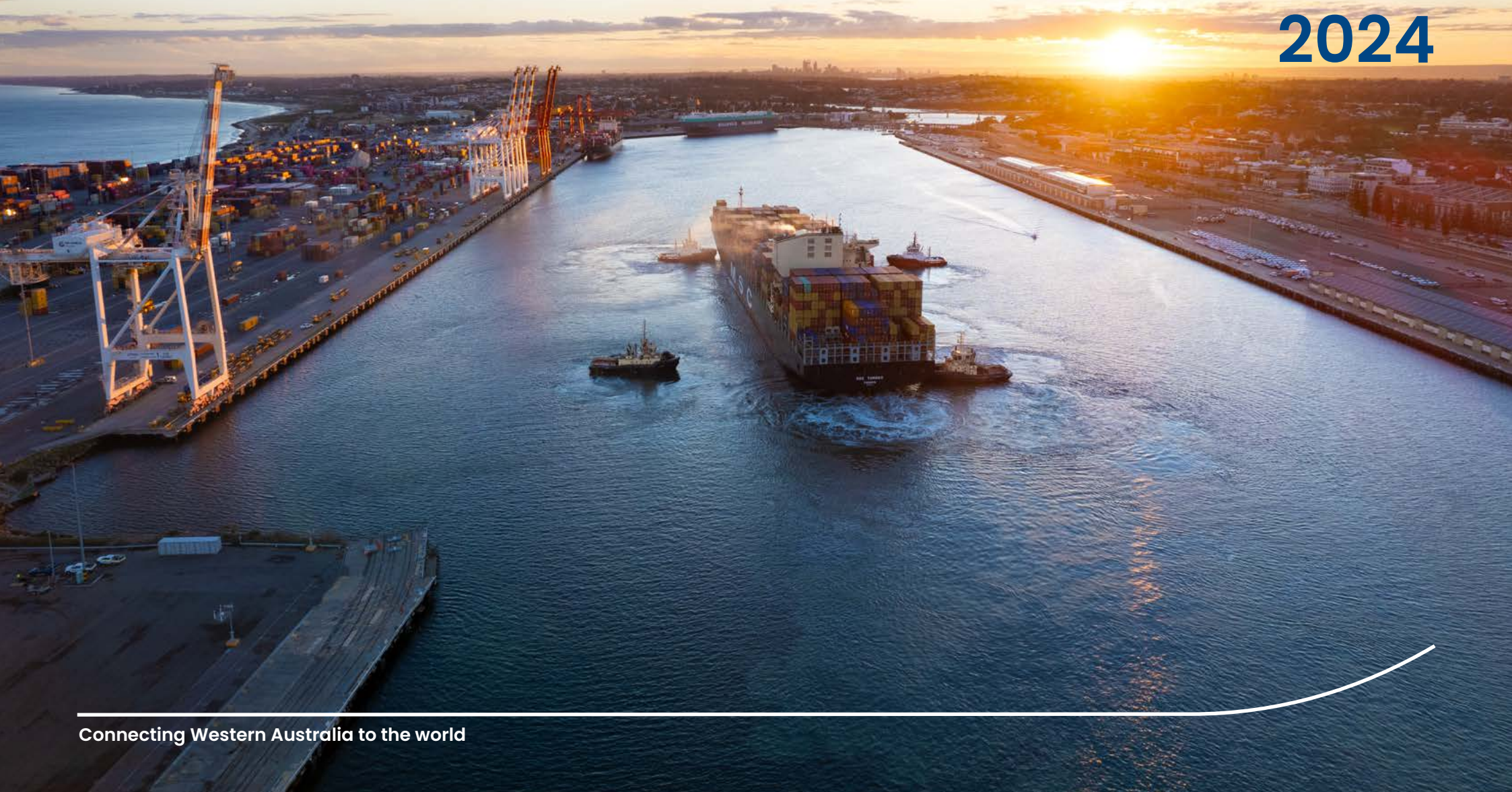




Fremantle Ports Annual Report 2024





Statement of compliance

To the Hon David Michael, MLA

Statement of compliance to the Hon David Michael, MLA Minister for Mines and Petroleum; Ports; Local Government; Road Safety; Minister Assisting the Minister for Transport. In accordance with the provisions of the *Government Trading Enterprise Act*, the *Port Authorities Act 1999* the *Financial Management Act 2006* and other relevant legislation, I hereby submit for your information and presentation to the Parliament of Western Australia the annual report for the Fremantle Port Authority, which trades as Fremantle Ports, for the year ended 30 June 2024.

Chris Sutherland
Chair
Board of Directors

Thank you for taking the time to read our annual report. The report tells our story for the financial year 2023-24 and is intended to inform you - our customers, communities, stakeholders, and others - about the organisation of Fremantle Ports, our financial and operational performance for the year, strategic direction, priorities, challenges and our contribution to the economy.

We aim to present a document that clearly sets out an account of the year's activities and the context in which that occurred. It also makes clear our governance arrangements. The report was provided, as required, to the Minister for Mines and Petroleum, Ports and Road Safety, and later tabled before the Parliament of Western Australia.

Kaya Wanju Nidja
Gnaala Karla Booja and Whadjuk Booja

Fremantle Ports acknowledges the Noongar people as the traditional custodians of port land and waters and pays respect to their Elders, past and present.

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Overview

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Kwinana Bulk Terminal:
New clinker import circuit project

About us

Fremantle Ports is a government trading enterprise (GTE) owned by the Western Australian Government. Its purpose is to facilitate trade through the Port of Fremantle.

Fremantle Ports is responsible for the operation of Western Australia's largest general cargo port, comprising three precincts – North Quay and Victoria Quay adjacent to the city of Fremantle and Kwinana Port, which includes Kwinana Bulk Terminal and Kwinana Bulk Jetty as well as the CBH grain terminal and the bp and Alcoa jetties in Cockburn Sound.

The Port of Fremantle handles more than 99 per cent of Western Australia's container trade and is the fourth-largest and one of the most efficient container ports in Australia. North Quay and Victoria Quay (east) also facilitate vehicle imports, cruise ships, non-containerised cargo such as machinery, steel, heavy equipment, livestock and scrap metal, as well as research, naval and specialist vessels or ships that are laid-up. The heritage-listed Fremantle Passenger Terminal is owned and operated by Fremantle Ports and is one of two cruise terminals in Australia that can berth two large passenger ships at once.

Kwinana Bulk Terminal (KBT) and Kwinana Bulk Jetty (KBJ) as components of Kwinana Port, handle bulk commodities including cement clinker, petroleum products, silica sand, bitumen, fertilisers and sulphur. Kwinana Bulk Terminal and Kwinana Bulk Jetty are owned and operated by Fremantle Ports, while separate jetty facilities are privately operated by Alcoa, bp and CBH Group.

Fremantle Ports provides and maintains shipping channels in Gage Roads and Cockburn Sound, berths, navigation aids, seawalls, and road and rail infrastructure within the port environs that allow port users to conduct their operations effectively. Other services provided include pilotage, towage, ship monitoring

and scheduling, berth allocation, mooring, port communications, security, hazardous cargo services, quarantine, waste disposal, property management, stevedoring, power distribution, lighting and bulk terminal receipt and dispatch.

Fremantle Ports operates predominantly according to a landlord port model common worldwide, working hand in hand with private sector partners in the overall provision of port services. A modern port is a complex operation with significant logistical integration both within and outside of the port precinct. Such services provided by private sector partners include container stevedoring, non-containerised and bulk cargo stevedoring, towage, line boats, bunkering, shipping agencies, ship provisioning, road and rail transport, freight forwarding, customs clearance and fumigation.

Fremantle Ports licenses various port services, including non-exclusive contracts with the private sector for towage and pilotage. Together, Kwinana Port, North Quay and Victoria Quay make up the three precincts that comprise the Port of Fremantle. Readers should note that in this year's report, these precinct names are used, where appropriate, instead of the previously-utilised generic terms of Inner Harbour and Outer Harbour.



Our vision

North Quay - Optimisation:

a modernised port pursuing continuous improvement and excellence

Kwinana Port - Expansion:

A port with significantly increased capacity through a multi-billion dollar investment program

Victoria Quay - Transformation:

A vibrant waterfront destination for tourism and trade

See precinct maps pp151-153



Linesboats carry lines between vessels and the shore.

A snapshot of the year

Trade

Trade was strong this year, with total containers handled up 5.8 per cent to 856,526 TEU and new motor vehicle imports up 12.5 per cent to 128,239. However, overall trade tonnage was down 4.9 per cent, from 31.3 million tonnes last year to 29.7 million tonnes this year due to a reduced grain harvest following the previous bumper growing season. The total value of trade was \$45.18 billion.

Financial performance

We recorded a profit-before-tax of \$78.1m, up from \$67m last year and above our budget target of \$65.1m. Our rate of return was 9.1 per cent, up from 8.7 per cent last year.

Maritime operations

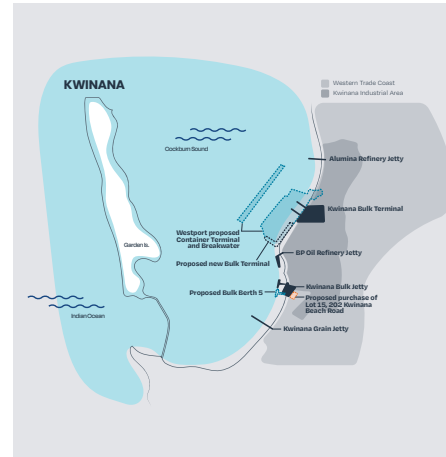
We awarded a contract to replace our Vessel Traffic Management Information system and implemented new OPX seaport software to improve safety and efficiency. We also led the national debate on vessel and pilot ladder vetting, putting in place stringent pre-arrival requirements for arriving ships.



Safety pause at KBJ



The KBT clinker dome



Precinct: Kwinana Port



Curtin Indigenous Enabling program

Safety

We worked hard to achieve a step-change in safety. Our leading and lagging safety indicators improved or remained steady this year, and we embedded new initiatives to support our people to work more safely.

