications.

Community

- Regular MWPA Stakeholder Engagement Committee meetings.
- Quarterly Port Press newsletter featuring business updates.
- Not-For-Profit Partnership Program, rolling 3 year agreement.
- Annual Community Grants Program supporting community programs, initiatives and events.
- Participation in the Community Respect Equality program.
- Website updates, media releases and social media platforms (Facebook, LinkedIn & Instagram).
- Consultation on major port projects ie Port Maximisation Project (PMaxP).
- Hosting networking functions ie MWCCI Business After Hours.
- Attendance at local school career days.
- Hosting group port tours.
- 3 year sponsorship of signature Mid West event, Shore Leave Festival.
- MWPA Reconciliation Action Plan 2023, Reflect.

Suppliers

- Procurement Policy, noting Western Australian Industry Participation Strategy (WAIPS) & Aboriginal Procurement Policies.
- Daily works, planned works and shutdown notifications, toolbox meetings, and HSE Bulletins.
- Website updates & access to operational publications.
- Monthly KPI Meetings.
- Quarterly Port Press newsletter featuring business updates.

Customers

- Quarterly Fishing Boat Harbour Consultation Committee meetings.
- Direct engagement with customers and supply chain partners at regular intervals.
- Regular MWPA Stakeholder Consultation Committee meetings.
- Monthly KPI Meetings.
- Daily works, planned works and shutdown notifications, toolbox meetings and HSE Bulletins.
- Detailed customer onboarding processes.
- Website updates & access to operational publications.
- Quarterly Port Press newsletter featuring business updates.
- Quarterly berth user meetings for provision of information, discussion of issues and round table interaction.

Government

- Minister Briefings.
- Regular business updates to key government departments and Ministers.
- Publications issued; Statement of Corporate Intent, Strategic Development Plan, Strategic Asset Plan and Annual Report.
- Major Capital Investment Business Cases.
- Geraldton Port Master Plan.
- Fishing Boat Harbour Development Plan.



Stakeholders

Connecting with stakeholders

MWPA remains steadfast in its commitment to nurture and develop its community presence and connections, while building transparency and accountability with community consultation for its major projects and operations.

Once a quarter, MWPA's Stakeholder Engagement Committee meets to discuss port operations, upcoming projects, and industry trends. The Committee has representatives from the community, port users, business, interest groups and government. Minutes are available on the MWPA website.

Group and individual sessions are held throughout the year with MWPA customers, suppliers and port users. These sessions are targeted at the dissemination of information, gauging perception, receiving feedback, developing actions and reporting on progress. The intent is to build an open and active dialogue with MWPA's key stakeholders.

MWPA again attended a number of Career Days at local high schools building awareness of career opportunities at the Port. Participation in community events, provision of port tours, and community group presentations were conducted throughout the year providing firsthand insight into port operations.

During 2022/23, MWPA held community information sessions for the PMaxP and the Fishing Boat Harbour Development Plan. The sessions offered engaging, relevant and educational content to the public, providing transparency on its operations in a meaningful manner.

In addition, there has been a concerted effort to provide detailed information on MWPA's website, particularly with reference to community collaborations, projects and future planning.

MWPA highly appreciates the valuable contributions made by community organisations in the Mid West. It is deeply committed to nurturing strong community relationships and firmly believes that industries have a responsibility to actively support these organisations, leading to social, environmental, and economic benefits for the region.

Community partnerships

In 2022/23 MWPA allocated \$110,000 to its Annual Community Grant Program to support the local region by partnering in the delivery of initiatives and events by community groups.

This year, the program received 28 applications from community groups, clubs and organisations of which, 16 demonstrated alignment with MWPA values, met the program criteria and clearly demonstrated community value.

MWPA distributed a total of \$104,100 in funding to the following successful applicants:

1. Beachlands Primary School
2. Champion Bay High School
3. Chapman Valley Agricultural Society
4. Fishability Inc
5. Geraldton Athletics Centre
6. Geraldton City RSL Sub Branch
7. Geraldton Community Toy Library
8. Geraldton Mountain Bike Club
9. Geraldton Professional Fishermen's Association - Blessing of the Fleet Committee
10. Geraldton Water Polo Association
11. Holland Street School
12. Latitude Jewellers - Flotsam & Jetsam
13. Midwest Multi-Cultural Association
14. Mingenew Midwest Expo
15. Variety WA Midwest
16. Waggarakine Primary School

In addition, MWPA appointed its second Not-For-Profit Partner after introducing the three-year rolling partnership program last year.

Local inclusion and access provider, ATLAS was announced as the successful recipient for 2023.

ATLAS (Access to Leisure And Sport Inc) is a Geraldton-based, public non-profit charity organisation committed to increasing people with disabilities, access and inclusion in the Mid West community.

The collaborative partnership with MWPA, valued at over \$22,000, will provide ATLAS with both monetary and in-kind support over the next three years.

Mid West's signature event 'Shore Leave' was also supported with the contribution of \$100,000.

Return of Cruise to the Port of Geraldton

2022/23 saw the successful return of cruise to the Port of Geraldton following Covid-19 interruptions.

MWPA welcomed the first ship, Noordam on 1 December 2023. This was followed by a further 10 visits including four inaugural visits. Unfortunately, three ships were cancelled due to weather conditions.

In total, 11,240 passengers and crew were welcomed ashore and an estimated \$3.3 million dollars was injected into the local Mid West economy.

Geraldton is recognised by the industry worldwide for its passenger welcome and specifically the role volunteers play in the provision of this service. In 2022/23, 27 volunteers provided 378.5 hours of their time to welcome and guide passengers in Geraldton.

MWPA will continue to play a pivotal role in the delivery of cruise to the Mid West region.

Employees

Diversity and inclusion

Diversity and inclusion continues to be a key focus area for MWPA as an equal opportunity employer. MWPA developed an Equal Employment Opportunity Plan during 2023 setting targets to increase diversity across the MWPA workforce.

Currently:

- 35 employees declare to be born outside of Australia;
- four employees identify as Aboriginal;
- four employees declare to be living with a disability;
- 40 employees identify as female; and
- 137 employees identify as male.

Employee relations

In April 2023, following a positive vote, the Mid West Ports Authority Marine Pilots Enterprise Agreement was approved by the Fair Work Commission. The successful vote brought an end to a negotiation that was conducted amicably, in good faith and fairly by all parties involved.

MWPA has an Employee Consultation Committee that meets quarterly, whereby employees meet with senior MWPA employees in a forum that provides open communication and consultation between management and staff on workplace relations, organisational development and change, human resource and other issues not resolved through other channels.

Culture development

In 2019, MWPA embarked on an Organisational Culture improvement journey and committed to measuring the organisational culture every 2-3 years. The 2021 measure identified a 13.1% improvement. A further measure will be conducted in late 2023.





Feedback sessions are held with all work groups, providing the results and data, leading to the development of an action plan of improvement activities to support the organisation to continue improving culture over time.

A 360-degree feedback process has been introduced for the organisation's leaders, managers and supervisors, enabling each to identify improvement opportunities in their leadership development and support building self-development and organisational development.

Values and Excellence Awards

The annual end of year celebration incorporates MWPA's Values and Excellence Awards. This family friendly event recognises MWPA staff who 'uphold and live the MWPA values'.

- Winner of Team of the Year: Environmental Team
- Executive Sponsored Award recipients: Brad Lemmon & Operations Supervisors
- Board Sponsored Award Recipients: Noel Martion and Bijal Suthar.

Service Awards:

- 8 recipients of 5 Year Service Award
- 14 recipients of 10 Year Service Award

Flexible working

MWPA continues to provide flexible working arrangements to staff. This includes staff returning from a range of circumstances, such as maternity leave and non-work related injury or illness, enabling flexibility and agility to the workforce.

The ability to enable staff to work remotely enables continuity of service and minimises disruption.

Business Improvement Program

In November 2020, MWPA implemented a Business Improvement Program TEAM (Together Everyone Achieves More) to drive a continuous Improvement approach to operations. This has included the delivery of training sessions across Continuous Improvement value chain topics, the identification of improvement projects and the mentoring and development of Continuous Improvement Champions across the business.

The program continues with the implementation of improvement projects to drive efficiency and effectiveness across the business.

Employee development

MWPA has a strong focus on Workforce Development to ensure currency of training and validation of competency. Employees are encouraged to undertake training and development opportunities. Through 2023,



employees attended a range of training sessions, that consisted of a mixture of compliance, full courses, soft skills, and culture, including:

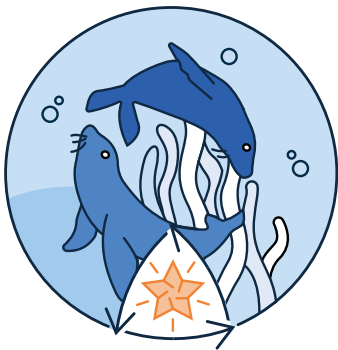
- Code of Conduct and Ethics
- AICD Company Directors Course
- Dare to Lead Workshop
- Financial Management and Project Investment
- Certificate of Proficiency in Survival Craft
- Master Medical Refresher
- AICD Governance Summit
- Surface Ventilation Technician
- Surface Ventilation Officer
- Manual Handling
- LV Rescue & CPR
- FBT Virtual Workshop
- Green Ports Oceania Conference
- Snake Handling
- Forklift
- WHS Reform
- NELA Conference: The Energy Transition

- Provide First Aid
- Man Overboard
- Neurodiversity at work
- Confined Space & Gas Test Atmospheres

Traineeships

This year, MWPA took on two school-based traineeships, who have been working toward their Certificate II – Maritime Operations and attaining their Coxswain Ticket. They have been working with the mooring team, pilot boat skippers, and marine pilots, in addition to taking part in firefighting equipment testing on Svitzer Australia tugs. Both ladies hail from local crayfishing families, with this initiative providing them the opportunity to upskill in a working marine environment while still maintaining their studies at school. The program delivers additional benefit with the development and retention of talent in the Mid West region and offers a number of MWPA staff the opportunity to mentor local youth.

3.6 Planet



Environmental Management

MWPA recognises that operations at the Port of Geraldton must be managed in an environmentally responsible way, to ensure that impacts on the adjacent community and marine environment are minimised.

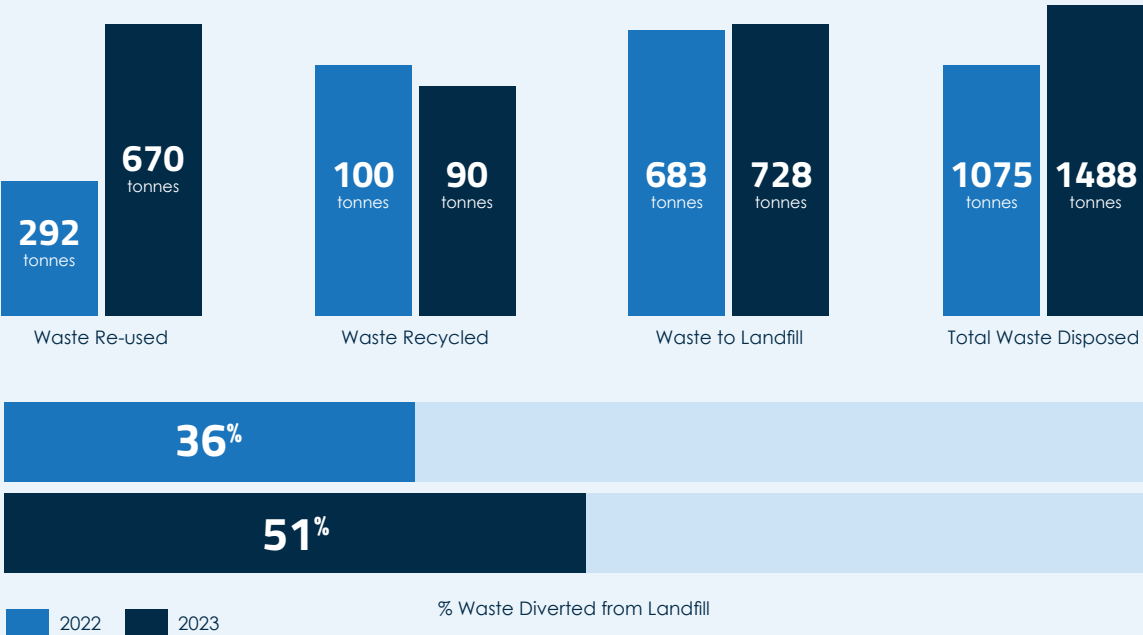
The Port of Geraldton operates under an Environmental Management Plan aligned to the ISO14001 Environmental Management System standard. Our programs and initiatives address environmental aspects of port operations to protect air, land and water within and adjacent to the port, in line with our sustainability values to: operate in balance with the environment and ensure ecological values are protected.

