



TasPorts

CONNECTING TASMANIA
TO THE WORLD



ANNUAL REPORT 2021-22

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Tasmanian Ports Corporation (TasPorts) acknowledges the traditional owners of the land, seas and waterways on which we work.

We pay our respects to Elders past and present, and to the Tasmanian Aboriginal community that continues to care for Country.

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Cover photo: Port of Hobart.

The location of a proposed major redevelopment of Macquarie Wharf.

FROM THE CHAIRMAN STEPHEN BRADFORD

Improved profitability was a highlight of the 2021-22 year. Profit after tax improved considerably, from a consolidated net loss of \$2.2 million for 2020-21 to a consolidated net profit of \$12.7 million for 2021-22. Supporting this outcome, I am pleased to note 14.9 million tonnes of freight transited Tasmania's multi-port system, an increase of almost 3% from 2020-21, with volumes returning to near pre-COVID figures.

I am also able to report that the cessation and renegotiation of legacy contracts with coastal customers contributed significantly to this financial improvement. These contracts have a long history and were significantly below market rates. It was the intention of Government when TasPorts was formed that these contracts come to an end at their expiry or when the opportunity arose. This eventuality was foreshadowed in last year's Annual Report.

TasPorts' primary role is to facilitate trade for the benefit of the State. Aligned with this, TasPorts is a strong supporter of the cruise industry and the significant economic benefits it brings to the State. Cruise, inclusive of all sizes of vessels, contributes significantly to our revenue and profitability, as well as providing proven benefits for the Tasmanian brand and economy.

As the port operator, we're looking forward to welcoming cruise vessels back to Tasmania in late 2022. TasPorts has for some time been actively engaging with cruise lines, local government, local tourism operators and Commonwealth and Tasmanian authorities to prepare for a safe and effective return of cruise ships to Tasmania.

Devonport Airport has seen an increase in passenger numbers but is still short of pre-COVID levels. We continue to support our long-standing customer Qantas who has returned to a regular schedule, and in late news, we now welcome Rex Airlines as a new customer, which will further improve numbers going forward. The growth and sustainability of Tasmania's local airports is important to the economic prosperity of the regions.

Projects and initiatives under our Port Master Plan go from strength to strength. The major \$241m capital development of two coastal terminals at East Devonport - QuayLink - continues successfully. This project is the largest port infrastructure project in a generation.

Essential work also continues on our capital plans for the redevelopment of our ports at Hobart and Burnie. Through these projects and initiatives leading up to 2030, the Tasmanian port landscape will see the completion of major upgrades to three of TasPorts' four primary ports.

Our strong commitment to King Island continues with the restructuring of the Bass Island Line shipping service provided by the *John Duigan* into a weekly return service from a newly constructed specialist berth at West Devonport to the Port of Grassy.

Shipping services and connections are determined by the needs of the cargo owner. The strong preference of cargo owners for a Tasmanian mainland focused service was demonstrated by the declining direct cargo volumes on the *John Duigan*

to and from Victoria and the rapid take-up of the West Devonport call.

During the reporting period, TasPorts welcomed back JBS and others to the shipping service. The improved financial results of a loss of \$2.2 million (loss of \$4.4 million in 2020-21) after tax was positively impacted by the recovery of \$1.1 million from a prior year insurance claim.

In late January, we were impacted by a serious allision between the CSL cement carrier *Goliath* and two of our stationary tugs at the Port of Devonport. From day one, TasPorts was focused on removing the wrecks and returning all commercial berths at the Port of Devonport to full operations, while at the same time carefully managing environmental and safety risks.

Following the successful salvage of the tugs in August 2022, the allision remains an incident under investigation by the relevant authorities. Legal proceedings have commenced in the Federal Court to recover all costs incurred.

Maritime safety remains a constant focus. Pleasingly, Minister Ferguson initiated a major review into marine regulations as was requested in last year's Annual Report.

Ensuring the optimum safety model for Tasmania is critical and I would observe that the lessons learned from the *Goliath* incident provide a stark example of the criticality of having in place a proactive pilotage service at the ready, alongside a suitably resourced port service capable of meeting the demands of emergency response and recovery. We look forward to the completion of the Port Services Regulatory Review by the Department of State Growth in 2022-23.

In conclusion, I thank our Shareholder Ministers, the Hon. Michael Ferguson and past Treasurer, the Hon. Peter Gutwein, along with my fellow Directors, CEO Anthony Donald and the entire TasPorts team for their diligence, support and encouragement. I also welcome the Hon. Felix Ellis as our new Shareholder Minister in conjunction with Minister Ferguson.



Stephen Bradford
CHAIRMAN

FROM THE CEO ANTHONY DONALD

Across the State, TasPorts' workforce has continued to provide vital port, marine and aviation services, furthering our proud legacy of connecting Tasmania to the world.

As we continue to invest in Tasmania's multi-port system for the benefit of all Tasmanians, our strategic focus remains one of sustainable growth and resilience.

Despite ongoing global instabilities, increased freight volumes and a profitable bottom line were achieved this year. Pleasingly, these results support and validate our commitment to growth as laid out in TasPorts' Port Master Plan.

While reflecting upon the past 12 months, it is satisfying to see our major initiatives and projects gaining real momentum. After years of laying the groundwork, works are now underway on the \$241 million Project QuayLink at the Port of Devonport and planning for major initiatives at the ports of Bell Bay, Hobart and Burnie are progressing well with the development of comprehensive business cases. Together, this work strengthens TasPorts' position to meet forecasted market demands, confidently facilitating trade over a 50-year horizon.

On Friday 28 January, an allision between cement tanker *Goliath* and TasPorts' tug vessels *Campbell Cove* and *York Cove* resulted in the sinking of both tugs, along with damage to wharf infrastructure.

I am incredibly proud of the organisation's response to this highly complex, critical incident. From first responders, through to environmental and incident management, recovery planning, investigation activities, stakeholder management and salvage, the response effort has been admirable. As a result, I am pleased to report minimal impact on the community, environment and port operations.

At all times, commercial shipping continued to be prioritised at the Port of Devonport. Within weeks, we were able to promptly require replacement towage assets to service the needs of the port and our customers. Major customers remained nominally affected by the incident, and the petroleum import berth directly impacted by the incident was back in service for mini-tankers in March 2022.

In February 2022, TasPorts granted approval for the Australian Antarctic Division's new ice breaker *RSV Nuyina* to transit the Tasman Bridge to refuel at the Selfs Point fuel transit facility. The approval is subject to the successful completion of a comprehensive Marine Pilot Familiarisation Program on the River Derwent.

This approval follows the completion of extensive and diligent risk assessments and simulations taking into account environmental factors such as wind, tidal flow and river currents.

This complex review and decision reflects TasPorts' obligation and responsibility to serve the best interests of the Tasmanian community regarding maritime safety and environmental protection.

During the financial year, TasPorts also completed an investment of more than \$8 million in an upgraded fire system at the Selfs Point fuel transit facility, safeguarding southern Tasmania's fuel supply for many years to come.

Recognising the vital nature of our marine and logistics operations for the State, in late May, TasPorts successfully gained Safety Systems re-certification (ISO 45001:2015, AS/NZS 4801:2001). This is no easy achievement and reflects the continued improvement and cultural maturity of our committed workforce and our safety management systems.

To support and enable TasPorts' desired future state, this year TasPorts laid the groundwork for an organisational-wide mindset of growth and resilience. Through a thorough operating model review, we solidified core cross-business processes, provided clear delineations of responsibilities and accountabilities, and enabled the right tools and technology.

These necessary steps have simplified and streamlined our business whilst ensuring the right governance mechanisms are in place to optimise our functions and business performance. To facilitate this, a restructuring of some departments and teams was a necessary undertaking. I wish to acknowledge the resilience of our people as we moved through this transition period.

And finally, TasPorts has transitioned to a Living with COVID operational model. Accordingly, we have structured our essential services and operations to be focused on business continuity and resilience.

It has been heartening to see the spirit of our teams in responding positively and cohesively to the many challenges and changes, and I wish to warmly thank and acknowledge all staff for their commitment this past 12 months.

My sincere thanks go also to our Board of Directors, led by Chairman Stephen Bradford, for their insight and guidance as we navigated new operational and strategic pathways.

And finally, my thanks to our Shareholder Minister, the Hon. Michael Ferguson, who continues to be a strong supporter of the work we do, for the benefit of the wider Tasmanian community.



Anthony Donald
CEO

ABOUT US

Tasmanian Ports Corporation Pty Ltd (TasPorts) is a state-owned company, responsible for eleven Tasmanian ports and the Devonport Airport.

TasPorts was established pursuant to the *Tasmanian Ports Corporation Act 2005* (the Act) and is 100% owned by the Tasmanian Government.

The Act states that TasPorts' principal objectives are to:

- facilitate trade for the benefit of Tasmania; and
- operate its activities in accordance with sound commercial practice.

Marine and Safety Tasmania (MAST) and the Crown engage TasPorts, under a Deed of Agreement, to perform specific functions within primary and secondary port areas.

Under the *Marine and Safety Authority Act 1997*, *Marine and Safety (Pilotage and Navigation) Regulations 2017* and *Marine-related incidents (MARPOL Implementation) Act 2020*, these functions include:

- provision of pilotage services;
- regulation enforcement in pilotage areas;
- maintenance of navigation aids;
- maintenance of a communications system;
- provision of emergency response; and
- provision of a response to marine based-pollution.

OUR VISION

To proudly connect people, products and solutions for the benefit of all Tasmanians.

OUR CORPORATE INTENTIONS

To facilitate freight and logistics solutions, to benefit the community and create value for our customers.

To enable industry partners and communities through reliable infrastructure, responsive to user demand.

To uphold maritime, aviation and environmental standards, through established safety and sustainability methods.

To be geared towards growth, with forward thinking and a commercial approach.

To bring our organisation together, by investing in our people and the future we share.

OUR VALUES



Proud

Proud to play our part, we follow through with courage and conviction.



Care

To show care, we actively engage and listen.



Together

We don't go it alone, because we're better together.



Share

Information empowers, so we share it generously.



Trust

We trust our people and processes, to deliver with integrity.

WHAT WE DO

TasPorts is a vertically integrated organisation.

Across Tasmania, TasPorts' teams work collaboratively to provide vital port, marine and aviation operations and services.

These include:

- **Port Services:** provision and maintenance of essential port infrastructure, including berths, channels, wharves, landside assets and key navigational aids;
- **Marine Regulatory Services:** provision of essential regulatory services including vessel traffic services (VTS), Harbour Master functions and biosecurity activities;
- **Marine Services:** delivery of essential marine services around the State, including pilotage and towage;
- **Floating Plant and Equipment:** for marine engineering projects, construction and coastal haulage;
- **Community-Use Waterfront Assets:** maintained at Sullivans Cove, Stanley, Inspection Head, Strahan, as well as on King and Flinders islands;
- **300+ Tenancies:** for commercial and community use including property, marina berthing, casual storage and car parking;
- **Slipways:** provision of marine engineering services;
- **Fuel Distribution:** on King and Flinders islands;
- Ownership and operation of the **Devonport Airport**; and
- Ownership and operation of the **Burnie Chip Export Terminal**.

Through its wholly-owned subsidiary, **Bass Island Line Pty Ltd**, TasPorts is committed to providing a safe, dedicated and commercially sustainable shipping service for King Island.

Southern Export Terminals Pty Ltd is a joint venture operation between TasPorts and Qube Ports. The open-access facility manages all bulk log storage and exports from the Port of Hobart.

FREIGHT AND TRADE

As an island state, Tasmania is almost wholly reliant upon maritime trade to sustain its communities and economy.

Each year, approximately 99% of Tasmania's freight task transits through TasPorts' network of ports strategically located around the State.

Total freight throughput for 2021-22 was 14.9 million tonnes, a 2.8% increase on 2020-21 volumes.

Key commodities transited through TasPorts' multi-port system include forestry products, general cargo, community consumables, cement and essential fuel supplies.

An increase in containerised freight, mining and industrial products sectors during the financial year underpinned the uplift in volumes.

See pages 17-22 for comprehensive 2021-22 freight volumes and statistics.

CONTAINERISED FREIGHT

Key transit points for containerised freight within Tasmania are the ports of Bell Bay, Burnie, Devonport and Hobart.

During 2021-22, a record 607,205 TEUs transited Tasmania's multi-port network, representing a more than 2% increase on the previous financial year.

Increased throughput is noted at the Port of Devonport with a record 304,865 TEUs transiting during the period, a 4.2% increase on 2020-21 volumes.

The top five containerised commodities included general cargo, empty containers, foods, paper and timber products.

FORESTRY

More than 3.5 million tonnes of forestry products transited through the primary ports of Bell Bay, Burnie and Hobart, a 0.5% decrease on 2020-21 volumes.

Woodchip volumes increased by 166,000 tonnes, being a 5.7% increase from 2020-21, with additional volumes transiting through the Port of Bell Bay.

Logs were down 185,000 tonnes due to ongoing trade tensions between China and Australia resulting in a trade ban on whole logs.

FUELS

Tasmania's essential fuel and gas supplies transit through all primary ports, prior to distribution across the State.

0.822 million tonnes of fuel and gas products were brought into Tasmania during the reporting period, an increase from the previous year of 2.2%.

MINING

Mineral export volumes remained robust despite market volatility, finishing at 0.753 million tonnes.

This represents a 22.8% increase compared to the previous reporting period with exports of mineral concentrates from the Port of Burnie being the key contributing factor to growth.

CRUISE

Tasmania is a key cruise destination for many international and Australian-based cruise lines and TasPorts has been highly supportive of the re-introduction of cruise ship visits to the State.

In June 2022, TasPorts welcomed the State Government's announcement that large cruise ships will be returning to our shores from October 2022. This follows the Federal Government lifting the ban prohibiting cruise vessels carrying more than 100 passengers, in April 2022.

TasPorts continues to work closely with Government, the cruise industry, Tasmanian stakeholders, the COVID-19 Coordination Centre, border agencies and public health to ensure the highest standards of operational readiness and risk mitigation will be in place ahead of the return of cruise shipping to Tasmania in late 2022.

TEU: Twenty-foot Equivalent Units (containerised goods)

DEVONPORT AIRPORT

The Devonport Airport (DPO), a key Tasmanian regional airport, facilitates commercial, emergency services, military and community aircraft.

In addition to regular QantasLink flights between Melbourne and Devonport, the North-West airport also supports air cargo operations to King Island and Moorabbin (VIC) airports, aircraft maintenance operations for fixed and rotary-wing aircraft, and a small number of privately-owned fixed and rotary-wing aircraft.

During the reporting period, the airport managed 1,622 commercial passenger flights with 46,581 passengers transiting.

From December 2021, QantasLink re-introduced a regular schedule of more than 25 commercial flights per week.

Looking forward, TasPorts has a clear vision through the Devonport Airport Master Plan, to position the Devonport Airport precinct as the key tourism and business gateway to Tasmania's North-West and the Cradle Coast region. The Devonport Airport Master Plan will be released in Spring 2022.

VESSEL VISITS BY PORT

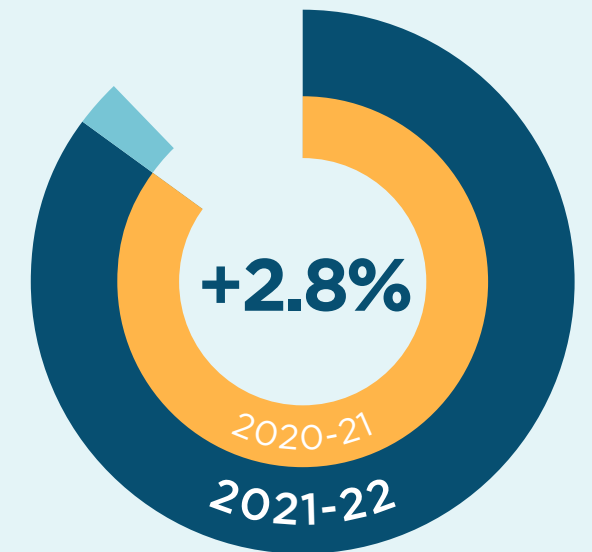
ADVENTURE BAY	3
COLES BAY	7
FLINDERS ISLAND	186
KING ISLAND	317
NARACOOPA	1
PORT ARTHUR	25
PORT DAVEY	3
PORT LATTA	41
PORT OF BELL BAY	242
PORT OF BURNIE	467
PORT OF DEVONPORT	867
PORT OF HOBART	268
PORT OF STANLEY	120
SPRING BAY	3
TOTAL RECORDED VESSEL VISITS	2,550

TasPorts managed 2,550 recorded vessel visits to Tasmanian ports during 2021-22, an 11% increase on 2020-21.

FREIGHT VOLUMES

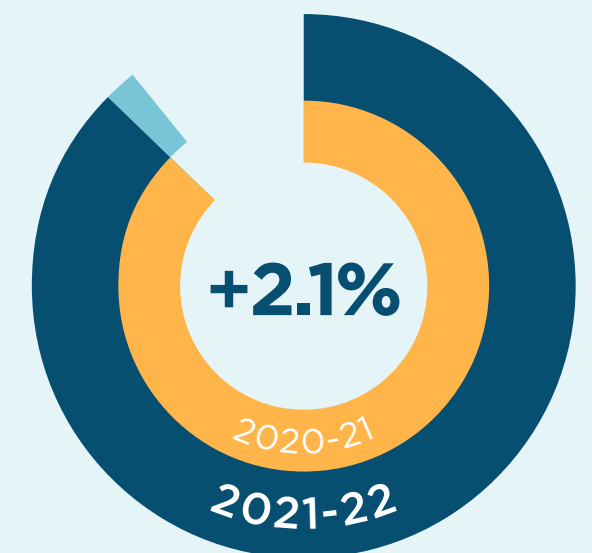
TOTAL TONNES TRANSITED

14.9 million tonnes



TOTAL TEU TRANSITED

607,205 TEU



INFRASTRUCTURE

BURNIE GATEWAY

The Burnie Gateway initiative lays the foundation for exponential growth in Tasmanian mineral exports to global markets, enabling capacity for larger vessels to berth and ensuring fit-for-purpose infrastructure. It will also enable growth for industries such as forestry and containerised goods.

PROJECT QUAYLINK

The Devonport East Redevelopment provides a generational opportunity for TasPorts to future-proof the Port of Devonport. With leading-edge port technology and sustainability initiatives, this \$241 million project will deliver the capacity Tasmania requires for a 50-year horizon.

RENEWABLES ENERGY HUB

The Renewables Energy Hub initiative supports the Tasmanian Government's Renewable Hydrogen Action Plan through the establishment of infrastructure that will enable multiple hydrogen proponents to establish production within Tasmania.

MACQUARIE WHARF REDEVELOPMENT

TasPorts' Macquarie Wharf Redevelopment initiative aims to position the capital city as the international transit point to the Southern Ocean, whilst enabling growth in well-established key trade areas over a 30-year horizon.

Through the provision of greater capacity and capability at Tasmania's primary ports, TasPorts' Port Master Plan will ensure a network of fit-for-purpose infrastructure to facilitate future growth and demand.

TasPorts takes a partnership approach to infrastructure, to ensure the current and prospective needs of customers and stakeholders drive asset management.

TasPorts' Port Master Plan delivers a coordinated vision for the future of Tasmania's multi-port system.

Through the provision of greater capacity and capability at Tasmania's primary ports, this Plan will ensure a network of fit-for-purpose infrastructure to facilitate future growth and demand.

Evolution in the planning has seen the development of the following:

- Port of Devonport | Project QuayLink
- Port of Bell Bay | Renewables Energy Hub
- Port of Burnie | Burnie Gateway Initiative
- Port of Hobart | Macquarie Wharf Redevelopment Initiative

PORT OF DEVONPORT | PROJECT QUAYLINK

In June 2021, the Tasmanian Government approved the \$241 million East Devonport redevelopment project - QuayLink.

This will be the largest port infrastructure project in Tasmania in a generation and will significantly increase capacity for both freight and vehicles, facilitating exponential growth.

The Port of Devonport is Tasmania's fastest-growing port and a primary trade link for freight and passengers.

The delivery of Project QuayLink is timed to cater for a new fleet of larger Bass Strait ships set to enter service. With new vessels being commissioned to arrive by the end of 2023-24, the Port of Devonport's freight capacity is expected to increase by 40%, along with an additional 160,000 passengers visiting Devonport every year.

To support future growth opportunities, two state-of-the-art, roll-on-roll-off (RORO) berths and terminals will be developed, alongside a multi-user berth.

TasPorts has a multi-layered strategy to ensure the Port of Devonport plays a pivotal role in supporting our customers and the Tasmanian Government's world-leading 200% renewable energy target by 2040.

The strategy combines a state-of-the-art 3D vessel port monitoring system, forward-thinking environmental impact reduction solutions, renewable energy sources and sustainable infrastructure initiatives.

In addition, TasPorts is looking to gain certification from EcoPorts and also adhere to the United Nations Sustainable Development Goals through the World Port Sustainability Program.

In May 2022, TasPorts welcomed the decision by Tasmania's Environment Protection Authority (EPA) to approve Project QuayLink's proposed dredging and reclamation works at East Devonport. EPA approval represents another major milestone achieved for TasPorts and Project QuayLink, and will enable dredging to begin at Berth 3E, on the east side of the river in late 2022.

A Technical Advisory Consultative Committee (TACC) was established as a forum for engagement, consultation and collaboration between TasPorts, peak bodies and other relevant local stakeholders on the planning, environmental monitoring, and practice standards of the dredging program.

The Committee has specifically engaged with stakeholders and reviewed proposed works for current dredge activities, from planning through to completion. The TACC was integral to the success of the EPA granting approval for dredging activities for Project QuayLink.

TasPorts aims to leave a positive legacy for residents and businesses of Devonport, particularly those in close proximity to the port.

INFRASTRUCTURE

PORT OF BELL BAY RENEWABLES ENERGY HUB

TasPorts is a key landowner at the Port of Bell Bay and within Bell Bay's Advanced Manufacturing Zone.

During the reporting period, TasPorts continued to work with government agencies and broader industry to support renewable energy opportunities, driving momentum for the Port of Bell Bay as a key Renewables Energy Hub, and offering multi-user port facilities.

Following the signing of an Option Agreement with Australian Fortescue Future Industries in June 2021, during the reporting period TasPorts progressed discussions with other interested parties to enable further export opportunities through the Port of Bell Bay.

Consistent with TasPorts' Port Master Plan and the organisation's commitment to facilitating trade for the benefit of Tasmania, this progress is a clear demonstration of TasPorts' capability to work with proponents and customers to enable new and emerging industries.

PORT OF BURNIE BURNIE GATEWAY INITIATIVE

TasPorts' initiative to develop a critical export gateway at the Port of Burnie will lay the foundation for exponential growth in Tasmanian mineral exports to global markets.

The Burnie Gateway initiative will bring significant trade and economic benefits to the State, enabling capacity for larger vessels to berth and ensuring fit-for-purpose terminal infrastructure.

Following inclusion on Infrastructure Australia's Priority List, this initiative has been further supported by the Tasmanian Government, who in May 2022 committed \$5 million to TasPorts to progress concept designs and develop a business case, which is currently under development.

PORT OF HOBART MACQUARIE WHARF REDEVELOPMENT INITIATIVE

TasPorts' Macquarie Wharf Redevelopment initiative aims to position the capital city as the international transit point to the Southern Ocean, whilst enabling growth in well-established key trade areas over a 30-year horizon.

Trade and economic benefits to Tasmania from the initiative include the establishment of a multi-user Antarctic Precinct enabling growth in the Antarctic science and research sector along with improving the flexibility and capacity of the wharf to support vessels up to 360 metres in length, actively supporting growth in sectors such as cruise.

This initiative cements the Port of Hobart as the commercial gateway for Antarctic, tourism and trade for southern Tasmania, and will enable future growth in bulk commodities, including forestry and containers.

Following inclusion on Infrastructure Australia's Priority List, the business case for this initiative is currently under development.