Assets

This year we invested in new assets, particularly construction of an \$87m cement clinker import circuit at Kwinana Bulk Terminal and \$8m for two new Berkeley class pilot boats, built locally. We also made substantial capital commitments to maintain and upgrade existing assets including jetties, bollards and fendering, for efficiency, safety and longevity.

Planning

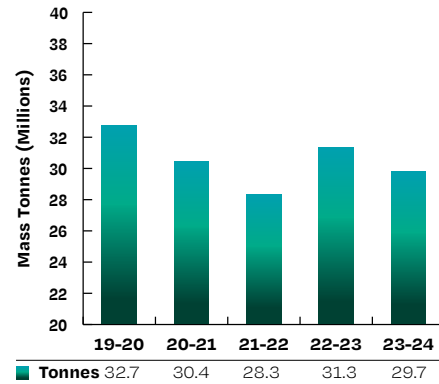
We progressed a refresh of our 2027 Strategic Plan, which will be launched later this year addressing safety, sustainability, people and culture, assets and customers and partners. Separate exhaustive planning work assessed future trade trends and how we can respond to them most effectively in the years ahead. A precinct-oriented planning approach was taken, to improve delivery.

Community and customers

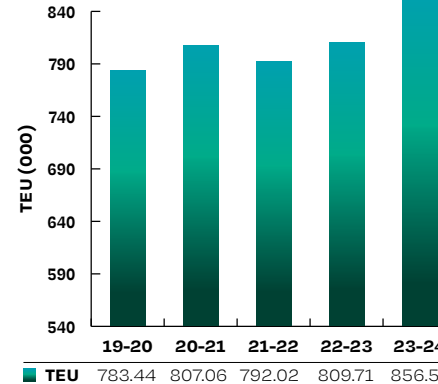
We communicated with local communities and our stakeholders on issues, including optimal trade facilitation, Indigenous reconciliation, public use of South Mole and maintenance dredging. We worked with government and partners on improving Victoria Quay, leading with the Western Australian Maritime Museum forecourt place enhancement project.

Key business results

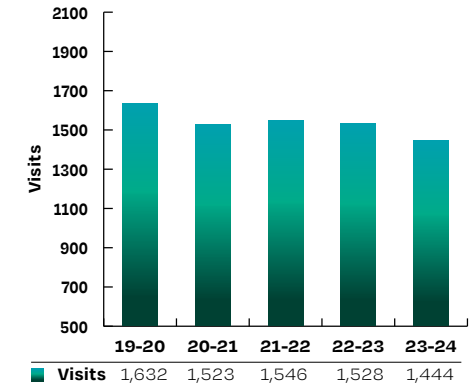
Total Port Trade



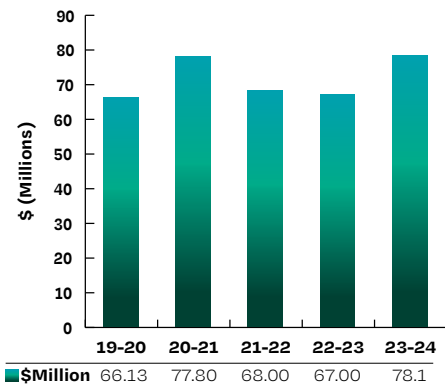
Total Container Trade (TEU)



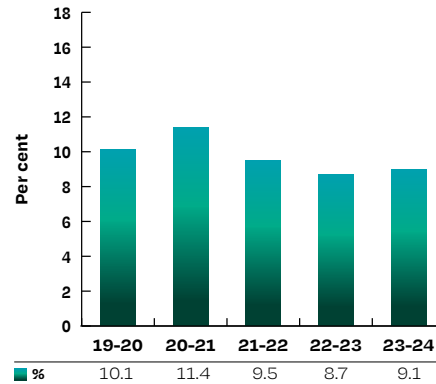
Total Ship Visits (excluding Naval)



Operating Profit Before Income Tax Equivalent

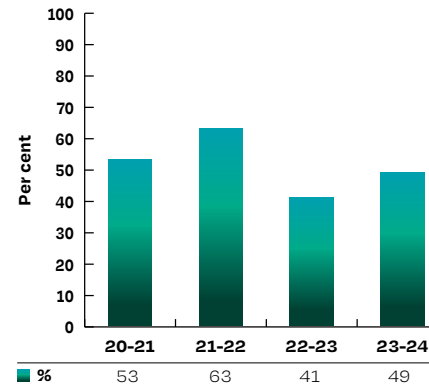


Economic Rate of Return on Assets



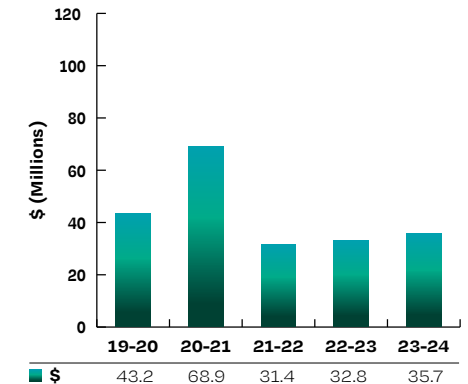
The Economic Rate of Return is based on assets valued at deprival value.

Customer level of overall satisfaction with Fremantle Ports services



Target range of >80%.

Fremantle Ports' Contributions to State Government



Chair's foreword

Fremantle Ports continued looking to the future in 2023-24, a year where the Board and Executive's attentions were largely focused upon high-order planning for how the organisation might best support the future trade requirements of the State, its people, importers and exporters.



Chris Sutherland
Chair
Board of Directors

"Significant work was undertaken to refresh our 2027 Strategic Plan to better articulate the challenges of each of the three defined precincts - North Quay, Victoria Quay and Kwinana Port. Future trade forecasts were updated and future asset requirements reassessed."

This planning work was inevitably multi-faceted and required close collaboration with State Government, other government agencies, stakeholders and of course our customers, both to understand what port activities and assets will be required in the future and how we should prepare ourselves for future challenges.

Significant work was undertaken to refresh our 2027 Strategic Plan to better articulate the challenges of each of the three defined precincts - North Quay, Victoria Quay and Kwinana Port. Future trade forecasts were updated and future asset requirements reassessed. Each precinct requires a particular focus and the development of plans for each was valuable work. The refreshed Plan will come into effect in the new financial year and aligns with concurrent Westport and Future of Fremantle planning.

The Board, in particular, recognised the criticality of Kwinana Port's bulk facilities and the roles of Kwinana Bulk Terminal and Kwinana Bulk Jetty in supporting industry. The State Government's announcement in November 2023 of a preferred design and location for a new container port, aligning with new bulk facilities to its south, was an important milestone, providing clarity that will inform allied future precinct planning.

Additionally, a focus has been to ensure continuing effective port operations as sections of Victoria Quay and North Quay are transformed for new purposes, including tourism over time. In this, Fremantle Ports was fully engaged with Future of Fremantle deliberations.

In February, a large fire at the Kwinana Bulk Jetty facility caused significant disruption to operations with implications for customers, ship owners and others. I commend the first responders and all involved in the response and subsequent recovery work.

The tragic passing of Chief Executive Officer Michael Parker in April was a profound shock to our entire team and the wider industry. Michael was an outstanding leader who firmly put his stamp on the organisation over three years leading Fremantle Ports. Most notably, his contribution was broad, emphasising change and touching all aspects of the organisation and its activities. In a relatively short period, he set the organisation on a sound course of asset renewal, transformed the approach to safety and introduced organisational and cultural reforms that I am confident will continue to have a positive impact in years to come. Michael's relationship with the Board was of the highest

order, its hallmarks being incisive analysis, frank dialogue, respect and collaboration. Michael's successor Jodie Ransom was welcomed into the CEO role in July 2024 and the Board is committed to supporting her in leading the existing program of works which Michael established so successfully.

Throughout the year, we worked closely with our partners at all levels, and I thank them for their support, feedback and advice. In particular, I wish to thank our Minister, the Hon. David Michael MLA, and his staff for their support and guidance. This strong relationship is greatly appreciated.

In conclusion, the organisation is well-positioned to deliver on the challenges before it, including asset development, facilitating ever-increasing trade, meeting our sustainability commitments, working safely, listening to our customers, and continuing to retain the community's support. I commend this annual report to readers.

Chris Sutherland

Chair
Board of Directors

We moved a record number of containers of 856,526 TEU, up from 809,709 TEU last year.



Chief Executive Officer's report

In what can best be described as an eventful year, Fremantle Ports successfully continued its journey of organisational transformation and planning for a future that will see increased demands for effective trade facilitation.



Jodie Ransom
Chief Executive Officer

"Fremantle Ports' financial performance was sound, recording a profit-before-tax of \$78.1m, well above the projected target of \$65.1m, with a rate of return of 9.1 per cent."

In terms of trade, 2023-24 was a generally strong year in important categories, despite overall trade tonnage declining 4.9 per cent from 31.3 million tonnes last year to 29.7 million tonnes this year. The notable contributing cause of this fall was Western Australia's bumper grain exports last year not being repeated.

However, the important container trade grew strongly, up 5.8 per cent to 856,526 TEU, the highest annual figure ever achieved by the Port of Fremantle. New motor vehicle imports rose 12.5 per cent to 128,239, seeing Victoria Quay handle an unprecedented throughput. Both trends reflected a resilient Western Australian economy and population growth.

Fremantle Ports' financial performance was sound, recording a profit-before-tax of \$78.1m, well above the projected target of \$65.1m, with a rate of return of 9.1 per cent.

The sudden death of our CEO Michael Parker in April was a tragic occurrence felt deeply by staff. Michael's leadership of Fremantle Ports was widely recognised by Government, industry and community figures. He successfully championed a new visionary

strategic plan inclusive of asset sustaining and development projects, supported by a fit for purpose organisational structure. The reform agenda he and the Board established will continue.