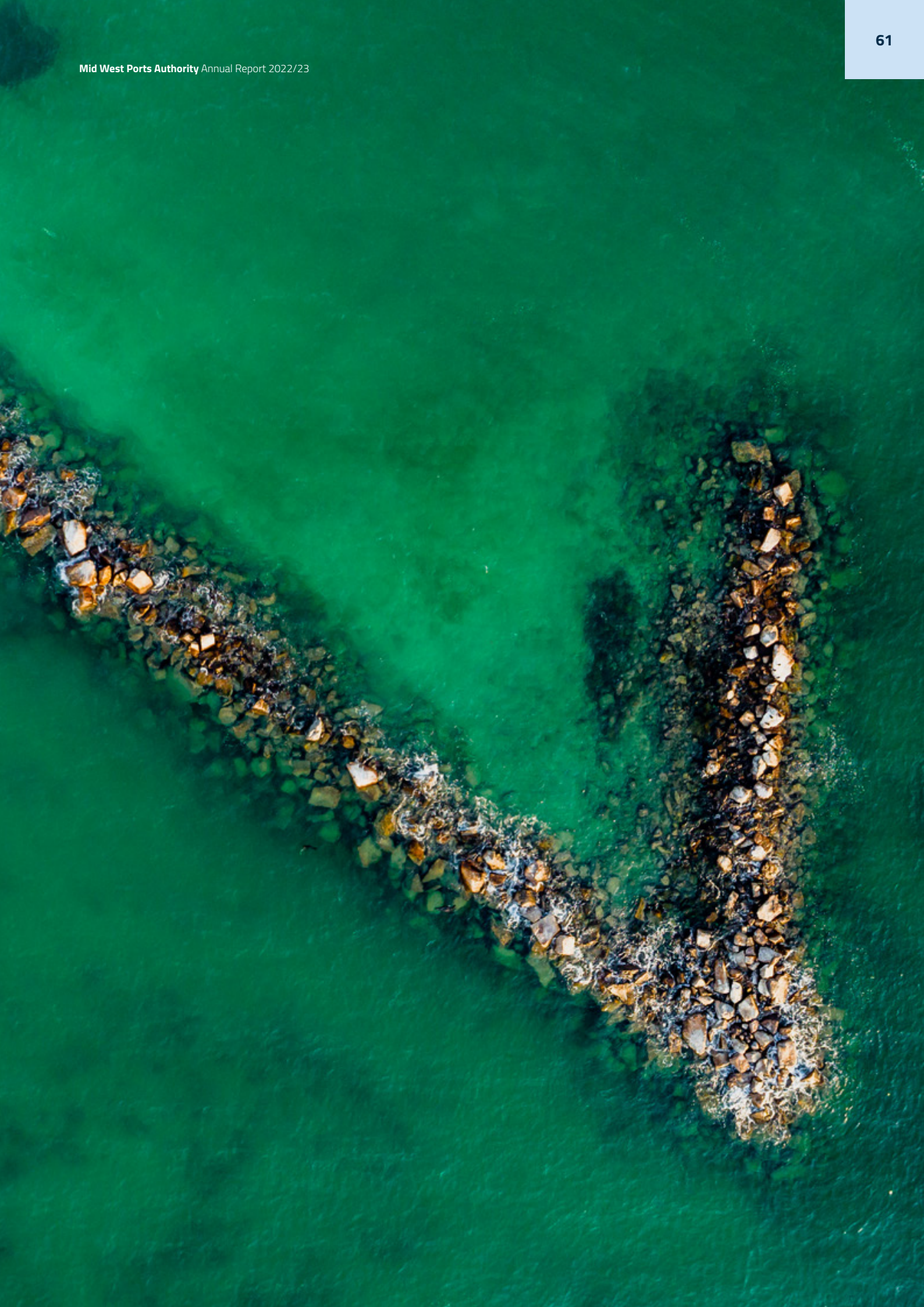
Waste management

MWPA implements a Waste Management Procedure to ensure all waste is managed carefully in compliance with legislative requirements. Waste recycling programs are in place for paper, cardboard, plastic bottles, aluminium cans and scrap steel. Recycling and reuse of concrete and asphalt from major project work has also been undertaken to improve the circular economy of waste materials within the Geraldton Port.

MWPA has established a target to achieve more than 10% of waste diverted from landfill each year. In 2022, we achieved 36% of waste diverted from landfill with 392 tonnes of waste reused and recycled.

Waste Management Performance







More than half of the port's landfill waste is classified as biosecurity waste and is derived from international vessels visiting the port. MWPA has little control over the volume of waste received from vessels however, as facilitators of its disposal it is included in MWPA statistics. This waste is managed and disposed of under strict requirements from the Department of Agriculture Fisheries and Forestry (DAFF).

Net Zero emissions

During 2022, MWPA completed a detailed evaluation of Scope 1 and Scope 2 greenhouse gas emissions, including historical and forecast emissions anticipated with predicted increases in trade. Emissions have been calculated in accordance with the National Greenhouse and Energy Reporting Scheme (NGERS) and audited by a third party to provide assurance of data integrity.

The table below shows the annual Scope 1 and 2

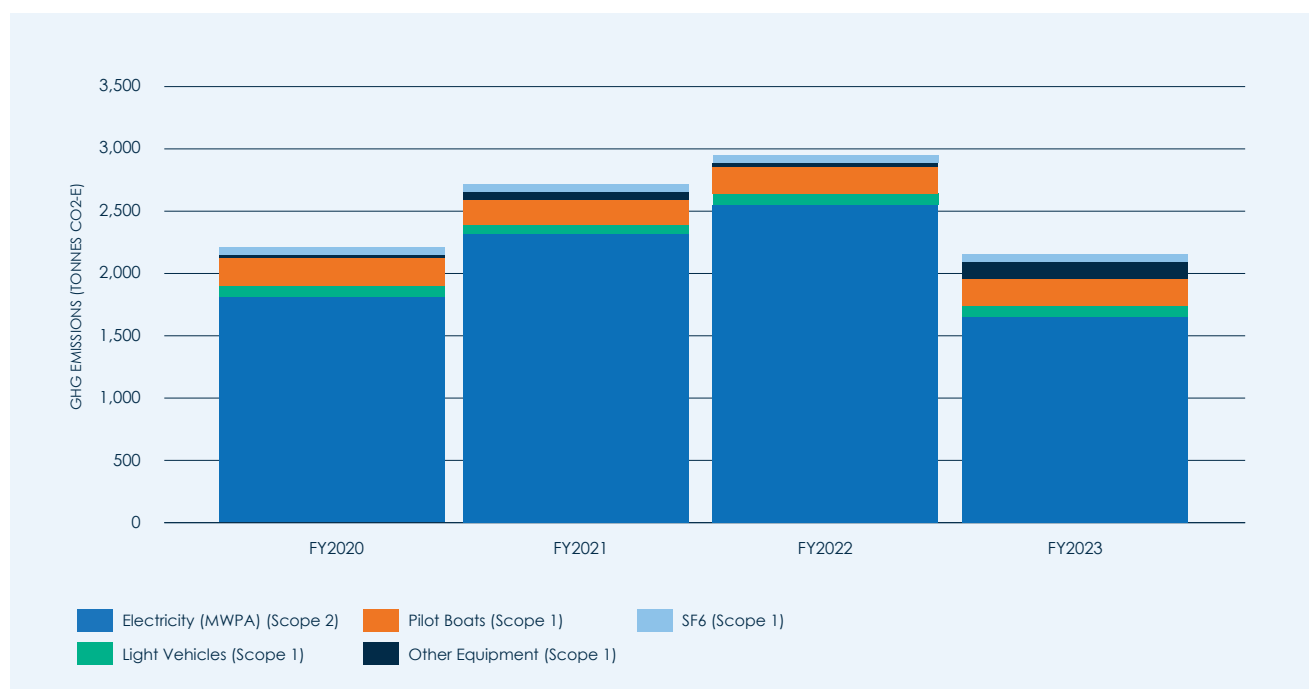
emissions for MWPA. In line with DWER guidelines, emissions from 2019/20 will form the baseline for assessing emissions reduction for MWPA in coming years.

Electricity is the largest contributor to MWPA's emission profile by a significant margin, followed by fuel consumption in pilot boats. Emissions from fuel combustion in light vehicles and other equipment also contribute to greenhouse gas emissions, along with SF6 from on-site ring main units (RMUs).

MWPA has modelled possible decarbonisation pathways with several abatement opportunities identified and assessed to achieve emission reduction. MWPA has committed to achieving:

- 90% reduction in Scope 1 and 2 GHG emissions by 2030 and
- Net Zero GHG emissions by 2040

	Scope 2 Emissions (tonnes CO ₂ e)	Scope 1 Emissions (tonnes CO ₂ e)			
Year	Electricity	Pilot Boats	Light Vehicles	Other Equipment	SF6
FY20	1877	230.1	84.5	40.9	56.08
FY21	2388	206.3	88.0	44.5	56.08
FY22	2609	224.2	99.0	39.4	56.08
FY23	1677	227	99.0	100	56.08



GHG emissions are calculated using emissions factors stipulated in the National Greenhouse and Energy Reporting Act 2007 (NGER Act). An emission factor of 0.51 has been used to estimate FY2023 emissions from electricity purchased from the grid (scope 2) derived from the National Greenhouse and Energy Reporting (Measurement) Determination (2008) (as amended in 2022).

SF6 (Sulphur hexafluoride) is used in insulated electrical switchgears (Ring Main Units). MWPA has conservatively estimated an average SF6 loss per annum of CO₂e based on default leakage factors derived from the Australian National Greenhouse Accounts Factors (August 2023), prepared by the Department of Climate Change, Energy, the Environment and Water (DCCEEW).

Biodiversity protection

MWPA coordinates several monitoring programs to assess impacts on the marine environment including the Commercial Harbour, FBH and adjacent Champion Bay. MWPA continued to work with marine science specialists in 2022/23 to increase knowledge of marine habitats including seagrass communities in Champion Bay.

MWPA recognises the Australia Sea Lion (*Neophoca cinerea*) as a significant species requiring management when considering port operations to ensure its protection. Sea lions are listed as endangered under both Commonwealth and State legislation.

Sea lions are regular visitors to the Geraldton Port, with male sea lions making use of rockwalls adjacent and within the port for haul-out and resting. Protecting and maintaining rockwall habitat for sea lions is an important aspect of future planning.

MWPA operates with measures to minimise impacts to sea lions and other marine wildlife with a target of zero wildlife fatalities as a result of port operations.

Air pollution

MWPA undertakes a comprehensive program of air quality monitoring using a network of monitoring equipment both inside and adjacent to the port. Results are assessed against licence conditions and reported externally to DWER on a regular basis. MWPA is required to notify DWER of any exceedances of air quality criteria for lead, copper and/or nickel within 7 days. Any exceedances must be investigated thoroughly and corrective actions implemented.

MWPA has set a target of no more than 3 air pollution non-compliances annually.

There were 2 air pollution non-compliances during 2022/23 relating to metal concentrate loading on Berth 4 and Berth 6. MWPA has worked closely with stevedores and product owners to improve product loading procedures to ensure these incidents do not reoccur. Improvement measures include operating hold fogging systems to ensure any dust is contained within the vessel hold; and ensuring product moisture levels are accurately measured and adequate to limit dust generation.

Metal concentrate loading occurs under strict wind loading limits which are also under review using third-party experts with computational fluid dynamics modelling.

Water usage

MWPA operates under a Water Efficiency Management Plan revised and submitted annually to the Water Corporation. This plan aims to achieve improvements in water efficiency through regular tracking and reporting of water usage.

A large component of MWPA's water usage is the washdown of infrastructure on Berth 4 to avoid contamination between different products. A wastewater treatment plant is currently being designed, and once constructed will enable an increase in water reuse within the Bulk Handling Facility.

Annual water usage volumes are below:

MWPA water usage (megalitres)





3.7 Prosperity



2022/23 Trade Summary

For 2022/23, trade volumes shipped through the Port of Geraldton increased by 6% over 2021/22 totalling 17.4 million tonnes across 400 vessels, (up from 387 vessels).

Increased volumes were supported by continued strong commodity pricing in both the agricultural and minerals sectors.

Global uncertainty and inflationary pressures were felt across the industry, impacting labour availability and project development approvals, translating into lower-than-expected volumes in some of the Port's diverse trade sectors. These developments are still expected to come on stream in subsequent years.

The short-term impacts to port volumes were offset by positive iron ore prices in the 2022/23 period providing an uplift in export volumes.

MWPA's largest single trade commodity was iron ore, both magnetite, and hematite, which at 11.3 million tonnes was 1 million tonnes (9.7%) higher than the 10.3 million tonnes reported in 2021/22. Despite the increase, iron ore constituted around 67% of total trade (well below the peak of 72% from 2019/20) pointing to the increasingly diverse products from the Mid West region.

Positive grain growing conditions in the Mid West combined with strong commodity prices provided for a third consecutive record grain export volume at over 3.5 million tonnes for the year with wheat (2,791kt), lupins (341kt), barley (54kt) and canola (449kt) all exported through the Port in 2022/23.

The diverse minerals sector continued to be well supported by the Port's infrastructure, with exports of mineral sands (1,073kt) and mineral concentrates (450kt) utilising both MWPA's Berth 4 and Berth 6 infrastructure, while the inbound flow of mineral sands for processing in the region (520kt) pointed to increased activity in the region for value adding.

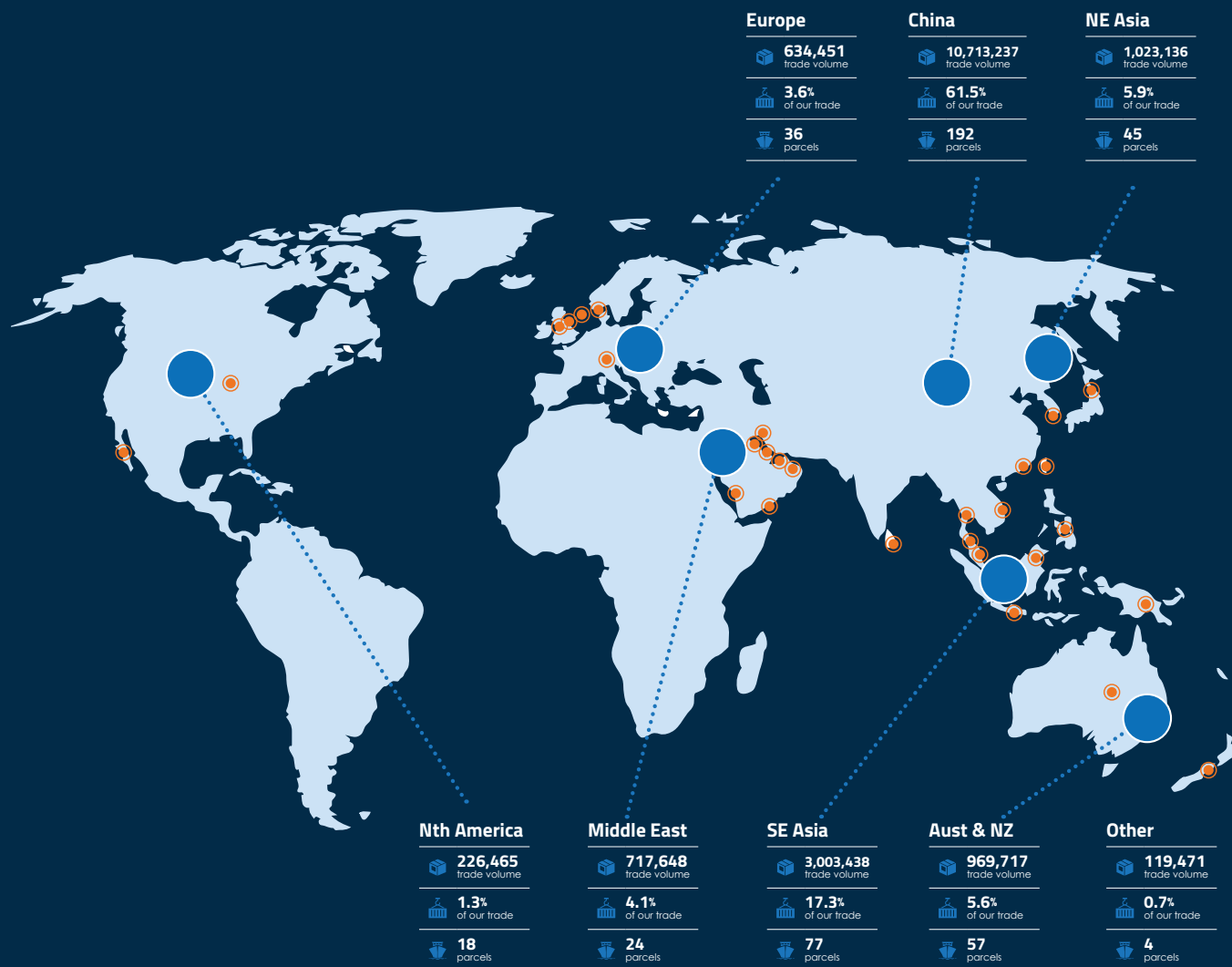
MWPA also continued to support the commodities and agricultural sectors through the import of fuel and fertilisers and facilitating the export of crude oil from Perth basin developments.