Together, this work demonstrates TasPorts' steadfast commitment to sustained growth for the benefit of all Tasmanians.

STATE-WIDE ASSET AND INFRASTRUCTURE INVESTMENT

TasPorts continues to invest in assets and infrastructure across its multi-port system, aligned with the organisation's strategic priorities and operational requirements.

During the reporting period, more than \$23 million was invested towards new infrastructure and a further \$11 million towards the remediation and renewal of existing port and marine infrastructure.

Key asset and infrastructure works, completed during 2021-22 include:

Selfs Point Fire System Upgrade

As a critical link in southern Tasmania's fuel supply chain, TasPorts invested more than \$8.5 million to replace the existing fire system at the Selfs Point fuel transit facility.

Each year, approximately 40% of Tasmania's fuel supply is imported via the facility, within the Port of Hobart. This significant investment has secured and supported the future of southern Tasmania's fuel supply.

Thought to be the first purpose-built system using fluorine-free foam in Australia, the investment has elevated the existing fire system to a contemporary fit-for-purpose system, aligned with operational requirements and TasPorts' commitment to maintaining best practice environmental standards.

Devonport West RORO Ramp

In early 2022, TasPorts committed to invest \$2.4 million in the construction of a new multi-user roll-on-roll-off (RORO) ramp at the Port of Devonport to support King Island's shipping needs.

The RORO ramp was operational by late February 2022, and delivers a long-term solution, playing an important role in supporting King Island's freight task now and into the future.

On completion of the ramp, TasPorts' wholly-owned subsidiary Bass Island Line (BIL) transitioned its mainland Tasmanian port of call from Bell Bay to Devonport.

Further asset investment activities across the State include the procurement of Oil Spill Emergency Response Equipment, upgrades to ground lighting at Devonport Airport, and the installation of fenders, bollards, current profilers and launch facilities to enhance safety, along with general remediation works, at port facilities around the State.

In late 2021, TasPorts welcomed the State Government's announcement that a comprehensive review of the regulatory framework for port marine safety and environmental services in Tasmania would be undertaken by the Department of State Growth.

The Review is currently underway and is due to be completed in 2022-23.

MAST DEED

Marine and Safety Tasmania (MAST) and the Crown engage TasPorts, under a Deed of Agreement, to perform specific functions within primary and secondary port areas.

Under the Marine and Safety Authority Act 1997, Marine and Safety (Pilotage and Navigation) Regulations 2017 and Marine-related incidents (MARPOL Implementation) Act 2020, these functions include:

- provision of pilotage services;
- regulation enforcement in pilotage areas;
- maintenance of navigation aids;
- maintenance of a communications system;
- provision of emergency response; and
- provision of a response to marine based-pollution.

The current Deed of Agreement is due to expire in January 2024.

MARITIME SAFETY

TasPorts' Vessel Traffic Services (VTS) is certified as a VTS Authority through the Australian Maritime Safety Authority (AMSA). VTS is the main tool used by TasPorts to manage the safe and efficient movement of vessels approaching and operating within port limits and pilotage areas.

TasPorts' VTS and marine teams work 24 hours a day, seven days a week to provide safe passage to visiting vessels, through the provision of highly specialised VTS, pilotage, towage and associated services.

TasPorts managed 2,550 recorded vessel visits to Tasmanian ports during 2021-22, an 11% increase on 2020-21.

SAFETY

TasPorts continuously seeks to improve standards and practices, to benefit the safety and sustainability of TasPorts and Tasmania.

In late May 2022, TasPorts was successful in gaining ISO Safety Audit recertification (ISO 45001:2015, AS/NZS 4801:2001).

This accredited management system recertification provides TasPorts and its stakeholders with the confidence that TasPorts' management system corresponds to the applicable requirements of the specific ISO standards.

TasPorts' five-year Safety, Environment and Sustainability Strategy concluded in 2022, and a revitalised three-year 2022-25 Safety Strategy and Plan will be launched in Spring 2022.

SUSTAINABILITY AND ENVIRONMENT

TasPorts' Sustainability Strategy incorporates a three-year roadmap with the following objectives:

- develop sustainability as a way of thinking when making decisions and seeking opportunities;
- embed sustainability across the business, to the point that it is no longer considered an 'add-on' but simply 'the way TasPorts does business'; and
- take clear and decisive action in relation to climate change.

Through this Strategy, TasPorts is seeking to make a more positive contribution and reduce negative impacts on the community, economy and environment.

During the reporting period, a climate change risk profile for TasPorts facilities was developed, and a first pass climate change risk assessment was completed, enhancing organisation-wide understanding of climate change adaption risk, along with opportunities for mitigation and greenhouse gas reduction.

In support of the Sustainability Strategy, a three-year Environmental Management Plan for the organisation was also developed and approved. This Plan sets out targets and key initiatives for the upcoming three-year period to improve environmental performance in several organisational focus areas and includes the achievement of EcoPorts certification for TasPorts' four primary ports.

PORT OF DEVONPORT | ALLISION INCIDENT

On Friday 28 January 2022, cement carrier *Goliath* allided with two TasPorts towage vessels, the *Campbell Cove* and *York Cove*, at the Port of Devonport.

Both tugs were berthed and stationary at the time. The impact of the allision caused damage to the wharf and significant damage to the tugs, ultimately causing both vessels to sink. Thankfully, no personnel were onboard the tugs at the time of the allision.

TasPorts responded quickly, deploying oil spill response equipment and activating its Crisis and Incident Management Teams. Aligned with appropriate response protocols, TasPorts undertook notifications of the incident to relevant agencies and authorities, including the Environmental Protection Authority (EPA), Australian Maritime Safety Authority (AMSA), Marine and Safety Tasmania (MAST) and Australian Transport Safety Bureau, and has worked closely with TasPorts' Protection and Indemnity insurer, the Shipowners' Club, the lead in the recovery effort.

Following the incident, TasPorts actively monitored the incident site 24 hours a day, seven days a week, with a focus on ensuring the integrity of the oil spill containment area and the salvage of hydrocarbons from the wrecks. These activities continued to be supported by the EPA.

In March 2022, United Salvage was appointed to undertake the salvage operation.

Forming part of the ongoing incident response, stakeholders were kept regularly updated and commercial shipping was prioritised to ensure the continuity of shipping within the Port of Devonport.

This was demonstrated by the ongoing regular sailings of TT-Line and SeaRoad vessels, and the ability of other major port users to continue to access the port.

The removal of the tugs from the Mersey River was extremely complex. All interested parties worked collaboratively to ensure that the removal of the tugs was undertaken safely using the most appropriate methodology. The salvage was successfully completed in August 2022.

Given the significant cost impact of this incident, in May 2022, proceedings were commenced in the Federal Court against CSL Australia Pty Ltd (CSL), the owners of the cement carrier *Goliath* to guard against the possibility of proceedings being commenced in an inappropriate jurisdiction. This was a prudent step to take to protect TasPorts' rights.

To 30 June 2022, TasPorts has incurred approximately \$1.5 million in net salvage and clean-up costs, with further significant costs of this type to be incurred in 2022-23. In the interests of transparency, all costs associated with the incident have been recorded a Receivable amount in the Statement of Financial Position and will be recognised in the Statement of Profit or Loss along with recoveries when claims are either finalised with TasPorts' insurers or the proceedings against CSL are resolved (whichever applicable).

Allision: the running of one ship upon another ship that is stationary — as distinguished from a collision.

TASMAN BRIDGE TRANSIT AND RSV NUYINA

In February 2022, TasPorts announced the granting of approval to the *RSV Nuyina* to transit the Tasman Bridge, to enable refuelling at Selfs Point.

This decision was made following the completion of extensive and diligent risk assessments and simulations, including a complex and robust technical evaluation.

This approval will allow the Australian Antarctic Division's new ice breaker to transit the Tasman Bridge subject to the satisfactory completion of a number of critical actions including a comprehensive Marine Pilot Familiarisation Program.

The safe transit of any large vessel under the Tasman Bridge within the Port of Hobart is a highly complex operation. Each successful transit requires precision planning and execution across three distinct areas – environmental conditions, a vessel's configuration and performance, and a team of highly skilled mariners all working together.

The parameters that exist surrounding the Tasman Bridge transit are well established. Vessel transits under the Tasman Bridge must comply with the prescribed port parameters as stipulated in the *Marine and Safety (Pilotage and Navigation) Regulations 2017* and documented in the TasPorts Ports Procedure Manual. As a result, transiting guidance and restrictions apply to all vessels.

With maritime safety being TasPorts' number one priority, a Non-Standard Vessel Assessment process is undertaken for all relevant new vessels entering Tasmanian ports. The rigour and diligence surrounding this approval process reflect TasPorts' obligation and responsibility to serve the best interests of the Tasmanian community in relation to maritime safety and environmental protection.

COMMUNITY

PARTNERSHIPS

TasPorts actively seeks to partner with organisations that align with TasPorts’ key strategic objectives and core values.

During 2021-22, TasPorts formalised a new partnership agreement with NRM North’s Tamar Estuary Esk River Program and continued partnerships with aligned community organisations, including the Maritime Museum of Tasmania and the Derwent Estuary Program.

TasPorts continued to support the preservation of maritime history by providing in-kind berthing fees at Constitution Dock within the Port of Hobart. Historic vessels berthed include the Maritime Museum of Tasmania’s *Westward* vessel, the City of Hobart’s *Matilda*, the *Clara* and *Terra Linna* from the Wooden Boat Guild Tasmania, and the May Queen Trust’s *May Queen*. In addition, within Kings Pier Marina, TasPorts hosts two vessels for local non-profit organisation, Sailability.

During the period, TasPorts also progressed further partnership opportunities with the Mission to Seafarers and Surf Life Saving Tasmania, to strengthen its operational support for these organisations.

SPONSORSHIP

In February 2022, the TasPorts Community Grant Program was launched, enabling the organisation to give back by supporting organisations, community groups and events in the communities in which TasPorts operates.

During the reporting period, TasPorts awarded \$25,000 in financial support to seven organisations, Tasmania-wide.

In addition, TasPorts continues to invest in future generations of professionals by partnering with educational institutions to provide scholarships and bursaries to students pursuing a career in port-related disciplines.

EVENTS

During the 2021-22 period, 44 events were hosted across TasPorts’ managed properties, including the Hobart Twilight Market, several fun runs, community events, and larger-scale concerts at the TasPorts’-owned premier waterfront venue, MAC O2.

TasPorts was also pleased to welcome back three signature events to Hobart’s waterfront: Rolex Sydney Hobart Yacht Race, Taste of Summer and Dark Mofo.

TOTAL EVENTS & SPONSORSHIPS SUPPORTED

Islands	6
North	11
South	34
Statewide	6

TASPORTS COMMUNITY GRANT PROGRAM RECIPIENTS 2021-22

DRILL Performance Company Inc.
George Town Neighbourhood House
King Island District High School
Low Head Pilot Station Support Group Inc.
Mainly Maritime, St Helens
Rotary Club of Devonport North
Sprout Tasmania

OUR PEOPLE

TasPorts has a proud history of connecting Tasmania to the world, and our people are passionate about the work we do in providing vital port, marine and aviation operations, and services for Tasmania.

TasPorts remains committed to delivering a program of work focused on continuous performance and cultural improvement and has achieved several milestones this year:

- Completion of operating model review as a critical first step in preparing TasPorts for the future. Work continues to further integrate TasPorts’ systems and processes under a ‘1TasPorts’ banner.
- Conclusion of TasPorts’ three-year People and Culture Strategy in 2021, delivering on its three broad objectives, being: enrich our culture, develop our people and plan our future. Through this, a refresh of TasPorts’ vision and corporate intentions and a new set of organisational values were created and launched.
- Relocation of TasPorts’ southern corporate centre to the iconic Marine Board Building at 1 Franklin Wharf to enable greater integration and collaboration.

TasPorts continues to invest in the well-being of its people, led by three guiding principles: Prevention, Promotion and Support.

During 2021-22 numerous events and initiatives were undertaken to encourage individual and organisational improvements in general, physical and mental health. These included Mental Health and Wellbeing training, Women’s and Men’s Health Weeks, a Physical Health Challenge, and support for Movember and Pink Tradies (breast cancer) campaigns.

A new three-year People and Culture Roadmap has been developed and endorsed, ready for commencement in early 2022-23.

WORKFORCE STATISTICS

Full-time	228	Marine	91
Part-time	34	Operations	89
Casual	33	Professional	54
Total workforce	295	Support	61

BASS ISLAND LINE

TasPorts supports the King Island community and its economy through the Bass Island Line Pty Ltd (BIL) shipping service, a wholly owned subsidiary of TasPorts.

In previous years, the service has come under significant financial pressure, with insufficient cargo levels leading to low vessel utilisation.

To create an operationally and commercially viable shipping service to meet customer demand and improve the service's financial sustainability, in early March 2022, BIL transitioned to a new weekly scheduled service between Port of Devonport and Port of Grassy, with a seamless transshipment service to the Port of Melbourne utilising SeaRoad Shipping.

Following the implementation of the new operating model, utilisation of the King Island service has significantly increased. In the final quarter of 2021-22, BIL vessel *John Duigan* doubled the average number of twenty-foot equivalent units (TEUs) carried to 1,307 TEUs for the quarter, an increase of 723 TEUs or 123% on Q4 2020-21 volumes.

The transition from Bell Bay to Devonport also enabled the resumption of livestock transport between King Island and mainland Tasmania. In March 2022, BIL successfully completed its first regular shipment of livestock.

	2021-22		2020-21	
Tonnes	42,792 (▲24.8%)		34,296	
TEU	3,258 (▲30.3%)		2,500	
Sailings	138 (▲12.2%)		123	

	QUARTER 1 JUL - SEP 21	QUARTER 2 OCT - DEC 21	QUARTER 3 JAN - MAR 22	QUARTER 4 APR - JUN 22
Tonnes	5,680	8,925	11,768	16,419
TEU	457	648	846	1,307
Sailings	32	35	37	34

Key commodities: community consumables, general cargo, fuels, agricultural products and livestock

SOUTHERN EXPORT TERMINALS

Southern Export Terminals Pty Ltd (SET) is a joint venture operation between TasPorts and Qube Ports at the Port of Hobart. Operations began in January 2017.

This open-access facility manages all bulk log storage and export activities within the Port of Hobart. It provides an ongoing and cost-efficient option for log exports from Southern Tasmania.

The facility is managed in accordance with all regulatory responsibilities and best practice environmental management principles, and all operations are subject to stringent environmental standards, including dust and noise monitoring.

To enable improved efficiencies and greater storage space within SET at the Port of Hobart, TasPorts completed stage 1 of its SET capacity increase project in 2020. Further planning for stage 2 works was undertaken during the reporting period, with works scheduled to commence in Spring 2022.

VOLUMES AND STATISTICS

COMMODITIES STATEWIDE - 2021-22

TOP 20 COMMODITIES

ALL IMPORT / EXPORT BY TONNAGE

COMMODITY	ALL IMPORT / EXPORT
TOTAL	14,917,591
WOODCHIPS	3,103,665
GENERAL CARGO	2,111,662
CEMENT	1,136,677
ZINC CONCENTRATE	706,358
FOODS - OTHER	594,391
EMPTY	499,818
DIESEL	482,950
MET FINES	450,606
LOGS	412,133
ALUMINA	364,000
UNLEADED FUEL	299,462
SULPHURIC ACID	277,878
GRAINS - OTHER	270,462
MAGNETITE	264,943
FERTILISER	261,881
PAPER PRODUCTS	229,746
BEVERAGES	215,349
TIMBER PRODUCTS	206,288
FE & SI MANGANESE	204,140
ZINC	198,531

ALL IMPORT / EXPORT BY TEU

COMMODITY	ALL IMPORT / EXPORT
TOTAL	607,205
GENERAL CARGO	223,835
EMPTY	156,221
FOODS - OTHER	56,524
PAPER PRODUCTS	19,996
TIMBER PRODUCTS	18,890
BEVERAGES	18,225
DAIRY PRODUCTS	13,451
GRAINS - OTHER	12,601
HAZARDOUS	9,859
ZINC	7,999
VEGETABLES	7,601
LIVESTOCK - OTHER	6,121
SCRAP METAL	5,859
ALUMINIUM INGOTS & BLOCK	5,665
METALS - OTHER	5,363
NEWSPRINT	5,230
EMPTY - LIVESTOCK	4,142
CATTLE	4,116
FERTILISER	3,833
ONIONS	2,679

TOP 20 COMMODITIES - 2021-22

IMPORT BY TONNAGE

COMMODITY	IMPORT
TOTAL - IMPORT	5,717,992
GENERAL CARGO	1,517,963
ZINC CONCENTRATE	524,323
DIESEL	481,535
MET FINES	450,524
ALUMINA	364,000
UNLEADED FUEL	299,270
GRAINS - OTHER	263,134
EMPTY	172,529
FERTILISER	169,267
BEVERAGES	161,254
FOODS - OTHER	147,211
COKE	131,701
HAZARDOUS	113,427
TOURIST VEHICLES	94,715
GYPSUM	91,008
PETROLEUM COKE	80,862
PHOSPHATE ROCK	72,220
TRADE VEHICLES	71,905
METALS - OTHER	66,659
TIMBER PRODUCTS	63,363

IMPORT BY TEU

COMMODITY	IMPORT
TOTAL - IMPORT	309,282
GENERAL CARGO	170,469
EMPTY	52,536
BEVERAGES	15,140
FOODS - OTHER	14,541
GRAINS - OTHER	12,200
HAZARDOUS	9,227
PAPER PRODUCTS	7,039
TIMBER PRODUCTS	6,381
METALS - OTHER	5,203
FERTILISER	3,187
EMPTY LIVESTOCK	2,320
CATTLE	1,638
TRADE VEHICLES	1,425
CARAVANS/TRAILERS/BOATS	1,377
LIVESTOCK - OTHER	994
FISH MEAL	787
DAIRY PRODUCTS	760
VEGETABLES	694
UNLEADED FUEL	526
ZINC CONCENTRATE	482

EXPORT BY TONNAGE

COMMODITY	EXPORT
TOTAL - EXPORT	9,199,599
WOODCHIPS	3,103,665
CEMENT	1,134,647
GENERAL CARGO	593,699
FOODS - OTHER	447,180
LOGS	412,133
EMPTY	327,289
SULPHURIC ACID	277,878
MAGNETITE	264,943
FE & SI MANGANESE	204,140
ZINC	198,474
PAPER PRODUCTS	183,244
ZINC CONCENTRATE	182,036
ALUMINIUM INGOTS & BLOCK	176,250
PARAGOETHITE	167,309
DAIRY PRODUCTS	157,254
LEAD CONCENTRATE	156,951
TIMBER PRODUCTS	142,925
FERTILISER	92,614
SCRAP METAL	89,936
TOURIST VEHICLES	88,994

EXPORT BY TEU

COMMODITY	EXPORT
TOTAL - EXPORT	297,923
EMPTY	103,686
GENERAL CARGO	53,365
FOODS - OTHER	41,983
PAPER PRODUCTS	12,957
DAIRY PRODUCTS	12,691
TIMBER PRODUCTS	12,509
ZINC	7,996
VEGETABLES	6,907
SCRAP METAL	5,684
ALUMINIUM INGOTS & BLOCK	5,664
NEWSPRINT	5,222
LIVESTOCK - OTHER	5,127
BEVERAGES	3,084
ONIONS	2,664
FE & SI MANGANESE	2,543
CATTLE	2,478
MEAT	2,473
EMPTY LIVESTOCK	1,822
FRUIT	1,591
SHEEP	1,246

FREIGHT STATISTICS - 2006-22

TASMANIA-WIDE - FREIGHT STATISTICS

YEAR	TONNES						TEUS			NO. SHIPS	AVG. CARGO PER SHIP
	IMPORT	GROWTH	EXPORT	GROWTH	TOTAL	GROWTH	INWARD	OUTWARD	TOTAL		
05/06*	5,112,865	-	9,681,748	-	14,794,613	-	224,621	225,452	450,073	2,187	6,765
06/07	4,985,676	-2.49%	10,209,748	5.5%	15,195,424	2.7%	221,446	228,974	450,420	2,046	7,427
07/08	5,517,080	10.66%	10,705,453	4.9%	16,222,533	6.8%	246,331	245,154	491,485	2,102	7,718
08/09	5,285,411	-4.20%	9,568,919	-10.6%	14,854,330	-8.4%	235,596	238,589	474,185	1,996	7,442
09/10	4,822,976	-8.75%	8,602,367	-10.1%	13,425,343	-9.6%	230,291	230,666	460,957	1,873	7,168
10/11	5,074,191	5.21%	8,463,833	-1.6%	13,538,024	0.8%	233,113	230,233	463,346	1,973	6,862
11/12	4,729,623	-6.79%	6,556,943	-22.5%	11,286,566	-16.6%	229,681	227,144	456,825	1,770	6,377
12/13	4,862,850	2.82%	6,439,284	-1.8%	11,302,134	0.1%	230,879	228,474	459,353	1,794	6,300
13/14	4,980,686	2.42%	7,589,447	17.9%	12,570,134	11.2%	226,828	224,476	451,304	1,774	7,086
14/15	5,127,520	2.95%	7,635,799	0.6%	12,763,319	1.5%	232,513	229,051	461,565	1,844	6,922
15/16	5,364,702	4.63%	8,385,800	9.8%	13,750,502	7.7%	236,215	232,392	468,607	1,915	7,180
16/17	5,094,675	-5.0%	9,157,651	9.2%	14,252,327	3.6%	239,765	235,398	475,163	2,071	6,882
17/18	5,637,839	10.66%	9,587,558	4.7%	15,225,397	6.8%	267,429	262,838	530,268	2,215	6,874
18/19	5,752,328	2.0%	9,809,918	2.3%	15,562,246	2.2%	272,547	263,736	536,283	2,182	7,132
19/20	5,136,805	-10.7%	8,948,633	-8.8%	14,085,438	-9.5%	276,922	275,190	552,112	2,115	6,660
20/21	5,423,814	5.6%	9,088,976	1.6%	14,512,790	3.0%	301,536	293,044	594,581	2,302	6,304
21/22	5,717,992	5.4%	9,199,599	1.2%	14,917,591	2.8%	309,282	297,923	607,205	2,550	5,850

PORT OF BELL BAY

YEAR	TONNES						TEUS			NO. SHIPS	AVG. CARGO PER SHIP
	IMPORT	GROWTH	EXPORT	GROWTH	TOTAL	GROWTH	INWARD	OUTWARD	TOTAL		
05/06*	1,512,356	-	3,424,957	-	4,937,313	-	42,779	46,211	88,990	403	12,251
06/07	1,417,049	-6.30%	3,829,923	11.8%	5,246,972	6.3%	43,443	45,857	89,300	413	12,705
07/08	1,646,474	16.19%	3,866,118	0.9%	5,512,592	5.1%	46,372	43,086	89,458	445	12,388
08/09	1,598,558	-2.91%	3,105,760	-19.7%	4,704,318	-14.7%	45,339	46,587	91,926	385	12,219
09/10	1,262,014	-21.05%	2,523,076	-18.8%	3,785,090	-19.5%	22,246	24,117	46,363	310	12,210
10/11	1,519,945	20.44%	2,514,306	-0.3%	4,034,251	6.6%	24,689	23,001	47,690	377	10,701
11/12	1,160,359	-23.66%	1,172,498	-53.4%	2,332,857	-42.2%	2,412	3,473	5,885	207	11,270
12/13	1,226,603	5.71%	1,190,124	1.5%	2,416,727	3.6%	849	434	1,283	171	14,133
13/14	1,310,605	6.85%	1,920,509	61.4%	3,231,114	33.7%	1,643	1,899	3,542	170	19,007
14/15	1,339,906	2.24%	1,907,453	-0.7%	3,247,358	0.5%	3,115	3,015	6,130	174	18,663
15/16	1,368,210	2.11%	2,101,772	10.2%	3,469,983	6.9%	6,439	6,758	13,197	220	15,773
16/17	1,387,383	1.4%	2,221,682	5.7%	3,609,065	4.0%	7,888	7,544	15,432	278	12,982
17/18	1,583,323	14.12%	2,515,114	13.2%	4,098,437	13.6%	11,984	11,970	23,954	274	14,958
18/19	1,651,419	4.30%	2,611,357	3.8%	4,262,776	4.0%	14,181	12,736	26,917	222	19,202
19/20	1,045,316	-36.70%	2,182,501	-16.4%	3,227,816	-24.3%	12,797	13,577	26,374	198	16,302
20/21	1,150,756	10.09%	2,440,540	11.8%	3,591,296	11.3%	10,114	10,185	20,299	206	17,433
21/22	1,313,581	14.15%	2,428,099	-0.5%	3,741,680	4.2%	9,827	9,484	19,310	242	15,461

* TasPorts commenced operation on 1/1/06. The six months 1 July 2005 - 31 Dec 2005 relate to figures from the former regional port companies.