This year, Fremantle Ports made strong progress in a range of areas. In asset development, construction of the new cement clinker import circuit in Kwinana neared completion and it will be commissioned during 2024. It is a facility vital to the Western Australian economy that will introduce significant new efficiencies for the port, shippers and customers. Two new pilot boats were also constructed this year in Western Australia and are scheduled to enter service by August 2024, ensuring safe and efficient pilot transportation and transfers.

We invested in detailed planning for future asset requirements and invested in upgrading the assets we already have, including jetty and berth remediation, commencement of a necessary bollard-replacement program and new fendering on Victoria Quay. Managing ageing assets has required repair or renewal and much work went into a programmatic approach to this.



**Fremantle Ports
from Fleet Street.**

For our workforce, a leadership capability framework was introduced, as well as a 'total care' wellbeing program for all employees. Like most organisations, managing staff turnover required constant focus.

Pleasingly, we continued our safety improvement journey and total recordable incidents continued their downward trend from the previous year. Our safety emphasis remains on implementing sound systems and procedures, vigilant hazard reporting, quality investigations and fostering a culture of safety.

The year was notable for stronger relationships with our partners across the spectrum, underpinned by a belief that the most beneficial outcomes will be achieved through collaboration. Whether government partners at all levels, customers, industry peak bodies or the public, time was invested in progressively

building links that will support our strategic direction in the years ahead. Finally, I wish to thank all staff and the management team for their hard work. I am grateful for the support from the Minister for Ports the Hon. David Michael MLA and our Board of Directors during the year and their guidance on the multitude of challenges and opportunities we encountered.

Jodie Ransom

Chief Executive Officer

Operational structure

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At KBT the Bitou Bush infestation has steadily declined from 1268 plants identified in the 2012 survey, to no plants in the 2024 survey.



The Fremantle Ports Administration Building is an architectural landmark.

Legislative framework

Fremantle Ports is a government trading enterprise (GTE) responsible to the Minister for Ports and established and managed under the *Port Authorities Act 1999* and the *Government Trading Enterprises Act 2023*. We are dedicated to maintaining the highest standards of compliance with all applicable laws, regulations and industry standards. Our commitment to compliance not only protects our organisation, but also strengthens the trust and confidence of our stakeholders.

We stay abreast of legislative changes through legal and regulatory subscriptions, recorded in a significant legislative obligations register, which allows us to proactively revise our policies, procedures and ways of working, to ensure we remain compliant with

relevant legislation and industry standards. As we move forward, we will continue to prioritise compliance and ethical business practices in all aspects of our operations, ensuring a responsible and sustainable future for Fremantle Ports.

Our Board of Directors

Steve Lewis

Debra Blaskett

Chris Sutherland
Chair

Anne Nolan

Glen McLeod

Kate Lewins

Kim Horne
Deputy Chair



Chris Sutherland

Chair

Chris Sutherland, appointed as Chair in January 2023, is an experienced executive and director with strong leadership, board, management and operational experience. For 20 years, Chris was in various engineering and management roles with leading engineering companies including Clough and WorleyParsons. Chris was Managing Director and Group CEO of Programmed from January 2008 to September 2019. Chris is currently a non-executive Director of Matrix Engineering & Composites Ltd (ASX - MCE), Chair of Copper Search Ltd (ASX - CUS) and President of Fremantle Football Club (AFL). His qualifications include a B.Eng (Civil) UWA (Hons) 1985. He undertook the Advanced Management Program at Harvard Business School in 2001.

Expiry of present term:
31 December 2024

Kim Horne

Deputy Chair

Kim Horne, appointed to the Board in February 2018, has worked in Western Australia and internationally as a senior executive in the mining industry for Alcoa for almost 45 years. He has extensive history in industry groups, and non-profit and government organisations in non-executive roles. Kim has chaired boards for privately owned transport and mining contracting companies. He previously served on the Esperance Port Authority Board. Kim is a graduate of the University of Western Australia's management education program and has completed numerous courses in most aspects of business management. Kim is Chair of the Board's People, Safety, Environment and Communications Committee.

Expiry of present term:
31 December 2025

Anne Nolan

Anne Nolan, appointed to the Board in February 2018. She has had a distinguished career with the Western Australian Public Service. Anne is an economist with broad public policy experience in microeconomic reform, energy, infrastructure, tax and Commonwealth-State relations. She has held positions including Director-General, Department of Finance, Department of State Development; Deputy Director-General, Department of the Premier and Cabinet; Coordinator of Energy and Executive Director (Economics), Department of Treasury. Anne is currently a Board member of the Australian Energy Market Operator and WA Symphony Orchestra. Anne is Chair of the Audit and Risk Committee.

Expiry of present term:
31 December 2025

Debra Blaskett

Debra Blaskett, appointed to the Board in January 2021, was previously an Executive at Perth Airport where she was responsible for Corporate Services including risk, governance, safety, environment, people and culture, and corporate affairs. Prior to joining Perth Airport, Debra held several senior positions in the Commonwealth public service across the portfolios of Australian External Territories Administration, aviation, maritime and offshore oil and gas security regulation. Debra is currently Chair of the Western Australian Forest Products Commission and was previously Deputy President of the Board of the Tourism Council of Western Australia. Debra holds a Bachelor of Jurisprudence, Bachelor of Laws, Bachelor of Arts (Hons), and is a Graduate of the Australian Institute of Company Directors and Fellow of the Governance Institute of Australia.

Expiry of present term:
31 December 2024

Kate Lewins

Kate Lewins, appointed to the Board in February 2020, is a Professor of Law at Murdoch University. Kate has specialised in shipping and transport matters for 30 years. Kate was a senior associate at a national law firm before joining Murdoch University in 1997. Kate completed her undergraduate law studies at UWA, holds an LLM (specialising in maritime law) from University of Southampton, and a PhD from Murdoch University. Kate is Academic Fellow of the Centre for Maritime Law at the National University of Singapore, where she teaches into their specialist LLM. She is a member of the Maritime Law Association of Australia and New Zealand, and Women's International Shipping and Trading Association.

*Expiry of present term:
30 June 2026*

Glen McLeod

Glen McLeod, appointed to the Board in November 2020, is a lawyer with more than 45 years' experience in environmental, town planning, government and development law. He has held senior positions in major law firms in Perth and London. In 2012, he established Glen McLeod Legal, which continues to operate. He is a Councillor of the Urban Development Institute (WA), sits on the council of the International Bar Association's Section on Energy, Environment, Resources and Infrastructure Law and was a member of the WA Environmental Protection Authority for over nine years. He is also Deputy Chair of the WA Law Society's Environment Town Planning and Local Government Committee and a Fellow of the Royal Society of Arts. Glen is an Adjunct Professor at Murdoch University, where he teaches environmental and town planning law.

*Expiry of present term:
30 June 2026.*

Steve Lewis

Steve Lewis, appointed to the Board in July 2023, was previously CEO of Southern Ports between 2019 and 2023, following a long career in ports as a recognised industry leader. At Southern Ports he oversaw transformational major projects, including completing the amalgamation of the ports of Albany, Bunbury, and Esperance beginning in 2014. Previously he served as interim CEO at Mid West Ports Authority and as CEO of North Queensland Bulk Ports Corporation after serving as CEO of the Dampier Port Authority (now Pilbara Ports) for 11 years. Mr Lewis holds an MBA from Curtin University, is a graduate member of the Australian Institute of Company Directors and fellow of the Australian Institute of Management. He is a former director of Ports Australia and former treasurer of the Queensland Ports Association.

*Expiry of present term:
30 June 2025*

Our Executive Leadership Team

Roger Makins
General Manager
Assets and
Services

David Fletcher
General
Manager, People,
Safety and
Environment

Thor Elliott
Acting General
Manager
Operations

Jodie Ransom
Chief Executive
Officer

Jamie Allardice
General Manager
Commercial and
Customer

Alison Sanderson
General Counsel
and General
Manager
Governance and
Assurance

Sami Zouad
General Manager
Strategy,
Planning and
Performance

David Good
Chief Financial Officer
and General Manager
Corporate Services



Jodie Ransom

Chief Executive Officer

Jodie Ransom joined Fremantle Ports in May 2023 from Svitzer Australia, where she was General Manager, West (covering operations in Western Australia, Northern Territory and Papua New Guinea). Jodie's career over the previous three decades commenced as a seafarer with BHP Transport before progressing into management, operational, commercial and supply chain roles, including with MUR Shipping Australia, CBH Group and Alcoa. As a leader in her field, Ms Ransom has a strong reputation, including as a previous member of the Freight and Logistics Council of Western Australia and former Board member for the Kimberley Port Authority. Jodie holds formal qualifications in leadership and the marine industry. Jodie was Acting CEO from 8 April 2024 to June 30, 2024, and appointed substantively to the position, effective 1 July 2024.

Roger Makins

General Manager Assets and Services

Roger Makins joined Fremantle Ports in July 2020 and previously held senior management roles in both the public and private sector. He joined Fremantle Ports from the Water Corporation where he was Head of Engineering. Prior to this he held the positions of General Manager Mining, and Business Development at Calibre Global. He has extensive experience in developing and leading teams undertaking and providing asset management services in power utilities, mining and mineral processing organisations and water utilities. Roger has master's level tertiary qualifications in mechanical engineering and business administration respectively and is a graduate member of the Australian Institute of Company Directors.

David Good

Chief Financial Officer and
General Manager Corporate Services

David Good joined Fremantle Ports in May 2022, having previously held the position of CFO and Company Secretary of the Hawaiian Group. He has held senior financial roles in a range of different industries, including financial services, aviation and property. During his 20 years of experience, he has developed a keen interest in safety performance. David holds a Bachelor of Commerce, is a Chartered Accountant and a graduate member of the Australian Institute of Company Directors.