MWPA's managed Fishing Boat Harbour continues to be a vital hub for the state's largest regional fishing industry, western rock lobster, and other fishing, tourism, and boat building and maintenance businesses and their supporting industries.

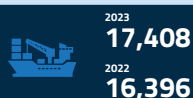
This year MWPA improved access to the boat building and maintenance precinct by completing a new access road, which connects businesses and improves safety by limiting the requirement to relocate vessels on a public road.

In March 2023, the MWPA FBH Development Plan was endorsed by the Minister for Transport; Planning; Ports, Rita Saffioti. This plan builds on the existing Port of Geraldton Master Plan and provides detail on design improvements, protection against coastal inundation, realignment of transport corridors, and expansion of public facilities. The plan offers a strategic direction and sustainable development for the long-term that enables expansion, investment opportunities, and growth in the region.

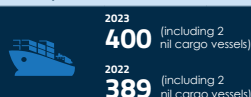
Trade map



Total volume of trade '000



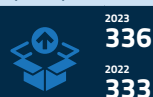
Total shipments



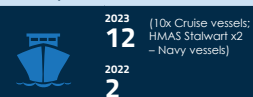
Import shipments



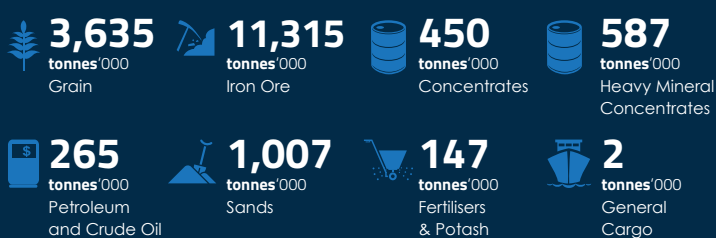
Export shipments



Other shipments



Total volume of each product



"Other Shipments" includes cruise, nil cargo vessels and/or other i.e. navy vessels.
A single shipment may contain multiple parcels delivered to multiple destinations.





2023/24 Trade Forecast

The outlook for 2023/24 is positive with multiple approvals being received for mine developments in the Gascoyne, Mid West, and Yilgarn regions some of which will begin production during next financial year.

Expectation of significant growth in iron ore volumes through MWPA's Berth 5 ship loader and conveyor systems supported by improved access to third-party portside infrastructure added to the resumption of activities at operations such as Shine and Extension Hill. Opportunities for increased use of rail into the port by the re-opening of up-country rail infrastructure that has lain dormant will also support higher volume expectation through the Port.

The delivery of some of the supporting infrastructure under the PMax Project such as improved road access into and out of the Port, and a new truck unloader connected to Berth 4, will support increased exports in the minerals and sands industries and increased imports for project cargoes to support those developments with shipments for green energy project construction.

The outlook for grain volumes remains positive after back-to-back record years, indications of significant "carry-over" volumes remaining in the network, and grain industry strategy pointing to continued growth expectations over the coming years supported by ongoing investments in both Geraldton and the region.

4.0

Governance

- 4.1 Legislation
- 4.2 Governing Board
- 4.3 MWPA Executive
- 4.4 Conflicts of Interest
- 4.5 Reporting
- 4.6 Financial Administration
- 4.7 Codes of Conduct
- 4.8 Freedom of Information
- 4.9 Record Keeping
- 4.10 Enterprise Risk Management
- 4.11 Feedback Handling Process
- 4.12 Internal Audits
- 4.13 Corporate Delegations
- Policy and Manual



4.1 Legislation

MWPA is constituted and operates under Western Australia's Port Authorities Act 1999 (The Act). The Act prescribes the following as port authority functions:

- facilitate trade within and through the port and plan for future growth and development of the port;
- undertake or arrange for activities that will encourage and facilitate the development of trade and commerce generally for the economic benefit of the State through the use of the port and related facilities;
- control business and other activities in the port or in connection with the operation of the port; and
- be responsible for the safe and efficient operation of the port;
- be responsible for maintaining port property;
- be responsible for port security; and
- protect the environment of the port and minimise the impact of Port operations on that environment.

MWPA is required to perform its functions in accordance with its strategic development plan and statement of corporate intent, in compliance with its capital expenditure limits and in a manner that will achieve the financial outcomes as approved by government.

MWPA must act in accordance with prudent commercial principles and endeavour to make a profit. The Act confers exclusive control of the port to MWPA. The Minister for Ports may give the Board directions in respect of the performance of the functions.

4.2 Governing Board

MWPA is governed by a Board comprising a Chair, Deputy Chair and four Directors, all appointed by the Minister. The Board of a port authority is its governing body and is charged with performing the functions, determine the policies and control the affairs of the port authority.

In appointing Directors, the Minister is guided by relevant governance guidelines published, approved, endorsed or administered by the Minister for Public Sector Management. A member of staff is not eligible to be appointed as a Director. Each Director holds office for a period not exceeding three years and is eligible for reappointment. Directors are paid out of the funds of MWPA with remuneration as determined by the Minister.

Noel Hart | Chair

MBA, MAICD, Master Mariner Class 1

Appointed to the Board as a Non-Executive Director in July 2019 and promoted to Chair in January 2020. Mr Hart brings significant maritime and shipping experience to the role, having previously been a General Manager for North West Shelf (LNG) Shipping Service Company, a Director of numerous maritime companies, in addition to holding his Master Mariner Class One.

Mr Hart is formally Commissioner of the Australian Transport Safety Bureau. He is also formally the Chair of Maritime Industry Australia Limited, Australia's peak shipping body. In addition, Mr Hart spent 25 years in senior management of BP Shipping around the world.

He has been the previous Chair of the Governance, People & Culture subcommittee.

Susan Barrera | Deputy Chair

MBA, B ED, BSC (Hons)

Ms Barrera was appointed to the Board as a Non-Executive Director in July 2018 and promoted to Deputy Chair in July 2020. She is a consultant for the Nexus Network and specialises in management of change in public sector agencies.

Ms Barrera has been the previous Chair of the Strategy & Risk; Finance & Audit; and Governance, Culture & People subcommittees.

She holds a Foundation of Directorship Certificate from the Australian Institute of Company Directors, a Master of Business Administration, a Bachelor of Education and a Bachelor of Science Hons. She is Chair of the Construction Industry Long Service Leave Payments Board and Chair of the South Regional TAFE Governing Council.

Kate Watson | Non-Executive Director

GAICD

Ms Watson was appointed to the Board as a Non-Executive Director in February 2018. She is a Company Director and Project Manager. Ms Watson brings a wealth of experience in project management and consulting in electrical contracting; health, safety and environment; engineering and construction; mining; haulage operations; utilities; and banking and insurance.

Ms Watson is the Chair of the Strategy & Risk subcommittee.

She holds a Higher National Diploma in Computer Science, is a former member of the Australian Computer Society, has a Health, Safety and Environment Certification and is a graduate of the Australian Institute of Company Directors.



Robert Willes | Non-Executive Director

GAICD, BA (Hons)

Mr Willes was appointed to the Board as a Non-Executive Director in July 2020 and is Chair of the Governance, Culture & People subcommittee and a member of the Finance & Audit subcommittee.

Mr Willes has over 30 years of extensive international experience in the oil and gas and energy industries, covering senior commercial and leadership positions with BP in exploration and production; gas and power; and mergers and acquisitions as well as ASX board roles.

He is also a Non-Executive Director and Chair of the Audit and Risk Committee of Buru Energy Limited, and former Managing Director of Challenger Energy Limited.

Mr Willes is a graduate of the Australian Institute of Company Directors and holds an honours degree in Geography from Durham University (UK).

Peter Creek | Non-Executive Director

CA

Mr Creek was appointed to the Board as a Non-Executive Director in January 2020 and is the Chair of the Finance & Audit subcommittee.

He is a former Fellow Chartered Accountant and retired partner of Horizon Accountants.

Mr Creek has been a former Board Member on numerous local organisations and continues to be an active member of the Mid West community, investing his considerable financial knowledge and experience in Boards across the region.

He holds a Bachelor of Accounting from the WA Institute of Technology (Curtin University of Technology).

Gail McGowan | Non-Executive Director

PSM, GAICD, BA

Ms McGowan was appointed to the Board in July 2021 as a Non-Executive Director and is a member on the Finance & Audit subcommittee.

Ms McGowan is a former Director General and Senior Executive with a demonstrated history of achievement in government. She is a strong business development professional, skilled in policy analysis, business planning, sustainability, coaching and government.

Ms McGowan was awarded a Public Service Medal and Murdoch University Distinguished Alumni in 2019, IPAA WA Leader of the Year in State or Federal Government in 2021, and is a Fellow of IPAA WA. Ms McGowan is a graduate of the Australian Institute of Company Directors and holds of Bachelor of Arts (Education/Communication) and Post Graduate Diploma in Public Policy. She is also a member of Chief Executive Women.

4.3 MWPA Executive

MWPA's executive team brings a diverse range of skills, backgrounds and experience to the team. Responsible for steering MWPA to achieving the Strategic Plan, modelling a high standard of ethical behaviour, and embedding the organisation values into the workforce.

Members of the Executive report directly to the Chief Executive Officer, who in turn reports to the MWPA Board of Directors.

Damian Tully

CEO

Damian Tully joined Mid West Ports Authority in March 2020 and was appointed CEO in March 2022.

Mr Tully is an accomplished maritime executive with over 20 years of experience leading operations both at sea and in ports. Responsible for the continued growth and sustainability of Mid West Ports, Damian is focussed on ensuring the organisation continues to deliver quality infrastructure and services for the benefit of regional WA.

He holds a Masters of Business Administration in Maritime Logistics and Management, a Graduate Diploma in Defence Studies, a Bachelor of Arts in Management and an Advanced Diploma in Work, Health & Safety. Damian is a graduate of the Australian Defence Force Academy, the AICD Company Directors Course and is an Associate Fellow of the Nautical Institute.

Sandra Pigdon

General Manager, Trade & Corporate Services

Ms Pigdon is a Senior Finance Executive with a wealth of experience in the mining and resources sector, having led operational and cultural change through the application of her proactive management style.

Ms Pigdon is responsible for delivering financial value for port customers, ensuring a culture of good governance and controllership, and providing appropriate technology and systems infrastructure to support MWPA operations.

She has a Masters Degree in Business Administration, a Bachelor of Business, and is a graduate of the AICD Company Director's Course. She has also completed the AICD Chair's Mentoring Program and is a Fellow of the CPA Australia.

Vickie Williams

General Manager, Sustainability, Culture & People

Ms Williams is an accomplished organisational development and cultural change specialist. Her experience includes communications, public relations, human rights, community development along with learning and development.

Ms Williams joined MWPA in 2018 and oversees the strategic direction of human resources, community engagement, communications, cruise, health, safety, environment, sustainability, governance, risk, compliance and quality at MWPA.

She has a Bachelor of Arts, majoring in Sociology from Deakin University, a Masters of Business Administration, completed Cambridge University's Sustainability Leadership and is a graduate of the Australian Institute of Company Director's Course.

Courtney Ackland

Chief Operating Officer

Courtney Ackland joined Mid West Ports Authority as Chief Operating Officer in February 2023.

Mr Ackland is an experienced mining executive, specialising in operations, asset management and WHS. He has held a number of senior operational management and leadership roles over the last 15 years, overseeing the successful integration of several significant capital projects.

Mr Ackland is responsible for landside and marine operations at MWPA including; operations, marine, maintenance, asset management and engineering. He demonstrates strong commercial acumen and delivers this with a collaborative leadership style, fostering engagement, culture and diversity of people and thought.

He has a Bachelor of Science, Post Graduate Diploma of Science and has completed the Australian Institute of Company Director's Course.

4.4 Conflicts of Interests

A Director or employee who has a notifiable interest in a matter involving MWPA must, as soon as possible after the relevant facts have come to the person's knowledge, disclose the nature of the interest.

4.5 Reporting

MWPA is required to keep the Minister appropriately informed of the operations and its financial performance. It achieves this through formal and informal channels and through its obligation to submit a half-yearly report to the Minister and Treasurer.

MWPA is also required to prepare an annual report on its operations to enable an informed assessment to be made of MWPA's performance. It must also include commentary on any significant issue relating to its performance.

4.6 Financial Administration

MWPA must comply with sections 81 and 82 of the Financial Management Act 2006 (WA) as if it were a statutory authority, with the Board being the accountable authority. The annual financial report must be audited by the Auditor General who must form an opinion about the report's compliance with accounting standards and about whether it represents a true and fair view of the financial position of the organisation.

4.7 Codes of Conduct

MWPA places the highest emphasis on ethical behaviour in the workplace. As such, the Board has developed a Code of Ethics and Conduct that applies to all Board members and employees. The Code complies with Public Sector Standards and is designed to assist Directors and employees to fully understand their rights, responsibilities and obligations in their respective roles.

The Code of Ethics and Conduct is incorporated into MWPA's comprehensive induction program delivered to all new Directors and staff on commencement and is displayed on noticeboards throughout the worksite. The Code is supported by a suite of human resource procedures designed to ensure that the actions and decisions MWPA makes are made in a transparent, impartial and unbiased way.

4.8 Freedom of Information

MWPA completed a review of its requirements under the Freedom of Information Act 1982. MWPA's Information Statement is available on the website. MWPA received no Freedom of Information requests for the reporting period.

4.9 Record Keeping

MWPA is required to comply with the terms of the State Records Act 2000 (WA) and maintains a Record Keeping Plan in accordance with the requirements outlined in section 16 of this Act. The Record Keeping Plan is lodged with the State Records Office and is reviewed at least every three years.

4.10 Enterprise Risk Management

The manner in which organisational records are managed is important for accountability and the retention and retrieval of corporate knowledge. MWPA is also required to comply with the State Records Act 2000 (WA). MWPA has a Record Keeping Plan - a requirement under the State Records Act - that sets the framework for management of its corporate information.



4.11 Feedback Handling Process

External Feedback Management

In 2022/23, MWPA reviewed its external feedback management process to improve the management of actions within MWPA and the communication of outcomes to the feedback recipient.