FREIGHT STATISTICS - 2006-22 CONTINUED

PORT OF BURNIE

YEAR	TONNES				TEUS					NO. SHIPS	AVG. CARGO PER SHIP
	IMPORT	GROWTH	EXPORT	GROWTH	TOTAL	GROWTH	INWARD	OUTWARD	TOTAL		
05/06*	1,251,495	-	2,899,227	-	4,150,722	-	91,475	103,031	194,506	549	7,561
06/07	1,260,495	0.72%	3,016,948	4.1%	4,277,443	3.1%	97,659	106,369	204,028	508	8,420
07/08	1,357,817	7.72%	3,099,244	2.7%	4,457,061	4.2%	109,970	117,267	227,237	545	8,178
08/09	1,291,547	-4.88%	2,874,827	-7.2%	4,166,374	-6.5%	103,475	109,720	213,195	503	8,283
09/10	1,280,401	-0.86%	2,821,438	-1.9%	4,101,839	-1.5%	114,205	115,646	229,851	437	9,386
10/11	1,161,080	-9.32%	2,819,162	-0.1%	3,980,242	-3.0%	115,142	116,473	231,615	457	8,710
11/12	1,238,958	6.71%	2,505,391	-11.1%	3,744,349	-5.9%	121,776	120,508	242,284	440	8,510
12/13	1,264,739	2.08%	2,371,866	-5.3%	3,636,605	-2.9%	126,986	126,847	253,833	452	8,046
13/14	1,299,671	2.76%	2,751,950	16.0%	4,051,621	11.4%	121,205	120,931	242,136	435	9,314
14/15	1,356,681	4.39%	2,900,399	5.4%	4,257,080	5.1%	119,946	119,308	239,254	423	10,064
15/16	1,436,622	5.89%	3,466,489	19.5%	4,903,111	15.2%	124,435	123,601	248,036	428	11,456
16/17	1,303,653	-9.3%	4,028,166	16.2%	5,331,819	8.7%	120,936	120,430	241,366	443	12,036
17/18	1,380,828	5.92%	4,062,579	0.9%	5,443,407	2.1%	121,202	119,283	240,485	470	11,582
18/19	1,335,008	-3.3%	3,933,761	-3.2%	5,268,769	-3.2%	117,175	112,740	229,915	483	10,908
19/20	1,364,646	2.22%	3,710,417	-5.7%	5,075,063	-3.7%	119,648	118,394	238,042	487	10,421
20/21	1,541,209	12.94%	3,632,420	-2.1%	5,173,630	1.9%	136,791	130,635	267,426	431	12,004
21/22	1,641,817	6.53%	3,663,917	0.9%	5,305,734	2.6%	137,926	129,553	267,479	456	11,361

PORT OF DEVONPORT

YEAR	TONNES				TEUS					NO. SHIPS	AVG. CARGO PER SHIP
	IMPORT	GROWTH	EXPORT	GROWTH	TOTAL	GROWTH	INWARD	OUTWARD	TOTAL		
05/06*	1,297,773	-	1,842,299	-	3,140,072	-	90,243	75,854	166,097	968	3,244
06/07	1,317,496	1.52%	1,805,453	-2.0%	3,122,949	-0.5%	80,204	76,260	156,464	875	3,569
07/08	1,375,408	4.40%	1,888,480	4.6%	3,263,888	4.5%	87,913	83,123	171,036	849	3,844
08/09	1,327,270	-3.50%	1,865,337	-1.2%	3,192,607	-2.2%	86,782	82,282	169,064	847	3,769
09/10	1,359,929	2.46%	1,907,112	2.2%	3,267,041	2.3%	93,840	90,902	184,742	849	3,848
10/11	1,349,652	-0.76%	1,853,380	-2.8%	3,203,032	-2.0%	93,282	90,759	184,041	856	3,742
11/12	1,385,711	2.67%	1,971,614	6.4%	3,357,326	4.8%	101,341	99,353	200,695	829	4,050
12/13	1,344,913	-2.94%	2,109,886	7.0%	3,454,799	2.9%	98,883	97,244	196,127	826	4,183
13/14	1,413,393	5.09%	2,136,787	1.3%	3,550,181	2.8%	100,616	98,529	199,146	827	4,293
14/15	1,458,430	3.19%	2,181,075	2.1%	3,639,505	2.5%	105,074	102,814	207,888	845	4,307
15/16	1,462,018	0.25%	2,088,754	-4.2%	3,550,772	-2.4%	100,839	97,802	198,641	872	4,072
16/17	1,492,196	2.1%	2,252,860	7.9%	3,745,055	5.5%	106,742	102,361	209,103	939	3,988
17/18	1,670,513	11.95%	2,239,784	-0.6%	3,910,297	4.4%	126,373	123,886	250,258	978	3,998
18/19	1,706,462	2.2%	2,304,618	2.9%	4,011,080	2.6%	137,207	133,447	270,654	950	4,222
19/20	1,708,056	0.09%	2,179,367	-5.4%	3,887,423	-3.1%	139,174	137,940	277,114	899	4,324
20/21	1,731,022	1.34%	2,176,067	-0.2%	3,907,089	0.5%	147,487	145,095	292,582	867	4,506
21/22	1,645,915	-4.92%	2,223,273	2.2%	3,869,188	-1.0%	153,856	151,008	304,865	867	4,463

PORT OF HOBART

YEAR	TONNES				TEUS					NO. SHIPS	AVG. CARGO PER SHIP
	IMPORT	GROWTH	EXPORT	GROWTH	TOTAL	GROWTH	INWARD	OUTWARD	TOTAL		
05/06*	1,051,241	-	1,515,265	-	2,566,506	-	124	356	480	267	9,612
06/07	990,636	-5.77%	1,557,424	2.8%	2,548,060	-0.7%	140	488	628	250	10,192
07/08	1,137,381	14.81%	1,851,611	18.9%	2,988,992	17.3%	2,076	1,678	3,754	263	11,365
08/09	1,068,036	-6.10%	1,722,995	-6.9%	2,791,031	-6.6%	0	0	0	261	10,694
09/10	920,632	-13.80%	1,350,741	-21.6%	2,271,373	-18.6%	0	1	1	277	8,200
10/11	1,043,514	13.35%	1,276,986	-5.5%	2,320,500	2.2%	0	1	1	283	8,200
11/12	910,069	-12.79%	870,332	-31.8%	1,780,401	-23.3%	0	0	0	248	7,179
12/13	995,750	9.41%	719,163	-17.4%	1,714,913	-3.7%	0	0	0	253	6,778
13/14	927,585	-6.85%	744,917	3.6%	1,672,503	-2.5%	0	0	0	224	7,467
14/15	937,410	1.06%	606,200	-18.6%	1,543,610	-7.7%	26	12	38	256	6,030
15/16	1,062,411	13.33%	696,176	14.8%	1,758,588	13.9%	297	229	526	270	6,513
16/17	876,314	-17.5%	613,821	-11.8%	1,490,135	-15.3%	1,033	844	1,877	262	5,688
17/18	963,061	9.90%	734,708	19.7%	1,697,768	13.9%	4,228	4,114	8,341	291	5,834
18/19	1,017,479	5.7%	925,329	25.9%	1,942,808	14.4%	251	1,174	1,425	349	5,567
19/20	976,905	-3.99%	806,462	-12.8%	1,783,367	-8.2%	208	259	467	321	5,556
20/21	910,812	-6.77%	767,426	-4.8%	1,678,239	-5.9%	363	348	711	287	5,848
21/22	1,024,304	12.46%	731,899	-4.6%	1,756,203	4.6%	1,273	1,567	2,840	268	6,553

KING ISLAND

YEAR	TONNES				TEUS					NO. SHIPS	AVG. CARGO PER SHIP
	IMPORT	GROWTH	EXPORT	GROWTH	TOTAL	GROWTH	INWARD	OUTWARD	TOTAL		
11/12*	34,525	-	37,108	-	71,633	-	4,152	3,809	7,961	46	1,557
12/13	30,845	-10.66%	48,245	30.0%	79,090	10.4%	4,161	3,949	8,110	92	860
13/14	29,432	-4.58%	35,283	-26.9%	64,715	-18.2%	3,364	3,116	6,480	118	548
14/15	35,093	19.23%	40,673	15.3%	75,766	17.1%	4,352	3,903	8,255	146	519
15/16	35,440	0.99%	32,608	-19.8%	68,049	-10.2%	4,205	4,002	8,207	125	544
16/17	35,129	-0.88%	41,123	26.1%	76,253	12.1%	3,166	4,219	7,385	149	512
17/18	40,114	14.19%	35,374	-14.0%	75,489	-1.0%	3,643	3,586	7,229	202	374
18/19	41,960	4.60%	34,852	-1.5%	76,812	1.8%	3,733	3,639	7,372	178	432
19/20	41,882	-0.19%	69,886	100.5%	111,768	45.5%	5,096	5,020	10,116	210	532
20/21	38,990	-6.91%	43,353	-38.0%	82,344	-26.3%	4,054	4,056	8,110	229	360
21/22	39,878	2.28%	122,737	183.1%	162,615	97.5%	4,091	3,966	8,057	318	511

* The business conducted by King Island Ports Corporation Pty Ltd was transferred into Tasmanian Ports Corporation Pty Ltd 1/07/2011. Includes Naracoopa

FREIGHT STATISTICS - 2021-22 CONTINUED

FREIGHT VOLUMES BY PORT

BY TONNAGE	IMPORT TONNES		EXPORT TONNES		TOTAL TONNES	
	TONNES	% OF IMPORT TONNES	TONNES	% OF EXPORT TONNES	TONNES	% OF TOTAL TONNES
PORT OF BELL BAY	1,313,581	23.97%	2,428,099	26.39%	3,741,680	25.08%
PORT OF BURNIE	1,641,817	28.71%	3,663,917	39.82%	5,305,734	35.56%
PORT OF DEVONPORT	1,645,915	28.78%	2,223,273	24.16%	3,869,188	25.93%
PORT OF HOBART	1,024,304	17.91%	731,899	7.95%	1,756,203	11.77%
PORT OF STANLEY	20,977	0.36%	12,551	0.13%	33,528	0.22%
FLINDERS ISLAND	31,520	0.55%	17,122	0.18%	48,642	0.32%
KING ISLAND	39,878	0.69%	122,737	1.33%	162,615	1.09%
TOTAL	5,717,992	100.0%	9,199,599	100.0%	14,917,591	100.0%

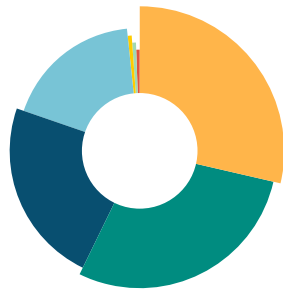
BY TEU	INWARD TEU		OUTWARD TEU		TOTAL TEU	
	TEU	% OF INWARD TEU	TEU	% OF OUTWARD TEU	TEU	% OF TOTAL TEU
PORT OF BELL BAY	9,827	3.25%	9,484	3.23%	19,310	3.24%
PORT OF BURNIE	137,926	45.74%	129,553	44.20%	267,479	44.98%
PORT OF DEVONPORT	153,856	51.02%	151,008	51.53%	304,865	51.27%
PORT OF HOBART	1,273	0.42%	1,567	0.53%	2,840	0.47%
PORT OF STANLEY	1,921	0.63%	1,993	0.68%	3,914	0.65%
FLINDERS ISLAND	388	0.12%	352	0.12%	740	0.1%
KING ISLAND	4,091	1.35%	3,966	1.35%	8,057	1.35%
TOTAL	309,282	100.0%	297,923	100.0%	607,205	100.0%

BY TONNAGE

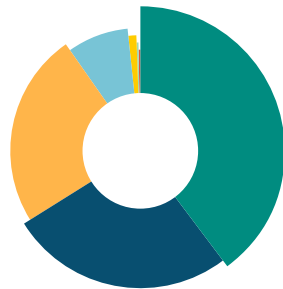
Import Tonnes



Export Tonnes

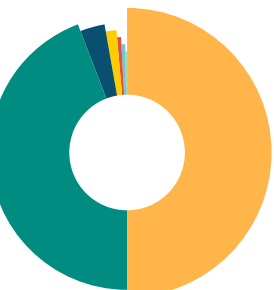


Total Tonnes

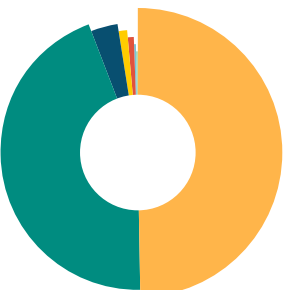


BY TEU

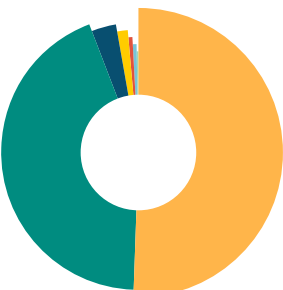
Import TEU



Export TEU



Total TEU



- Port of Bell Bay
- Port of Burnie
- Port of Devonport
- Port of Hobart
- Port of Stanley
- Flinders Island
- King Island

GOVERNANCE

BOARD OF DIRECTORS

Stephen Bradford
Chairman

Stephen is a highly experienced non-executive director, having held a portfolio of non-executive director roles.

Previously, Stephen was the CEO of the Port of Melbourne Corporation, 2004-13, where he oversaw the approval and completion of the channel deepening project and instigated Webb Dock capacity expansion. Prior to this, Stephen held the positions of CEO, Great Southern Railway and Managing Director, Serco Australia Transport. Stephen is currently a Senior Advisor to Flagstaff Partners on infrastructure assets.

Allison Clark
Director

Allison has more than 20 years of experience in strategy, leading change, and innovation in industry sectors, including food and beverage, agribusiness, agritourism, resource recovery, and renewable energy.

Allison is a graduate of the Australian Institute of Company Directors and in 2018 was named Tasmanian winner of the AgriFutures Rural Women's Award for 2020. She is also a Director of the Tasmanian Waste and Resource Recovery Board.

Amara Doyle
Director

Amara is an independent consultant with more than 20 years of experience in finance and accounting. Previously, Amara was the Chief Financial Officer and company secretary for Australian Food and Fibre Limited. She has also worked in a range of senior leadership roles both domestically and internationally.

Amara is a chartered accountant and holds a diploma from the Australian Institute of Company Directors. Amara is a former Director of the Tasmanian Farmers and Graziers Association and chair of the audit and risk committee.

Sally Darke
Director

Sally has more than 25 years of experience in human resources, corporate governance and strategic planning in the financial, infrastructure, education, sporting and community sectors (with an emphasis on regulated industries).

Sally is currently Chairperson of the Tasmanian Community Fund, non-Executive Director of TasWater and past Chairperson of Scotch Oakburn College. Sally was formally a non-executive director, Chairperson and Advisor to the Board of B&E Personal Banking (Bank of Us). Sally is also a member of the Tasmanian Local Government Code of Conduct Panel.

Graham Hooper
Director

Graham is an independent infrastructure consultant with more than 40 years of experience in port and transport infrastructure worldwide.

Graham is currently a non-executive director on the Board of the Port of Brisbane group of companies. Graham was formally a founding Board Member of Building Queensland and Global Vice-Chairperson of the Washington Program of the International Roads Federation. A Chartered Civil Engineer, Graham is a Fellow of the Institution of Engineers Australia and holds a diploma from the Australian Institute of Company Directors.

Elle Baker
Intern Director

Elle is a graduate of the Australian Institute of Company Directors and Chartered Accountants Australia and New Zealand. She has more than 10 years of experience in the finance industry with core skills in accounting, audit and risk, and corporate finance.

Elle previously worked for Deloitte and PricewaterhouseCoopers in the United States and Melbourne specialising in assurance and consulting in the construction and energy sectors. Elle currently works in corporate finance in the private sector within the Tasmanian maritime industry.

LEADERSHIP TEAM

Anthony Donald Chief Executive Officer

Anthony joined TasPorts in early 2016 as Chief Operating Officer and was appointed Chief Executive Officer in June 2019.

As the company's most senior executive, Anthony has overall responsibility for all major corporate and operational decisions, as well as strategic direction, policy, culture and organisational resources.

Anthony has extensive experience in the maritime sector, as well as in transport and logistics.

Stephen Casey Chief Operating Officer and Group Executive Growth & Operations

Stephen joined TasPorts in February 2018.

Stephen provides executive leadership to enable TasPorts to achieve its strategic goals in growth and operations.

Stephen and his team are responsible for the delivery of safe landside and marine operations, as well as the effective management of TasPorts' asset and infrastructure lifecycles and long-term planning and growth strategies.

Stephen also provides oversight for Devonport Airport's operations and the Bass Island Line shipping service.

Kate Dean Group Executive Governance & Corporate Affairs

Kate joined TasPorts in July 2019.

Through her portfolio, Kate provides oversight and leadership in risk and compliance, communications and stakeholder management, and the safety and environmental management functions of the organisation.

Under Kate's guidance, her teams manage corporate affairs, risk and resilience, health and safety, environment and sustainability as well as the Office of the Harbour Master.

Phil Hoggett Group Executive Commercial & Trade

Phil commenced at TasPorts in February 2019.

Phil and his team develop and facilitate the delivery of TasPorts' commercial and trade strategy, including the planning, implementation and management of key commercial and strategic customer relationships across all key industry sectors.

Rob Daveney Chief Financial Officer & Group Executive Corporate Services

Rob joined TasPorts in June 2022.

Rob provides leadership for TasPorts' Finance and Corporate Services team where he oversees the organisation's financial management, capital and funding strategy and planning function. Rob also oversees TasPorts' information technology and procurement functions.

Angie Somann-Crawford General Counsel and Company Secretary

Angie joined TasPorts in August 2016.

An experienced legal professional, Angie is responsible for ensuring statutory and regulatory compliance, managing legal risk and risk profiling, assisting the business to achieve its commercial and strategic objectives.

Angie leads delivery of TasPorts' strategic governance objectives, providing sound advice and assistance to the Board.

PARENT PERFORMANCE AGAINST STATEMENT OF CORPORATE INTENT

FINANCIAL RETURNS TO GOVERNMENT	FULL YEAR BUDGET	FULL YEAR ACTUAL	COMMENT
Dividends Paid (\$m)	-	-	
Guarantee Fees Paid (\$m)	0.2	0.2	
Tax Equivalent Paid (\$m)	-	-	
Payroll Tax Paid (\$m)	2.3	2.3	
TOTAL	2.5	2.5	

Based on the performance in FY2021-22, the anticipated financial returns to be paid in the 2022-23 year are expected to be approximately \$13.9 million inclusive of all dividends and taxation elements.

The above returns are on a cash basis. Dividends are calculated at 90% of after tax profits.

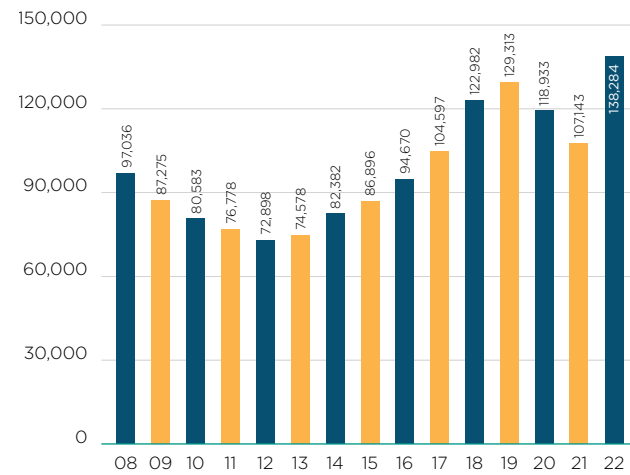
FINANCIAL TARGETS	FULL YEAR BUDGET	FULL YEAR ACTUAL	COMMENT
Operating Profit before Interest, Tax and Depreciation (\$m)	29.4	38.6	The higher operating profit was driven by increased revenue due to higher freight volumes and ship visits and renegotiation of legacy customer contracts.
Operating Profit after Tax (\$m)	8.2	12.9	The higher Operating Profit after tax was due to higher than budgeted revenues.
Capital Expenditure (\$m)	66.8	22.9	The lower capital expenditure was due to a realignment of the QuayLink programme of works.
Asset Maintenance (\$m)	11.0	11.0	In line with budget.
Return on Assets (%)	2.2%	3.0%	The higher ratio was due to higher than budget Operating Profit after Tax.
Return on Equity (%)	3.3%	4.3%	The higher ratio was due to higher than budget Operating Profit after Tax.
Debt to Equity (%)	24.4%	8.9%	The lower ratio was due to less debt for the QuayLink project due to realignment.
Operating Costs to Revenue %	65%	61%	The lower ratio was due to higher than budget revenues.

NON-FINANCIAL TARGETS	FULL YEAR BUDGET	FULL YEAR ACTUAL	COMMENT
Reportable environmental incidents	< 4	3	There were three statutory environmental breach incidents during the year. Two were a result of third-party incidents and one relating to waste management.
Total recordable injury frequency rate	5.0	8.8	There were four reportable injuries and two lost time injuries recorded.
Positive workplace culture	> 5%	-	Staff surveys are conducted biennially with the next OCI survey planned to be undertaken in November 2022.
L&D investment per employee (\$'000's)	1.6	1.7	
Suppliers paid within 14 days (%)	> 95%	98%	

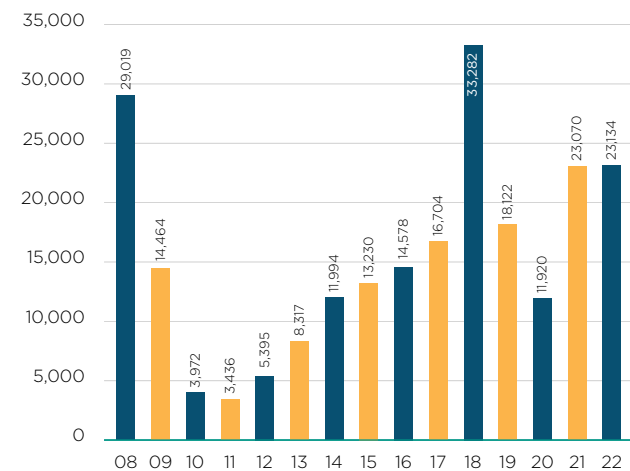
The analysis excludes the results of Bass Island Line and Southern Export Terminals.