Jamie Allardice

General Manager Commercial
and Customer

Jamie Allardice has over 25 years of experience working across supply chains, logistics and shipping in various senior management and commercial roles. Jamie joined Fremantle Ports from Toll Group where he was Vice President of the Global Forwarding division in Western Australia. Prior to that, Jamie was Head of Project Logistics for ANZ at Ceva Logistics and, earlier, General Manager, North, South & West Australia and Country Head of Oil & Gas for Bollore Logistics (formerly SDV). Jamie has significant international experience working with a diverse range of clients and stakeholders. Jamie has a strong reputation as a leader in his field and was elected as State Chairman for Shipping Australia, Jamie regularly engages in community development and mentorship programs and he has a strong personal focus on workplace culture, industry collaboration and personnel development. Jamie holds tertiary qualifications in business and leadership.

Alison Sanderson

General Counsel and General Manager Governance and Assurance

Alison Sanderson is a highly experienced lawyer, with over 16 years' experience in contracts, construction, infrastructure, projects, engineering, mining and resources, property, disputes and legal management. She holds a Bachelor of Arts (Mass Communication) and a Bachelor of Laws. Alison joined Fremantle Ports after holding the position of Acting Vice-President Legal and Corporate Affairs at Gold Fields Australia. She has previously been a Special Counsel at Newmont Australia and Warlows Legal and a Senior Associate at top tier legal firm Minter Ellison. She established and ran her own company as a Legal Practitioner Director, providing legal secondment services to businesses.

Thor Elliott

Acting General Manager Operations

Thor Elliott's substantive role is Manager Operations Inner Harbour. Thor oversees activities related to Inner Harbour operations ensuring efficient port management, which he has undertaken since March 2021. His wealth of experience and knowledge across the business has been invaluable in contributing towards the success of Fremantle Ports operations. Thor has a Graduate Certificate in Business and was a former board member (Treasurer) of the Australian Cruise Association. Thor has been the Acting General Manager Operations since April 2024.

David Fletcher

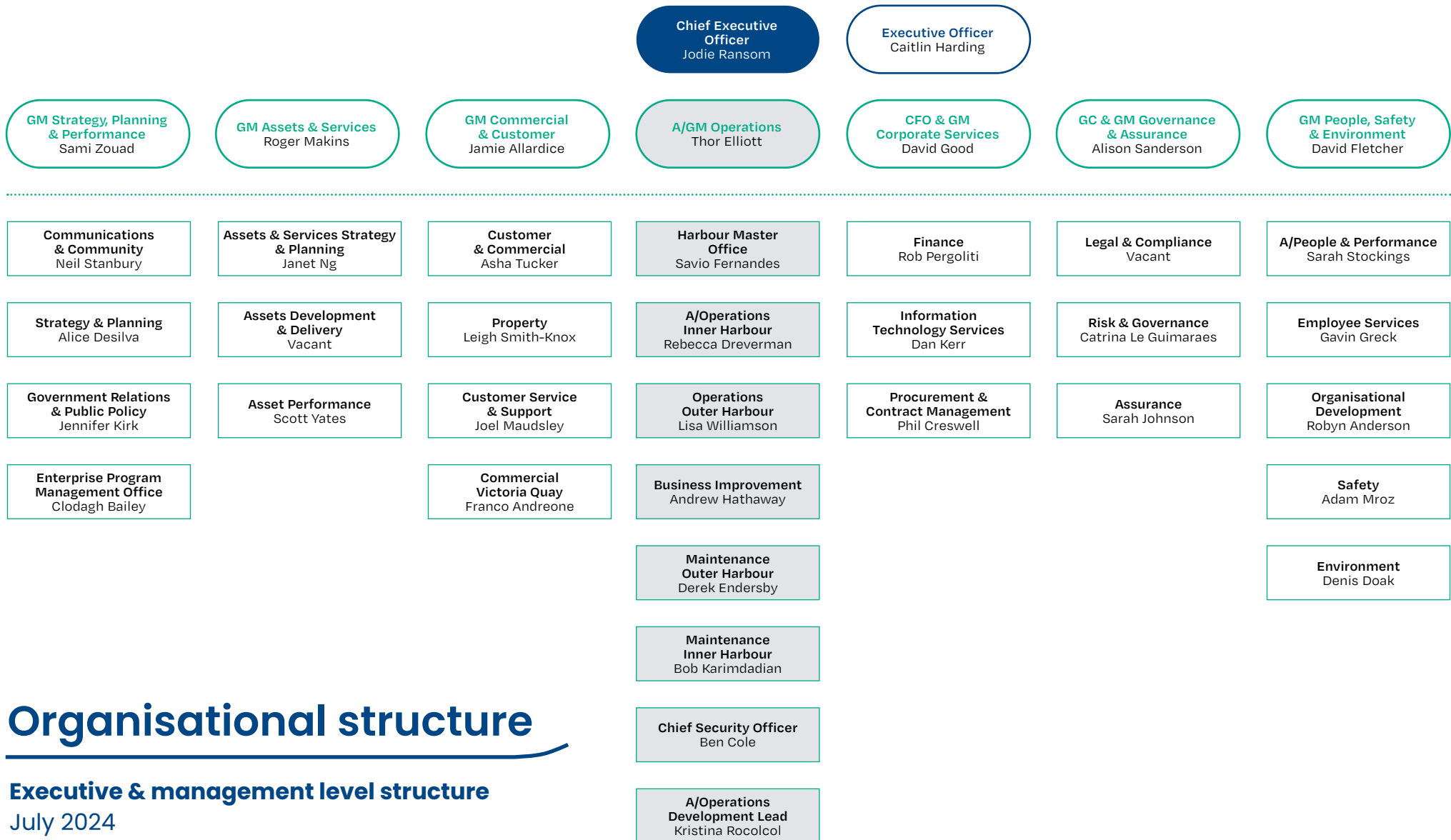
General Manager, People, Safety and Environment

David Fletcher is a seasoned global executive with 30 years of experience working in human resources, safety, environmental and change management roles across mining, industrial processing and oil and gas. He holds a suite of qualifications including a Bachelor of Science, Master of Science (Management of Natural Resources) and various Human Resources, OHS and Executive & Organisational Coaching accreditations. David joined Fremantle Ports after spending more than ten years at Tronox where he most recently held the positions of Vice President Change Management and VP People, Safety & Environment for their global operations which comprised over 6,000 personnel spread across more than a dozen countries.

Sami Zouad

General Manager Strategy, Planning and Performance

Sami Zouad joined Fremantle Ports in March 2023 and brings extensive experience in strategy formulation and implementation to his new role. He joined Fremantle Ports from Jemena where he held the position of General Manager, Business Development Western Australia for the past three years. Prior to this role, he held the positions of Chief Financial Officer and General Manager Commercial Services at Horizon Power and Manager Strategy and Innovation at Synergy, leading both organisations' new strategy development and implementation. Sami holds a Master of Business Administration from Columbia Business School in New York, and a Masters in Engineering (Optics and Physics) from the Institut d'Optique Graduate School in France.



Organisational structure

Executive & management level structure

July 2024

Performance

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The transformation of Victoria Quay's historic wharf sheds continues.

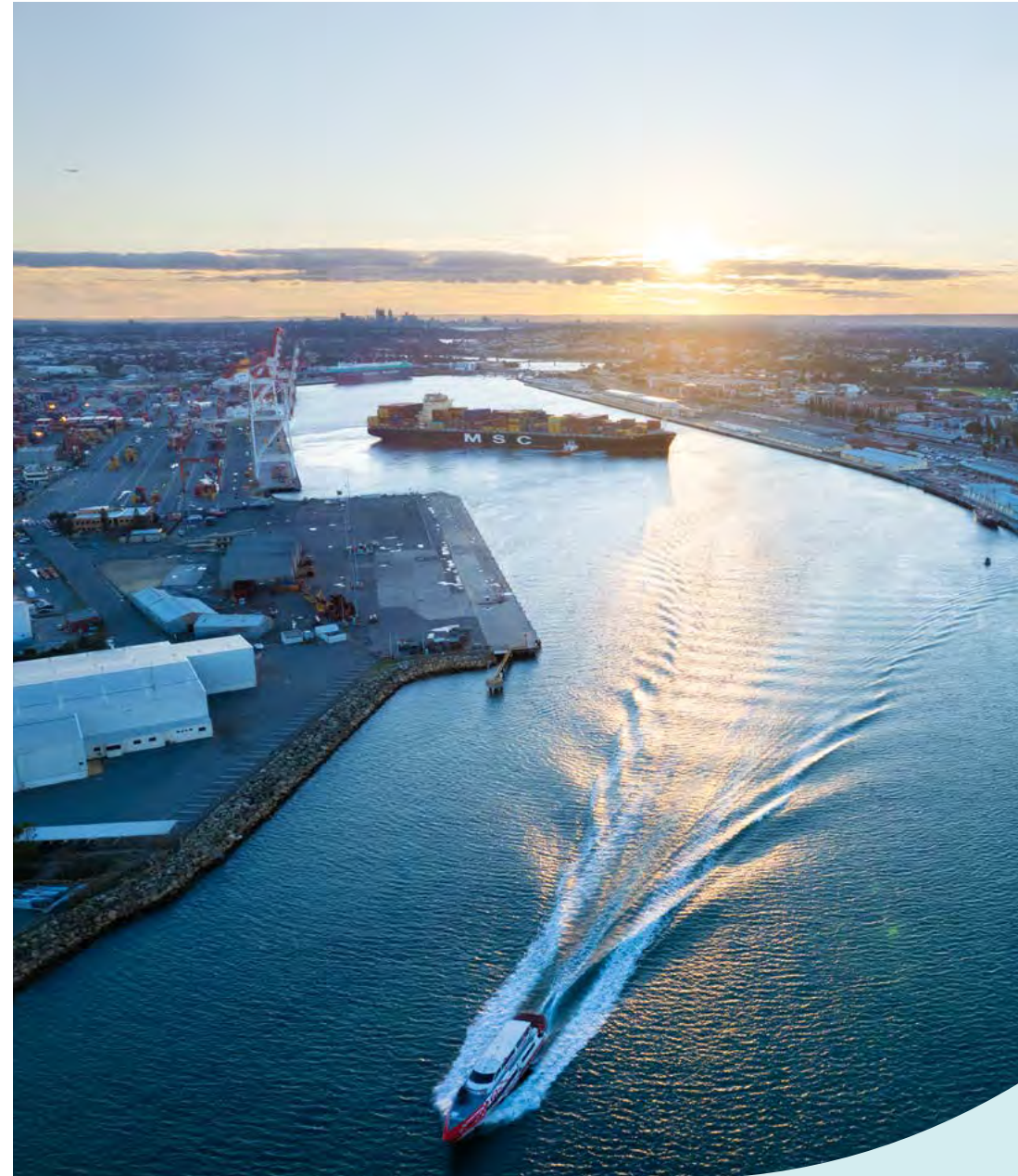
Achievement and alignment with State Government objectives

Strategic alignment

Fremantle Ports is the registered business name of the Fremantle Port Authority, a Western Australian government trading enterprise (GTE) under the *Port Authorities Act 1999* and the *Government Trading Enterprises Act 2023*.