The MWPA External Feedback Management Procedure outlines the process for the submission, receipt, and investigation of external feedback provided and the process by which MWPA responds to feedback. The procedure is applicable to all external feedback received by MWPA, whereby the content matter of the feedback is under the control of MWPA.

All MWPA Board Members, Staff Members and Contractors can receive feedback which can be submitted in person, via telephone, email, letter or online. A 24 hour telephone number is published on MWPA's website and onsite, and is available for emergencies, including environmental issues.

The Feedback Recipient is responsible for receiving, initial acknowledgement and recording of the feedback in MWPA's incident management system, CAMMS within one business day of taking the feedback. Feedback is logged in CAMMS as an incident and a completed External Feedback Form is attached to the record which includes in particular, details of the feedback and contact details of the Feedback Contributor.

Feedback is assigned by MWPA Managers and Supervisors to a Team Responder and also ensure the response is completed in the appropriate timeframe. The Team Responder must assess the feedback and depending on the nature of the feedback, this may involve multi-departmental collaboration and consultation with MWPA Leadership and/or Executive teams.

A response must be provided unless the Feedback Contributor expressly states they do not require a response. Any response must be delivered to the Feedback Contributor within an appropriate timeframe. A copy of written responses are attached to the CAMMS Event, and details of verbal responses recorded on the External Feedback Form.

The format of the response may be written or verbal depending on the nature of the feedback and considering the Feedback Contributor's preferred response format. The content of a response should include, where appropriate: the outcome of the feedback assessment; the reason(s) for the outcome; actions taken or proposed in response to the feedback; and contact details of Team Responder.

Once the feedback has been resolved, the Team Responder provides the External Feedback Form to the Compliance Officer who records the outcome and uploads the completed External Feedback Form to the CAMMS event. The event is then closed out and considered complete.

External Feedback Received

A significant reduction in complaints was recorded in 2022/2023 compared to the previous year. In 2021/2022 MWPA received 42 external complaints with all except one of these relating to dust emissions in the adjacent Fishing Boat Harbour. One complaint was received relating to noise from a Beachlands resident. MWPA has taken strong action to address community dust concerns, with an intensive dust improvement program as outlined on page 41 of this report.

MWPA received 17 complaints in 2022/2023 with three related to activities outside the port's control. Of the 14 complaints attributed to port operations, 13 were in relation to dust in the Fishing Boat Harbour and one complaint was related to noise from the train unloader from a Point Moore resident. Further dust control measures are planned for 2023/2024 to ensure that dust impacts and complaints continue to decline. This includes the installation of a fogger system on the Berth 5 ship loader chute, designed to reduce iron-ore dust migration from shiploading to the FBH.

4.12 Internal Audits

Internal auditing is an independent, objective assurance and review activity designed to add value and improve an organisation's operations. It helps the organisation accomplish its objectives by bringing a systematic, disciplined approach to evaluating and improving the effectiveness of risk management, internal control and governance processes.

4.13 Corporate Delegations Policy and Manual

MWPA has a Corporate Delegations Framework - consisting of a policy and a manual - that establishes a clear and consistent approach to the delegation of authority for the operational running of the organisation. The manual documents, consistent with the Port Authorities Act 1999 (WA), the delegations of authority from the Board to management. The delegations ensure that the most appropriate individuals can act to make decisions on behalf of the organisation within the scope of their roles and responsibilities.

An aerial photograph of two ships on a dark green ocean. The top ship is a smaller, reddish-brown tugboat or supply vessel. The bottom ship is a larger, white container ship. The water is dark green with white foam from the ships' wakes.

5.0

Annual Financial Statements

- 5.1 Directors' Report
- 5.2 Statement of Profit or Loss
- 5.3 Statement of Financial Position
- 5.4 Statement of Changes in Equity
- 5.5 Statement of Cashflows
- 5.6 Notes to the Financial Statement
- 5.7 Directors Declaration



5.1

Director's Report

1. Directors

The Directors of the Authority at any time during or since the end of the financial year are:

Board Member	Title	Appointment
N. Hart	Chair & Non-Executive Director	Appointed July 2019, appointed Chair 01 February 2020
S. Barrera	Non-Executive Director	Appointed July 2018, appointed Deputy Chair 13 July 2020
K. Watson	Non-Executive Director	Appointed February 2018
R. Willes	Non-Executive Director	Appointed July 2020
P. Creek	Non-Executive Director	Appointed February 2020
G. McGowan	Non-Executive Director	Appointed July 2021
B. Moharich	Non-Executive Director	Appointed 30 June 2023

Directors who resigned or whose terms expired during the financial year were:

Board Member	Title	Appointment
S. Barrera	Deputy Chair & Non-Executive Director	Appointed July 2018, appointed Deputy Chair 13 July 2020. Term expired 30 June 2023

2. Directors' Meetings

The number of Directors' meetings (including meetings of committees of Directors) and number of meetings attended by each of the Directors of the Authority during the financial year are:

Number of meetings held:

Board Meetings	Strategy & Risk Committee	Governance, Culture & People Committee	Finance & Audit Committee
11	4	2	3

Number of meetings attended by:

Board Member	Board Meetings eligible to attend	Board Meetings attended	Strategy & Risk Committee Meetings attended	Governance, Culture & People Committee Meetings attended	Finance & Audit Committee Meetings attended
N. Hart	11	11	4	2	3
S. Barrera	11	10	4	1	3
K. Watson	11	10	4	-	2
R. Willes	11	9	2	2	-
P. Creek	11	11	-	-	3
G. McGowan	11	10	-	-	2
B. Moharich	-	-	-	-	-

The chairs of the board and subcommittees are:

- Board of Directors – N. Hart
- Strategy & Risk Committee – K. Watson
- Governance, Culture & People Committee – R. Willes
- Finance & Audit Committee – P. Creek

3. Principal Activities

The principal activities of the Authority during the course of the financial year were:

- Trade Facilitation
- Managing and administering the Commercial Shipping Harbour
- Managing and administering the Fishing Boat Harbour
- Managing the Assets of the Port
- Managing the Environment of the Port.

There were no other significant changes in the nature of the activities of the Authority during the year.

Objectives

For the 2022/23 financial year the Authority had three Strategic Objectives;

Strategic Objectives

- Facilitate, Protect and Grow Efficient Trade and Tourism;
- Provide Infrastructure that Enables Customers' Supply Chains; and
- Operate as an Exemplary Corporate Citizen.

In order to meet these objectives, the following goals were set for the 2022/23 financial year:

Strategic Objectives	Goals
Facilitate , Protect and Grow Efficient Trade and Tourism	Improve Revenue Diversification and Growth
	Improve Underlying Profit
	Provide Long Term Business Value
Provide Infrastructures that Enables Customers' Supply Chains	Provide Long Term Marine Infrastructure
	Provide Long Term Landside Infrastructure
	Provide Long Term Land Management
Operate as an Exemplary Corporate Citizen	To Provide a Safe Workplace
	Operate in Harmony with our Stakeholders
	Operate in Good Governance
	To be a Sustainable Port

4. Dividends

No dividend has been paid or declared by the Authority since the end of the previous financial year.

The Authority retained the forecast dividend of \$24.6M for the 2022/23 financial year to contribute to funding future infrastructure investment. The funds have been quarantined until approval by the Expenditure Review Committee (ERC) of business cases for strategic infrastructure investment.

Of the retained amount, \$7.2M has been allocated to the waste water treatment solution project and the replacement of ring main unit substations.

5. Operating and Financial Review

Review of operations

Comments on the operations and the results of those operations are set out below:

	2023	2022
Total trade (tonnes)	17,407,563	16,395,783
	\$'000	\$'000
Revenue from cargo	42,933	44,673
Revenue from ships	48,169	44,567
Revenue from ship services	6	8
Rentals and leases	5,893	6,382
Other revenue and income	3,019	1,026
Total revenue and income	100,020	96,656
Less expenditure	(64,272)	(61,056)
Operating profit before tax	35,748	35,600
Income tax on operating profit	(10,541)	(10,690)
Operating profit after tax	25,207	24,910

Commentary on operating results

The operations of Geraldton Port for 2022/23 delivered a revenue stream of \$100.0M, which is \$3.3M above the previous financial year. Throughput increased by 1.0Mt year on year, due to increased trade in iron ore and grain. Costs for the year were \$3.2M higher than 2021/22 due mainly to the increase in Business Support costs, including depreciation, government charges and insurance expense. Operating Profit Before Tax was marginally higher than 2021/22.

6. Significant Changes in the State of Affairs

In the opinion of the Directors there were no significant changes in the state of affairs of the Authority that occurred during the financial year 2022/23.

7. Events Subsequent to Reporting date

There has not arisen in the interval between the end of the financial year and the date of this report any item, transaction or event of a material and unusual nature, likely, in the opinion of the Directors of the Authority, to affect significantly the operations, the results of those operations, or the state of affairs of the Authority, in future financial years.

8. Likely Developments

There are no likely developments identified which are expected to impact on the results of the operations.

9. Appointment of Auditor

The Office of the Auditor General for Western Australia (OAG) has been appointed as the Authority's auditor in accordance with section 145 of the *Government Trading Enterprises Act 2023* (the Act). The total fee payable for the financial year ending 30 June 2023 was \$75,000 (GST exclusive).

10. Directors' Emoluments

In accordance with Regulations 13(1)(d) and 15(c) of the *Government Trading Enterprises Regulations 2023*, the nature and amount of each major element of remuneration of each Director and Executive Officer of the Authority are set out below.

Full details of the Directors' qualifications and experience can be found on pages 72 to 74 of the annual report under section 4.2.

The Minister for Ports determines the level of remuneration for Board members. The nature and amount of the emoluments of each Director are set out below.

Board Member	Short Term Benefits (1)	Post Employment Benefits (2)	Other Benefits (3)	Long Term Benefits (4)	Total
	\$	\$	\$	\$	\$
N. Hart	70,715	6,909	Nil	Nil	77,624
S. Barrera	42,858	4,500	Nil	Nil	47,358
K. Watson	39,375	4,134	Nil	Nil	43,509
R. Willes	39,375	4,134	Nil	Nil	43,509
P. Creek	36,696	3,853	Nil	Nil	40,549
G. McGowan	34,018	3,572	Nil	Nil	37,590

The directors' remuneration is set by the Minister for Ports.

The executive officers of the Authority were remunerated as follows:

Executive Officer	Role Occupied	Short Term Benefits (1)	Post Employment Benefits (2)	Other Benefits (3)	Long Term Benefits (4)	Total
		\$	\$	\$	\$	\$
D. Tully	Chief Executive Officer	339,181	35,614	23,885	8,157	406,837
S. Pigdon	GM - Trade & Corporate Services (CFO)	252,758	27,084	23,885	5,886	309,613
V. Williams	GM - Sustainability, Culture & People	247,423	27,082	23,885	5,886	304,276
C. Ackland	Chief Operating Officer	118,462	14,008	8,885	2,962	144,317
L. Morrison	GM - Operations & Logistics	106,155	12,578	16,885	-	135,618

The executive officers' remuneration is determined by the board and CEO and does not include any short term performance incentive payments.

1. Short Term Benefits:

Cash salary, fees, short term compensated absences, non-monetary benefits

2. Post-Employment Benefits:

Superannuation

3. Other Benefits:

Allowances, termination payments

4. Long Term Benefits:

Long service leave

11. Indemnities and Insurances

The Directors and Officers Liability insurance policy was renewed during the financial year to ensure that the Directors and Officers had adequate insurance cover against liabilities and expenses arising as a result of work performed in their capacities, to the extent permissible under law. The Authority paid an insurance premium of \$117,109.

At the date of this report, no claims have been made against the policy in respect to Directors' and Officers' liabilities, nor has the Authority provided any indemnities to the Directors and Officers.

12. Environmental Regulation

The Authority's activities are subject to environmental regulation under both Commonwealth and State legislation as applicable to any Australian commercial entity. Specific to Ports, the Authority's activities are also regulated by the *Port Authorities Act (1999)* which requires Authorities to 'protect the environment of the port and minimise the impact of port activities on that environment'. Through implementing a continually evolving Environmental Management System, the Authority maintains a high standard of performance and is able to advance various environmental initiatives.

To comply with the *Environmental Protection Act (1986)* the Authority is required to hold an Environmental Licence which allows Category 58 Bulk material loading or unloading activities to occur. The Department of Water and Environmental Regulation (DWER) administers the licence and monitors the Authority's compliance with the conditions pertaining to its activities within the prescribed premises boundary.

Under the *Commonwealth Biosecurity Act 2015* all biosecurity entry points must be granted a 'Biosecurity Determination' by the Department of Agriculture, Fisheries and Forestry (DAFF). The Port of Geraldton is deemed a first point of entry for international commercial vessels and therefore the Authority holds and maintains the Biosecurity Determination as the owner of the Port of Geraldton.

13. Environmental Management

To ensure excellence in environmental management, the Authority maintains an Environmental Management System which is externally certified to ISO14001:2015 and forms part of the Integrated Management System. This system ensures all activities are legally compliant, controlled, monitored, prevent pollution, reduce waste and drive continual improvement in performance. The Authority actively monitors and routinely reports on air quality, marine sediments, marine pests and water quality to ensure that impacts on the surrounding environment are acceptable.

14. Safety Management

The Authority recognises safety as its priority across all of its operations. To ensure adequate and safe systems are developed, implemented and monitored the Authority has established an Integrated Management System (IMS) which has an emphasis on the development and continual improvement of the Safety Management System (SMS), with the SMS being externally certified to ISO 45001. The Authority has established and ingrained core values and company behavioural expectations, with a visible commitment to employee wellbeing, health and safety.

These fundamental building blocks, together with the ongoing cultural transformation, promotion of safe work practices, encouragement and awareness regarding incident reporting and proactive management of high risk activities, has the Authority positioned to continue to strengthen, mature and grow the safety culture.

15. Rounding Off

Amounts have been rounded off to the nearest thousand dollars in the Directors' Report and Financial Statements, unless otherwise stated.

This report is made with a resolution of the Directors:



N Hart
Chair

27th August 2023



S Barrera
Deputy Chair

27th August 2023

5.2

Statement of Profit or Loss and Other Comprehensive Income

For the year ended 30 June 2023

	Note	2023	2022
		\$'000	\$'000
Income			
Revenue	2	97,001	95,630
Other income	3	3,019	1,026
Expenditure			
Marine		(9,077)	(8,597)
Port operations		(13,985)	(13,039)
Business support		(17,291)	(14,296)
Asset management		(20,016)	(21,175)
Environmental		(1,403)	(1,447)
Safety and security		(2,139)	(2,187)
Finance costs	5	(361)	(315)
Profit before income tax		35,748	35,600
Income tax expense	7	(10,541)	(10,690)
Profit for the year		25,207	24,910
Other comprehensive income			
Items that will not be reclassified subsequently to profit or loss			
Change in Defined Benefit Cost	16	(71)	138
Income tax	7	21	(41)
Total other comprehensive income		(50)	97
Total comprehensive income		25,157	25,007

The accompanying notes form part of the financial statements.