2021-22 FINANCIAL STATISTICS (ECONOMIC ENTITY)

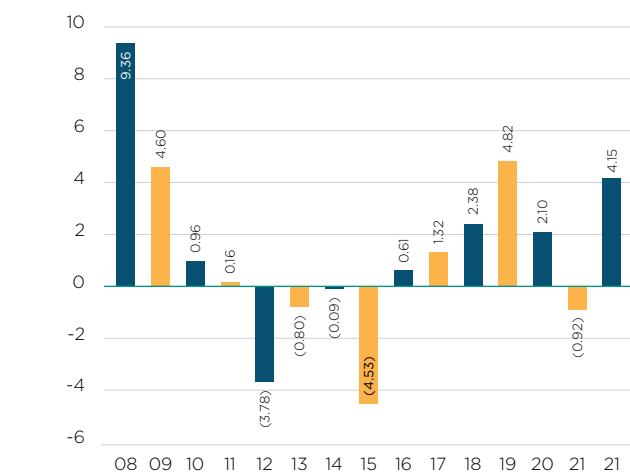
REVENUE (\$'000)



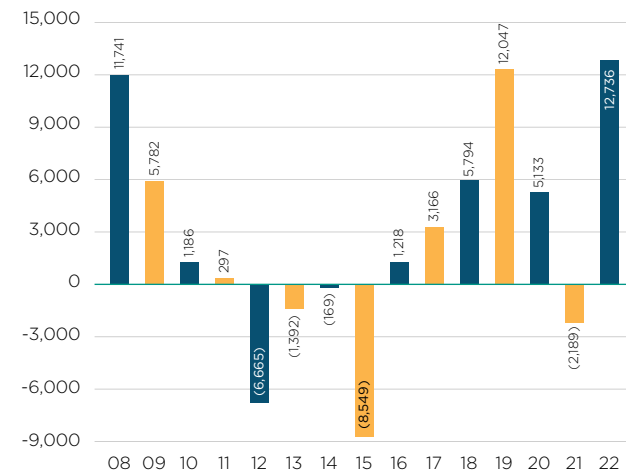
CAPITAL EXPENDITURE (\$'000)



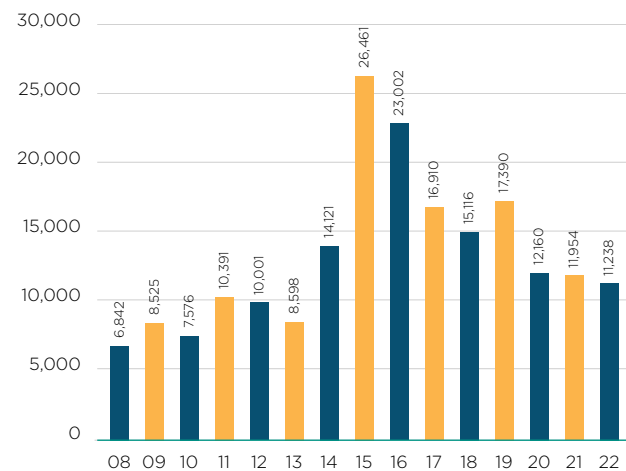
RETURN ON EQUITY (%)



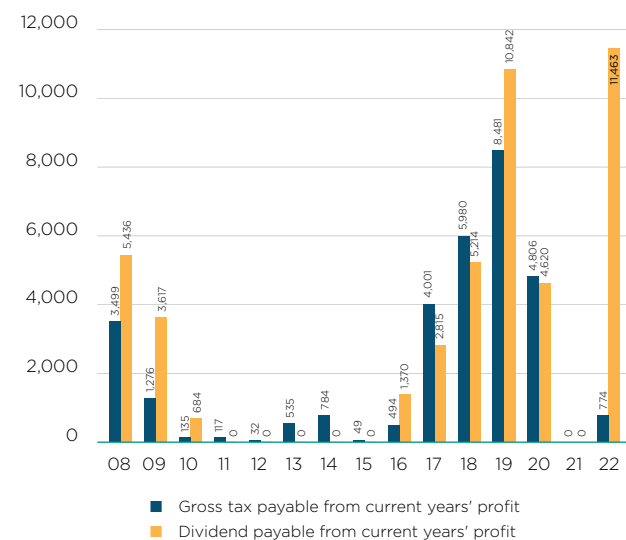
NET PROFIT AFTER TAX (\$'000)



MAINTENANCE (\$'000)



RETURNS TO GOVERNMENT (\$'000)



CORPORATE GOVERNANCE DISCLOSURES

TasPorts was established pursuant to the *Tasmanian Ports Corporation Act 2005* (the Act) and is 100% owned by the Tasmanian Government.

The Shareholder Ministers are the Minister responsible for Infrastructure and the Minister responsible for administering the *Government Business Enterprise Act 1995*. The Act states that TasPorts' principal objectives are to:

- facilitate trade for the benefit of Tasmania; and
- operate its activities in accordance with sound commercial practice.

Shareholder expectations in relation to TasPorts' objectives, performance, reporting, financial and other matters are documented in the Shareholders' Statement of Expectations.

In October 2008, the Shareholders issued a Governance Framework Guide for Tasmanian Government Businesses and State Owned Companies. The Guide referenced the eight core principles underlining good corporate governance as recommended by the ASX Corporate Governance Council for listed companies.

While noting that the principles were not mandated, the Shareholder Ministers expressed an expectation that the core principles, where relevant, would be adopted by the Boards of Government Businesses and State Owned Companies.

In addition to the Corporate Governance Principles referred to above and noted under the headings below, the Department of Treasury and Finance has issued a Governance Framework and Guidelines in relation to:

- Board appointments;
- appointing the Chief Executive Officer as a member of the Board;
- Director induction, education and training;
- assessing Board performance;
- Director and Executive remuneration;
- overseas travel;
- reporting;
- corporate planning; capital investment; and
- subsidiary companies and joint ventures.

TasPorts has adopted applicable practices in compliance with the Governance Framework and Guidelines. TasPorts' position on the eight core principles outlined in the Governance Framework Guide is as follows.

LAY SOLID FOUNDATIONS FOR MANAGEMENT AND OVERSIGHT BY THE BOARD

The Board operates under a formal Charter and Code of Conduct that details its duties and responsibilities. The primary roles of the Board are to:

- set the strategic direction of TasPorts;
- ensure appropriate processes are in place for risk assessment and management;
- ensure accountability to the Shareholders; and
- appoint and review the performance of the Chief Executive Officer.

The Charter also addresses the relationship between the Board and management. The CEO is responsible for the general administration and management of TasPorts comprising:

- conducting day-to-day business in accordance with relevant legislation, the Constitution, the Shareholders' Statement of Expectations and policies endorsed by the Board;
- advising the Board, on a regular basis, on operational and financial performance; and
- immediately advising the Board of any material matter likely to seriously impact TasPorts.

A delegations policy details limits of delegated authority to management and reserved functions for the Board.

In order to assist the Board perform its duties, an Audit and Risk Management Committee and a Human Resources and Remuneration Committee have been established. Each Committee operates under its own Charter, which is reviewed regularly.

Performance management processes have been established for all staff, including management. The process involves assessment of capabilities and performance against determined key performance indicators. The assessment process also addresses development and training requirements. The Board and its Committees are also subject to regular performance evaluations.

CORPORATE GOVERNANCE DISCLOSURES CONTINUED

STRUCTURE THE BOARD TO ADD VALUE

The composition of, and appointments to, the Board are prescribed by the Act. The Act requires the Board to consist of Directors who have the skills and experience necessary to enable TasPorts to achieve its objectives. Directors are encouraged to undertake ongoing education relevant to their role as Director. The Chairman and all other Directors are independent Non-Executive Directors.

The Board has adopted the process recommended in the Guidelines for the selection and appointment of new Directors to the Board, and for the reappointment of Directors whose terms are up for renewal. The selection process for new appointments requires the establishment of a cross-government committee, including an independent representative and the process for reappointments involves a performance evaluation.

New appointments undertake a comprehensive induction program, including briefings from the Chief Executive Officer and senior management.

PROMOTE ETHICAL AND RESPONSIBLE DECISION-MAKING

TasPorts has adopted a set of values and a Code of Conduct in relation to its internal and external dealings. The Board, via the Company Secretary, maintains a register of declarations of interests which is updated regularly.

TasPorts' policies address the issue of conflict of interest and include procedures for dealing with conflicts of interest, should they arise.

SAFEGUARD INTEGRITY IN FINANCIAL REPORTING

The Chief Executive Officer and the Chief Financial Officer provide written undertakings to the Board providing assurances that TasPorts' financial reports present a true and fair view and are in accordance with relevant accounting standards.

The Board has established an Audit and Risk Committee. The internal audit function is provided by an external resource and this appointment is reviewed every three years.

TasPorts' external auditor is the Auditor-General of Tasmania. The Auditor-General or his representatives attend meetings of the Audit and Risk Management Committee from time to time.

MAKE TIMELY AND BALANCED DISCLOSURE

TasPorts is not a company listed on the Australian Stock Exchange (ASX) and therefore is not subject to the ASX Listing Rules which include continuous disclosure requirements to the ASX. TasPorts reports to its Shareholders in accordance with statutory obligations, Shareholder directions and obligations provided in TasPorts' Constitution.

The Chairman and Chief Executive Officer regularly meet with Shareholders to provide briefings on key issues and developments.

RESPECT THE RIGHTS OF SHAREHOLDERS

TasPorts complies with formal reporting obligations under its Constitution, applicable legislation and the Guidelines, and also provides regular briefings to its Shareholders. TasPorts recognises its relationship with the wider community as it strives to meet its objective of facilitating trade for the benefit of Tasmania.

RECOGNITION AND MANAGEMENT OF RISK

TasPorts manages its operational, financial and compliance risks in accordance with a Risk Management Framework. The framework and supporting policies have been prepared in accordance with relevant standards and are approved by the Audit and Risk Management Committee.

A formal risk assessment process to document the organisational strategic risk profile has been undertaken, and this profile is subject to annual review.

TasPorts has established a fraud risk register and policy, which is regularly reviewed by management and reported to the Audit and Risk Management Committee.

PUBLIC INTEREST DISCLOSURES ACT

As required under the *Public Interest Disclosures Act 2002*, TasPorts has developed a system for reporting disclosures of improper conduct, corrupt conduct, or detrimental action by TasPorts, its officers or employees. The procedures are available at www.tasports.com.au or by contacting the Public Interest Disclosure Officer, TasPorts, GPO Box 202, Hobart, Tasmania 7001.

No reports were made in 2021-22 under this regime.

RIGHT TO INFORMATION ACT

TasPorts is committed to complying with the *Right to Information Act 2009*. Details about the Act and the company's obligations under it are available at www.tasports.com.au or by contacting the Right to Information Officer, TasPorts, GPO Box 202, Hobart, Tasmania, 7001.

During 2021-22, one formal application for assessed disclosure was received.

PERSONAL INFORMATION PROTECTION ACT

TasPorts is subject to the *Personal Information Protection Act 2004* which prescribes personal information protection principles for Tasmania.

During 2021-22, there were no complaints received under this regime.

OVERSEAS TRAVEL

No overseas travel was undertaken by Directors or Executives during the 2021-22 financial year.

SUPERANNUATION

TasPorts complied with its obligations under the *Superannuation Guarantee (Administration) Act 1992 (Cth)* in respect of employees of TasPorts who are members of complying superannuation schemes.

REMUNERATION REPORT

The Board has established a Human Resources and Remuneration Committee (the Committee) which is responsible for ensuring that the Board comprises persons with a suitable range of skills, expertise and experience, and to also ensure that remuneration policies, strategies and practices for Directors and senior executives are transparent, consistent with the Guidelines for Tasmanian Government Businesses – Director and Executive Remuneration, broader market practice and, in the case of senior executives, reward the creation of value for its shareholders.

Under its Charter, the Committee is responsible for the following:

- maintaining an understanding of current organisational planning, employment management practices and regulatory obligations;

- reviewing and making recommendations on TasPorts' human resources strategy and policies including matters relating to TasPorts' culture, and culture strategy;
- recommending remuneration for the Chief Executive Officer and reviewing annual performance against targets;
- reviewing compensation arrangements (including incentives and other benefits) and performance target outcomes;
- reviewing and recommending for Board approval policies for employee remuneration generally;
- reviewing and making recommendations to the Board regarding Board performance including Board Committee performance;
- making recommendations to the Board regarding employee and Board diversity; and
- examining any matters referred to it by the Board.

EXECUTIVE REMUNERATION

The Committee has approved a remuneration framework developed in conjunction with independent remuneration specialists, Mercer. This framework is benchmarked nationally and takes into account external factors such as national economic indicators, local, national and industry factors, individual and TasPorts' performance. The framework applies to senior executives, senior management and specific professional or expert technical positions. Components of remuneration can include cash and non-cash alternatives as well as any fringe benefits tax incurred.

A performance-based element applies for senior executives with a maximum possible amount determined by the Committee. The performance of the senior executives is measured against performance targets agreed annually in advance. All senior executives are appointed under common law employment agreements. Senior executive performance payments are based on performance targets set at an organisation level, divisional and at an individual level. Performance targets are established and assessed annually. The Chief Executive Officer's remuneration is determined by reference to the CEO remuneration bands as determined by and approved by the Treasurer.

The Chief Executive Officer's performance against targets is reviewed by the Board at least annually. For other senior executives, the Chief Executive Officer reports to the Committee at least annually on performance and recommends any subsequent performance-based payment.

CORPORATE GOVERNANCE DISCLOSURES CONTINUED

PAYMENTS MADE TO SENIOR EXECUTIVES

Payments made to senior executives are set out in note 22 in the Financial Statements.

PERFORMANCE PAYMENTS

Performance payments are set out in note 22 in the Financial Statements.

STATEMENT OF COMPLIANCE

TasPorts complied with the Guidelines for Tasmanian Government Businesses – Director and Executive Remuneration.

BUY LOCAL AND PAYMENT OF ACCOUNTS GUIDELINES

BACKGROUND

The Treasurer has approved the following Guidelines for Tasmanian Government Businesses:

- Buy Local - which encourages purchasing from Tasmanian suppliers and increased disclosures on the use of consultants; and
- Payment of Accounts - which requires implementation of appropriate policies and procedures to ensure that all accounts are paid on time.

BUY LOCAL

A “Tasmanian business” is defined as a business operating in Tasmania, which has a permanent office or presence in Tasmania and employs Tasmanian workers. Purchases from Tasmanian businesses are as follows:

Percentages of purchases from Tasmanian businesses	72%
Value of purchases from Tasmanian businesses	\$69,392,727

Purchases are defined to include operating expenses (excluding employment expenses, finance expenses and depreciation) together with capital expenditure. The above is for the Economic Entity (TasPorts & Bass Island Line). TasPorts, as a stand-alone entity, purchases from Tasmanian businesses were 75%. Bass Island Line incurred operating costs with non-Tasmanian businesses as a result of its shipping between King Island and Victoria.

PAYMENT OF ACCOUNTS

Tasmanian Government Guidelines require Government-owned businesses:

- To implement appropriate policies and procedures to ensure that all accounts are paid on time and, if not, interest is paid for late payments;
- Pay invoices of less than \$50,000 within 30 days, or if a shorter term has been agreed, within the shorter term; and
- Pay invoices of \$50,000 and above in accordance with agreed terms and by the due date.

Payment of account details are as follows:

Average creditor days	5
Number of invoices	15,033
Number of invoices paid within 30 days of the receipt of a compliant invoice	14,974
Total value of invoices	\$118,276,477
Value of invoices paid within 30 days of the receipt of a compliant invoice	\$118,079,511
Number of payments for interest on overdue accounts	Nil
Interest paid on overdue accounts	Nil

TasPorts intent is to pay all invoices correctly rendered by suppliers within 14 calendar days of the date of receipt of a correctly rendered invoice, and for FY2021-22, 98% of invoices have been paid within 14 days of the receipt of a compliant invoice.

CONSULTANCIES SUMMARY

The guidelines provide the following definitions:

- **Contractor** – A ‘Contractor’ is an individual or organisation engaged under a contract (other than as an employee) to provide goods and/or services to an entity. A contractor will usually work under the supervision of an entity manager.
- **Consultant** – A ‘Consultant’ is a particular type of contractor engaged to provide recommendations or specialist or professional advice (or more generally non-manual services) to assist or influence an entity’s decision making.

CONSULTANCIES VALUED AT MORE THAN \$50,000 (EX GST) TO 30 JUNE 2022 FOR THE ECONOMIC ENTITY

NAME OF CONSULTANT	LOCATION	DESCRIPTION	CAPITAL EXPENDITURE	OPERATIONAL EXPENDITURE
Acton Advisory Pty Ltd	Victoria	Project Advisory Services	\$265,776	
COVA Thinking Pty Ltd	Tasmania	Project Advisory Services	\$264,788	
Haskoning Australia Pty Ltd	New South Wales	Project Concept and Design Services	\$701,908	
Jacobs Group (Australia) Pty Ltd	Tasmania	Project Design Services	\$137,575	
John Wardle Architects	Victoria	Project Design Services	\$97,910	
Mark Cooper Coaching	Victoria	Project Design Services	\$89,155	
Project Services & Advisory Group	Victoria	Project Advisory Services	\$56,658	
Richard Seeber Project Management	Tasmania	Project Advisory Services	\$72,500	
Calumo Australia Pty Ltd	New South Wales	Information Systems Design		\$78,451
Chubb Fire & Security Pty Ltd	Tasmania	Fire Safety Review		\$59,456
Elgin Associates Pty Ltd	Tasmania	Regulatory Compliance Services		\$62,330
IG Partners	Victoria	Organisational Management Services		\$629,670
Marsh Pty Ltd	Queensland	Commercial Advisory Services		\$101,114
Mercer Consulting (Australia)	Victoria	Business Advisory Services		\$65,500
Nous Group Pty Ltd	Victoria	Commercial Advisory Services		\$207,486
TOTAL			\$1,686,270	\$1,204,007
95 Consultants – Individually less than \$50,000			\$852,577	\$1,418,013
TOTAL PAYMENT TO CONSULTANTS FOR THE ECONOMIC ENTITY			\$2,538,847	\$2,622,020

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DIRECTORS’ REPORT

Information on Directors

The Directors present their report on the Tasmanian Ports Corporation Pty Ltd (TasPorts) and its controlled entities (“the Economic Entity”) for the year ended 30 June 2022.

The names of the Directors in office at any time during or since the end of the year are listed below:

Stephen Bradford Chair and Non-Executive Director	
<i>Appointed</i>	December 2015
<i>Current term</i>	November 2021 – November 2024
<i>Board Meetings attended</i>	13 (Chair) out of 13 held
<i>Human Resources and Remuneration Committee Meetings attended</i>	6 out of 6 held
<i>Audit and Risk Management Committee Meetings attended</i>	4 out of 4 held
<i>Bass Island Line Pty Ltd Board Meetings attended</i>	6 out of 6 held
<i>Information</i> Mr Bradford was appointed as Director and Chair of TasPorts in December 2015. Mr Bradford is a member of the Corporation’s Human Resources and Remuneration Committee and Audit and Risk Management Committee.	
Tracy Matthews Non-Executive Director	
<i>Appointed</i>	December 2015
<i>Current term</i>	November 2018 – November 2021
<i>Board Meetings attended</i>	2 out of 2 held during term
<i>Human Resources and Remuneration Committee Meetings attended</i>	2 (as an observer) out of 2 held during term
<i>Audit and Risk Management Committee Meetings attended</i>	2 out of 2 held during term
<i>Bass Island Line Pty Ltd Board Meetings attended</i>	2 out of 2 held during term
<i>Information</i> Ms Matthews was appointed a Director in December 2015 and was Chair of the Corporation’s Audit and Risk Management Committee until November 2021. Ms Matthews’ fixed term expired in November 2021.	

Sally Darke Non-Executive Director	
<i>Appointed</i>	August 2016
<i>Current term</i>	December 2019 – August 2022
<i>Board Meetings attended</i>	13 out of 13 held
<i>Human Resources and Remuneration Committee Meetings attended</i>	6 out of 6 held
<i>Audit and Risk Management Committee Meetings attended</i>	4 (as an observer) out of 4 held
<i>Bass Island Line Pty Ltd Board Meetings attended</i>	6 (Chair) out of 6 held
<i>Information</i> Ms Darke was appointed a Director in August 2016 and is a member of the Corporation’s Human Resources and Remuneration Committee.	
Allison Clark Non-Executive Director	
<i>Appointed</i>	December 2018
<i>Current term</i>	November 2021 – November 2024
<i>Board Meetings attended</i>	13 out of 13 held
<i>Human Resources and Remuneration Committee Meetings attended</i>	6 (Chair) out of 6 held
<i>Audit and Risk Management Committee Meetings attended</i>	4 (as an observer) out of 4 held
<i>Bass Island Line Pty Ltd Board Meetings attended</i>	6 out of 6 held
<i>Information</i> Ms Clark was appointed a Director in December 2018 and was a member of the Corporation’s Audit and Risk Management Committee until June 2021. Ms Clark was appointed Chair of the Corporation’s Human Resources and Remuneration Committee from January 2021.	

Graham Hooper Non-Executive Director	
<i>Appointed</i>	June 2021
<i>Current term</i>	June 2021 – June 2024
<i>Board Meetings attended</i>	12 out of 13 held
<i>Human Resources and Remuneration Committee Meetings attended</i>	5 (as an observer) out of 6 held
<i>Audit and Risk Management Committee Meetings attended</i>	4 out of 4 held
<i>Bass Island Line Pty Ltd Board Meetings attended</i>	5 out of 6 held
<i>Information</i> Mr Hooper was appointed a Director in June 2021 and was appointed a member of the Corporation’s Audit and Risk Management Committee from June 2021.	
Amara Doyle Non-Executive Director	
<i>Appointed</i>	November 2021
<i>Current term</i>	November 2021 – November 2024
<i>Board Meetings attended</i>	7 out of 7 held during term and 1 as an observer prior to beginning term
<i>Human Resources and Remuneration Committee Meetings attended</i>	5 (as an observer) out of 6 held during term
<i>Audit and Risk Management Committee Meetings attended</i>	2 (Chair) out of 2 held during term
<i>Bass Island Line Pty Ltd Board Meetings attended</i>	4 out of 4 held during term
<i>Information</i> Ms Doyle was appointed a Director in November 2021 and was appointed Chair of the Corporation’s Audit and Risk Management Committee from November 2021.	

If a Director’s term expires in November then this date is the same date on which the Annual General Meeting will be held.

Directors regularly attend committee meetings of which they are not formal members.

Rebecca Cuthill was appointed Intern Director* from January 2021 until December 2021.

Elle Baker was appointed Intern Director* in January 2022.

Economic Entity

In addition to TasPorts, the companies that comprise the Economic Entity are:

- Bass Island Line Pty Ltd – 100% owned by TasPorts – incorporated in February 2017 to operate the King Island shipping service;
- Southern Export Terminals Pty Ltd – 50% owned by TasPorts and 50% by Qube Ports Pty Ltd – incorporated in December 2016 to operate the forestry export terminal in Hobart;
- King Island Ports Corporation Pty Ltd – 100% owned by TasPorts – non trading; and
- Flinders Island Ports Company Pty Ltd – 100% owned by TasPorts – non trading.

*As part of TasPorts’ initiative to provide governance experience to emerging business leaders, TasPorts established a 12-month internship program for aspiring Non-Executive Directors to gain experience in the sector. The intern directorship is designed to provide access to the TasPorts Board for an entire annual cycle. The Intern Director gains experience in providing strategic direction and effective oversight of management with the Chair acting as a mentor to the intern providing one on one guidance throughout the duration of the internship. While the Intern Director partakes in Board interactions and is encouraged to contribute towards matters under discussion, they do not have any voting or decision making powers. Following the conclusion of the internship there is no possibility of appointment as a Director to the TasPorts Board for a period of 3 years following completion of the internship.

DIRECTORS’ REPORT CONTINUED

Operating and financial review

The financial performance of the Economic Entity has improved over the prior year with a net profit after tax of \$12.7 million delivered in 2021-22 compared to a net loss after tax of \$2.2 million in 2020-21. This is a strong result against a backdrop of ongoing international uncertainty and disruptions to trade within some traditional markets.

The Economic Entity’s revenue increased by \$31.1 million over the reporting period. This positive result was influenced by growth across several key areas but most notably Seaport revenues. Increased numbers of ship visits compared to the prior year resulted in higher wharfage, towage, pilotage and freight related revenues. Income also increased over the prior year with the successful renegotiation of uneconomic long term legacy lease agreements, fewer instances of Covid-driven rent relief and insurance recoveries received in relation to the *John Duigan* vessel in the Bass Island Line business.