The *Government Trading Enterprises Act* introduced a clear purpose statement for all GTEs - to advance the public benefit through the performance of its functions. Fremantle Ports also supports and operates in alignment with the Western Australian Government financial performance goals.

Our purpose is therefore to facilitate trade for a more prosperous Western Australia. Our aspiration is to provide the safest, most reliable, efficient, and sustainable supply chain capacity for importers and exporters.



WA Government Budget Goals in alignment with Fremantle Ports Strategic Plan 2027 purpose and aspiration



Strong and Sustainable Finances
Responsible, achievable, affordable budget management



WA Jobs Plan
Diversifying the WA economy, creating local jobs for the future



Investing in WA's Future
Tackling climate action and supporting the arts, culture and sporting sectors to promote vibrant communities



Safe, Strong and Fair Communities
Supporting our local and regional communities to thrive



Our Aspiration
Providing the safest and most reliable, efficient and sustainable supply chain capacity for importers and exporters








Our Purpose
Facilitating trade for a more prosperous Western Australia

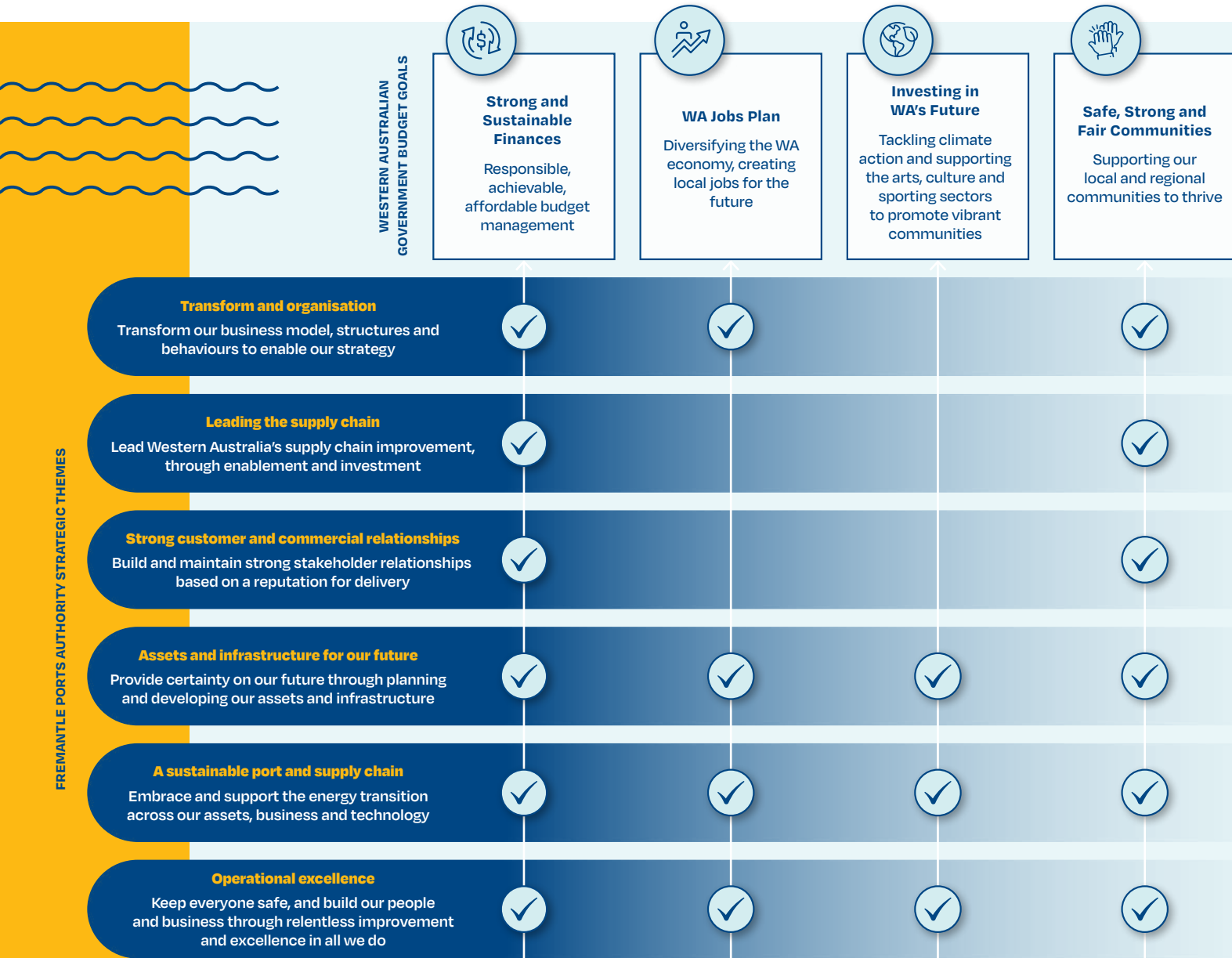
Achievement against our goals

Our 2027 Strategic Plan provides a clear direction for Fremantle Ports that is responsive to tomorrow’s challenges, promises to broaden our influence across the wider supply chain and meets the challenges that we see ports addressing across the globe.

The success of our 2027 Strategic Plan is measured across five strategic goal areas, holding us accountable for step-changes in safety, sustainability, efficiency and reliability, capacity and engagement, to ensure we are prepared for the future.

Next year, our focus will shift to ensure our goals are current, focused and proactively addressing future requirements of the port.

<p>Safety</p> 	<p>Sustainability</p> 	<p>Efficiency and reliability</p> 	<p>Capacity</p> 	<p>Engagement</p> 
<ul style="list-style-type: none"> • 11 per cent reduction in recordable workplace injuries • \$83.3m invested in our assets to drive safety, efficiency and capability • 85 per cent of large container ships turned on arrival for safe and efficient departure. Up 15 per cent on last year • Navigate total care program launched for staff 	<ul style="list-style-type: none"> • \$78.1 million operating profit • 9.1 per cent rate of return • Total value of trade: \$45.2 billion • Greenhouse gas emission reduction results slightly below target • Sustainability Gap Analysis, Maturity Assessment and Materiality Assessment completed • Material sustainability topics identified 	<ul style="list-style-type: none"> • 18.6 per cent containers on rail. Australia's highest rate • 73.9 per cent of vessels berthed on time across all precincts • 56 per cent of Kwinana vessels departed on time. Performance affected by increased trade, weather, major fire, cargo incompatibility and schedule conflicts 	<ul style="list-style-type: none"> • 29.7 million tonnes of cargo handled • Record of total containers handled – 856,526 TEU • 148,329 new and used vehicles imported • 31 cruise ship visits welcomed 	<ul style="list-style-type: none"> • 372 people employed directly, plus approximately 6000 indirectly • 35 local community organisations or initiatives supported through our Community Investment program • Our REFLECT Reconciliation Action Plan implemented • Employee engagement scores remained similar to prior year and below target. The port is revising its plans to improve employee engagement



Alignment of Strategic Themes to the Western Australian Government Goals

Our six strategic themes articulate the programs of work that will, collectively, help us achieve our goals and the WA Government 2024-25 budget goals.

Fremantle Ports worked collaboratively with Westport, the Future of Fremantle and other strategic government initiatives to successfully plan for and shape the metropolitan port of the future.

To ensure optimum timing and efficiency of proposed new infrastructure, it was determined future asset investments in the Outer Harbour will be aligned and integrated with strategic planning for Westport and the Government's Future of Fremantle vision project.

Planning for the future

The Port of Fremantle is critical for the transportation of goods and people in and out of Western Australia. As the State's population and economy grow, so does trade through the port. Trade forecasts show most commodities will continue to grow over coming decades, driving a need for carefully planned investment in our assets.

Fremantle Ports, in coordination with several other Government agencies, undertook significant planning work this year to ensure proposed investments are planned, coordinated, prioritised, and contribute to developing - with Government - a masterplan for the metropolitan port of the future.

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For Victoria Quay and North Quay, this inter-agency planning is critical to define any investments required in our assets to continue to facilitate trade from Fremantle. This informs our approach to major maintenance or decommissioning to avoid over-capitalisation on our asset base. With these milestones defined, the organisation can then formalise its Port Development Plan, which explores possible development pathways to meet our trade forecast, and apply appropriate asset management practices accordingly.

This year saw a significant change in the planning approach - the nature of trade, assets and operating models led Fremantle Ports to divide its development plans across three precincts - the Kwinana Port in Cockburn Sound, North Quay in Fremantle and Victoria Quay (west), also in Fremantle.

This categorisation allows Fremantle Ports to:

- Recognise the unique requirements and challenges of each precinct, in planning and development terms
- Make strategic decisions and investment plans that are precinct specific, and connected by the overall Fremantle Ports purpose
- Create clarity for our employees, partners and customers on specific projects and issues that require focus



Kwinana Bulk Terminal looking north.