5.3

Statement of Financial Position

For the year ended 30 June 2023

	Note	2023	2022
		\$'000	\$'000
Assets			
Current assets			
Cash and cash equivalents	9	78,731	57,922
Trade and other receivables	10	12,049	14,778
Inventory	11	2,382	2,006
Total current assets		93,162	74,706
Non-current assets			
Deferred tax assets	7	2,441	2,126
Property, plant and equipment	12	149,207	138,722
Right of use asset	13	1,381	588
Total non-current assets		153,029	141,436
TOTAL ASSETS		246,191	216,142
Liabilities			
Current liabilities			
Trade and other payables	14	6,061	6,703
Lease liabilities	13	624	284
Interest bearing borrowings	15	623	677
Current tax payable	7	1,767	3,643
Provisions	16	6,484	5,484
Other liabilities	17	-	41
Total current liabilities		15,559	16,832
Non-current liabilities			
Interest bearing borrowings	15	5,520	6,143
Lease liabilities	13	729	309
Provisions	16	3,692	3,824
Total non-current liabilities		9,941	10,276
TOTAL LIABILITIES		25,500	27,108
NET ASSETS		220,691	189,034
Equity			
Contributed equity	18	86,357	79,857
Retained earnings	18	134,334	109,177
TOTAL EQUITY		220,691	189,034

The accompanying notes form part of the financial statements.

5.4

Statement of Changes in Equity

For the year ended 30 June 2023

	Note	Contributed equity	Retained earnings	Total equity
		\$'000	\$'000	\$'000
Balance as at 1 July 2021		76,857	84,170	161,027
Total comprehensive income for the year:				
Profit for the year		-	24,910	24,910
Other comprehensive income		-	97	97
Total comprehensive income		-	25,007	25,007
Transactions with owners in their capacity as owners:				
Contributed equity		3,000	-	3,000
Dividends paid	8	-	-	-
Balance as at 30 June 2022		79,857	109,177	189,034
Balance as at 1 July 2022		79,857	109,177	189,034
Adjustment to equity due to amendments of leases		-	-	-
Total comprehensive income for the year:				
Profit for the year		-	25,207	25,207
Other comprehensive income		-	(50)	(50)
Total comprehensive income		-	25,157	25,157
Transactions with owners in their capacity as owners:				
Contributed equity		6,500	-	6,500
Dividends paid	8	-	-	-
Balance as at 30 June 2023		86,357	134,334	220,691

The accompanying notes form part of the financial statements.

5.5

Statement of Cashflows

For the year ended 30 June 2023

	Note	2023	2022
		\$'000	\$'000
Cash flows from operating activities			
Cash receipts from customers		116,613	110,890
Cash paid to suppliers and employees		(72,361)	(67,699)
Cash generated from operations		44,252	43,191
Interest paid		(245)	(262)
Interest received		2,010	82
Income taxes paid		(12,708)	(8,890)
Net cash from operating activities	19	33,309	34,121
Cash flows used in investing activities			
Proceeds from sale of property, plant & equipment		-	-
Acquisition of property, plant & equipment		(17,738)	(16,097)
Net cash used in investing activities		(17,738)	(16,097)
Cash flows from/(used in) financing activities			
Drawdown of loans		-	-
Equity injection		6,500	-
Repayment of borrowings		(676)	(1,238)
Right of use lease liability payments		(586)	(347)
Dividends paid	8	-	-
Net cash from/(used in) financing activities		5,238	(1,585)
Net increase/(decrease) in cash and cash equivalents		20,809	16,439
Cash and cash equivalents at the beginning of the year		57,922	41,483
Cash and cash equivalents at 30 June	9	78,731	57,922

The accompanying notes form part of the financial statements.

5.6

Notes to the Financial Statements

1. Basis of preparation

(a) Statement of compliance

The Authority is a not-for-profit entity that prepares general purpose financial statements in accordance with Australian Accounting Standards (AASB) (including Australian Interpretations) adopted by the Australian Accounting Standards Board (AASB) and the financial reporting provisions of the Government Trading Enterprises Act 2023.

The financial statements were authorised for issue on 27 August 2023 by the Board of Directors of Mid West Ports Authority.

(b) Presentation of the Statement of Comprehensive Income

The Statement of Profit or Loss and Other Comprehensive Income classifies expenses by nature as this is considered to provide more relevant and reliable information than classification by function due to the operations of the Authority. The Directors have concluded that the financial statements present fairly the Authority's financial position, financial performance and cash flows and that it has complied with applicable standards and interpretations.

According to AASB 101 Presentation of Financial Statements, expenses classified by nature are not reallocated among various functions within the entity. However, the Authority has allocated employee benefits and depreciation expenses to various line items on the Statement of Comprehensive Income including port operations expenses, business management and asset maintenance. This reflects the allocation of labour expenses to significant expense items in the Statement of Comprehensive Income based on the nature of the expenses incurred. The Authority believes that the allocation is more relevant to the understanding of the financial performance of the Authority and does not result in a function of expense presentation.

(c) Basis of preparation

The financial statements have been prepared on the accrual basis of accounting using the historical cost convention.

(d) Functional and presentation currency

These financial statements are presented in Australian dollars and all values are rounded to the nearest thousand dollars (\$'000) unless otherwise stated.

(e) Use of estimates and judgements

The preparation of financial statements requires management to make judgements, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates.

Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised and in any future periods affected.

In particular, information about significant areas of estimation uncertainty and critical judgements in applying accounting policies that have the most significant effect on the amounts recognised in the financial statements are:

Defined benefit plans

Various actuarial assumptions are required when determining the Authority's superannuation obligations. These assumptions and the related carrying amounts are discussed in note 16.

Estimating useful life and residual value of key assets

Various assumptions required when determining the assets expected useful life, residual value and depreciation rate on capitalised construction projects are discussed in note 12.

Recoverability of trade and other receivables

Various assumptions are required when determining the Authority's likelihood of collecting outstanding trade receivables, including the Authority's likelihood of success in pursuing uncollected debtors through legal or other means. Additionally, judgement has been applied in considering the likelihood of recovery of prepaid expenditure (note 10).

(f) New accounting standards and interpretations

(i) AASB 2020-3 Amendments to Australian Accounting Standards – Annual Improvements 2018–2020 and Other Amendments

This Standard amends: (a) AASB 1 to simplify the application of AASB 1; (b) AASB 3 to update a reference to the Conceptual Framework for Financial Reporting; (c) AASB 9 to clarify the fees an entity includes when assessing whether the terms of a new or modified financial liability are substantially different from the terms of the original financial liability; (d) AASB 116 to require an entity to recognise the sales proceeds from selling items produced while preparing property, plant and equipment for its intended use and the related cost in profit or loss, instead of deducting the amounts received from the cost of the asset; (e) AASB 137 to specify the costs that an entity includes when assessing whether a contract will be loss-making; and (f) AASB 141 to remove the requirement to exclude cash flows from taxation when measuring fair value.

This standard is applicable to reporting periods beginning on or after 1 January 2022.

The Authority is not materially impacted by this standard.

(ii) AASB 2020-6 Amendments to Australian Accounting Standards – Classification of Liabilities as Current or Non-current – Deferral of Effective Date

This Standard amends AASB 101 to defer requirements for the presentation of liabilities in the statement of financial position as current or non-current that were added to AASB 101 in AASB 2020-1.

This standard is applicable to reporting periods beginning on or after 1 January 2022.

The Authority is not materially impacted by this standard.

Future impact of Australian Accounting Standards not yet operative:

(i) AASB 2020-1 Amendments to Australian Accounting Standards – Classification of Liabilities as Current or Non-Current.

This Standard amends AASB 101 to clarify requirements for the presentation of liabilities in the statement of financial position as current or non-current.

This standard is applicable to reporting periods beginning on or after 1 January 2023.

The Authority is in the process of assessing the impact of this standard.

(ii) AASB 2021-2 Amendments to Australian Accounting Standards – Disclosure of Accounting Policies and Definition of Accounting Estimates

This Standard amends: (a) AASB 7, to clarify that information about measurement bases for financial instruments is expected to be material to an entity's financial statements; (b) AASB 101, to require entities to disclose their material accounting policy information rather than their significant accounting policies; (c) AASB 108, to clarify how entities should distinguish changes in accounting policies and changes in accounting estimates; (d) AASB 134, to identify material accounting policy information as a component of a complete set of financial statements; and (e) AASB Practice Statement 2, to provide guidance on how to apply the concept of materiality to accounting policy disclosures.

This standard is applicable to reporting periods beginning on or after 1 January 2023.

The Authority is in the process of assessing the impact of this standard.

(g) Goods and Services Tax

Revenue, expenses and assets are recognised net of the amount of Goods and Services Tax (GST), except where the amount of GST incurred is not recoverable from the ATO. In these circumstances, the GST is recognised as part of the cost of acquisition of the asset or as part of the expense.

Receivables and payables are stated with the amount of GST included. The net amount of GST recoverable from, or payable to, the ATO is included as a current asset or liability.

Cash flows are included in the Statement of Cash Flows on a gross basis. The GST components of cash flows arising from investing and financing activities which are recoverable from, or payable to, the ATO are classified as operating cash flows.

(h) Comparative information

Comparative information are, when appropriate, reclassified to be comparable with the figures presented in the current financial year.

2. Revenue

	2023	2022
	\$'000	\$'000
Rendering of services		
Charges on cargo	42,933	44,673
Charges on ships	48,169	44,567
Shipping services	6	8
Rentals and leases	5,893	6,382
Total revenue	97,001	95,630

Revenue is measured at the fair value of consideration received or receivable and is recognised for the major business activities as follows:

(a) Rendering of services

Revenue is measured based on the consideration specified in a contract with a customer.

The Authority recognises revenue when it transfers control over a good or service to a customer.

The Authority has considered the terms of the contracts and all relevant factors when assessing how much revenue is to be recognised. For revenue from shipping and cargo services, revenue is typically measured over time as the Authority satisfies its obligations to its customers. The performance obligations for these charges are satisfied when the services have been provided.

Revenue from services rendered is recognised in proportion to the stage of completion of the transaction at the reporting date. Where the contract outcome cannot be measured reliably, revenue is recognised only to the extent of the expenses recognised that are recoverable.

Receivables are generally expected to be collected within the Authority's payment terms of 30 days.

The Authority maintain an obligation to refund customers for services invoiced in advance, should the service obligation not be performed.

(b) Rental income

Rental income is recognised in the income statement over-time on a straight-line basis. Lease incentives granted are recognised as an integral part of the total rental income.

3. Other Income

	2023	2022
	\$'000	\$'000
Interest	2,097	114
Cost recovery and sale of electricity and water	531	513
Net profit/(loss) on sale of property, plant and equipment	(19)	(18)
Miscellaneous revenue	410	417
	3,019	1,026

Other Income comprises of the following:

(a) Interest income

Interest is derived from a major Australian banking institution utilising a combination of short term investments and cash management facilities. It is recognised as it accrues in the Statement of Profit or Loss and Other Comprehensive Income, using the effective interest method.

(b) Cost recovery and sale of electricity and water

Income derived from the recovery of electricity and water charges to leaseholders of the Authority's land.

(c) Miscellaneous Revenue

Consists of income from plant hire & storage, stevedoring licence revenue and cost recoveries.

4. Employee Benefits Expense

	2023	2022
	\$'000	\$'000
Wages and salaries (a)	21,095	18,911
Superannuation - defined benefit plans (see note 16)	78	39
Superannuation	2,367	2,022
Long service leave (b)	519	461
Annual leave (b)	2,025	2,024
	26,084	23,457

(a) Includes the value of fringe benefit to the employee plus the fringe benefit tax component

(b) Includes a superannuation contribution component

Employment on-costs such as workers' compensation insurance and payroll tax are included in the functional expenses in the Statement of Profit and Loss and Other Comprehensive Income. The employment on-costs liability is included at note 16 'Provisions'.

5. Finance Costs

	2023	2022
	\$'000	\$'000
Interest - WATC	242	271
Interest - Right of Use Liability	41	5
Interest on Defined Benefit Superannuation	78	39
Finance costs	361	315

Finance expenses comprise interest expense on borrowings and finance charges payable under finance leases. All borrowing costs are recognised in the Statement of Comprehensive Income using the effective interest method. The interest expense component of finance lease payments is also recognised in the income statement using the effective interest rate method.

6. Compensation of Key Management Personnel

The Authority has determined that key management personnel include Cabinet Ministers, Directors, Chief Executive Officers and General Managers of the Authority. However, the Authority is not obligated to reimburse for the compensation of Ministers and therefore no disclosure is required. The disclosures in relation to the Ministers' compensation may be found in the Annual Report on State Finances.

Total compensation of key management personnel of the Authority for the reporting period is presented within the following bands:

Compensation Band (\$)	2023	2022
400,001 - 410,000	1	-
370,001 - 380,000	1	-
330,001 - 340,000	-	1
300,001 - 310,000	2	-
290,001 - 300,000	-	1
270,001 - 280,000	-	2
180,001 - 190,000	-	1
150,001 - 160,000	1	-
140,001 - 150,000	1	-
130,001 - 140,000	1	-
70,001 - 80,000	1	1
40,001 - 50,000	4	4
30,001 - 40,000	1	1
20,001 - 30,000	-	1
	\$'000	\$'000
Short-term employee benefits	1,900	1,522
Post-employment benefits	192	136
Other long-term benefits	26	26
Total Compensation of Key Management Personnel	2,118	1,684

Compensation includes all employee benefits that are defined in AASB 119 'Employee Benefits'. Employee benefits are all forms of consideration paid, payable or provided by the Authority. Compensation includes fees, salaries, superannuation, non-monetary benefits (including motor vehicle benefits, housing and parking) and other benefits (including leave entitlements and redundancy payments). Total compensation is disclosed on an accrual accounting basis, which may not necessarily represent the cash paid to a senior officer in a reporting period.