Overall ship visits increased by 11% in 2021-22 and freight volumes increased across the state with total volumes of 14.9 million tonnes up from 14.5 million tonnes in 2020-21. This 3% increase was driven by an uplift in containerised, mining and industrial product volumes. During the period, a record 607,205 containers transited Tasmania’s multi-port system which was a 2% increase from 2020-21.

Some lasting economic and operational impacts from COVID-19 relating to Devonport Airport and the cruise sector were experienced. From December 2021, the Devonport Airport re-introduced a regular schedule of more than 25 commercial flights per week and worked towards providing a second commercial option for flights between Melbourne and Devonport which commenced in August 2022. In June 2022, TasPorts welcomed the State Government’s announcement that large cruise ships will be returning to Tasmania from October 2022.

The net profit of the Economic Entity also included the net loss after tax of Bass Island Line (BIL) of \$2.2 million, compared to a loss of \$4.4 million in 2020-21. The improved financial result from BIL was due to the receipt of insurance proceeds, freight volumes increasing by 30% and the transition to a more cost-effective operating model better aligned with market demand in March 2022.

BIL insurance recoveries in 2021-22 of \$1.1 million for repair costs to the *John Duigan* (re costs incurred in 2020-21) were the result of a complicated claim and there are further recoveries expected in 2022-23.

Prior to implementing the revised operating model, BIL’s underlying financial performance included high fixed shipping costs relative to freight volumes for most of the financial year. The revised operating model for BIL has shown early positive results and demonstrates the Entity’s commitment to providing a safe and financially sustainable shipping service for the King Island community.

In 2021-22, TasPorts progressed the \$241 million East Devonport Project – QuayLink which was approved in June 2021. This will be the largest port infrastructure project in Tasmania in a generation. This investment will significantly increase capacity for both freight and vehicles whilst facilitating future growth. A collaborative approach is being adopted with stakeholders to deliver a fit-for-purpose, efficient and cost-effective terminal solution. Planning for other major growth initiatives continues under TasPorts’ Port Master Plan.

The Economic Entity continued its significant infrastructure investment including \$11.2 million on remediation and renewal of existing port and marine infrastructure, and a further \$23.1 million on new infrastructure. TasPorts is experiencing continued market interest in the use of port facilities and infrastructure across a range of existing and new industry sectors and will continue to facilitate this trade growth underpinned by commercially sound operating and financial frameworks. These frameworks are essential for TasPorts to continue to maintain existing and develop new port infrastructure.

TasPorts reviews the valuation of infrastructure assets on a regular cycle. These assets were revalued in 2022 resulting in a net \$90.0 million increase in the infrastructure asset valuation across the Economic Entity. This increase is supported by TasPorts’ growth strategy and further supports the efforts of the Board and management to build a sustainable business model.

Port of Devonport | Allision incident

On 28 January 2022, cement carrier *Goliath* allided with two stationary TasPorts tugboats, the *Campbell Cove* and *York Cove*, at the Port of Devonport. The allision appears to have occurred entirely as a result of the failure of the Master and crew to properly and safely navigate the vessel whilst executing a turn in preparation to berth at the wharf. The impact of the allision caused the tugs to take on water and as a result both vessels sunk to the floor of the Mersey River. No injuries were sustained.

TasPorts responded quickly, deploying oil spill response equipment, and continued to actively manage the incident site, with a focus on ensuring the integrity of the oil spill containment area and the salvage of hydrocarbons from the wrecks. The submerged wrecks were removed in August 2022.

The accident remains an incident under investigation by the relevant authorities and insurers. In May 2022, TasPorts commenced legal proceedings in the Federal Court of Australia against CSL Australia Pty Ltd (CSL), the owners of the cement carrier to recover all associated costs incurred.

To 30 June 2022, TasPorts has incurred approximately \$1.5 million in net salvage and clean-up costs, with further significant costs of this type to be incurred in 2022-23. Other significant costs have been, and will continue to be, incurred as a result of making good the damage to the wharf and the loss of the *Campbell Cove* and *York Cove*. All costs associated with the incident have been recorded in “trade and other receivables” in the statement of financial position and will be recognised in the statement of profit or loss along with recoveries when the claims are either finalised with TasPorts’ insurers or the proceedings against CSL are resolved (whichever applicable).

Principal activities

During the financial year the principal continuing activities of the Economic Entity were owning and operating the following facilities and services:

- Operational port infrastructure, property or services at Burnie, Devonport, Hobart, Bell Bay and King Island (Grassy);
- Other port infrastructure and properties at Strahan, Smithton, Stanley, King Island (Currie) and Flinders Island (Whitemark and Lady Barron);
- Towage services;
- Pilotage services;
- Airport facilities and related properties at Devonport Airport;
- Transport and plant hire at Burnie, Devonport, Hobart, Launceston, Bell Bay, Burnie, King Island and Flinders Island;
- Fuel distribution at Hobart, King Island and Flinders Island;
- Vessel slipping services at Hobart, Strahan, Flinders Island and King Island;
- Shipping services between mainland Tasmania, King Island and Victoria through TasPorts’ wholly owned subsidiary Bass Island Line; and
- Bulk log storage and export activities within the Port of Hobart through Southern Export Terminals. Southern Export Terminals is a joint venture between TasPorts and Australian stevedore, Qube Ports Pty Ltd.

Dividends

Dividends paid during the financial year were as follows:

ECONOMIC ENTITY	
2022 \$'000	2021 \$'000
There was no final dividend declared for the year ended June 2021 and therefore no dividend was paid in 2022.	
Final dividend declared for the year ended June 2020 and paid in 2021 of \$2,309,510 per ordinary share.	
-	4,619

Matters subsequent to the end of the financial year

There has not been any other matter or circumstance that has arisen since the end of the financial year that has significantly affected or may significantly affect the operations of the Economic Entity, the results of those operations or the state of affairs of the Economic Entity in subsequent financial years.

Environmental regulation

TasPorts is committed to achieving a high standard of environmental performance. The establishment of an environmental management system is ongoing to monitor risk and ensure compliance with statutory requirements. During the year, there were three statutory environmental breaches on TasPorts land and managed waters. One related to a breach of waste management regulations in Hobart with the investigation now complete, corrective actions required, no fines were issued. The second and third were a result of third party accidents on TasPorts managed waters (Devonport) and land (Flinders Island) and are currently under investigation.

The Economic Entity is subject to the following significant environmental regulations under Australian Commonwealth and State law:

Australian Commonwealth

- Environment Protection and Biodiversity Conservation Act 1999*
- Biosecurity Act 2015*
- Export Control Act 1982*
- Navigation Act 2012*
- National Greenhouse and Energy Reporting Act 2007*
- Protection of the Sea (Prevention of Pollution from Ships) Act 1983*
- Protection of the Sea (Harmful Antifouling Systems) Act 2006*
- Environment Protection (Sea Dumping) Act 1981*

DIRECTORS' REPORT CONTINUED

State law

- *Environmental Management and Pollution Control Act 1994*
- *Animal Welfare Act 1993*
- *Crown Lands Act 1976*
- *Marine-related Incidents (MARPOL Implementation) Act 2020*
- *Nature Conservation Act 2002*
- *Plant Quarantine Act 1997*
- *State Policies and Projects Act 1993*
- *Threatened Species Protection Act 1995*
- *Weed Management Act 1999*
- Deed of Agreement between MAST, TasPorts and the Crown
- *Environmental Protection Notice (EPN) 8632/3*
- *Litter Act 2007*
- *Aboriginal Heritage Act 1975*
- *Historic Cultural Heritage Act 1995*
- *Whales Protection Act 1988*
- *National Environment Protection Council Act 1995*

Indemnity and insurance of Directors, Officers and Auditors

The Economic Entity paid insurance premiums for the year of \$95,700 in respect of Directors' and Officers' liability, for current and former Directors. The insurance premiums relate to:

- costs and expenses incurred by relevant Officers in defending proceedings, whether civil or criminal and whatever their outcome; and
- other liabilities that may arise from their position, with the exception of conduct involving a wilful breach of duty or improper use of information or position to gain a personal advantage.

TasPorts has entered into a Deed of Access, Indemnity and Insurance with Directors and Officers. Pursuant to the deed TasPorts undertakes to:

- maintain certain documents and to provide Directors and Officers access to those documents;
- indemnify the Directors and Officers for certain liabilities; and
- maintain an insurance policy covering the Directors and Officers.

No person has applied for leave of Court to bring proceedings on behalf of the Economic Entity or intervene in any proceedings to which the Economic Entity is a party for the purpose of taking responsibility on behalf of the Economic Entity for all or any part of those proceedings. The Economic Entity was not a party to any such proceedings during the year.

Auditor's independence declaration

A copy of the Auditor's Independence Declaration as required under section 307C of the *Corporations Act 2001* is set out immediately after this Directors' report.

Rounding of amounts

The Company is of a kind referred to in *Corporations Instrument 2016/191*, issued by the Australian Securities and Investments Commission, relating to 'rounding-off'. Amounts in this report have been rounded off in accordance with that Corporations Instrument to the nearest thousand dollars, or in certain cases, the nearest dollar.

Signed in accordance with a resolution of the Board of Directors:



Mr Stephen Bradford
Non-Executive Director and Chair



Ms Amara Doyle
Non-Executive Director

15 September 2022

AUDITOR'S INDEPENDENCE DECLARATION



Level 2, 144 Macquarie Street, Hobart, Tasmania, 7000
Postal Address GPO Box 851, Hobart, Tasmania, 7001
Phone: 03 6173 0900
Email: admin@audit.tas.gov.au
Web: www.audit.tas.gov.au

21 September 2022

The Board of Directors
Tasmanian Ports Corporation Pty Ltd
PO Box 1060
LAUNCESTON TAS 7250

Dear Board Members

Auditor's Independence Declaration

In accordance with section 307C of the *Corporations Act 2001*, I provide the following declaration of independence.

As the auditor of the financial report of Tasmanian Ports Corporation Pty Ltd for the financial year ended 30 June 2022, I declare that to the best of my knowledge and belief, there have been no contraventions of:

- the auditor independence requirements of the *Corporations Act 2001* in relation to the audit
- any applicable code of professional conduct in relation to the audit.

In accordance with the *Corporations Act 2001* a copy of this declaration must be included in the Directors' Report.

Yours sincerely



Jeff Tongs
Assistant Auditor-General

DIRECTORS' DECLARATION

The Directors declare that:

- The attached financial statements and notes thereto comply with Australian Accounting Standards and Australian Accounting Interpretations adopted by the Australian Accounting Standards Board;
- The attached financial statements and notes thereto give a true and fair view of the financial position and performance of the Economic Entity;
- In the Directors' opinion, the attached financial statements and notes thereto are in accordance with the *Corporations Act 2001 (Cth)*;
- In the Directors' opinion, there are reasonable grounds to believe that the Economic Entity will be able to pay its debts as and when they become due and payable; and
- The Directors have been given declarations as set out in Section 295A of the *Corporations Act 2001 (Cth)* from the Chief Executive Officer and General Manager Finance for the year ended 30 June 2022.

Signed in accordance with a resolution of the Directors made pursuant to section 295(5) of the *Corporations Act 2001 (Cth)*.

On behalf of the Directors



Mr Stephen Bradford

Non-Executive Director and Chair



Ms Amara Doyle

Non-Executive Director

15 September 2022

STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

For the year ended 30 June 2022

	NOTE	ECONOMIC ENTITY	
		2022 \$'000	2021 \$'000
Revenue	2	138,284	107,143
Total revenue		138,284	107,143
Expenses			
Cost of goods sold		(9,742)	(6,406)
Employee benefits		(44,904)	(42,772)
Property costs		(6,755)	(6,451)
Equipment hire		(811)	(524)
Maintenance		(11,238)	(11,954)
Operational expenditure		(8,344)	(6,162)
Depreciation and amortisation expense	9	(20,213)	(16,566)
Impairment of plant and equipment	9	-	(566)
Administration		(10,510)	(10,754)
Credit (loss)/gain on trade receivables		4	(14)
Finance costs		(910)	(1,305)
Other expenses		(9,584)	(6,441)
Current year revaluation decrement of infrastructure assets	9	(8,325)	-
Reversal of prior year revaluation decrement of infrastructure assets	9	9,255	-
Total expenses		(122,077)	(109,915)
Operating profit/(loss)		16,207	(2,772)
Share of profit/(loss) of equity accounted investee, net of tax	31	(19)	(12)
Profit/(loss) before income tax (expense)/benefit		16,188	(2,784)
Income tax (expense)/benefit	3	(3,452)	595
Profit/(loss) after income tax (expense)/benefit for the year attributable to the owners of Tasmanian Ports Corporation Pty Ltd	19	12,736	(2,189)
Other comprehensive income			
Items that will not be reclassified to profit or loss			
Increase/(decrease) in asset revaluation surplus		89,080	-
Income tax (expense)/benefit on asset revaluation		(32,057)	-
Other comprehensive income for the year, net of tax		57,023	-
Total comprehensive income for the year attributable to the owners of Tasmanian Ports Corporation Pty Ltd		69,759	(2,189)

STATEMENT OF FINANCIAL POSITION

As at 30 June 2022

	NOTE	ECONOMIC ENTITY	
		2022 \$'000	2021 \$'000
Assets			
Current assets			
Cash and cash equivalents	4	18,963	9,579
Trade and other receivables	5	11,400	7,102
Inventories	6	2,125	1,279
Other assets	8	1,651	1,073
Total current assets		34,139	19,033
Non-current assets			
Property, plant and equipment	9	368,480	274,528
Right-of-use assets	7	10,898	7,159
Intangibles	10	2,801	2,801
Deferred tax asset	3	5,246	4,259
Other assets	8	6,559	183
Total non-current assets		393,984	288,930
Total assets		428,123	307,963
Liabilities			
Current liabilities			
Trade and other payables	11	14,435	15,881
Borrowings	12	4,500	9,719
Lease liabilities	13	5,014	2,307
Current tax liability	3	(1,835)	(2,609)
Employee benefits	14	6,537	6,561
Provisions	15	217	-
Deferred revenue	16	4,186	59
Total current liabilities		33,054	31,918
Non-current liabilities			
Borrowings	12	24,950	12,800
Lease liabilities	13	6,032	4,850
Deferred tax liability	3	54,963	19,241
Employee benefits	14	1,240	1,090
Provisions	15	192	217
Deferred revenue	16	457	371
Total non-current liabilities		87,834	38,569
Total liabilities		120,888	70,487
Net assets		307,235	237,476
Equity			
Issued capital	17	135,427	135,427
Reserves	18	187,493	130,685
Accumulated losses	19	(15,685)	(28,636)
Total equity		307,235	237,476

STATEMENT OF CHANGES IN EQUITY

For the year ended 30 June 2022

ECONOMIC ENTITY	ISSUED CAPITAL		RESERVES \$'000	ACCUMULATED LOSSES \$'000	TOTAL EQUITY \$'000
	ORDINARY SHARES \$'000	EQUITY \$'000			
Balance at 1 July 2020	-	135,427	130,685	(21,828)	244,284
Loss after income tax benefit for the year	-	-	-	(2,189)	(2,189)
Other comprehensive income for the year, net of tax	-	-	-	-	-
Total comprehensive income for the year	-	-	-	(2,189)	(2,189)
Transactions with owners in their capacity as owners:					
Dividends paid (note 20)	-	-	-	(4,619)	(4,619)
Balance at 30 June 2021	-	135,427	130,685	(28,636)	237,476

ECONOMIC ENTITY	ISSUED CAPITAL		RESERVES \$'000	ACCUMULATED LOSSES \$'000	TOTAL EQUITY \$'000
	ORDINARY SHARES \$'000	EQUITY \$'000			
Balance at 1 July 2021	-	135,427	130,685	(28,636)	237,476
Profit after income tax expense for the year	-	-	-	12,736	12,736
Other comprehensive income for the year, net of tax	-	-	57,023	-	57,023
Total comprehensive income for the year	-	-	57,023	12,736	69,759
Disposal of revalued assets transferred from reserves to retained earnings/(accumulated losses)	-	-	(215)	215	-
Balance at 30 June 2022	-	135,427	187,493	(15,685)	307,235

STATEMENT OF CASH FLOWS

For the year ended 30 June 2022

	NOTE	ECONOMIC ENTITY	
		2022 \$'000	2021 \$'000
Cash flows from operating activities			
Receipts from customers (inclusive of GST)		136,822	120,010
Payments to suppliers and employees (inclusive of GST)		(115,056)	(94,795)
		21,766	25,215
Grant proceeds		5,000	-
Other revenue		2	16
Insurance proceeds		744	-
Interest on capitalised leases		(243)	(161)
Income taxes paid		-	(1,427)
Net cash from operating activities	32	27,269	23,643
Cash flows from investing activities			
Payments for property, plant and equipment	9	(23,134)	(23,070)
Proceeds from disposal of property, plant and equipment		2,685	299
Net cash used in investing activities		(20,449)	(22,771)
Cash flows from financing activities			
Payments for capitalised leases (excl. interest component)		(3,700)	(713)
Proceeds from borrowings	33	16,650	8,300
Repayment of borrowings	33	(9,719)	(5,614)
Interest on borrowings and other finance costs paid		(667)	(1,144)
Dividends paid	20	-	(4,619)
Net cash from/(used in) financing activities		2,564	(3,790)
Net increase/(decrease) in cash and cash equivalents		9,384	(2,918)
Cash and cash equivalents at the beginning of the financial year		9,579	12,497
Cash and cash equivalents at the end of the financial year	4	18,963	9,579

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Note 1. Significant accounting policies

(a) Basis of preparation

The financial statements were authorised for issue by the Directors on 15 September 2022.

The financial statements are general purpose financial statements that have been prepared in accordance with Australian Accounting Standards (AASB's) and Australian Accounting Interpretations adopted by the Australian Accounting Standards Board and the *Corporations Act 2001*.

The financial statements comprise the consolidated financial statements of the Economic Entity.

The Economic Entity is comprised of:

- Tasmanian Ports Corporation Pty Ltd (TasPorts) – Parent entity;
- Bass Island Line Pty Ltd – 100% owned by TasPorts;
- Southern Export Terminals Pty Ltd – 50% owned by TasPorts and 50% by Qube Ports;
- King Island Ports Corporation Pty Ltd – 100% owned by TasPorts; and
- Flinders Island Ports Company Pty Ltd – 100% owned by TasPorts.

Financial information for Tasmanian Ports Corporation is reported in note 29. Financial information for Bass Island Line is reported in note 30. Financial information for Southern Export Terminals is reported in note 31.

Accounting Standards include Australian Accounting Standards. Compliance with Australian Accounting Standards ensures that the financial statements and notes of the Economic Entity comply with International Financial Reporting Standards ('IFRS').

The material accounting policies adopted have been stated throughout the notes to the financial statements. The accounting policies have been consistently applied, unless otherwise stated.

The financial statements are presented in Australian dollars.

The financial statements have been prepared on an accruals basis. Infrastructure assets have been measured at fair value. All other assets and liabilities have been measured at historical cost.

(b) Principles of consolidation

A controlled entity is any entity over which TasPorts has the power to control the financial and operating policies so as to obtain benefits from its activities.

A list of controlled entities is contained within note 30. All controlled entities have a 30 June year-end.

All inter-company balances and transactions with subsidiary companies in the Economic Entity have been eliminated on consolidation. The accounting policies of controlled entities are consistent with those policies applied by TasPorts.

TasPorts' interest in equity accounted investees comprises an interest in a Joint Venture. A Joint Venture is an arrangement in which TasPorts has joint control, whereby TasPorts has rights to the net assets of the arrangement, rather than rights to its assets and obligations for its liabilities.

The interest in the Joint Venture is accounted for using the equity method. It is initially recognised at cost. Subsequent to initial recognition, the consolidated financial statements include TasPorts' share of the profit or loss and other comprehensive income of the equity accounted investee.

(c) Comparative figures

The previous period's figures are provided in the financial statements for comparative purposes. Where there has been reclassification of items in the financial statements, the prior year comparatives have also been reclassified to ensure comparability with the current reporting period.

(d) Critical accounting estimates and judgments

To conform with AASB's, management is required 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 year in which the estimates are revised and in any future years affected. Information about critical judgements in applying accounting policies that have the most significant effect on the amounts recognised in the financial statements is included in note 9.

(e) Goods and services tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office.

Cash flows are presented in the Statement of Cash Flows on a gross basis, except for the GST component of investing and financing activities, which are disclosed as operating cash flows.

Commitments and contingencies are disclosed net of the amount of GST recoverable from, or payable to, the Australian Taxation Office.

(f) Rounding of amounts

The Company is of a kind referred to in Corporations Instrument 2016/191, issued by the Australian Securities and Investments Commission, relating to 'rounding-off'. Amounts in this report have been rounded off in accordance with that Corporations Instrument to the nearest thousand dollars, or in certain cases, the nearest dollar.

Note 2. Revenue

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Revenue from contracts with customers		
Sale of goods	12,093	8,456
Seaport	92,816	71,191
Airport	2,133	1,549
Logistics services	10,046	9,414
Freight revenue	5,315	3,689
	122,403	94,299
Other revenue		
Net gain/(loss) on disposal of property, plant and equipment	(1,870)	185
Interest revenue	2	16
Rent and operating leases	9,627	8,735
Other revenue	8,080	3,908
Net gain/(loss) on lease modification	42	-
	15,881	12,844
Revenue	138,284	107,143

Recognition and measurement

Revenues from contracts with customers is recognised when a customer obtains control of the goods or services and/or services are provided. Revenues received in advance represent a contract liability with the customer and is recognised as a current liability until the performance obligations are met.

Rental revenue is recognised on a straight line basis over the term of the lease.

Revenue from operating leases, where substantially all the risks and benefits remain with the lessor, is recognised in the periods in which they are earned.

Interest revenue is recognised as earned.

Other revenue includes cost recoveries, car parking, insurance proceeds and Government grants. Cost recoveries and car parking is recognised as revenue when earned. Insurance proceeds are recognised as revenue upon confirmation of by the insurer. Government grants are recognised as revenue on a systematic basis over the periods in which the Economic Entity recognises as expenses the related costs for which the grants are intended to compensate.

Performance obligations and revenue recognition policies

Revenue is measured based on the consideration agreed with a customer. The Economic Entity recognises revenue when it transfers control over a good or service to a customer and/or services are complete.

Note 2. Revenue continued

The following table provides information about the nature and timing of the satisfaction of performance obligations in contracts with customers, including significant payment terms and the related revenue recognition policies for material revenue streams.

TYPE OF PRODUCT/ SERVICE	NATURE AND TIMING OF SATISFACTION OF PERFORMANCE OBLIGATIONS, INCLUDING SIGNIFICANT PAYMENT TERMS	REVENUE RECOGNITION
Sale of goods – Fuel sales	The sale of fuel is a multi-user service provided by the Economic Entity. The services provided to customers include the decanting of fuel into the customers' storage tank and the delivery of fuel to the customer. Invoices are generally issued on the date of delivery, with payment terms of 14 days. Once the fuel has been decanted into the customer's storage tank or when they pay for the fuel the customer acquires ownership of the fuel. The performance obligation is complete when the fuel is delivered to the customer.	All revenue is recognised the day the fuel has been delivered to the customer.
Seaport	Seaport revenue is predominantly made up of revenue from berthing, pilotage and towage services. These are multi-user services provided by the Economic Entity. The services provided include, but are not limited to: assisting safe navigation within port zones; provision of a berth or anchorage for layup; loading/unloading of goods; emergency response services; environmental protection services; port security and towage services. Customers are invoiced per trip after the vessels departure date for all services performed. Payment terms are usually 14 days. There are three performance obligations being berthing, pilotage and the towage service.	The revenue associated with Seaport services is recognised when the vessel departs.
Airport	The Devonport Airport is a multi-user airport managed by the Economic Entity. The main services provided to customers include access to the airport infrastructure, aircraft landing/departures, security screening and aircraft parking. The performance obligation is to provide aircraft runway and terminal facilities which occurs during the time an aircraft is within the airport infrastructure area and is completed once the aircraft departs. Payment terms are usually 14 days.	Revenue associated with the Devonport Airport is recognised in the month of aircraft landings and departures.
Logistics services	The Economic Entity provides logistics services that are delivered in stages, that represent different performance obligations. In the absence of stand-alone selling prices, the contract price per unit of measure is allocated across performance obligations based on estimated cost of service provided. Revenue is recognised either over time (using the input method, which is the most appropriate measure of the progress towards complete satisfaction of the obligations associated with services provided over a period of time) and at a point in time when the performance obligation associated with specific services has been completed. When revenue is received in advance of providing logistics services, the revenue attributable to those services not yet delivered is recognised as revenue in advance. Customers are billed at the end of each month (or when specific services have been completed within the month) with payment due within 14 days or as specified in contractual conditions.	Revenue associated with logistics services is recognised over time using the input method, which is the most appropriate measure of the progress towards complete satisfaction of this performance obligation.
Freight revenue – Bass Island Line Pty Ltd	The service provided to customers is the transfer of freight between King Island, mainland Tasmania and Victoria. Customers are billed after the voyage is complete and with payment terms usually of 14 days. The performance obligation is to carry freight from port to port. The performance obligation is met once the trip is complete.	Freight revenue is recognised on the day of trip completion.