Kwinana Port

Achievements:

- A revised trade forecast was established after consultation with industry and government agencies. This now forms the foundation for our major capital investment and sustaining works programs
- We received approval to proceed with sustaining capital works to provide required life-extending works to Kwinana Bulk Jetty, to ensure continuity of fuel, fertiliser and other critical import trades for the decades ahead

Challenges:

- Our existing jetties and terminal assets, built in the 1960's, are operating at close to capacity levels and Fremantle Ports faced a number of challenges in this area during the year. These were addressed through progress and development of the port's asset management strategy, including close engagement with customers on specific challenges



North Quay and eastern Victoria Quay.

North Quay and the eastern end of Victoria Quay

Achievements:

- After 2-3 years of slow growth, driven by population growth and economic development of WA, this year we effectively handled a rise in container trade of 5.8 per cent. This trade is forecast to continue to grow, at least in line with historical rates of 2 per cent per annum
- We worked closely with Westport to assist with the progression of major investment options and designs to ensure the continuity of the container trade in the long term
- As Western Australia's major cruise port, we accommodated a rapid rebound in the cruise industry in the aftermath of the COVID-19 pandemic. The Fremantle cruise trade is both a vital contributor and enabler for the Western Australian tourism economy
- Approval was gained for \$35.5m sustaining works to ensure F and G Berth fenders and both these cruise terminal berths are strengthened as a priority to ensure uninterrupted continuity of this trade

Challenges:

- North Quay's Berths 1 and 2 require significant investment in future for ongoing trade use or redevelopment in accordance with the emerging Future of Fremantle vision
- Landside congestion for some non-container trades has been identified and needs to be addressed as part of general business improvement and efficiency initiatives



Victoria Quay west

Victoria Quay (west)

Achievements

- Plans and designs to begin the transformation of Victoria Quay were completed and include a tenancy strategy for the port heritage assets as well as an improvement of the public realm, with works east of the WA Maritime Museum scheduled to begin in July 2024 and finish by the end of the year
- Infrastructure investigations are underway on existing assets to progress greater plans to activate and increase patronage and offerings at Victoria Quay (west)
- Planning for the revitalisation of B Shed as a multi-purpose Rottneest Island departure point was significantly advanced, including a \$5m budget announcement by the State Government for enabling works on the shed prior to full development
- Funding was also committed to improve Victoria Quay's connectivity to Fremantle's central business district

Challenges

- Victoria Quay (west) has great potential for redevelopment as a public waterfront precinct, with special attention needed to the layout of access for pedestrians and cars
- The heritage status of most buildings in the area will require careful planning to maximise their high commercial and recreational potential

Case study

North Quay and Victoria Quay

As the State Government's Westport planning program for the move of the container trade from Fremantle to Kwinana continues, tourism and public visitation grow on Victoria Quay, while on the other side of the harbour at North Quay, Fremantle Ports will turn its focus to reconfiguration and investment to optimise port operations and foster trade growth and future development.



Scan the QR code to watch the short video.

How we work with our partners

Fremantle Ports shares responsibilities with, and works alongside, a range of national and Western Australian Government departments and agencies, including those responsible for trade development, planning, emergency management, transport, environmental compliance, heritage, records management, tourism, local government and museums.

We successfully strengthened relationships with peak Noongar policy bodies, the Whadjuk Aboriginal Corporation and Gnaala Karla Booja Aboriginal Corporation, and are committed to further building those links.



Tourism WA and Fremantle Ports collaborate to create an indigenous welcome statement for cruise visitors.

This year we:

- Worked with Westport, planning, transport and other agencies for the future of trade in the Perth metropolitan area, and the required infrastructure
- Collaborated with Department of Planning, Lands and Heritage, Future of Fremantle Committee and the City of Fremantle on the long-term redevelopment of the port
- Joined up with the Department of Jobs, Tourism, Science and Innovation on the cross-government initiative to transform the Western Trade Coast into a Global Advanced Industries Hub
- Assisted Main Roads WA and the Fremantle Bridges Alliance with the Swan River Crossings project to replace the end-of-life Fremantle Traffic Bridge. This included providing access to port land and waters for project needs



Nagoya visit

- Strengthened our relationship with Japan's Port of Nagoya, celebrating 40 years of that partnership
- Liaised with the Department of Water and Environmental Regulation on environmental testing
- Worked with the Heritage Council of Western Australia on Victoria Quay heritage obligations
- Collaborated with Tourism WA, City of Fremantle and the Department of Local Government, Sport and Cultural Industries on Victoria Quay activation opportunities and cruise initiatives
- Worked with the State Records Office on records retention, loans and digital archiving
- Supported the Department of Primary Industries and Regional Development in its work to prevent the incursion of exotic pests into WA
- Worked with the Public Transport Authority to maintain the effectiveness of sound-reducing water sprays on the rail line through Fremantle's West End
- Cooperated with the Australian Border Force, Australian Federal Police and Western Australia Police Force on security matters

Collaboration with overseas partners

Fremantle Ports welcomed delegates from Japan's Nagoya Port Authority and Nagoya Chamber of Commerce and Industry in January, to recognise the 40th anniversary of signing a twin-port agreement in 1983. Delegates took a tour of Fremantle's Inner Harbour and discussions took place regarding future collaboration on issues including sustainability initiatives, innovation in logistics and efficient landside handling of motor vehicles. The Port of Nagoya is the largest vehicle exporter in Japan.

We also worked cooperatively this year with local governments, maritime-related industry associations, Ports Australia, other WA ports, unions and local interest groups. We maintained membership of the Chamber of Commerce and Industry WA, Fremantle Chamber of Commerce, Kwinana Industries Council and the Chamber of Minerals and Energy WA. We successfully strengthened relationships with peak Noongar policy bodies, the Whadjuk Aboriginal Corporation and Gnaala Karla Booja Aboriginal Corporation, and are committed to further building those links.

Trade and logistics

Overall trade volumes decreased by 4.9 per cent per cent for 2023-24 compared to 2022-23. This was largely due to grain exports declining following the exceptionally large grain season of 2022-23. Generally, trade remained strong in most categories, both in Fremantle and Kwinana.

Imports

Total imports in 2023-2024 increased by 1.4 per cent or 213,110 tonnes on the previous year, with a range of trades contributing. Kwinana Port saw strong continued demand for key bulk commodities including refined petroleum, fertilisers, cement clinker and caustic soda. The Inner Harbour saw growth in container volumes and an almost 12.5 per cent rise in the number of new vehicles imported. Import breakbulk increased 2.3 per cent from 651,675 to 666,421 tonnes.

Exports

In 2023-24, total exports decreased 11 per cent or 1.7 million tonnes in total, compared with the previous financial year. For the trades managed by Fremantle Ports' operations, total silica sand exports decreased 37.1 per cent from 616,184 tonnes to 387,498 tonnes, reversing the gains of the previous year. Inner Harbour exports decreased by two per cent or 92,786 mass tonnes.

The drivers behind the containerised exports through North Quay were similar to overall trade drivers, with containerised wheat down 12.6 per cent and animal feed down 10 per cent. The decrease was partially offset by increases in fruit (increased from 10,661 to 11,123 TEU), scrap metals (increasing from 16,103 to 19,949 TEU) and fresh meat (up from 10,183 to 11,761 TEU).

A general cargo ship at Berth 2, North Quay.



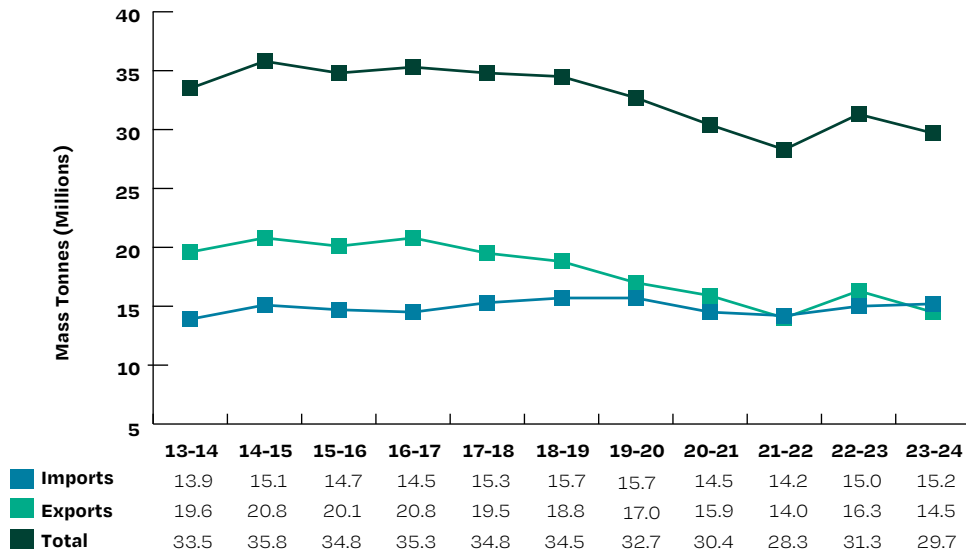
Major overseas trading regions

Total trade with Asia was 21.5 million tonnes which accounted for 72.4 per cent of total port trade. Trade with Asia decreased by 0.65 million tonnes or 2.9 per cent in 2023-24 compared to 2022-23. Trade with South-East Asia decreased by 0.97 million tonnes (9.3 per cent) and South Asia increased by 0.4 (33.8 per cent) million tonnes.

Middle East trade decreased by 0.81 million or 21.7 per cent. Trade with Western Europe decreased 0.26 million tonnes or 17.8 per cent. Trade with Africa increased 0.17 million tonnes or 76.9 per cent. Trade with the United States of America increased by 0.04 million tonnes, or 5 per cent.