7. Income Tax Expense

Recognised in the income statement

	2023	2022
	\$'000	\$'000
Current tax expense		
Current income tax charge	11,063	10,643
Adjustment for prior periods	(229)	2
	10,834	10,645
Deferred tax income		
Origination and reversal of temporary differences	(293)	48
Adjustment for prior periods	-	(3)
Total income tax expense	(293)	45
	10,541	10,690

Numerical reconciliation between tax expense and pre-tax net profit

	2023	2022
	\$'000	\$'000
Profit for the year	25,207	24,910
Total income tax expense	10,541	10,690
Profit excluding income tax	35,748	35,600
Income tax using the statutory tax rate of 30% (2022: 30%)	10,724	10,680
Non-deductible expenses	46	11
	10,770	10,691
(Over)/under provision in prior years	(229)	(1)
Income tax expense	10,541	10,690
Recognised in other comprehensive income	(21)	41

Deferred income tax

	2023	2022	2023	2022	2023	2022
	Balance sheet	Balance sheet	Income statement	Income statement	Movement to equity	Movement to equity
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Deferred tax liabilities						
Accelerated depreciation for tax purposes	332	309	(23)	(13)	-	-
Others	826	580	117	(118)	363	112
Gross deferred tax liabilities	1,158	889	94	(131)	363	112
Deferred tax assets						
Employee benefits	1,418	1,332	66	39	(21)	41
Others	2,181	1,683	133	47	(363)	(112)
Gross deferred tax assets	3,599	3,015	199	86	(384)	(71)
Set-off of deferred tax liabilities pursuant to set-off provisions	(1,158)	(889)	94	(131)	363	112
Net deferred tax assets	2,441	2,126	-	-	-	-
Deferred tax (benefit)/expense			293	(45)	(21)	41

The current tax payable of \$1.8 million (2022: \$3.6 million) represents the amount of income taxes payable in respect of current and prior financial periods.

The Authority operates within the national tax equivalent regime ("NTER") whereby an equivalent amount in respect of income tax is payable to the Department of Treasury (WA). The calculation of the liability in respect of income tax is governed by NTER guidelines and directions approved by Government.

As a consequence of participation in the NTER, the Authority is required to comply with AASB 112 Income Taxes.

Income tax expense comprises current and deferred tax. Income tax expense is recognised in the Statement of Comprehensive Income except to the extent that it relates to items recognised directly in equity, in which case it is recognised in equity.

Current tax is the expected tax payable on the taxable income for the year, using tax rates enacted or substantively enacted at the reporting date, and any adjustment to tax payable in respect of previous years.

Deferred tax is recognised using the balance sheet method, providing for temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and the amounts used for taxation purposes. Deferred tax is not recognised on the initial recognition of assets or liabilities in a transaction that is not a business combination and that affects neither accounting nor taxable profit or loss. Deferred tax is measured at the tax rates that are expected to be applied to the temporary differences when they reverse; based on the laws that have been enacted or substantively enacted by the reporting date.

A deferred tax asset is recognised to the extent that it is probable that future taxable profits will be available against which the temporary difference can be utilised. Deferred tax assets are reviewed at each reporting date and are reduced to the extent that it is no longer probable that the related tax benefit will be realised.

8. Dividends

	2023	2022
	\$'000	\$'000
Final dividends in respect of the previous financial year (i)	-	-
Interim dividends in respect of the current financial year	-	-
	-	-

(i) No final dividend (2022: Nil) was declared or paid in respect of the financial results for the year ended 30 June 2023.

The Authority retained the forecast dividend of \$24.6M for the 2022/23 financial year to fund future infrastructure investment. The funds have been quarantined until the Government approves business cases for strategic infrastructure investment.

Dividends are recognised as a liability in the period in which they are declared.

9. Cash and Cash Equivalents

	2023	2022
	\$'000	\$'000
Bank balances	24,151	57,922
Term deposits which matures in less than 3 months at inception	54,580	-
Cash and cash equivalents in the statements of cash flows	78,731	57,922

Cash and cash equivalents in the Statement of Financial Position comprise cash on hand, cash at bank, at call deposits and term deposits due between 30 and 90 days. Term deposits due more than 90 days are reclassified as other financial assets.

The cash balance as at 30 June 2023 includes \$24.6M of the amount quarantined as per note 8.

For the purpose of the Statement of Cash Flows, cash equivalents consist of cash and cash equivalents as defined above.

The Authority's exposure to interest rate risk and sensitivity analysis for financial assets and liabilities are disclosed in note 20.

10. Trade and Other Receivables

	2023	2022
	\$'000	\$'000
Trade Receivables		
Receivables	7,357	11,619
Allowance for impairment of receivables	(12)	(25)
Total Trade Receivables	7,345	11,594

Other Receivables		
Accrued revenue	1,320	535
GST receivable	526	415
Other debtors	2,710	1,922
Prepayments	148	312
Total Trade and Other Receivables	12,049	14,778

The Authority recognises an allowance for the impairment of receivables when it identifies that a receivable will be unlikely to be recovered and thus become an expected credit loss. The allowance is determined by examining each receivable on a case by case basis.

	2023	2022
	\$'000	\$'000
Reconciliation of changes in the allowance for impairment of receivables:		
Balance at start of year	25	-
Bad debts written off against provision	(25)	-
Doubtful debts expense recognised / (derecognised) in the income statement	12	25
Balance at end of year	12	25

The Authority does not hold any collateral as security or other credit enhancements relating to receivables. The Authority does not hold any financial assets that had to have their terms renegotiated that would have otherwise resulted in them being past due or impaired.

Revenue from two customers of the Authority represents approximately 40% (2022: 37%) of the Authority's total revenue.

At 30 June, the ageing analysis of trade & other receivables not impaired is as follows:

	2023	2022
	\$'000	\$'000
Not more than 3 months	7,546	11,363
More than 3 months but less than 6 months	1,475	393
More than 6 months but less than 1 year	133	-
	9,154	11,756

	2023	2022
	\$'000	\$'000
More than 1 year	901	1,760
	901	1,760

Trade receivables are initially recognised at fair value and subsequently measured at amortised cost using the effective interest method, less any allowance for expected credit losses. Trade receivables are generally due for settlement within 30 days.

11. Inventory

Inventories consist of spare parts which are measured at the lower of cost and net realisable value.

The Authority holds a variety of operating spare parts to ensure business continuity should plant or equipment require servicing or repairs. The size, nature and value of the items vary. This policy refers to those spares accounted for as inventory as "operating spares" and those accounted for as Property, Plant and Equipment (PPE) as "capital spares". Refer note 12.

Operating spares

Operating spares are generally smaller in value and have an expected useful economic life that is less than capital spares. They are often consumed in the production process, or in support activities such as maintenance. If a spare does not meet the definition of a capital spare it is accounted for as an operating spare and therefore inventory.

12. Property, Plant & Equipment

	Channels and Breakwaters	Land	Buildings	Plant and Equipment	Berths, Jetties and Infrastructure	Work in Progress	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Cost or deemed cost							
Balance at 30 June 2021	98,210	8,514	3,767	77,742	107,495	7,113	302,841
Additions	-	-	-	778	-	16,930	17,708
Transfer from work in progress	-	-	3	1,844	12,999	(14,958)	(112)
Disposal	-	-	-	(790)	-	-	(790)
Balance at 30 June 2022	98,210	8,514	3,770	79,574	120,494	9,085	319,647
Additions	-	2	-	350	-	17,921	18,272
Transfer from work in progress	-	-	-	7,452	107	(7,559)	-
Disposal	-	-	-	(70)	-	-	(70)
Balance at 30 June 2023	98,210	8,516	3,770	87,306	120,601	19,447	337,849
Accumulated depreciation and impairment							
Balance at 30 June 2021	43,270	-	1,635	37,961	90,558	1,445	174,869
Depreciation for the year	2,323	-	127	3,386	995	-	6,831
Impairment loss	-	-	-	-	-	-	-
Disposal	-	-	-	(774)	-	-	(774)
Balance at 30 June 2022	45,593	-	1,762	40,573	91,553	1,445	180,926
Depreciation for the year	2,321	-	124	3,867	1,433	-	7,745
Impairment loss	-	-	-	-	-	-	-
Disposal	-	-	-	(27)	-	-	(27)
Balance at 30 June 2023	47,914	-	1,886	44,413	92,986	1,445	188,644
Carrying amounts							
At 30 June 2022	52,617	8,514	2,008	39,001	28,942	7,640	138,722
At 30 June 2023	50,296	8,516	1,884	42,893	27,615	18,002	149,207

(a) Recognition and measurement

Items of property, plant and equipment are measured at cost less accumulated depreciation and accumulated impairment losses.

Cost includes expenditure that is directly attributable to the acquisition of the asset. The cost of self-constructed assets includes the cost of materials and any other costs directly attributable to bringing the asset to a working condition for its intended use, and the costs of dismantling and removing the items and restoring the site on which they are located. Purchased software that is integral to the functionality of the related equipment is capitalised as part of that equipment.

When parts of an item of property, plant and equipment have different useful lives, they are accounted for as separate items (major components) of property, plant and equipment.

Gains and losses on disposal of an item of property, plant and equipment are determined by comparing the proceeds from disposal with the carrying amount of property, plant and equipment and are recognised net within "other income" in the Statement of Comprehensive Income. Crown land vested to the Authority is recognised at fair value on the date of the vesting. Land is not revalued after the recognition date.

(b) Subsequent costs

The cost of replacing part of an item of property, plant and equipment is recognised in the carrying amount of the item if it is probable that the future economic benefits embodied within the part will flow to the Authority and its cost can be measured reliably. The carrying amount of the replaced part is derecognised. The costs of the day to day servicing of property, plant and equipment are recognised in the Statement of Comprehensive Income as incurred.

(c) Capital spares

Capital spares are spare parts, servicing equipment and stand-by equipment with an expected useful life, once put into use, of greater than one year. Where the expected useful life of the asset, once put into use, is less than one year such items are accounted for as inventory. Capital spares are classified as either a separate component asset or attributed to an existing asset. A component asset is depreciated over the shorter of its useful life and the life of any larger asset to which it relates. Non-component assets classified as capital spares are allocated to and depreciated over the life of the asset to which they relate. Spares not considered as capital spares and are accounted for as operating spares.

(d) Impairment

The carrying value of the assets are reviewed for impairment when the events or changes in circumstances indicate the carrying value may not be recoverable. If a trigger exists and where the carrying values exceed the estimated recoverable amount, the assets are written down to their recoverable amount. The recoverable amount of assets is the greater of fair value less the cost to sell and value in use. As the Authority is a not-for-profit entity, value in use is based on the assets depreciated replacement cost.

(e) Depreciation

Depreciation is recognised in the Statement of Profit or Loss and Other Comprehensive Income on a straight-line basis over the estimated useful lives of each part of an item of property, plant and equipment. Land is not depreciated.

The estimated useful lives for each class of depreciable assets are as follows:

- Channels and breakwaters 40 years
- Buildings and improvements 10 to 50 years
- Plant and equipment 3 to 30 years
- Berths, jetties and infrastructure 10 to 40 years

At each reporting date a review of the useful lives and residual values for all material assets is conducted and an assessment made whether changes are required.

13. Right of Use Assets and Lease Liability

The Authority leases buildings, equipment and vehicles that are applicable to this standard and are classified below:

	Buildings	Plant, Equipment & Vehicles	Total
	\$'000	\$'000	\$'000
As at 1 July 2022			
Gross carrying amount	436	1,168	1,604
Accumulated depreciation	(277)	(739)	(1,016)
Carrying amount at start of period	159	429	588
Modification to existing lease contracts:			
Gross carrying amount	(2)	15	13
Accumulated depreciation	1	(5)	(4)
Restated carrying amount at start of period	158	439	597
Additions	576	738	1,314
Transfers	-	-	-
Disposals	-	(8)	(8)
Depreciation	(202)	(320)	(522)
Carrying amount at 30 June 2023	532	849	1,381
Gross carrying amount	1,010	1,485	2,495
Accumulated depreciation	(478)	(636)	(1,114)

	Buildings	Plant, Equipment & Vehicles	Total
	\$'000	\$'000	\$'000
As at 1 July 2021			
Gross carrying amount	275	752	1,027
Accumulated depreciation	(132)	(541)	(673)
Carrying amount at start of period	143	211	354
Modification to existing lease contracts:			
Gross carrying amount	2	205	207
Accumulated depreciation	(1)	(2)	(3)
Restated carrying amount at start of period	144	414	558
Additions	159	217	376
Transfers	-	-	-
Disposals	-	(6)	(6)
Depreciation	(144)	(196)	(340)
Carrying amount at 30 June 2022	159	429	588
Gross carrying amount	436	1,168	1,604
Accumulated depreciation	(277)	(739)	(1,016)

	2023	2022
Lease Liabilities	\$'000	\$'000
Current		
Buildings	261	118
Plant & Equipment	363	166
	624	284

Non-Current		
Buildings	277	53
Plant & Equipment	452	256
	729	309

	2023	2022
Assets pledged as security	\$'000	\$'000
Assets pledged as security		
The carrying amounts of non-current assets that are pledged as security are:		
Right of Use Asset - vehicles	396	350
Total Assets pledged as security	396	350

At inception of a contract, the Authority assesses whether a contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. To assess whether a contract conveys the right to control the use of an identified asset, the Authority uses the definition of a lease in AASB 16.

(a) As a lessee

At commencement or on modification of a contract that contains a lease component, the Authority allocates the consideration in the contract of each lease component on the basis of its relative stand-alone prices. However, for the leases of property the Authority has elected to separate non-lease components and account for the lease and non-lease components as a separate component.

The Authority recognises a right-of-use asset and a lease liability at the lease commencement date. The right-of-use asset is initially measured at cost, which comprises the initial amount of the lease liability adjusted for any lease payments made at or before the commencement date, plus any initial direct costs incurred and an estimate of costs to dismantle and remove the underlying asset or to restore the underlying asset or the site of which it is located, less any lease incentives received.

The right-of-use asset is subsequently depreciated using the straight-line method from the commencement date to the end of the lease term, unless the lease transfers ownership of the underlying asset to the Authority by the end of the lease term or the cost of the right-of-use asset reflects that the Authority will exercise a purchase option. In that case the right-of-use asset will be depreciated over the useful life of the underlying asset, which is determined on the same basis as those of property and equipment. In addition, the right-of-use asset is periodically reduced by impairment losses, if any, and adjusted for certain remeasurements of the lease liability.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, the Authority's incremental borrowing rate. Generally, the Authority uses its incremental borrowing rate as the discount rate.

The Authority determines its incremental borrowing rate by obtaining the applicable interest rates from Western Australian Treasury Corporation and makes certain adjustments to reflect the terms of the lease and type of the asset leased.

The lessor has secured the leased assets against the related finance lease liabilities. In the event of default, the rights to the leased assets will revert to the lessor.

Lease payments included in the measurement of the lease liability comprise the following:

- fixed payments, including in-substance fixed payments;
- variable lease payments that depend on an index or a rate, initially measured using the index or rate at the commencement date;
- amounts expected to be payable under a residual value guarantee; and
- the exercise price under a purchase option that the Authority is reasonably certain to exercise, lease payments in an optional renewal period if the Authority is reasonably certain to exercise an extension option, and penalties for early termination of a lease unless the Authority is reasonably certain not to terminate early.