Note 3. Income tax

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Income tax expense/(benefit)		
Current income tax expense relating to prior year	–	39
Deferred tax – origination and reversal of temporary differences	1,836	60
Current income tax expense	1,616	(694)
Aggregate income tax expense/(benefit)	3,452	(595)
Deferred tax included in income tax expense/(benefit) comprises:		
Decrease/(increase) in deferred tax assets	(1,679)	68
Increase/(decrease) in deferred tax liabilities	3,515	(8)
Deferred tax – origination and reversal of temporary differences	1,836	60
Numerical reconciliation of income tax expense/(benefit) and tax at the statutory rate		
Profit/(loss) before income tax (expense)/benefit	16,188	(2,784)
Tax at the statutory tax rate of 30%	4,856	(835)
Tax effect amounts which are not deductible/(taxable) in calculating taxable income:		
Permanent depreciation and disposal of non-temporary assets	–	222
Tax depreciation	(26)	(30)
Non-deductible expenses	5	8
Prior period over/(under) provision	–	40
Impairment of assets	(1,383)	–
Income tax expense/(benefit)	3,452	(595)
	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Amounts charged/(credited) directly to equity		
Deferred tax assets	(186)	–
Deferred tax liabilities	32,243	–
	32,057	–

Recognition and measurement

The charge for current income tax expense is based on the profit for the year adjusted for any non-assessable or non-deductible items. It is calculated using tax rates that have been enacted at the reporting date.

Note 3. Income tax continued

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current tax liability		
Opening balance	(2,609)	(1,062)
Tax paid in respect of prior years	-	(494)
Tax paid in respect of current year	-	(933)
Over/(under) provision of tax in prior years	-	(120)
Current year tax provision	774	-
Closing balance	(1,835)	(2,609)
	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Deferred tax asset		
Deferred tax asset comprises temporary differences attributable to:		
Amounts recognised in profit or loss:		
Tax losses	33	727
Property, plant and equipment	247	-
Employee benefits	2,217	2,191
Prepaid revenue	454	378
Provisions	239	172
Payables	216	102
Deferred income	1,393	129
Other	402	561
Right-of-use asset	(3,269)	(2,148)
Lease liability	3,314	2,147
Deferred tax asset	5,246	4,259
Movements:		
Opening balance	4,259	3,634
Credited/(charged) to profit or loss	1,679	(68)
Credited to equity	186	-
Not charged to profit or loss	(878)	693
Closing balance	5,246	4,259

Note 3. Income tax continued

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Deferred tax liability		
Deferred tax liability comprises temporary differences attributable to:		
Amounts recognised in profit or loss:		
Property, plant and equipment	53,091	19,810
Prepayments/receivables	1,957	37
Payables	97	(284)
Other	(181)	(322)
Deferred tax liability	54,963	19,241
Movements:		
Opening balance	19,241	19,091
Charged/(credited) to profit or loss	3,515	(8)
Charged to equity	32,243	-
Not charged to profit or loss	(36)	158
Closing balance	54,963	19,241

Recognition and measurement

Deferred tax is accounted for using the liability method in respect of temporary differences arising between the tax bases of assets and liabilities and their carrying amounts in the financial statements. No deferred income tax will be recognised from the initial recognition of an asset or liability, excluding a business combination, where there is no effect on accounting or taxable profit or loss.

Deferred tax is calculated at the tax rates that are expected to apply to the period when the asset is realised or liability is settled. Deferred tax is credited in the Statement of Profit or Loss and Other Comprehensive Income except where it relates to items that may be credited directly to equity, in which case the deferred tax is adjusted directly against equity.

Deferred income tax assets are recognised to the extent that it is probable that future tax profits will be available against which deductible temporary differences can be utilised.

The amount of benefits brought to account or which may be realised in the future is based on the assumption that no adverse change will occur in the income taxation legislation and the anticipation that the Economic Entity will derive sufficient future assessable income to enable the benefit to be realised and comply with the conditions of deductibility imposed by the law.

Tax consolidation

TasPorts and its wholly owned Australian resident subsidiaries formed a tax consolidated group in the 2018 financial year, with effect from 1 July 2016 and are therefore taxed as a single entity from that date. The head entity within the tax consolidated group is TasPorts.

Note 4. Cash and cash equivalents

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current assets		
Cash at bank and on hand	18,963	9,579

The effective average interest rate on cash and cash equivalents for the year was 0.0% (2021 0.2%).

Recognition and measurement

Cash and cash equivalents include cash on hand and deposits held at call with financial institutions.

Note 5. Trade and other receivables

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current assets		
Trade and other receivables	11,401	7,110
Less: Impairment of receivables	(1)	(8)
	11,400	7,102

Recognition and measurement

Receivables are stated at cost less impairment.

On 28 January 2022, cement carrier *Goliath* allided with two stationary TasPorts tugboats, the *Campbell Cove* and *York Cove*, at the Port of Devonport. The allision appears to have occurred entirely as a result of the failure of the Master and crew to properly and safely navigate the vessel whilst executing a turn in preparation to berth at the wharf. The impact of the allision caused the tugs to take on water and as a result both vessels sunk to the floor of the Mersey River. No injuries were sustained.

The accident remains an incident under investigation by the relevant authorities and insurers. In May 2022, TasPorts commenced legal proceedings in the Federal Court of Australia against CSL Australia Pty Ltd (CSL), the owners of the cement carrier to recover all associated costs incurred.

To 30 June 2022, TasPorts has incurred approximately \$1.5 million in net salvage and clean-up costs, with further significant costs of this type to be incurred in 2022-23. Other significant costs have been, and will continue to be, incurred as a result of making good the damage to the wharf and the loss of the *Campbell Cove* and *York Cove*. All costs associated with the incident have been recorded in "trade and other receivables" in the statement of financial position and will be recognised in the statement of profit or loss along with recoveries when the claims are either finalised with TasPorts' insurers or the proceedings against CSL are resolved (whichever applicable).

Note 6. Inventories

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current assets		
Inventories at cost	2,125	1,279

Recognition and measurement

Inventories (fuel for resale and consumables) are measured at the lower of cost or net realisable value. Costs are assigned on the first-in first-out principle.

Note 7. Right-of-use assets

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Non-current assets		
Right-of-use	15,573	8,659
Less: Accumulated depreciation	(4,675)	(1,500)
	10,898	7,159

Movements in carrying amounts

Movement in the carrying amounts between the beginning and the end of the current financial year.

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Opening balance	7,159	4,405
Additions	8,712	3,564
Disposals	(890)	-
Depreciation	(4,083)	(810)
Closing balance	10,898	7,159

Right-of-use assets relate to office accommodation, parking, land and vessel charter hire.

Additions to the right-of-use assets during the year were \$8.7 million (2021 \$3.6M).

Recognition and measurement

A right-of-use asset is recognised at the commencement date of a lease. The right-of-use asset is measured at cost, which comprises the initial amount of the lease liability (which is the present value of the lease payments to be made over the term of the lease, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, the Economic Entity's incremental borrowing rate), adjusted for, as applicable, any lease payments made at or before the commencement date net of any lease incentives received, any initial direct costs incurred and an estimate of costs expected to be incurred for dismantling and removing the underlying asset, and restoring the site or asset.

Right-of-use assets are depreciated on a straight-line basis over the unexpired period of the lease or the estimated useful life of the asset, whichever is the shorter. Where the Economic Entity expects to obtain ownership of the leased asset at the end of the lease term, the depreciation is over its estimated useful life. Right-of use assets are subject to impairment or adjusted for any remeasurement of lease liabilities.

The Economic Entity has elected not to recognise a right-of-use asset and corresponding lease liability for short-term leases with terms of 12 months or less and leases of low-value assets. Lease payments on these assets are expensed to profit or loss as incurred.

Note 8. Other assets

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current assets		
Accrued revenue	77	71
Prepayments	1,574	1,002
	1,651	1,073
Non-current assets		
Accrued revenue	6,395	-
Loan - Southern Export Terminals Pty Ltd	200	200
Investment - Southern Export Terminals Pty Ltd	200	200
Less: Provision for joint venture loss	(236)	(217)
	6,559	183
	8,210	1,256

Recognition and measurement

Other assets are stated at cost less impairment.

The loan to Southern Export Terminals Pty Ltd is unsecured and interest free.

Accrued revenue of \$6.5 million relates to lease and operating agreements.

Note 9. Property, plant and equipment

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Non-current assets		
Land - at fair value	45,254	30,390
Buildings - at fair value	34,939	34,080
Less: Accumulated depreciation	-	(8,532)
	34,939	25,548
Plant and equipment - at cost	69,327	67,123
Less: Accumulated depreciation	(36,897)	(34,895)
Less: Accumulated impairment	(751)	(809)
	31,679	31,419
Work in progress (WIP) - at cost	19,970	17,346
Land Infrastructure - at fair value	31,730	23,263
Less: Accumulated depreciation	-	(4,786)
Less: Accumulated impairment	-	(181)
	31,730	18,296
Wharves - at fair value	115,178	102,433
Less: Accumulated depreciation	-	(19,178)
Less: Accumulated impairment	-	(4,388)
	115,178	78,867
Harbour Improvements - at fair value	44,877	30,430
Less: Accumulated depreciation	-	(5,550)
	44,877	24,880
Capital dredging - at cost	22,175	22,057
Less: Accumulated depreciation	(7,762)	(7,529)
	14,413	14,528
Floating plant - at cost	48,139	52,938
Less: Accumulated depreciation	(16,420)	(18,405)
Less: Accumulated impairment	(1,279)	(1,279)
	30,440	33,254
	368,480	274,528

Note 9. Property, plant and equipment continued

Movements in carrying amounts

Movement in the carrying amounts for each class of property, plant and equipment between the beginning and the end of the current financial year.

ECONOMIC ENTITY	LAND AND BUILDINGS \$'000	PLANT AND EQUIPMENT AND WIPS \$'000	LAND INFRA-TURE \$'000	WHARVES \$'000	HARBOUR IMPR'MENTS \$'000	CAPITAL DREDGING \$'000	FLOATING PLANT \$'000	TOTAL \$'000
Balance at 1 July 2020	57,308	34,608	18,084	80,456	26,271	14,756	36,429	267,912
Additions	-	22,511	112	40	-	-	407	23,070
Disposals	-	(121)	-	-	-	-	-	(121)
WIP capitalised	546	(5,107)	1,066	3,200	-	-	295	-
WIP expensed	-	(11)	-	-	-	-	-	(11)
Impairment of assets	-	-	-	-	-	-	(566)	(566)
Transfers in/(out)	-	114	-	-	-	-	(114)	-
Depreciation expense	(1,916)	(3,229)	(966)	(4,829)	(1,391)	(228)	(3,197)	(15,756)
Balance at 30 June 2021	55,938	48,765	18,296	78,867	24,880	14,528	33,254	274,528
Additions	63	18,713	1,771	-	-	-	2,587	23,134
Disposals	-	(91)	-	-	-	-	(2,293)	(2,384)
WIP capitalised	4,887	(11,977)	451	6,639	-	-	-	-
WIP expensed	-	(678)	-	-	-	-	-	(678)
Depreciation expense	(1,932)	(3,521)	(972)	(4,978)	(1,389)	(230)	(3,108)	(16,130)
Transfers in/(out)	23	438	(460)	-	(116)	115	-	-
Current year revaluation increment/decrement of infrastructure assets	(5,532)	-	(677)	(2,046)	(70)	-	-	(8,325)
Reversal of prior year revaluation decrement of infrastructure assets	7,919	-	21	1,315	-	-	-	9,255
Increase/(decrease) in asset revaluation surplus	18,827	-	13,300	35,381	21,572	-	-	89,080
Balance at 30 June 2022	80,193	51,649	31,730	115,178	44,877	14,413	30,440	368,480

Note 9. Property, plant and equipment continued

Movements in carrying amounts for fair value assets

Movement in the carrying amounts for each class of property, plant and equipment stated at fair value between the beginning and the end of the current financial year

ECONOMIC ENTITY	LAND LEVEL 2 \$'000	LAND LEVEL 3 \$'000	BUILDINGS LEVEL 2 \$'000	BUILDINGS LEVEL 3 \$'000	LAND INFRA-TURE LEVEL 3 \$'000	WHARVES LEVEL 3 \$'000	HARBOUR IMPR'MENTS LEVEL 3 \$'000
Opening balance at 1 July 2020	20,174	10,216	1,885	25,031	18,084	80,456	26,271
Additions	-	-	-	-	112	40	-
WIP capitalised	-	-	-	547	1,066	3,200	-
Depreciation expense	-	-	-	(1,916)	(966)	(4,829)	(1,391)
Closing balance at 30 June 2021	20,174	10,216	1,885	23,662	18,296	78,867	24,880
Additions	-	-	-	63	1,771	-	-
Disposals	-	-	-	-	-	-	-
WIP capitalised	-	-	-	4,887	451	6,639	-
Depreciation expense	-	-	(295)	(1,636)	(972)	(4,978)	(1,389)
Transfers in/(out)	-	-	-	23	(460)	-	-
Current year revaluation increment/(decrement) of infrastructure assets	(1,417)	(588)	-	(3,527)	(677)	(2,046)	(70)
Reversal of prior year revaluation decrement of infrastructure assets	770	5,475	-	1,674	21	1,315	-
Increase/(decrease) in asset revaluation surplus	8,471	2,153	3,483	4,720	13,300	35,381	21,572
Transfers between levels of assets	(4,893)	4,893	929	(929)	-	-	-
Closing balance at 30 June 2022	23,105	22,149	6,002	28,937	31,730	115,178	44,877

Revaluations of infrastructure assets

The Economic Entity conducted a fair value assessment of infrastructure assets as at 30 June 2022. The Economic Entity's policy is to revalue infrastructure assets on a 5-year cycle. This recognises the long useful lives of infrastructure assets.

Infrastructure assets refer to land, land infrastructure, buildings, wharves and harbour improvements and are all stated at fair value. Infrastructure assets included in the revaluations are reported at fair value less accumulated depreciation and any impairment. The fair value of infrastructure assets purchased subsequent to the revaluation date is at cost less accumulated depreciation and any impairment.

The fair value assessment is based upon the following:

- independent assessment of market value where a market value is readily identifiable;
- independent assessment of depreciated replacement cost; or
- where the asset's net cash flows do not support either the market value or the depreciated replacement cost then the asset is valued using the discounted cash flow method (income valuation methodology/value in use).

Independent assessments of market value and depreciated replacement cost were undertaken by Marsh Pty Ltd in the current financial year.

Note 9. Property, plant and equipment continued

If an asset’s carrying amount decreased as a result of a revaluation the decrease is recognised in the Statement of Profit or Loss and Other Comprehensive Income as an expense except to the extent that it reverses a revaluation increase for the same asset previously recognised in the asset revaluation reserve, in which case the decrease is recognised in the asset revaluation reserve to the extent of the increase previously recognised.

If an asset’s carrying amount increased as a result of a revaluation, the increase is disclosed in the Statement of Profit or Loss and Other Comprehensive Income under ‘other comprehensive income’ and credited directly to the asset revaluation reserve in equity under the heading of reserves, except to the extent that it reverses a revaluation decrease for the same asset previously recognised in profit or loss, in which case the increase is credited to profit or loss to the extent of the decrease previously recognised. In this exception the resultant carrying amount of the asset will not exceed the carrying amount that would have been determined, net of depreciation or amortisation, if no revaluation decrease had previously been recognised.

Any accumulated depreciation as at the revaluation date is eliminated against the gross carrying amounts of the asset and the net amounts are restated to the revalued amounts of the asset.

Floating plant, plant and equipment and capital dredging, are stated at cost less accumulated depreciation and impairment losses. Subsequent costs are included in the asset’s carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Economic Entity and the cost of the item can be measured reliably. All repairs and maintenance costs are charged to the Statement of Profit or Loss and Other Comprehensive Income during the financial year in which they are incurred.

Work in progress is stated at cost.

Derecognition

On the sale or retirement of a revalued infrastructure asset, the attributable revaluation surplus remaining in the asset revaluation reserve is transferred directly to retained earnings/(accumulated losses). The difference between the sale value and the carrying value of the asset is recognised in the Statement of Profit or Loss and Other Comprehensive Income.

Assessing for impairment

The Economic Entity assesses impairment at each reporting date by evaluating conditions specific to the group that may lead to impairment of assets. If such an indication exists, the recoverable amount of the asset or group of assets (cash generating unit), being the higher of the fair value less costs to sell and value in use, is compared to the carrying value of the asset or cash generating unit. Value in use calculations performed in assessing recoverable amounts incorporate a number of key estimates. Any excess of the carrying value over recoverable amount is expensed to the Statement of Profit or Loss and Other Comprehensive Income. Where it is not possible to estimate the recoverable amount of an individual asset, an estimate is made of the recoverable amount of the cash-generating unit to which the asset belongs.

Note 9. Property, plant and equipment continued

Impairment losses

The total property, plant and equipment impairment loss recognised for the year was nil (2021: \$566,161).

The impairment recognised for the prior year was in relation to the *John Duigan* vessel based on independent valuation, undertaken by ValQuip Consulting in May 2021.

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Impairment of floating plant	-	566

Recognition and measurement

All assets are depreciated on a straight line basis over their useful lives commencing from the date the asset has been revalued or the date the asset is held ready for use. Where an item of property, plant and equipment comprises individual components for which different useful lives are appropriate, then each component is depreciated separately.

The useful life used for each class of depreciable assets is:

Infrastructure assets (fair value)	
Buildings	10 to 60 years
Land infrastructure (including roads, port hardstands and airport runways)	10 to 100 years
Harbour improvements	20 to 75 years
Wharves	5 to 80 years
Other fixed assets (cost)	
Floating plant	5 to 35 years
Plant and equipment	2 to 69 years
Capital dredging (channels, swing basins and berth pockets)	12 to 99 years

The useful lives for each asset class have not altered from the prior financial year.

Asset componentisation

The components of major assets that have materially different useful lives are accounted for as separate assets and are depreciated separately.

Fair value hierarchy

The Economic Entity is required to classify infrastructure assets into a fair value hierarchy that reflects the significance of the inputs used in determining their fair value. The fair value hierarchy is made up of the following three levels:

- Level 1 – quoted prices (unadjusted) in active markets for identical assets or liabilities that the Economic Entity can access at the measurement date;
- Level 2 – inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly; and
- Level 3 – inputs that are unobservable for particular assets or liabilities.

The Economic Entity has classified infrastructure assets as follows:

- Level 1 – no infrastructure assets are classified at level 1;
- Level 2 – land and buildings outside port precinct boundaries; and
- Level 3 – land, buildings, land infrastructure, harbour improvements and wharves within port precinct boundaries.

Note 9. Property, plant and equipment continued

Valuation techniques and inputs

Level 2 – valuation techniques and inputs

Valuation Technique: An independent valuer was used to value land and buildings outside port precinct boundaries using a market approach that reflects recent transaction prices for similar properties and buildings (comparable in location and size).

Inputs: Prices and other relevant information generated by market transactions involving comparable land and buildings were considered.

Level 3 – valuation techniques and inputs

Valuation Techniques:

Land (within port precinct boundaries)

- where there is no active market or land is subject to significant restrictions as to use and/or sale, is valued through the market approach although less market evidence is available.
- the land was valued by an independent valuer.

Land infrastructure, buildings, wharves and harbour improvements are considered specialised assets and valued using the depreciated replacement cost method.

Where the asset's net future cash flows do not support either the market value or the depreciated replacement cost then the asset is valued using the discounted cash flow method (value in use/income valuation methodology).

Inputs:

- in determining the market value of land and buildings, restrictions on sale or use;
- in determining depreciated replacement cost of buildings, land infrastructure, harbour improvements and wharves regard was given to the age and condition of the assets, their estimated replacement cost and current use; and
- in determining the value in use of buildings, land infrastructure, harbour improvements and wharves, the estimated net future operating cash flows are discounted to their present value. Cash flow inputs are summarised below.

UNOBSERVABLE INPUT	INPUT USED	RELATIONSHIP OF UNOBSERVABLE INPUTS TO FAIR VALUE
Discount rate	Where the discounted cash flow method was used to test the depreciated replacement cost valuation at June 2022 a nominal pre-tax cost of capital (discount rate) of 12.25% was used. The weighted average cost of capital was updated to 10.80% in March 2021 by an independent valuation. The risk free rate at this time was a 10 year average of the 10 year Australian Commonwealth bond rate of 2.8%.	The higher the discount rate, the lower the fair value.
Terminal value	Five year discount period with a terminal value equal to the recurring cash flow in year 5 adjusted by the expected growth rate divided by the discount rate less the expected growth rate, discounted to the present value by the year 5 discount factor. If it has been deemed the 5th year isn't representative of perpetual cash flows the terminal value will use the year that is representative of perpetual cash flows.	The lower the discount period, the lower the fair value.
Expected growth rate and cost increases	Based on current and forecast budgets, the corporate plan and expected inflation. All other revenue growth and cost increases over the discounting period are forecast at an average of 3.4% per annum.	The higher the revenue growth rate, the higher the fair value. The higher the average cost increase, the lower the fair value.
Renewal capital expenditure	Based on current and forecast budgets and the corporate plan over the discounting period.	The higher the renewable capital spend, the lower the fair value.