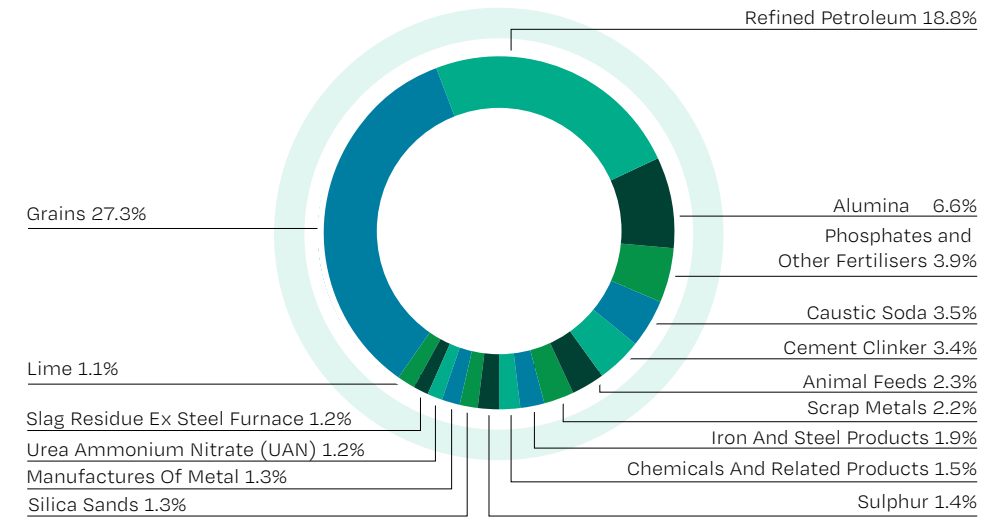
Total port trade

2013-14 to 2023-24



Principal commodities

2023-24 per cent of Total Trade (Mass Tonnes)





Two forty-foot containers leaving Rous Head in North Fremantle.

North Quay

Spurred on by significant Western Australian population growth, container trade on North Quay hit 856,526 TEU, up 5.8 per cent on the previous year. It was the second successive year a new record annual volume of container throughput for Fremantle had been achieved.

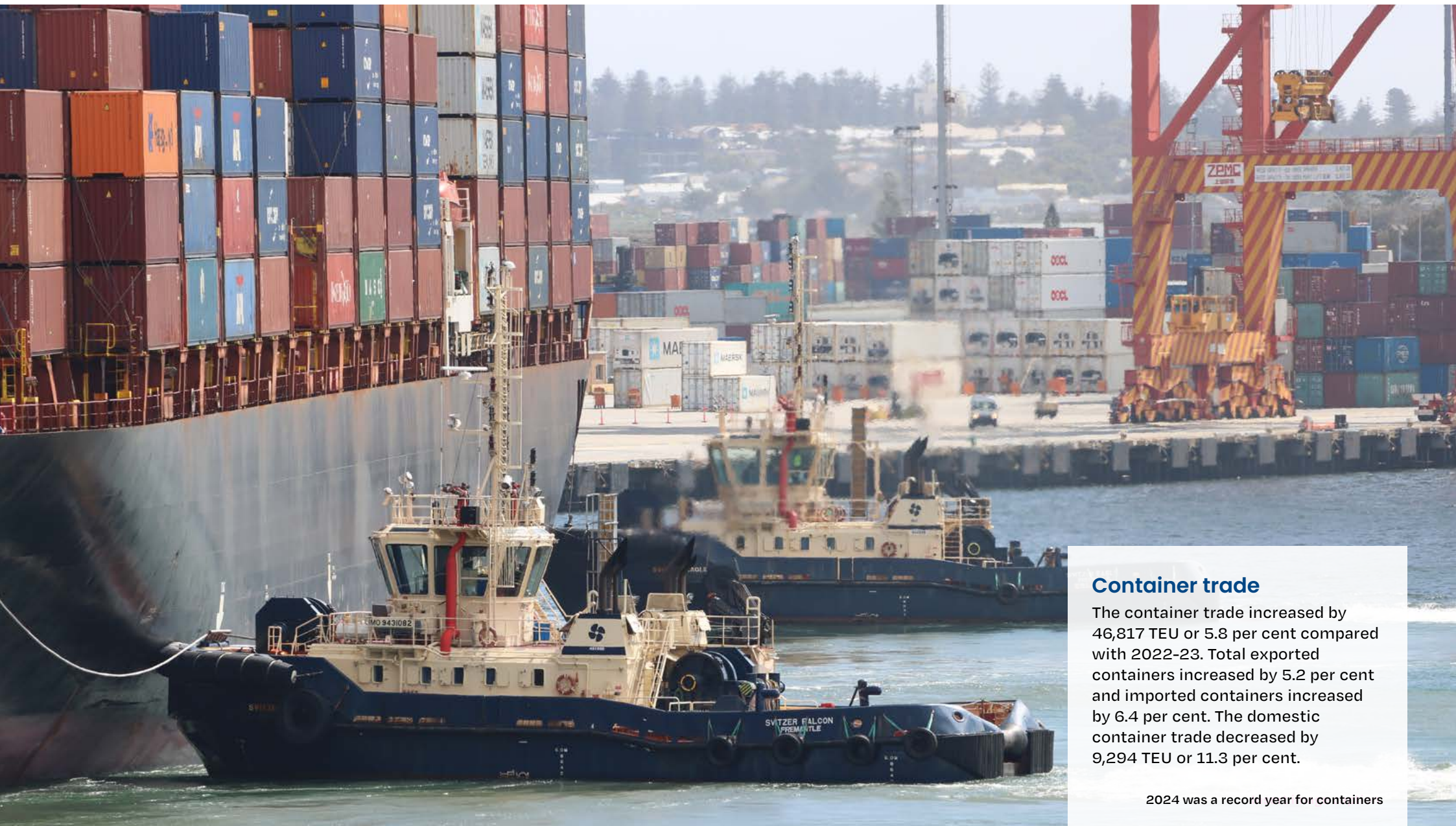
Spurred on by significant Western Australian population growth, container trade on North Quay hit 856,526 TEU, up 5.8 per cent on the previous year.

Significantly, demand for new motor vehicle imports continued its steep trajectory from 2023, with more than 128,239 vehicles imported across North Quay and Victoria Quay. This represented a year-on-year growth of almost 12.5 per cent.

China and the domestic Australian routes remain the key markets for containerised trade.

On the back of last year's investments in new vehicle gating and marshalling areas, the two container terminal operators Patrick and DP World invested significantly in new mobile plant. Patrick moved

toward lower-emission operations with the purchase of electric internal transfer vehicles (ITVs), while DP World took delivery of a new gantry crane for North Quay. Both operators continue to deliver some of the best crane movement rates and truck-turn-around times in Australia, as assessed by the Federal Government's Bureau of Infrastructure and Transport Research Economics.



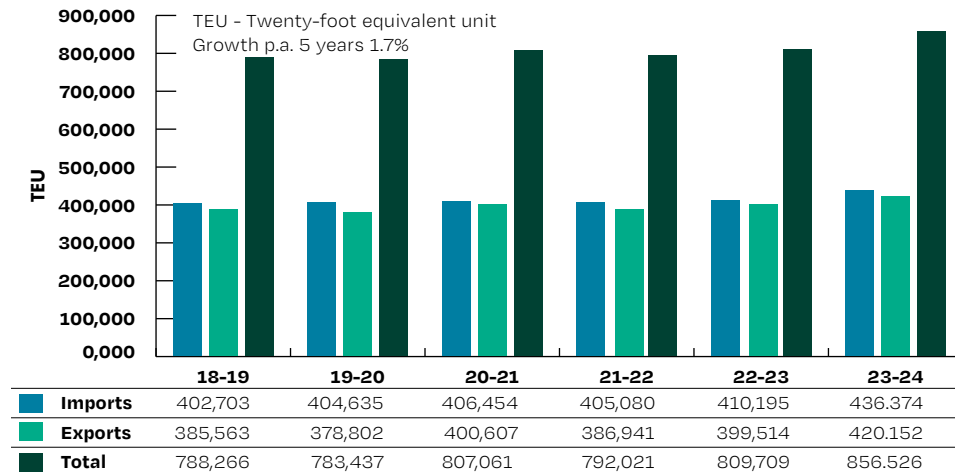
Container trade

The container trade increased by 46,817 TEU or 5.8 per cent compared with 2022-23. Total exported containers increased by 5.2 per cent and imported containers increased by 6.4 per cent. The domestic container trade decreased by 9,294 TEU or 11.3 per cent.

2024 was a record year for containers

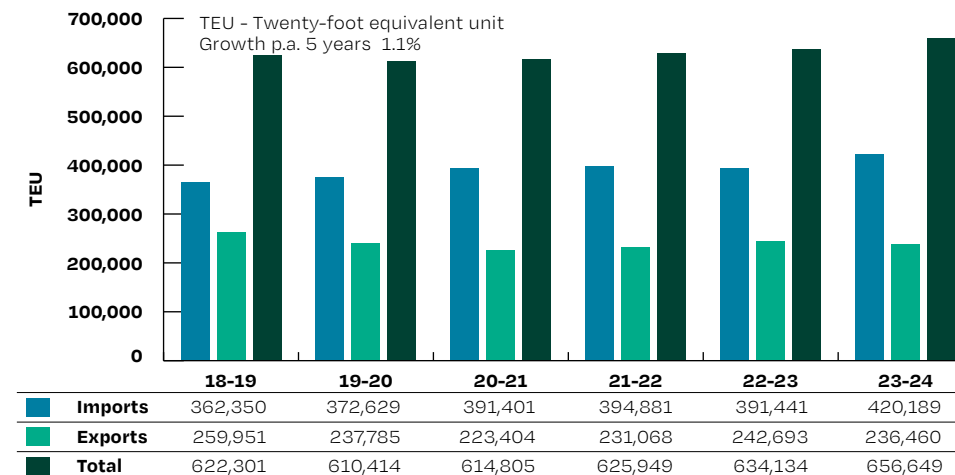
Total container trade

2018-19 to 2023-24



Full container trade

2018-19 to 2023-24



Top ten container trading partners

Total full container trade (TEU)

Country	2021-22	2022-23	2023-24
China	186,706	192,270	212,507
Australia	60,946	62,715	61,854
Thailand	39,810	36,890	44,093
Malaysia	37,858	43,732	43,986
Japan	39,327	39,517	33,634
Indonesia	29,973	31,351	30,282
South Korea	30,839	31,209	28,427
India	20,192	20,617	27,721
Vietnam	24,624	27,345	26,276
Singapore ¹	15,672	14,576	15,688
Top 10 countries percentage of full container trade	77.6%	78.9%	79.9%

Excludes all trans-shipment and empty containers

Note: (1) Hub Port : May include cargo trans-shipped through Singapore to and from other destinations and origins.