The lease liability is measured at amortised cost using the effective interest method. It is remeasured when there is a change in the future lease payments arising from a change in an index or rate, if there is a change in the Authority's estimate of the amount expected to be payable under a residual value guarantee, if the Authority changes its assessment of whether it will exercise a purchase, extension or termination option or if there is a revised in-substance fixed lease payment.

When the lease liability is remeasured in this way, a corresponding adjustment is made to the carrying amount of the right-of-use asset or is recorded in the Statement of Profit or Loss and Other Comprehensive Income if the varying value of the right of use asset has been reduced to zero.

The Authority presents right of use assets and lease liabilities as such in the statement of financial position.

Short-term leases and leases of low-value assets

The Authority has elected not to recognise right of use assets and lease liabilities for leases of low-value assets and short-term leases. The Authority recognises the lease payments associated with these leases as an expense on a straight-line basis over the lease term.

(b) As a lessor

When the Authority acts as a lessor, it determines at lease inception whether each lease is a finance lease or an operating lease.

To classify each lease, the Authority makes an overall assessment of whether the lease transfers substantially all of the risks and rewards incidental to ownership of the underlying asset. If this is the case, then the lease is a finance lease; if not, then it is an operating lease. As part of this assessment, the Authority considers certain indicators such as whether the lease is for the major part of the economic life of the asset.

Maturity analysis of future lease payments are as follows:

	1 Year or less	Over 1-2 years	Over 2-3 years	Over 3-4 years	Over 4-5 years	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Maturity profile						
Lease liability	624	463	250	16	-	1,353
	624	463	250	16	-	1,353

The interest expense component of finance lease payments is recognised in the Statement of Comprehensive Income using the effective interest rate method.

14. Trade and Other Payables

Current	2023	2022
	\$'000	\$'000
Trade payables	4,246	3,914
Other payables	323	23
GST payable	781	830
Accrued expenses	700	1,923
Accrued interest	11	13
	6,061	6,703

Trade and other payables are recognised at the amounts to be paid in the future for goods and services received prior to the reporting date. The carrying amount is equivalent to fair value, as they are generally settled within 30 days.

The Authority's exposure to liquidity risk related to trade and other payables is disclosed in note 20.

15. Interest Bearing Borrowings

	2023	2022
	\$'000	\$'000
Current liabilities		
Direct borrowings	623	677
Non-current liabilities		
Direct borrowings	5,520	6,143
	6,143	6,820
Financing arrangements		
The Authority has access to the following lines of credit from the WATC:		
Total facilities available:		
Direct borrowings	6,143	6,820
	6,143	6,820
Facilities utilised at reporting date:		
Direct borrowings	6,143	6,820
	6,143	6,820
Facilities not utilised at reporting date:		
Direct borrowings	-	-
	-	-

This note provides information about the contractual terms of the Authority's interest bearing borrowings which are measured at amortised cost. For more information about the Authority's exposure to interest rate and liquidity risk, see note 20.

All borrowings are initially recognised at cost, being the fair value of the consideration received less directly attributable transaction costs. Subsequent measurement is at amortised cost using the effective interest rate method.

Gains and losses are recognised in the Statement of Comprehensive Income when the liabilities are derecognised, as well as through the amortisation process.

Significant terms and conditions

The amounts shown for WA Treasury Corporation (WATC) are the principal amounts expected to be repaid as part of the quarterly repayments during the life of the loans. All interest bearing borrowings are unsecured. The fair value of these loans as at 30 June 2023 was \$5.8 million (2022: \$6.5 million).

Interest rate risk exposure

The Authority's exposure to interest rate risk on the interest bearing borrowings and the effective weighted average interest rate at year end by maturity periods is set out in the following table:

		Fixed Interest Rate						
2023	Variable Interest Rate	1 Year or less	Over 1-2 years	Over 2-3 years	Over 3-4 years	Over 4-5 years	More than 5 years	Total
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Interest bearing borrowings								
Direct borrowings	-	623	709	696	717	739	2,659	6,143
	-	623	709	696	717	739	2,659	6,143
Weighted average interest rate								
Direct borrowings		3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	

		Fixed Interest Rate						
2022	Variable Interest Rate	1 Year or less	Over 1-2 years	Over 2-3 years	Over 3-4 years	Over 4-5 years	More than 5 years	Total
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Interest bearing borrowings								
Direct borrowings	-	677	623	709	696	717	3,398	6,820
	-	677	623	709	696	717	3,398	6,820
Weighted average interest rate								
Direct borrowings		3.04%	3.04%	3.04%	3.04%	3.05%	3.12%	

16. Provisions

	2023	2022
	\$'000	\$'000
Current		
Sick leave	1,637	1,281
Annual leave (a)	3,236	3,013
Long service leave (b)	1,440	1,033
Defined Benefit Superannuation (c)	171	157
	6,484	5,484
Non-current		
Long service leave (b)	908	1,013
Defined Benefit Superannuation (c)	2,209	2,236
Provision for site remediation costs (d)	575	575
	3,692	3,824

(a) Annual leave liabilities have been classified as current as there is no unconditional right to defer settlement for at least 12 months after year end. Oncosts such as superannuation, payroll tax and workers' compensation has been included in the provision. Assessments indicate that actual settlement of the liabilities will occur as follows:

	2023	2022
	\$'000	\$'000
Within 12 months of balance sheet date	3,236	3,013
More than 12 months after balance sheet date	-	-
	3,236	3,013

(b) Long service leave liabilities have been classified as current where there is no unconditional right to defer settlement for at least 12 months after year end. Oncosts such as superannuation, payroll tax and workers' compensation has been included in the provision. Assessments indicate that actual settlement of the liabilities will occur as follows:

	2023	2022
	\$'000	\$'000
Within 12 months of balance sheet date	1,440	1,033
More than 12 months after balance sheet date	908	1,013
	2,348	2,046

A provision is recognised if, as a result of a past event, the Authority has a present legal or constructive obligation

that can be estimated reliable, and it is probable that an outflow of economic benefits will be required to settle the obligation. If the effect of the time value of money is material, provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the liability.

Where discounting is used, the increase in the provision due to the passage of time is recognised as finance costs.

The discount rate used for employee liabilities is the market yield rate at year end on national government bonds that have maturity dates approximating to the terms of the entity's obligations. The calculation is performed by a qualified actuary using the actuarial cost method.

The settlement of annual and long service leave liabilities gives rise to the payment of employment on-costs including workers' compensation premiums and payroll tax. The provision is measured at the present value of expected future payments. The associated expense, apart from the unwinding of the discount (business support cost), is included in the relevant functional costs.

The liability for annual and long service leave expected to be settled within 12 months after year end is recognised and measured at the undiscounted amounts expected to be paid when the liabilities are settled. Annual and long service leave expected to be settled more than 12 months after year end is measured at the present value of amounts expected to be paid when the liabilities are settled. Leave liabilities are in respect of services provided by employees up to year end.

When assessing expected future payments consideration is given to expected future wage and salary levels, including non-salary components such as employer superannuation contributions. In addition, the long service leave liability also considers the experience of employee departures and periods of service.

The expected future payments are discounted to present value using market yields at year end on national government bonds with terms to maturity that match, as closely as possible, the estimated future cash outflows.

(c) Defined benefit superannuation plans

The following is a summary of the most recent financial position of the Pension Scheme related to the Authority calculated in accordance with AASB 119 Employee Benefits.

Expected contributions

	2023	2022
	\$'000	\$'000
Present value of unfunded obligations	2,380	2,393
	2,380	2,393

Reconciliation of movement in the present value of the unfunded obligations recognised in the balance sheet:

Opening balance	2,393	2,643
Defined benefit cost	78	39
Remeasurements	71	(138)
Benefits paid (including expenses and taxes)	(162)	(151)
	2,380	2,393

	2023	2022
	\$'000	\$'000
Amounts recognised in the Statement of Profit or Loss and Other Comprehensive Income:		
Interest cost	78	39
Other comprehensive income		
Actuarial losses/(gains)	71	(138)
	149	(99)

Historic summary:		
Defined benefit plan obligation	2,380	2,393
Plan assets	-	-
	2,380	2,393

	2023	2022
	\$'000	\$'000
Principal actuarial assumptions:		
Discount rate	3.35%	1.50%
Expected future salary increases	3.50%	2.0% for 2021/22 2.0% for 2022/23 and then 3.0% pa
Expected future pension increases	5.50% for 2022/23 3.00% for 2023/24 3.00% for 2024/25 and then 2.5% pa	1.75% for 2021/22 1.75% for 2022/23 and then 2.0% pa
Anticipated return on plan assets	0.00%	0.00%

Expected contributions

Employer contributions are made to meet the cost of retirement benefit obligations as they fall due.

Movements in provisions

Reconciliation for the carrying amounts of the Defined Benefit Superannuation provision is set out below:

	2023	2022
	\$'000	\$'000
Retirement benefit obligations		
Carrying amount at 1 July	2,393	2,643
Provisions made during the year	149	(99)
Amounts utilised in the year	(162)	(151)
Carrying amount at 30 June	2,380	2,393

Sensitivity Analysis

The defined benefit obligation as at 30 June 2023 under several scenarios is presented below. Scenario A and B relate to the discount rate sensitivity. Scenario C and D related to expected pension increase rate sensitivity.

- Scenario A: 0.5% p.a. lower discount rate assumption
- Scenario B: 0.5% p.a. higher discount rate assumption
- Scenario C: 0.5% p.a. lower expected pension increase rate assumption
- Scenario D: 0.5% p.a. higher expected pension increase rate assumption

	Base case	Scenario A	Scenario B	Scenario C	Scenario D
		-0.5% pa discount rate	+0.5% pa discount rate	-0.5% pa pension increase rate	+0.5% pa pension increase rate
Discount rate	3.55% pa	3.05% pa	4.05% pa	3.55% pa	3.55% pa
Pensions increase rate	2.50% pa	2.50% pa	2.50% pa	2.00% pa	3.00% pa
Defined benefit obligation (A\$'000s)	2,380	2,509	2,262	2,265	2,504

The defined benefit obligation has been recalculated by changing the assumptions as outlined above, whilst retaining all other obligations.

Funding arrangements

The employer contributes, as required, to meet the benefits paid.

Maturity profile of defined benefit obligation

The weighted average duration of the Authority's defined benefit obligation is 10.7 years.

The Gold State Superannuation Scheme (GSS), a defined benefit lump sum scheme, and the Superannuation and Family Benefits Act Scheme, a defined benefit pension scheme, are closed to new members since 1995. The Authority is liable for superannuation benefits for past years' service of members of the Superannuation and Family Benefits Act Scheme who elected to transfer to the GSS Scheme. The Authority also accrued for superannuation benefits to the pension scheme for those members who elected not to transfer from that scheme.

The superannuation liability for the existing employees with the pre-transfer service incurred under the Superannuation and Family Benefits Act Scheme who transferred to the GSS Scheme are provided for at the reporting date.

The Authority's total superannuation liability has been actuarially assessed as at 30 June 2023.

Employees who are not members of either the Pension or the GSS Schemes became non-contributory members of the

West State Superannuation Scheme (WSS), an accumulation fund until 15 April 2007. From 16 April 2007, employees who are not members of the Pension, GSS or WSS Schemes became non-contributory members of the GESB Superannuation Scheme (GESB Super), a taxed accumulation fund. The Authority makes concurrent contributions to the Government's Employee Superannuation Board (GESB) on behalf of employees in compliance with the Commonwealth Government's Superannuation Guarantee (Administration) Act 1992. These contributions extinguish the liability for superannuation charges in respect of the WSS and GESB Super Schemes.

From 30 March 2012, existing members of the WSS or GESB and new employees became able to choose their preferred superannuation fund. The Authority makes concurrent contributions to GESB or other funds on behalf of employees in compliance with the Commonwealth Government Superannuation Guarantee (Administration) Act 1992.

Contributions to these accumulation schemes extinguish the Authority's liability for superannuation charges in respect of employees who are not members of the Pension Scheme or GSS.

Defined benefit plan nature of benefits

The employer-financed benefit is a pension benefit payable on retirement, death or invalidity, or a lump sum benefit on resignation.

Description of the regulatory framework

The Scheme operates under the State Superannuation Act 2000 (Western Australia) and the State Superannuation Regulations 2001 (Western Australia).

Although the scheme is not formally subject to the Superannuation Industry (Supervision) (SIS) legislation, the Western Australian government has undertaken (in a Heads of Government Agreement) to operate the scheme in accordance with the spirit of the SIS legislation.

As an exempt public sector superannuation scheme (as defined in the SIS legislation), the scheme is not subject to any minimum funding requirements.

As a constitutionally protected scheme, the scheme is not required to pay tax.

Description of risks

There are a number of risks to which the GSS Scheme exposes the Authority. The more significant risks relating to the defined benefits are:

- **Legislative Risk** - The risk is that legislative changes could be made which increase the cost of providing the defined benefits.
- **Pensioner Mortality Risk** - The risk is that pensioner mortality will be lighter than expected, resulting in pensions being paid for a longer period.
- **Inflation Risk** - The risk that inflation is higher than anticipated, increasing pension payments, and the associated employer contributions.
- **Market Risk** - The risk is that market returns are lower than anticipated, which would increase the cost of providing the defined benefits.

Significant events

There were no plan amendments, curtailments or settlements during the year. The Authority's net obligation in respect of defined benefit pension plan is calculated separately by estimating the amount of future benefit that employees have earned in return for their service in the current and prior periods; that benefit is discounted to determine its present value, and the fair value of any plan assets is deducted. These benefits are unfunded.

The discount rate used is the market yield rate at the Statement of Financial Position date on national government bonds that have maturity dates approximating to the terms of the entity's obligations. The calculation is performed by a qualified actuary using the actuarial cost method.

(d) Provision for site remediation costs

The Authority has recognised a provision for the evaluation and monitoring of contaminated land parcels. This provision includes:

- the ongoing costs of performing ground water monitoring on affected sites which is not deemed to be the source of the contamination; and
- cost of determining the extent of asbestos contamination recently identified.

17. Other Liabilities

	2023	2022
	\$'000	\$'000
Current		
Prepaid rental income	-	41

18. Equity

	Note	2023	2022
		\$'000	\$'000
Contributed equity			
Balance at start of the year as previously reported		79,857	76,857
Equity contributed during the year		6,500	3,000
Balance at end of year		86,357	79,857
Retained earnings			
Balance at start of year		109,177	84,170
Adjustment to equity due to AASB 16		-	-
Adjusted balance as at beginning of the year		109,177	84,170
Profit for the year		25,207	24,910
Other comprehensive income		(50)	97
Dividends paid	8	-	-
Balance at end of year		134,334	109,177

The Authority may receive support from the WA Government. The amount received is recognised directly as a credit to contributed equity.