Note 9. Property, plant and equipment continued

Level 3 significant valuation inputs and relationship to fair value

DESCRIPTION	VALUATION TECHNIQUE(S)	SIGNIFICANT UNOBSERVABLE INPUTS USED IN VALUATION	RELATIONSHIP OF UNOBSERVABLE INPUTS TO FAIR VALUE
Land <ul style="list-style-type: none"> • within port precinct boundaries where there is not an active market • subject to restriction as to use and/or sale 	Market approach	Market valuation reflects specialised land	Value of specialised land increases/decreases fair value
Buildings <ul style="list-style-type: none"> • within port precinct boundaries where there is not an active market • subject to restriction as to use and/or sale • specialised buildings with limited alternative uses and/or substantial customisation e.g. airport terminal 	Depreciated Replacement Cost (DRC) Income valuation	Consumed economic benefit/obsolescence of asset Construction cost per square metre floor area (m2) Estimates of cash flows and discount rate	For DRC an increase or decrease in the estimated useful life of the asset or the construction cost of the asset would result in higher or lower valuation For income valuations fluctuations in cash flows and discount rate would result in higher or lower fair value
Land Infrastructure <ul style="list-style-type: none"> • roads, port hardstands and airport runway and apron 	Depreciated Replacement Cost (DRC) Income valuation	Consumed economic benefit/obsolescence of asset Construction cost per square metre floor area (m2) Estimates of cash flows and discount rate	For DRC an increase or decrease in the estimated useful life of the asset or the construction cost of the asset would result in higher or lower valuation For income valuations fluctuations in cash flows and discount rate would result in higher or lower fair value
Harbour Improvements <ul style="list-style-type: none"> • breakwaters and channels 	Depreciated Replacement Cost (DRC) Income valuation	Consumed economic benefit/obsolescence of asset Construction cost Estimates of cash flows and discount rate	For DRC an increase or decrease in the estimated useful life of the asset or the construction cost of the asset would result in higher or lower valuation For income valuations fluctuations in cash flows and discount rate would result in higher or lower fair value
Wharves	Depreciated Replacement Cost (DRC) Income valuation	Consumed economic benefit/obsolescence of asset Construction cost Estimates of cash flows and discount rate	For DRC an increase or decrease in the estimated useful life of the asset or the construction cost of the asset would result in higher or lower valuation For income valuations fluctuations in cash flows and discount rate would result in higher or lower fair value

Note 9. Property, plant and equipment continued

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Level 3 significant valuation inputs and relationships to fair value		
Land	22,149	10,216
Buildings	28,937	23,663
Land infrastructure	31,730	18,296
Harbour improvements	44,877	24,880
Wharves	115,178	78,867
	242,871	155,922
	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Depreciation and amortisation of non-current assets expense		
Buildings	1,932	1,916
Land infrastructure	972	966
Harbour improvements	1,389	1,391
Wharves	4,978	4,829
Floating plant	3,108	3,197
Capital dredging	230	228
Plant and equipment	3,521	3,229
Total depreciation and amortisation on property, plant and equipment	16,130	15,756
Depreciation of right-of-use assets (refer note 7)	4,083	810
Total depreciation and amortisation	20,213	16,566

Note 10. Intangibles

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Non-current assets		
Goodwill - net carrying amount	2,801	2,801

Recognition and measurement

Goodwill represents the difference between the cost of the acquisition and the fair value of the net identifiable assets acquired. Goodwill is stated at cost less any accumulated impairment losses. Goodwill is not amortised but tested annually for impairment. This cost is based upon an assessment of the value in use compared to carrying value.

Value in use is the present value of the projected cash flows of the cash generating unit over a 10-year period using an estimated growth rate. The cash flows are based on a pre-tax discount rate equal to the weighted average cost of capital adjusted for a margin for business risk. The key assumptions regarding the value in use calculations were budgeted revenues, budgeted gross profit margins and the discount rate.

Note 11. Trade and other payables

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current liabilities		
Trade payables	6,588	9,078
Other payables	4,744	3,692
Net GST payable	901	43
Revenue received in advance	2,202	3,068
	14,435	15,881

Recognition and measurement

Trade and other payables are non-interest bearing and are stated at amortised cost.

Note 12. Borrowings

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current liabilities		
Interest bearing liabilities	4,500	9,719
Non-current liabilities		
Interest bearing liabilities	24,950	12,800
	29,450	22,519

The Economic Entity has an external loan facility of \$286 million with a maximum borrowing term of 15 years (2021: \$45 million) with TASCORP. As at 30 June 2022, \$256.6 million of the facility was unused (2021: \$22.5 million). The facility was increased to facilitate the Devonport QuayLink project.

Recognition and measurement

All loans are measured at the principal amount. Interest is charged as an expense as it accrues over the life of the related financial instrument and taken to the Statement of Profit or Loss and Other Comprehensive Income as part of finance costs.

Note 13. Lease liabilities

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current liabilities		
Lease liability	5,014	2,307
Non-current liabilities		
Lease liability	6,032	4,850
	11,046	7,157

The Economic Entity charts vessels and leases office accommodation, parking and land for its offices and right of access under agreements with remaining terms up to 22 years with, in some cases, options to extend. On renewal, the terms of the leases are renegotiated. Extension options are capitalised when it is reasonably certain that the Economic Entity will exercise these options.

The Economic Entity also has the following low-value leases: parking and land for offices and right of access under agreements with remaining terms up to 4 years. As these leases are low-value, they have been expensed as incurred and not capitalised in the financial statements.

Refer to note 21 for further information on financial instruments.

Recognition and measurement

A lease liability is recognised at the commencement date of a lease. The lease liability is initially recognised at the present value of the lease payments to be made over the term of the lease, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, the Economic Entity's incremental borrowing rate. Lease payments comprise of fixed payments less any lease incentives receivable, variable lease payments that depend on an index or a rate, amounts expected to be paid under residual value guarantees, exercise price of a purchase option when the exercise of the option is reasonably certain to occur, and any anticipated termination penalties. The variable lease payments that do not depend on an index or a rate are expensed in the period in which they are incurred.

Lease liabilities are measured at amortised cost using the effective interest method. The carrying amounts are remeasured if there is a change in the following: future lease payments arising from a change in an index or a rate used; residual guarantee; lease term; certainty of a purchase option and termination penalties. When a lease liability is remeasured, an adjustment is made to the corresponding right-of use asset, or to profit or loss if the carrying amount of the right-of-use asset is fully written down.

Note 14. Employee benefits

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current liabilities		
Employee benefits	6,537	6,561
Non-current liabilities		
Employee benefits	1,240	1,090
	7,777	7,651

Recognition and measurement

Employee benefits are measured as the present value of estimated future cash outflows based on the market yields of high quality corporate bonds, estimates of future salary and wage levels and employee periods of service.

Liabilities for employee benefits for wages, salaries, annual leave, long service leave or other leave entitlements that are due to be settled within 12 months of the reporting date represent present obligations resulting from employees' services provided to reporting date, are calculated at undiscounted amounts based on remuneration wage and salary rates expected to be paid as at reporting date.

The net obligation in respect of long-term service benefits is the amount of future benefits that employees have earned in return for their service in the current and prior periods. The obligation is calculated using expected future increases in wages, representing a change in calculating the estimate of employee benefits.

A provision has been recognised for employee entitlements relating to annual and long service leave. In calculating the present value of future cash flows in respect of long service leave, the probability of long service leave being taken is based upon historical data.

Note 15. Provisions

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current liabilities		
Other expense provisions	217	-
Non-current liabilities		
Other expense provisions	192	217
	409	217

Recognition and measurement

Provisions are recognised when there is a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Note 16. Deferred revenue

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Current liabilities		
Deferred revenue	4,186	59
Non-current liabilities		
Deferred revenue	457	371
	4,643	430

Recognition and measurement

Deferred revenue represents Government grants. Government grants are recognised as revenue on a systematic basis over the periods in which the Economic Entity recognises as expenses the related costs for which the grants are intended to compensate.

In June 2022 TasPorts received a State grant of \$5,000,000 to fund the business case preparation for the Burnie Export Gateway project. The grant will be recognised as revenue in line with project completion.

Note 17. Issued capital

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Equity	112,342	112,342
Equity contribution post formation	23,085	23,085
	135,427	135,427

Note 18. Reserves

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Infrastructure asset revaluation reserve		
Opening balance	130,685	130,685
Revaluation of infrastructure assets	57,023	-
Disposal of revalued assets transferred from reserves to retained earnings/(accumulated losses)	(215)	-
Closing balance	187,493	130,685

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Value of infrastructure asset revaluation reserve by asset classification:		
Land	25,454	17,609
Buildings	23,614	20,077
Land infrastructure	17,077	9,753
Harbour improvements	37,317	23,983
Wharves	84,031	59,263
	187,493	130,685

Note 18. Reserves continued

Recognition and measurement

The asset revaluation reserve was established to capture the movements in asset valuations upon the periodic revaluation of the Economic Entity's infrastructure assets.

Where infrastructure assets are disposed of and have been previously valued upwards, the revalued amount is transferred to retained earnings/(accumulated losses).

Where infrastructure assets have been previously valued upwards and are impaired, the amount in reserves is to be offset against the impairment prior to impairment through the Statement of Profit or Loss and Other Comprehensive Income.

Note 19. Accumulated losses

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Accumulated losses at the beginning of the financial year	(28,636)	(21,828)
Profit/(loss) after income tax (expense)/benefit for the year	12,736	(2,189)
Dividends paid (note 20)	-	(4,619)
Disposal of revalued assets transferred from reserves to retained earnings/(accumulated losses)	215	-
	(15,685)	(28,636)

Note 20. Dividends

Dividends paid during the financial year were as follows:

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
There was no final dividend declared for the year ended June 2021 and therefore no dividend was paid in 2022.	-	4,619
Final dividend declared for the year ended June 2020 and paid in 2021 of \$2,309,510 per ordinary share.	-	4,619

Recognition and measurement

Dividends are recognised when paid.

Note 21. Financial instruments

Liquidity risk management

The risk that the Economic Entity will encounter difficulty in meeting obligations associated with financial liabilities that are settled by delivering cash or another financial asset.

Liquidity risk is managed through the maintenance of rolling 12 month cash flow budgets and maintaining minimum cash reserves at a level sufficient to satisfy short term financial liabilities and commitments.

The Economic Entity maintains a rolling 12 month cash flow budget, maintaining minimum cash reserves at a level sufficient to satisfy short term financial liabilities and commitments and reviewing debt renewal options.

ECONOMIC ENTITY	MATURING WITHIN 1 YEAR \$'000	MATURING 1 TO 5 YEARS \$'000	MATURING GREATER THAN 5 YEARS \$'000	TOTAL \$'000
2022 Financial liabilities				
Borrowings	4,500	13,300	11,650	29,450
Payables	11,332	-	-	11,332
Lease liability	5,014	4,659	1,374	11,047
	20,846	17,959	13,024	51,829

ECONOMIC ENTITY	MATURING WITHIN 1 YEAR \$'000	MATURING 1 TO 5 YEARS \$'000	MATURING GREATER THAN 5 YEARS \$'000	TOTAL \$'000
2021 Financial liabilities				
Borrowings	9,719	12,800	-	22,519
Payables	12,770	-	-	12,770
Lease liability	2,307	4,156	694	7,157
	24,796	16,956	694	42,446

Market risk management

Market risk is the risk that the fair value of future cash flows of a financial instrument will fluctuate because of changes in market prices. The primary market risk is exposure to interest rate risk.

The major exposure for the Economic Entity is its borrowings, all of which are all borrowed at fixed rates. This mitigates the Economic Entity's exposure to price risk. Variable interest rate investments expose the Economic Entity to fluctuations in return and cash flow.

The net fair value of long-term borrowings is determined by valuing them at their carrying amount as the carrying amount approximates fair value. All long term borrowings are borrowed at fixed interest rates.

The net fair value of cash, investments, trade receivables and trade and other payables are determined by valuing them at their carrying amounts. Due to their short-term maturity, their carrying amounts approximate their fair values.

The market interest rates used to discount estimated cash flows for borrowings are based on the Tasmanian Public Finance Corporation yield curve at the reporting date.

Changes in variable and fixed interest rates of three percent / 300 basis points (one percent / 100 basis points in the prior year) would have the following effect on the Economic Entity's profit or loss and equity at reporting date if the financial instruments were to be re-financed.

Note 21. Financial instruments continued

Sensitivity analysis

Interest rate risk

	CARRYING AMOUNT 2022 \$'000	FAIR VALUE 2022 \$'000	-3% IMPACT ON PROFIT 2022 \$'000	-3% IMPACT ON EQUITY 2022 \$'000	+3% IMPACT ON PROFIT 2022 \$'000	+3% IMPACT ON EQUITY 2022 \$'000
ECONOMIC ENTITY						
Financial assets						
Cash and cash equivalents	18,963	18,963	(569)	(569)	569	569
Trade receivables	11,400	11,400	-	-	-	-
	30,363	30,363	(569)	(569)	569	569

	CARRYING AMOUNT 2022 \$'000	FAIR VALUE 2022 \$'000	-3% IMPACT ON PROFIT 2022 \$'000	-3% IMPACT ON EQUITY 2022 \$'000	+3% IMPACT ON PROFIT 2022 \$'000	+3% IMPACT ON EQUITY 2022 \$'000
ECONOMIC ENTITY						
Financial liabilities						
Borrowings	29,450	29,024	933	933	(862)	(862)
Trade payables	11,332	11,332	-	-	-	-
Lease liability	11,047	11,047	995	995	(792)	(792)
	51,829	51,403	1,928	1,928	(1,654)	(1,654)

	CARRYING AMOUNT 2021 \$'000	FAIR VALUE 2021 \$'000	-1% IMPACT ON PROFIT 2021 \$'000	-1% IMPACT ON EQUITY 2021 \$'000	+1% IMPACT ON PROFIT 2021 \$'000	+1% IMPACT ON EQUITY 2021 \$'000
ECONOMIC ENTITY						
Financial assets						
Cash and cash equivalents	9,579	9,579	(96)	(96)	96	96
Trade receivables	7,102	7,102	-	-	-	-
	16,681	16,681	(96)	(96)	96	96

	CARRYING AMOUNT 2021 \$'000	FAIR VALUE 2021 \$'000	-1% IMPACT ON PROFIT 2021 \$'000	-1% IMPACT ON EQUITY 2021 \$'000	+1% IMPACT ON PROFIT 2021 \$'000	+1% IMPACT ON EQUITY 2021 \$'000
ECONOMIC ENTITY						
Financial liabilities						
Borrowings	22,519	22,954	363	363	(353)	(353)
Trade payables	12,770	12,770	-	-	-	-
Lease liability	7,157	7,157	175	175	(175)	(175)
	42,446	42,881	538	538	(528)	(528)

Foreign currency risk management

The Economic Entity did not hold a balance in any foreign currency bank accounts or have any amounts payable or receivable in foreign currencies at 30 June 2022.

Note 21. Financial instruments continued

Credit risk management

The Economic Entity does not have any significant credit risk exposure to any single counterparty. The Economic Entity does not expect any counterparty to fail to meet its obligations. There is no collateral regarding financial assets, in respect of existing arrangements.

The carrying amount of the financial assets recorded in the financial statements, net of any provisions for impairment, represents the maximum exposure to credit risk.

Investments are held either with an Australian bank or TASCORP.

The following tables analyse financial assets that are past due but not impaired:

ECONOMIC ENTITY	PAST DUE 15 TO 45 DAYS \$'000	PAST DUE 46 TO 60 DAYS \$'000	PAST DUE 61 TO 90 DAYS \$'000	PAST DUE 91 DAYS AND OVER \$'000	TOTAL \$'000
2022 Trade receivables	2,413	46	-	-	2,459
2021 Trade receivables	719	84	-	-	803

Categories of financial instruments

ECONOMIC ENTITY	FAIR VALUE HIERARCHY LEVEL	2022 CARRYING AMOUNT \$'000	2022 FAIR VALUE \$'000	2021 CARRYING AMOUNT \$'000	2021 FAIR VALUE \$'000
Financial assets					
Cash and cash equivalents	1	18,963	18,963	9,579	9,579
Trade receivables	2	11,400	11,400	7,102	7,102
		30,363	30,363	16,681	16,681

ECONOMIC ENTITY	FAIR VALUE HIERARCHY LEVEL	2022 CARRYING AMOUNT \$'000	2022 FAIR VALUE \$'000	2021 CARRYING AMOUNT \$'000	2021 FAIR VALUE \$'000
Financial liabilities					
Borrowings	2	29,450	29,024	22,519	22,954
Trade payables	1	11,332	11,332	12,770	12,770
Lease liability	2	11,047	11,047	7,157	7,157
		51,829	51,403	42,446	42,881

Borrowings are measured at amortised cost with interest recognised in profit or loss when incurred. The fair value of TASCORP borrowings (level 2) is provided by TASCORP.

The carrying amount of trade receivables is assumed to approximate its fair value due to its short-term nature (level 2).

A lease liability is initially recognised at the present value of the lease payments to be made over the term of the lease, discounted using the Economic Entity's incremental borrowing rate (level 2).

Note 21. Financial instruments continued

Capital risk management

The Economic Entity's objective is to have an appropriate capital structure that ensures financial flexibility and fiscal discipline and therefore ongoing viability to continue to provide returns for shareholders.

The Economic Entity monitors key financial ratios to ensure an appropriate capital structure is maintained.

The debt to equity ratios are as follows:

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Debt ⁽ⁱ⁾	29,450	22,519
Equity ⁽ⁱⁱ⁾	307,235	237,476
Total debt to equity ratio	9.6%	9.5%

(i) Debt is defined as long and short term borrowings

(ii) Equity includes all capital and reserves

Note 22. Key management personnel (KMP) disclosures

Transactions and obligations between related parties are on normal commercial terms and conditions no more favourable than those available to other parties unless otherwise stated.

Transactions and obligations with related parties during the year ended 30 June 2022 are as follows:

KMP and Director transactions and obligations

No KMP (including Directors, Executives and Cabinet Ministers), or their Close Family Members (CFM) or entities that are controlled or jointly controlled by KMP or CFM engaged in related party transactions in 2022.

Key Management Personnel compensation

The aggregate compensation to key management personnel is set out below:

	DIRECTORS ¹ 2022 \$	DIRECTORS ¹ 2021 \$	SENIOR EXECUTIVE ² 2022 \$	SENIOR EXECUTIVE ² 2021 \$	CONSOLIDATED TOTAL 2022 \$	CONSOLIDATED TOTAL 2021 \$
EXECUTIVE REMUNERATION						
Short-term employment benefits	305,781	285,106	2,023,538	1,966,519	2,329,319	2,251,625
Post-employment benefits	30,578	27,085	183,355	166,568	213,933	193,653
Termination benefits	-	-	303,371	18,840	303,371	18,840
Other long-term benefits	-	-	(13,358)	28,262	(13,358)	28,262
	336,359	312,191	2,496,906	2,180,189	2,833,265	2,492,380

1 For Director remuneration, short-term employment benefits includes Director fees, committee fees and other benefits. Post employment benefits represents superannuation contributions.

2 For Senior Executive remuneration, short-term employment benefits includes base salary, short-term incentive payments, vehicles, other monetary and non-monetary benefits. Post employment benefits represents superannuation contributions. Other long-term benefits includes current and non-current annual and long service leave provision movements. Termination benefits include all forms of benefit paid as a consequence of termination including payment of leave provisions.

The Company has complied with the Guidelines for Tasmanian Government Business – Director and Executive Remuneration.

Note 22. Key management personnel (KMP) disclosure continued

Remuneration for the Board of Directors

The following tables disclose the remuneration details for each person that acted as a Director during the current and previous financial year:

Director Remuneration¹

2022 DIRECTORS					
NAME	PERIOD	DIRECTOR FEES \$	COMMITTEE FEES \$	SUPER ² \$	TOTAL \$
S Bradford ³	Full Term	88,920	11,592	10,051	110,563
T Matthews ⁴	To 25 November 2021	20,072	3,402	2,347	25,821
S Darke ⁵	Full Term	44,461	7,536	5,200	57,197
A Clark ⁶	Full Term	44,461	7,491	5,195	57,147
G Hooper	Full Term	43,462	5,666	4,913	54,041
A Doyle ⁷	From 25 November 2021	24,556	4,162	2,872	31,590
		265,932	39,849	30,578	336,359
2021 DIRECTORS					
NAME	PERIOD	DIRECTOR FEES \$	COMMITTEE FEES \$	SUPER ² \$	TOTAL \$
S Bradford ³	Full Term	83,045	10,826	8,918	102,789
T Matthews ⁴	Full Term	41,523	7,037	4,613	53,173
D Tomat ⁸	To 1 June 2021	39,447	3,735	4,102	47,284
S Darke ⁵	Full Term	41,523	7,037	4,613	53,173
A Clark ⁶	Full Term	41,523	8,688	4,770	54,981
G Hooper	From 15 June 2021	639	83	69	791
		247,700	37,406	27,085	312,191

¹ Amounts are all forms of consideration paid, payable or provided by the Company.

² Superannuation means the contribution to the superannuation fund of the Director.

³ S Bradford held the position of Chair of the TasPorts Board.

⁴ T Matthews held the position of Chair of the Audit and Risk Management Committee until November 2021.

⁵ S Darke held the position of Chair of the Bass Island Line Board.

⁶ A Clark held the position of Chair of the Human Resources and Remuneration Committee from January 2021.

⁷ A Doyle held the position of the Chair of the Audit and Risk Management Committee from November 2021.

⁸ D Tomat held the position of Chair of the Human Resources and Remuneration Committee until December 2020.

There were no other benefits paid during the year.

Non-Executive Directors

Non-Executive Directors are appointed by the Treasurer and Portfolio Minister. Each instrument of appointment is for a maximum period of three years and prescribes the relevant remuneration provisions. Directors can be re-appointed in accordance with the relevant Guidelines for Tasmanian Government Businesses – Board Appointments. The level of fees paid to Non-Executive Directors is administered by the Department of Premier and Cabinet, as are additional fees paid in respect of their work on Board committees.

Note 22. Key management personnel (KMP) disclosure continued

Superannuation is paid at the appropriate rate as prescribed by superannuation guarantee legislation. No other leave, termination or retirement benefits are accrued or paid to Directors. Directors are entitled to reimbursement of reasonable expenses incurred while attending to Board business which do not require disclosure per the Guidelines for Tasmanian Government Businesses – Director and Executive Remuneration. Non-executive Directors' remuneration is reviewed periodically with increases subject to approval by the Treasurer and Portfolio Minister.

Senior Executive Remuneration

The following tables disclose the remuneration details for each person that acted as a member of the Senior Executive during the current and previous financial year:

2022 SENIOR EXECUTIVE NAME - POSITION - PERIOD	BASE SALARY ¹ \$	SHORT-TERM INCENTIVE PAYMENTS ² \$	SUPER-ANNUATION ³ \$	VEHICLE ⁴ \$	OTHER MONETARY & NON-MONETARY BENEFITS ⁵ \$	TOTAL REMUNERATION \$	TERMINATION BENEFITS ⁶ \$	OTHER LONG-TERM BENEFITS ⁷ \$	TOTAL \$
A Donald Chief Executive Officer – Full Year	388,346	33,300	24,484	27,265	3,354	476,749	-	13,881	490,630
S Casey Group Executive Growth and Operations and Chief Operating Officer – Full Year	255,705	30,810	31,151	25,664	2,489	345,819	-	23,702	369,521
G Duggan Group Executive & Chief Financial Officer – * refer below	170,157	-	22,593	18,556	744	212,050	303,371	(99,869)	415,552
P Hoggett Group Executive Commercial and Trade – Full Year	225,757	22,000	27,276	27,747	2,006	304,786	-	13,934	318,720
K Dean Group Executive Governance and Corporate Affairs – Full Year	252,050	16,500	29,355	27,373	1,896	327,174	-	10,114	337,288
A Somann-Crawford General Counsel & Company Secretary – ** refer below	113,922	28,222	15,441	12,877	1,908	172,370	-	(2,989)	169,381
C Terhell Acting General Counsel & Company Secretary – ** refer below	111,236	15,351	12,659	1,344	1,369	141,959	-	12,378	154,337
M Hartwell Group Executive Operations – *** refer below	112,500	-	12,404	11,538	848	137,290	-	8,135	145,425
A Mucci Acting Group Executive Corporate Services & Chief Financial Officer – * refer below	72,771	-	7,992	7,580	353	88,696	-	7,356	96,052
	1,702,444	146,183	183,355	159,944	14,967	2,206,893	303,371	(13,358)	2,496,906

* G Duggan resigned from employment as Group Executive & Chief Financial Officer on 10 February 2022. Termination benefits included payout of accrued leave entitlements at the date of termination. A Mucci was appointed Acting Group Executive & Chief Financial Officer on 10 February 2022 through to 20 June 2022.

** A Somann-Crawford was on maternity leave between 19 August 2021 and 28 March 2022. During this period, C Terhell was appointed Acting General Counsel & Company Secretary.

*** M Hartwell was seconded as Group Executive Operations between 22 November 2021 and 19 June 2022. The Group Executive Operations role was amalgamated into the Group Executive Growth and Operations role.

R Daveney was appointed Group Executive & Chief Financial Officer on 20 June 2022 and received no remuneration for FY2022.

Note 22. Key management personnel (KMP) disclosure continued

2021 SENIOR EXECUTIVE NAME - POSITION - PERIOD	BASE SALARY ¹ \$	SHORT- TERM INCENTIVE PAYMENTS ² \$	SUPER- ANNUA- TION ³ \$	VEHICLE ⁴ \$	OTHER MONETARY & NON- MONETARY BENEFITS ⁵ \$	TOTAL REMUNER- ATION \$	TERMIN- ATION BENEFITS ⁶ \$	OTHER LONG- TERM BENEFITS ⁷ \$	TOTAL \$
A Donald Chief Executive Officer - Full Year	382,525	-	25,000	27,804	3,566	438,895	-	8,593	447,488
S Casey Chief Operating Officer - Full Year	246,480	-	25,791	25,000	2,720	299,991	-	6,050	306,041
G Duggan Chief Financial Officer - Full Year	265,972	-	24,101	26,843	1,392	318,308	-	9,747	328,055
P Hoggett Executive General Manager Commercial and Trade - Full Year	220,000	-	23,275	27,944	2,203	273,422	-	3,202	276,624
K Dean Executive General Manager - * refer below	220,000	-	23,275	26,854	2,089	272,218	-	7,837	280,055
K Derbyshire Executive General Manager People, Culture & Strategy - ** refer below	95,689	-	10,004	10,459	1,222	117,374	18,840	(21,907)	114,307
S Grace Executive General Manager Compliance, Safety & Sustainability - *** refer below	144,155	-	15,348	18,834	1,599	179,936	-	10,018	189,954
A Somann-Crawford General Counsel/Company Secretary - Full Year	188,146	-	19,774	22,939	2,084	232,943	-	4,722	237,665
	1,762,967	-	166,568	186,677	16,875	2,133,087	18,840	28,262	2,180,189

* K Dean was employed as Executive General Manager Corporate Affairs for the full year and commenced additional management of the Compliance, Safety & Sustainability portfolio from 1 March 2021.

** K Derbyshire resigned from employment as Executive General Manager People, Culture & Strategy on 11 December 2020. Termination benefits included payout of accrued leave entitlements at the date of termination.

*** S Grace ceased the role as Executive General Manager Compliance, Safety & Sustainability on 1 March 2021.

No short-term incentive payments were made in the 2021 financial year due to COVID-19 and other business impacts.

Senior Executive remuneration notes and statements

Amounts are all forms of consideration paid, payable or provided by the Company.

- Base salary includes all forms of consideration paid and payable for services rendered, compensated absences during the period and salary sacrifice amounts.
- Short-term incentive payments are non-recurrent payments which depend on achieving specified performance goals within specified timeframes. These payments are capped at 15% of base salary as per the Guidelines for Tasmanian Government Businesses - Director and Executive Remuneration.
- Superannuation means the contribution to the superannuation fund of the individual.
- Vehicle benefits include motor vehicle allowances and the grossed up taxable value referable to a vehicle, the grossed up taxable value of the personal use component of operating expenses and the notional value of parking provided at premises that are owned or leased.
- Other monetary and non-monetary benefits includes all other forms of employment allowances (excludes reimbursements such as travel, accommodation or meals), salary continuance and death and disability insurance premiums, payment in lieu of leave, and any other compensation paid and payable to the Executive, either directly or indirectly.
- Termination benefits include all forms of benefit paid as a consequence of termination (accrued leave entitlements).
- Other long-term benefits includes current and non-current annual and long service leave provision movement.

Note 22. Key management personnel (KMP) disclosure continued

Senior Executive Remuneration

Remuneration levels are set in accordance with the Guidelines for Tasmanian Government Businesses - Director and Executive Remuneration. Under these Guidelines, remuneration bands for Chief Executive Officers are determined by the Government Business Executive Remuneration Panel, reflect the principles outlined in the Guidelines, and broadly align with State Service Heads of Agency. Positioning within the bands depends on the complexity and size of the business and the environment in which the business operates. Remuneration for other Senior Executives is set with reference to the Chief Executive Officer's salary.

The Chief Executive Officer is appointed by the Board. The Board consults with the Government Business Executive Remuneration Advisory Panel when determining the Chief Executive Officer's remuneration package.

The employment terms and conditions of Senior Executives are contained in individual employment contracts, which prescribe total remuneration, superannuation, annual and long service leave, vehicle and salary sacrifice provisions. In addition to their salaries, the Company also provides non-monetary benefits.

The performance of each Senior Executive and the Chief Executive Officer is reviewed annually which includes a review of their remuneration package. The terms of employment of each Senior Executive and the Chief Executive Officer contain a termination clause that requires the Senior Executive or the Board to provide a minimum notice period of up to 6 months prior to termination of the contract. Where contracts are for a fixed term, whilst not automatic the contract can be extended.

No Senior Executive appointed during the period received an incentive payment as part of his or her consideration for agreeing to accept or hold the position.

Short-term incentive payments

The Department of Treasury and Finance Guidelines associated with Director and Executive remuneration require that the Board set and monitor progress against performance targets for all Executives eligible for incentive payments. These targets are set in advance of the performance year for which they relate and are approved by the Board. The Company's Executive performance framework comprises five shared Company goals which all Executives are accountable for achieving before being eligible for an individual incentive payment, which is subsequently assessed based on achievement of individual targets.

The Company's goals relate to value creation in the critical areas of financial performance, safety and environment, organisational culture, stakeholder engagement, and compliance. The Chief Executive Officer is accountable for the achievement of all identified company targets.

Short-term incentive payments made to senior executives during the 2022 financial year totalled \$146,183. All Executives receiving an incentive payment met their stretch performance targets as defined in their individual Executive Stretch Target Performance Plan which includes individual, Company and divisional objectives, in accordance with Tasmanian Government Guidelines.

Short-term incentive payments paid to Senior Executives in the 2022 financial year were in relation to performance during the 2021 financial year.

Note 23. Auditors' remuneration

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Auditors' remuneration		
Audit of the financial statements	116,070	111,920
Internal audit	42,725	77,400
	158,795	189,320

Note 24. Operating lease arrangements

TasPorts, as lessor, has non-cancellable operating leases for infrastructure, land, wharves, berths, buildings and equipment contracted for.

The following table sets out a maturity analysis of lease payments, showing the undiscounted lease payments to be received after the reporting date:

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Year 1	10,538	9,783
Year 2	8,435	8,872
Year 3	7,211	7,582
Year 4	6,962	7,468
Year 5	6,615	6,770
Year 6 and onwards	54,977	60,300
Total	94,738	100,775

Note 25. Contingent assets

No contingent assets are noted in this or the prior financial period.

Note 26. Contingent liabilities

No contingent liabilities are noted in this or the prior financial period.

Note 27. Commitments

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Capital expenditure commitments		
Capital expenditure commitments contracted for:		
Capital expenditure projects and plant and equipment purchases		
Within one year	5,970	3,945

The capital expenditure commitments relate to infrastructure upgrades and plant and equipment.

Note 28. Related party transactions

Key management personnel

Disclosures relating to key management personnel are set out in note 22.

Transactions and obligations between related parties are on normal commercial terms and conditions no more favourable than those available to other parties unless otherwise stated.

Transactions and obligations with related parties during the year ended 30 June 2022 are as follows:

Subsidiaries

The business conducted by King Island Ports Corporation Pty Ltd (KIPC) was transferred into Tasmanian Ports Corporation Pty Ltd (TasPorts) effective from 1 July 2011. The ownership of property, plant and equipment purchased by KIPC prior to 30 June 2011 remains within KIPC. TasPorts leases these assets from KIPC at an amount equal to the depreciation on these assets. For 2022 the amount of rent paid was \$181,859 (2021: \$195,484).

Bass Island Line Pty Ltd (Bass Island Line) is a fully owned subsidiary of TasPorts established in February 2017 to provide shipping services to King Island.

TasPorts recognises as revenue from Bass Island Line for the following services at commercial rates:

	2022 \$	2021 \$
Sale of goods and services		
Tonnage fees	109,863	62,904
Wharfage fees	430,440	216,177
Mooring and pilotage fees	193,670	104,040
Stevedoring fees and equipment hire	609,295	601,490
Stock facility fees	6,318	-
Service fees	28,352	-
Infrastructure levy	71,582	-
	1,449,520	984,611

Note 28. Related party transactions continued

TasPorts also provides management services to Bass Island Line which are recharged at cost:

	2022 \$	2021 \$
Management services		
Employee related costs	525,859	544,227

Employee related costs are costs of direct labour provided by TasPorts to Bass Island Line. TasPorts also provides other corporate support, which is not charged.

Bass Island Line recognises as revenue from TasPorts for the following services at commercial rates:

	2022 \$	2021 \$
Sale of goods and services		
Freight revenue	415,339	379,826
Wharfage fees	38,534	30,993
Service and fuel surcharge fees	24,373	34,308
Infrastructure levy	4,204	-
	482,450	445,127

Joint Venture

Southern Export Terminals Pty Ltd (SET) was established in December 2016 as a Joint Venture between TasPorts (50%) and Qube Ports Pty Ltd (50%). SET operates a forest logistics business from the Hobart wharf precinct. TasPorts recognises as revenue from SET for the following services at commercial rates:

	2022 \$	2021 \$
Sale of goods and services		
Casual storage fees	37,681	67,972
Facility fees	114,576	206,193
Wharfage fees	301,213	360,577
Rental income	20,185	19,761
Weighbridge fees	21,070	15,533
Administration and expense recoveries	148,392	231,676
	643,117	901,712

Note 29. Parent entity information

The accounting policies of the Company, which have been applied in determining the financial information shown below, are the same as those applied in the financial statements of the Economic Entity.

Set out below is the supplementary information about the Parent entity.

Summarised statement of profit or loss and other comprehensive income

	PARENT 2022 \$'000	PARENT 2021 \$'000
Total revenue	133,443	104,718
Operating expenses	(113,964)	(101,269)
Trading profit/(loss) before tax	19,479	3,449
Income tax expense	(4,421)	(1,251)
Trading profit/(loss) after tax	15,058	2,198
Less impairment of controlled entities	(2,200)	(4,367)
Profit/(loss) after tax	12,858	(2,169)
Other comprehensive income for the year, net of tax	59,510	-
Total comprehensive income/(loss) for the year, net of tax	72,368	(2,169)

Summarised statement of financial position

	PARENT 2022 \$'000	PARENT 2021 \$'000
Total current assets	32,758	18,592
Total non-current assets	401,151	291,485
Total assets	433,910	310,077
Total current liabilities	39,670	37,767
Total non-current liabilities	92,703	43,141
Total liabilities	132,373	80,908
Net assets	301,537	229,169
Equity		
Issued capital	135,427	135,427
Infrastructure asset revaluation reserve	186,664	127,154
Retained earnings/(accumulated losses)	(20,554)	(33,412)
Total equity	301,537	229,169

Note 30. Interests in subsidiaries

Wholly controlled entities consolidated

NAME	PRINCIPAL PLACE OF BUSINESS / COUNTRY OF INCORPORATION	OWNERSHIP INTEREST	
		2022 %	2021 %
King Island Ports Corporation Pty Ltd	Australia	100.00%	100.00%
Flinders Island Ports Company Pty Ltd	Australia	100.00%	100.00%
Bass Island Line Pty Ltd	Australia	100.00%	100.00%

King Island Ports Corporation Pty Ltd retains ownership of infrastructure and operational assets. These assets are leased to TasPorts.

Flinders Island Ports Company Pty Ltd is an entity which did not trade during the year.

Bass Island Line Pty Ltd was established in February 2017 to provide shipping services to King Island.

The accounting policies of the Subsidiary, which have been applied in determining the financial information shown below, are the same as those applied in the Economic Entity.

Financial Support

TasPorts as the Parent entity has undertaken to provide financial support to Bass Island Line Pty Ltd.

Summarised statement of financial position

	BASS ISLAND LINE PTY LTD 2022 \$'000	BASS ISLAND LINE PTY LTD 2021 \$'000
Current assets	1,656	607
Non-current assets	8,857	9,298
Total assets	10,513	9,905
Current liabilities	15,811	13,248
Non-current liabilities	287	60
Total liabilities	16,098	13,308
Net assets/(liabilities)	(5,585)	(3,404)
Issued capital	11,117	11,117
Retained earnings/(accumulated losses)	(16,702)	(14,521)
Total equity/(deficiency)	(5,585)	(3,404)

Summarised statement of profit or loss and other comprehensive income

	BASS ISLAND LINE PTY LTD 2022 \$'000	BASS ISLAND LINE PTY LTD 2021 \$'000
Total revenue	7,303	4,406
Total expenses	(10,419)	(10,627)
Profit/(loss) before tax	(3,116)	(6,221)
Tax (expense)/benefit	935	1,866
Profit/(loss) after tax	(2,181)	(4,355)
Total comprehensive income/(loss) for the year	(2,181)	(4,355)

Note 31. Interests in joint ventures

NAME	PRINCIPAL PLACE OF BUSINESS / COUNTRY OF INCORPORATION	OWNERSHIP INTEREST	
		2022 %	2021 %
Southern Export Terminals Pty Ltd	Australia	50.00%	50.00%

Southern Export Terminals Pty Ltd is a Joint Venture in which TasPorts has 50% interest. Qube Ports Pty Ltd has the remaining 50% interest. The Joint Venture operates a forestry logistics business within the Macquarie Point wharf precinct in Hobart.

Southern Export Terminals Pty Ltd (SET) is a Joint Venture in which TasPorts has joint control.

The accounting policies of the Joint Venture, which have been applied in determining the financial information shown below, are the same as those applied in the Economic Entity. The Joint Venture was incorporated on 9 December 2016.

Financial Support

TasPorts as one of the controlling entities has undertaken to provide financial support to Southern Export Terminals Pty Ltd.

Summarised statement of financial position

	SOUTHERN EXPORT TERMINALS PTY LTD 2022 \$'000	SOUTHERN EXPORT TERMINALS PTY LTD 2021 \$'000
Current assets	596	551
Non-current assets	-	7
Total assets	596	558
Current liabilities	668	592
Total liabilities	668	592
Net assets/(liabilities)	(72)	(34)
TasPorts share of net assets/(liabilities) (50%)	(36)	(17)

Summarised statement of profit or loss and other comprehensive income

	SOUTHERN EXPORT TERMINALS PTY LTD 2022 \$'000	SOUTHERN EXPORT TERMINALS PTY LTD 2021 \$'000
Total revenue	2,663	4,041
Total expenses	(2,701)	(4,065)
Profit/(loss) before tax	(38)	(24)
Total comprehensive income/(loss) for the year	(38)	(24)
TasPorts share of total comprehensive income/(loss) for the year (50%)	(19)	(12)

Note 32. Reconciliation of profit/(loss) after income tax to net cash from operating activities

	ECONOMIC ENTITY	
	2022 \$'000	2021 \$'000
Profit/(loss) after income tax (expense)/benefit for the year	12,736	(2,189)
Adjustments for:		
Depreciation and amortisation	20,213	16,566
Impairment of plant and equipment	-	566
Net revaluation decrement reversal/(decrement) of infrastructure assets	930	-
Net loss/(gain) on disposal of non-current assets	1,870	(178)
Share of loss - associates	19	12
Finance costs (excl. interest on leased assets)	667	1,144
Change in operating assets and liabilities:		
Decrease/(increase) in trade and other receivables	(6,468)	1,944
Decrease/(increase) in inventories	(846)	79
Increase in deferred tax assets	(801)	(625)
Decrease/(increase) in accrued revenue	(6,401)	119
Increase in prepayments	(572)	(255)
Increase in other operating assets	(11,175)	(3,553)
Increase in trade and other payables	8,313	10,125
Increase/(decrease) in provision for income tax	774	(1,547)
Increase in deferred tax liabilities	3,479	150
Increase in employee benefits	126	1,147
Increase in other provisions	192	217
Increase/(decrease) in other operating liabilities	4,213	(79)
Net cash from operating activities	27,269	23,643

Note 33. Reconciliation of movements in liabilities to cash flows arising from financing activities

	BORROWINGS \$'000	LEASE LIABILITY \$'000	TOTAL \$'000
Balance at 1 July 2020	19,833	4,524	24,357
Repayment of loan	(5,614)	-	(5,614)
New loan	8,300	-	8,300
Leases capitalised per AASB 16	-	3,346	3,346
Payments for capitalised leases (excl. interest component)	-	(713)	(713)
Balance at 30 June 2021	22,519	7,157	29,676
Repayment of loans	(9,719)	-	(9,719)
New loans	16,650	-	16,650
Leases capitalised per AASB 16	-	8,520	8,520
Leases terminated per AASB 16	-	(931)	(931)
Payments for capitalised leases (excl. interest component)	-	(3,700)	(3,700)
Balance at 30 June 2022	29,450	11,046	40,496

Note 34. Ultimate owner

The ultimate owner of the Economic Entity is The Crown in Tasmania.

Note 35. Subsequent events

There has not been any other matter or circumstance that has arisen since the end of the financial year that has significantly affected or may significantly affect the operations of the Economic Entity, the results of those operations or the state of affairs of the Economic Entity in subsequent financial years.

Note 36. Company details

The registered office of the Company is:

90 - 110 Willis Street
Launceston
Tasmania 7250

Note 37. Other accounting policies

New and amended Australian Accounting Standards

The Economic Entity has determined there are no new and revised Standards and Interpretations issued by the Australian Accounting Standards Board (AASB) that are relevant to its operations and effective for an accounting period that begins on or after 1 July 2021.

The Economic Entity has not early adopted nor applied the following new and revised Australian Accounting Standards, Interpretations and Amendments that have been issued but are not yet effective:

STANDARD/AMENDMENT	EFFECTIVE FOR ANNUAL REPORTING PERIODS BEGINNING ON OR AFTER
AASB 2014-10 Amendments to Australian Accounting Standards – Sale or Contribution of Assets between an Investor and its Associate or Joint Venture, AASB 2015-10 Amendments to Australian Accounting Standards – Effective Date of Amendments to AASB 10 and AASB 128, AASB 2017-5 Amendments to Australian Accounting Standards – Effective Date of Amendments to AASB 10 and AASB 128 and Editorial Corrections, AASB 2021-7 Amendments to Australian Accounting Standards – Effective Date of Amendments to AASB 10 and AASB 128 and Editorial Corrections	1 January 2023 and 1 January 2025
AASB 2020-1 Amendments to Australian Accounting Standards – Classification of Liabilities as Current or Non-current and AASB 2020-6 Amendments to Australian Accounting Standards – Classification of Liabilities as Current or Non-Current – Deferral of Effective Date	1 January 2023
AASB 2020-3 Amendments to Australian Accounting Standards – Annual Improvements 2018-2020 and Other Amendments	1 January 2022
AASB 2021-2 Amendments to Australian Accounting Standards – Disclosure of Accounting Policies and Definition of Accounting Estimates	1 January 2023
AASB 2021-5 Amendments to Australian Accounting Standards – Deferred Tax related to Assets and Liabilities arising from a Single Transaction	1 January 2023
AASB 2022-1 Amendments to Australian Accounting Standards – Initial Application of AASB 17 and AASB 9 – Comparative Information	1 January 2023

INDEPENDENT AUDITOR’S REPORT

To the Members of Tasmanian Ports Corporation Pty Ltd Report on the Audit of the Consolidated Financial Report



Independent Auditor’s Report
To the Members of Tasmanian Ports Corporation Pty Ltd
Report on the Audit of the Consolidated Financial Report

Opinion

I have audited the financial report of the Tasmanian Ports Corporation Pty Ltd (the Company) and its subsidiaries (the Group), which comprises the consolidated statement of financial position as at 30 June 2022, the consolidated statements of profit or loss and other comprehensive income, changes in equity and cash flows for the year then ended, notes to the financial statements, including a summary of significant accounting policies and the directors’ declaration.

In my opinion, the accompanying financial report of the Group is in accordance with the *Corporations Act 2001*, including:

- (a) giving a true and fair view of the Group’s financial position as at 30 June 2022 and of its financial performance for the year then ended
- (b) complying with Australian Accounting Standards and the *Corporations Regulations 2001*.

Basis for Opinion

I conducted the 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 am independent of the Group in accordance with the auditor independence requirements of the *Corporations Act 2001* and the ethical requirements of the Accounting Professional and Ethical Standards Board’s APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* (the Code) that are relevant to my audit of the financial report in Australia. I have also fulfilled my other ethical responsibilities in accordance with the Code.

The *Audit Act 2008* further promotes the independence of the Auditor-General. The Auditor-General is the auditor of all Tasmanian public sector entities and can only be removed by Parliament. The Auditor-General may conduct an audit in any way considered appropriate and is not subject to direction by any person about the way in which audit powers are to be exercised. The Auditor-General has for the purposes of conducting an audit, access to all documents and property and can report to Parliament matters which in the Auditor-General’s opinion are significant.

I confirm that the independence declaration required by the *Corporations Act 2001*, was provided to the directors on the same date as this auditor’s report and is included in the Directors’ Report.

INDEPENDENT AUDITOR’S REPORT

To the Members of Tasmanian Ports Corporation Pty Ltd Report
on the Audit of the Consolidated Financial Report

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

Key Audit Matters

Key audit matters are those matters that, in my professional judgement, were of most significance in my audit of the financial report of the current period. These matters were addressed in the context of my audit of the financial report as a whole, and in forming my opinion thereon, and I do not provide a separate opinion on these matters.

Why this matter is considered to be one of the most significant matters in the audit	Audit procedures to address the matter included
Valuation of infrastructure assets <i>Refer to note 9</i>	
The carrying amount of the Group’s infrastructure assets, which include land and buildings, land infrastructure, wharves and harbour improvements (the assets), totalled \$271.98 million as at 30 June 2022. This accounted for 63% of total assets. The assets are measured at fair value which involves significant judgement and estimation. Full valuations are performed on a cyclical basis, with a full revaluation undertaken by an external expert during the financial year.	<ul style="list-style-type: none">Assessing the scope, expertise and independence of the expert engaged in the valuation.In conjunction with valuation specialists:<ul style="list-style-type: none">evaluating the appropriateness of the external valuation methodology applied to determine fair valuesassessing the appropriateness and mathematical accuracy of income modelscritically assessing the reasonableness of key assumptions employed in income models such as the growth rates, capital expenditure and working capital forecasts against historic performance and approved budgetsassessing the appropriateness of discount rates used to present value future cash flows.Evaluating the adequacy of relevant disclosures in the financial report, including those regarding key assumptions used.

Other Information

The directors are responsible for the other information. The other information comprises the information included in the Company’s Directors’ Report for the year ended 30 June 2022, but does not include the financial report and my auditor’s report thereon.

INDEPENDENT AUDITOR’S REPORT

To the Members of Tasmanian Ports Corporation Pty Ltd Report
on the Audit of the Consolidated Financial 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 have nothing to report in this regard.

Responsibilities of the Directors for the Financial Report

The directors of the Company are responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards, and the *Corporations Act 2001* and for such internal control as the directors determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the directors are responsible for assessing the Group’s ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the Group or to cease operations, or have no realistic alternative but to do so.

Auditor’s Responsibilities for the Audit of the Financial Report

My objectives 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 the 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 this financial report.

As part of an audit in accordance with the Australian Auditing Standards, I exercise professional judgement and maintain professional scepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. 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.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group’s internal control.

INDEPENDENT AUDITOR'S REPORT

To the Members of Tasmanian Ports Corporation Pty Ltd Report
on the Audit of the Consolidated Financial Report

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the directors.
- Conclude on the appropriateness of the directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify my opinion. My conclusion is based on the audit evidence obtained up to the date of my auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the financial report. I am responsible for the direction, supervision and performance of the Group audit. I remain solely responsible for my audit opinion.

I communicate with the directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

I also provide the directors with a statement that I have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on my independence, and where applicable, actions taken to eliminate threats or safeguards applied.

From the matters communicated with the directors, I determine those matters that were of most significance in the audit of the financial report of the current period and are therefore the key audit matters. I describe these matters in my auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, I determine that a matter should not be communicated in my report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.



Jeff Tong
Assistant Auditor-General
Delegate of the Auditor-General
Tasmanian Audit Office

21 September 2022
Hobart

CONTACT

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