19. Reconciliation of Cashflows From Operating Activities

	Note	2023	2022
		\$'000	\$'000
Cash flows from operating activities			
Profit for the year		25,207	24,910
Adjustments for:			
Depreciation		8,267	7,174
Finance costs		361	315
Interest revenue	3	(2,097)	(114)
Net (profit) / loss on sale of property, plant and equipment	3	19	18
Income tax expense	7	10,541	10,690
Operating profit before changes in working capital and provisions		42,298	42,993
Change in trade and other receivables		2,716	(2,037)
Change in Inventory		(376)	(628)
Change in trade and other payables		(1,254)	2,342
Change in provisions and employee benefits		868	521
		1,954	198
Interest paid		(245)	(262)
Interest received		2,010	82
Income taxes paid		(12,708)	(8,890)
Net cash from operating activities		33,309	34,121

20. Financial Instruments

(i) Financial risk management objectives and policies

The Authority's principal financial instruments comprise cash and cash equivalents, other financial assets, receivables, payables and interest bearing borrowings.

Initial recognition and measurement is at fair value. Subsequent measurement is at amortised cost using the effective interest method.

The fair value of short-term receivables and payables is the transaction cost or the face value because there is no interest rate applicable. Subsequent measurement is not required as the effect of discounting is not material.

The Authority has limited exposure to financial risks. The Authority's overall risk management program focuses on managing the risks identified below.

The Authority uses different methods to measure different types of risks to which it is exposed. These methods include sensitivity analysis in the case of interest rate and foreign exchange risk and aging analysis for credit risk.

Risk management is carried out by the executive management under policies approved by the Board. The executive management identifies, evaluates and manages financial risk in close co-operation with the Authority's operating units. The Board provides written policies for the Authority's administration of risk management.

Market risk

Market risk is the risk that changes in market prices such as foreign exchange rates and interest rates that will affect the Authority's income or the value of its holdings of financial instruments. The Authority does not trade in foreign currency and is not materially exposed to other price risks.

The Authority's exposure to market risk for changes in interest rates relates primarily to its long-term debt obligations, other financial assets and cash and cash equivalents. The Authority's borrowings are all obtained through the Western Australian Treasury Corporation (WATC) and are at fixed rates with varying maturities or at variable rates. The risk is managed by WATC through portfolio diversification and variation in maturity dates.

Cash and cash equivalents and other financial assets are held in variable or fixed rate short term deposits.

Sensitivity analysis for variable rate instrument

The Authority's policy is to manage its finance costs using a mix of fixed and variable debt with the objective of achieving optimum returns whilst managing interest rate risk to avoid uncertainty and volatility in the marketplace.

The Authority closely monitors its interest rate exposure. Within this analysis, consideration is given to potential renewals of existing positions and alternative financing structures. At the Statement of Financial Position date, if interest rates had moved as illustrated in the following table, with all other variables held constant, the effect would be as follows:

Interest rate risk: 2023	Carrying amount	+0.50% change in profit	-0.25% change in profit
	\$'000	\$'000	\$'000
Financial assets			
Cash and cash equivalents*	24,151	121	(60)
Financial liabilities			
Interest bearing borrowings			
Variable rate	-	-	-
Total (Decrease)/Increase		121	(60)

* Excludes term deposits at fixed rate

Interest rate risk: 2022	Carrying amount	+0.50% change in profit	-0.25% change in profit
	\$'000	\$'000	\$'000
Financial assets			
Cash and cash equivalents	57,922	290	(145)
Financial liabilities			
Interest bearing borrowings			
Variable rate	-	-	-
Total (Decrease)/Increase		290	(145)

Credit Risk

Credit risk arises when there is the possibility of the Authority's receivables defaulting on their contractual obligations resulting in financial loss to the Authority. The Authority monitors credit risk on a regular basis. With respect to credit risk arising from cash and cash equivalents, the Authority's exposure to credit risk arises from default of the counter party, with a maximum exposure equal to the carrying amount of the cash and cash equivalents.

The Authority operates predominantly within the shipping and cargo handling industry and accordingly is exposed to risk affecting that industry. The maximum exposure to credit risk at Statement of Financial Position date in relation to each class of recognised financial assets is the gross carrying amount of those assets inclusive of any provisions for impairment, as show in the table below.

	2023	2022
	\$'000	\$'000
Financial assets at amortised cost		
Trade receivables	7,345	11,594
Accrued Revenue	1,320	535
Other Debtors	2,710	1,922
Cash and cash equivalents	78,731	57,922
	90,106	71,973

The Authority follows stringent credit control and management procedures in reviewing and monitoring debtor accounts and outstanding balances as evidenced by the historical aged debtor balances. The current credit management process provides assurance of minimising the Authority's exposure to bad debts. For financial assets that are either past due or impaired, refer to note 10 'Trade and other receivables'.

The Authority's credit risk management is further supported by rental agreements and sections 116 & 117 of the Port Authorities Act 1999. Section 116 refers to the liability to pay port charges in respect of vessels and Section 117 refers to the liability to pay port charges in respect of goods. Port charges are defined in Section 115. The Authority currently issues credit to approved customers.

Liquidity risk

Liquidity risk is the risk that an entity will not be able to meet its financial obligations as and when they fall due. The Authority's objective is to maintain a balance between continuity of funding and flexibility through the use of cash reserves and its borrowing facilities. The Authority manages its exposure to liquidity risk by ensuring appropriate procedures are in place to manage cash flows, including monitoring forecast cash flows to ensure sufficient funds available to meet its commitments.

The table below reflects that contractual maturity of financial liabilities. The contractual maturity amounts are representative of the undiscounted amounts at the Statement of Financial Position date. The table includes both interest and principal cash flows. An adjustment has been made where material.

Financial liabilities						
	Carrying amount	6 months or less	6-12 months	1-2 years	2-5 years	More than 5 years
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
2023						
Trade and other payables	5,280	5,280	-	-	-	-
Interest bearing borrowings	6,143	406	436	902	2,580	2,848
	11,423	5,686	436	902	2,580	2,848
2022						
Trade and other payables	5,873	5,873	-	-	-	-
Interest bearing borrowings	6,820	481	438	842	2,627	3,703
	12,693	6,354	438	842	2,627	3,703

(ii) Categories of financial instruments

Set out below are the carrying amounts of the Authority's financial instruments. With the exception of interest bearing borrowings, the Directors consider the carrying amounts of the financial instruments represent their net fair values.

	Note	2023	2022
		\$'000	\$'000
Financial assets			
Cash and cash equivalents	9	78,731	57,922
Financial assets measured at amortised cost:			
Trade and other receivables (a)	10	11,375	14,051
Financial liabilities			
Financial liabilities measured at amortised cost:			
Trade and other payables (a)	14	5,280	5,873
Interest bearing borrowings	15	6,143	6,820

- The amount of receivables/payables excludes the GST recoverable/payable from/to the Australian Taxation Office (Statutory receivable/payable).

(iii) Fair values

All financial assets and liabilities recognised in the Statement of Financial Position, whether they are carried at cost or fair value, are recognised at amounts that represent a reasonable approximation of fair value unless otherwise stated.

The fair value of interest bearing liabilities is \$5,799,951 (2022: \$6,508,019).

21. Commitments

(i) Capital expenditure commitments

Capital expenditure commitments, being contracted capital expenditure additional to the amounts reported in the financial statements, are payable as follows:

	2023	2022
	\$'000	\$'000
Within 1 year	18,003	5,986
Later than 1 year and not later than 5 years	-	-
Later than 5 years	-	-
	18,003	5,986

(ii) Operating leases receivables not recognised

	2023	2022
	\$'000	\$'000
Future minimum rentals receivable for operating leases at reporting date:		
Within 1 year	4,491	5,087
Later than 1 year and not later than 5 years	9,858	7,218
Later than 5 years	14,545	9,078
	28,894	21,383

Operating leases receivable are in respect of property rentals.

22. Remuneration of Auditor

Remuneration payable to the Auditor General in respect to the audit for the current financial year is as follows

	2023	2022
	\$'000	\$'000
Auditing the accounts and financial statements	75	70

23. Related Party Transactions

The following persons held the position of Director during the financial year and/or until the date of this report:

N Hart	P Creek	B Moharich
S Barrera	G McGowan	
K Watson	R Willes	

The Authority is a wholly-owned public sector entity that is controlled by the State of Western Australia.

Related parties of the Authority include:

- all Cabinet Ministers and their close family members, and their controlled or jointly controlled entities;
- all senior officers and their close family members, and their controlled or jointly controlled entities;
- other departments and statutory authorities, including their related bodies, that are included in the whole of government consolidated financial statements;
- associates and joint ventures of an entity that are included in the whole of government consolidated financial statements; and
- the Government Employees Superannuation Board (GESB).

Significant transactions with related parties

Outside of general citizen type transactions, the Authority had no other related party transaction with key management personnel or their close family members or their controlled or jointly controlled entities.

Significant transactions with Government related entities:

	2023	2022
	\$'000	\$'000
Dividends	-	-
Interest paid (WATC)	245	262
Loan paid (WATC)	676	1,238
Loan drawdown (WATC)	-	-
Superannuation (GESB)	162	151
	1,083	1,651

24. Contingent Assets and Liabilities

Under the *Contaminated Sites Act 2003 (WA)*, the Authority must report known and/or suspected contamination to the Department of Water and Environmental Regulation (DWER). DWER has assessed certain sites as "possibly contaminated – investigation required" and as per Accounting Policy Guideline 1 (APG1), the Authority must disclose a contingent liability. The sites identified have been determined not to be the source of the contamination and as such, the Authority does not expect to fund the remediation of the sites.

Another site has been identified as contaminated with asbestos. The extent of the contamination has not yet been fully determined, thus the cost of remediating the site cannot be reliably estimated and as such, the Authority has disclosed this as a contingent liability.

There are no known other contingent assets, nor contingent liabilities at the date of preparing this report.

25. Events Occurring After the Balance Sheet Date

There has not arisen in the interval between the end of the financial year and the date of this report any item, transaction or event of a material and unusual nature likely, in the opinion of the Directors of the Authority, to affect significantly the operations of the Authority, the results of those operations, or the state of affairs the Authority, in future financial years.

5.7

Directors' Declaration

In the opinion of the Directors of Mid West Ports Authority (the "Authority"):

(a) the financial statements and notes are prepared in accordance with the *Government Trading Enterprises Act 2023*, including section 176 and the *Government Trading Enterprises Regulations 2023*, and:

i. gives a true and fair view of the financial position at 30 June 2023 and of its performance for the financial year ended on that date; and

ii. in accordance with Australian Accounting Standards and the *Corporations Regulations 2001*;

(b) there are reasonable grounds to believe that the Authority will be able to pay its debts as and when they become due and payable.

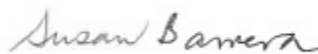
The directors have been given the declaration by the Chief Executive Officer and the Chief Financial Officer for the reporting year ended 30 June 2023.

Signed in accordance with a resolution of the Directors:



N Hart
Chair

27th August 2023



S Barrera
Deputy Chair

27th August 2023



Auditor General

INDEPENDENT AUDITOR'S REPORT 2023 Mid West Ports Authority

To the Parliament of Western Australia

Opinion

I have audited the financial report of the Mid West Ports Authority (the Authority), which comprises:

- the Statement of Financial Position as at 30 June 2023, and the Statement of Comprehensive Income, Statement of Changes in Equity and Statement of Cash Flows for the year then ended
- notes to the financial report, including a summary of significant accounting policies
- the directors' declaration.

In my opinion, the financial report of the Authority is prepared in accordance with the *Government Trading Enterprises Act 2023*, including section 176 and the Government Trading Enterprises Regulations 2023, and:

- gives a true and fair view of the financial position at 30 June 2023 and of its performance for the year then ended
- in accordance with Australian Accounting Standards and the Corporations Regulations 2001.

Basis for opinion

I conducted my audit in accordance with Australian Auditing Standards. My responsibilities under those standards are further described in the Auditor's Responsibilities for the audit of the financial report section of my report.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Other information

The directors are responsible for the other information. The other information is the information in the Authority's annual report for the year ended 30 June 2023, but not the financial report and my auditor's report.

My opinion on the financial report does not cover the other information and accordingly, I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial report, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or my knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact. I did not receive the other information prior to

the date of this auditor's report. When I do receive it, I will read it and if I conclude that there is a material misstatement in this information, I am required to communicate the matter to those charged with governance and request them to correct the misstated information. If the misstated information is not corrected, I may need to retract this auditor's report and re-issue an amended report.

Responsibilities of the directors for the financial report

The directors of the Authority are responsible for:

- keeping proper records
- preparation of the financial report in accordance with the *Government Trading Enterprises Act 2023*, including section 176 and the *Government Trading Enterprises Regulations 2023* that gives a true and fair view in accordance with Australian Accounting Standards and Corporations Regulations 2001
- such internal control as the directors determine is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the directors are responsible for:

- assessing the Authority's ability to continue as a going concern
- disclosing, as applicable, matters related to going concern
- using the going concern basis of accounting unless the Western Australian Government has made policy or funding decisions affecting the continued existence of the Authority.

Auditor's responsibilities for the audit of the financial report

As required by the *Auditor General Act 2006*, my responsibility is to express an opinion on the financial report. The objectives of my audit are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Australian Auditing Standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial report. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control.

A further description of my responsibilities for the audit of the financial report is located on the Auditing and Assurance Standards Board website. This description forms part of my auditor's report and can be found at https://www.auasb.gov.au/auditors_responsibilities/ar4.pdf.

My independence and quality management relating to the report on the financial report

I have complied with the independence requirements of the *Auditor General Act 2006* and the relevant ethical requirements relating to assurance engagements. In accordance with ASQM 1 Quality Management for Firms that Perform Audits or Reviews of Financial Reports and Other Financial Information, or Other Assurance or Related Services Engagements, the Office of the Auditor General maintains a comprehensive system of quality management including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Matters relating to the electronic publication of the audited financial report

This auditor's report relates to the financial report of the Authority for the year ended 30 June 2023 included in the annual report on the Authority's website. The Authority's management is responsible for the integrity of the Authority's website. This audit does not provide assurance on the integrity of the Authority's website. The auditor's report refers only to the financial report described above. It does not provide an opinion on any other information which may have been hyperlinked to/from the annual report. If users of the financial report are concerned with the inherent risks arising from publication on the website, they are advised to contact the Authority to confirm the information contained in the website version.



Patrick Arulsingham
Senior Director Financial Audit
Delegate of the Auditor General for Western Australia
Perth, Western Australia
29 August 2023

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