Breakbulk cargo

The total throughput of breakbulk cargo in the Inner Harbour was 1.02 million mass tonnes, up 7.4 per cent on the previous year. Imports increased by 4.1 per cent on last year, predominantly due to manufactures of metal and new and used motor vehicles. Exports increased 13.6 per cent, predominantly due to iron and steel products, machinery-agricultural, industrial and scrap metal.

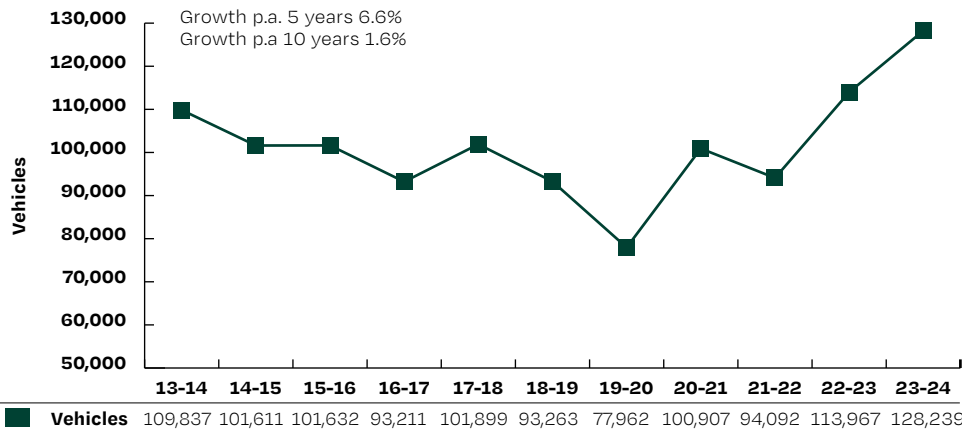
New motor vehicle imports

Demand for new motor vehicle imports in Western Australia rose to 128,239 vehicles. This was up 12 per cent on last year and the highest figure on record.

This number includes the 4000 cars that arrived in containers this year.

New motor vehicles - imports

2013-14 to 2023-24



A year on year growth of new car imports of almost 12 per cent



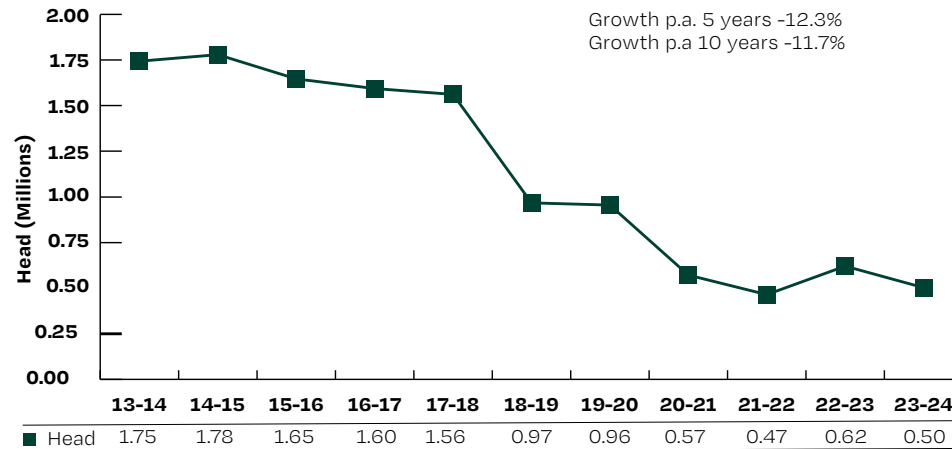
Live sheep exports

Exports of live sheep totalled 502,863 head and accounted for 100 per cent of Australia's live sheep exports by sea. Trade with the Middle East was responsible for 100 per cent of exports from Fremantle and decreased by 19 per cent or 0.12 million head compared to last year.

Live cattle exports

Live cattle exports totalled 99,129 head, an increase of 26,977 or 37.4 per cent compared with 2022-23. The most significant export region for live cattle was the Middle East, with 51 per cent of cattle, followed by Southeast Asia, receiving 47 per cent.

Live sheep exports - (millions)
2013-14 to 2023-24



Kwinana Port

Despite a serious fire at the Kwinana Bulk Jetty site in February impacting cargo loading and unloading operations, trade volumes for Kwinana Port hit 20.3 million tonnes, though down from 22 million tonnes in 2022-23.

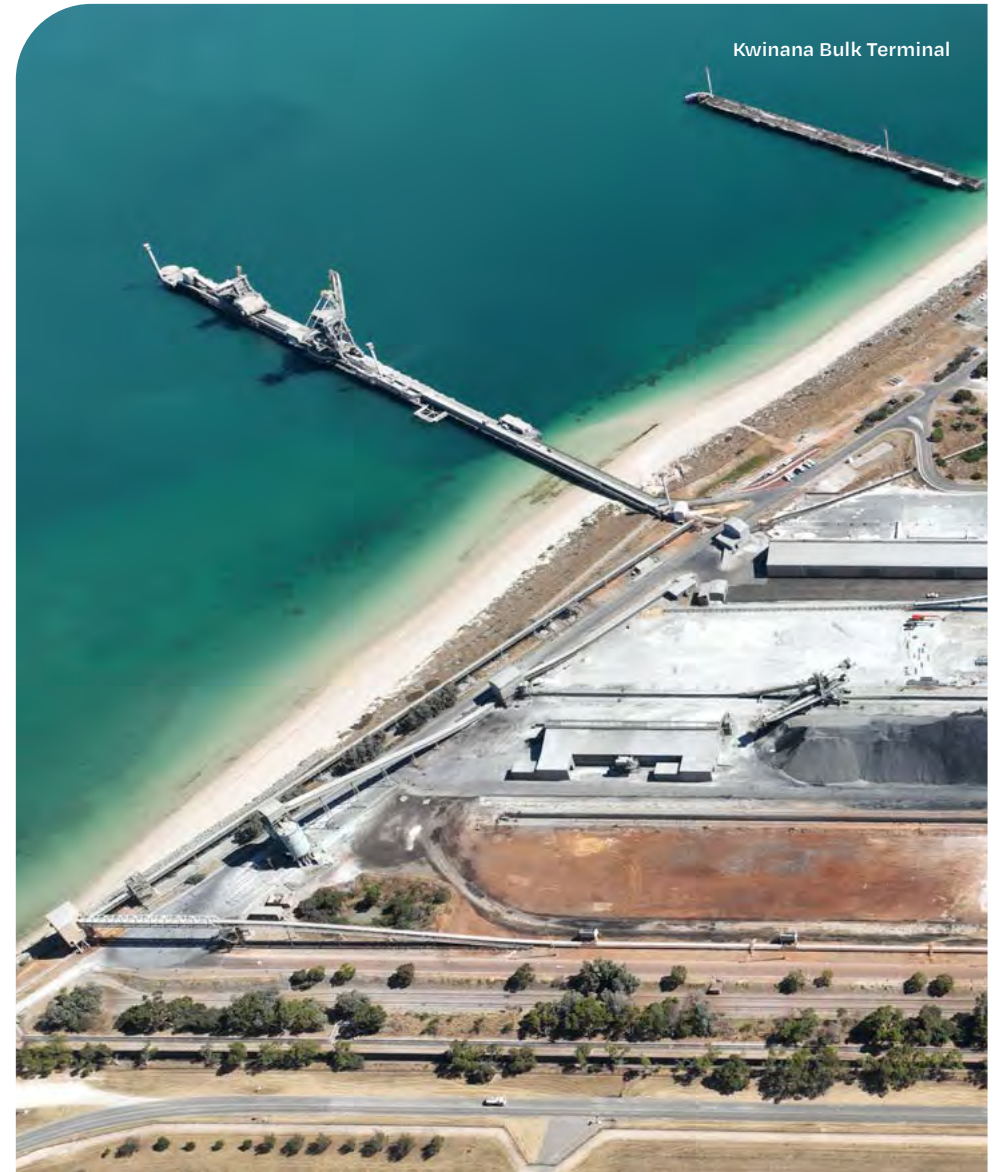
Imports were down year on year with cement clinker dropping 6 per cent, sulphur, down 27.2 per cent, ammonia down 13.6 per cent and petroleum residual products down 15.2 per cent.

Exports declined more than 14.5 per cent. Wheat shipments reduced 18.4 per cent in line with forecast crops in Western Australia, equivalent to a decrease of 1 million tonnes. Barley was down 12.2 per cent or 196,492 tonnes, while silica sand exports reduced 37.3 per cent or 227,278 tonnes.

Not surprisingly, with the strong demand for trade and the significant loss of capacity related to the Kwinana Bulk Jetty fire, there was high demand for berths and a keen

focus on operating efficiency. Significant effort went into engaging stakeholders to manage the situation and mitigate the impact on trades reliant on conveyor infrastructure damaged by the fire.

Efforts also continued on gauging the likely future demands of proposed industrial projects in the Western Trade Coast. As planning for Westport continues, Fremantle Ports will continue to work with government, importers and exporters in the continued provision of bulk import and export facilities. The continuing refinement of the Westport operating model and infrastructure was balanced by internal work towards Fremantle Ports' port development planning which, when finalised, will articulate a clear long-term pathway for an expansion of trade in Kwinana.



Kwinana Bulk Terminal



We moved 18.6 per cent of containers on rail in 2024.

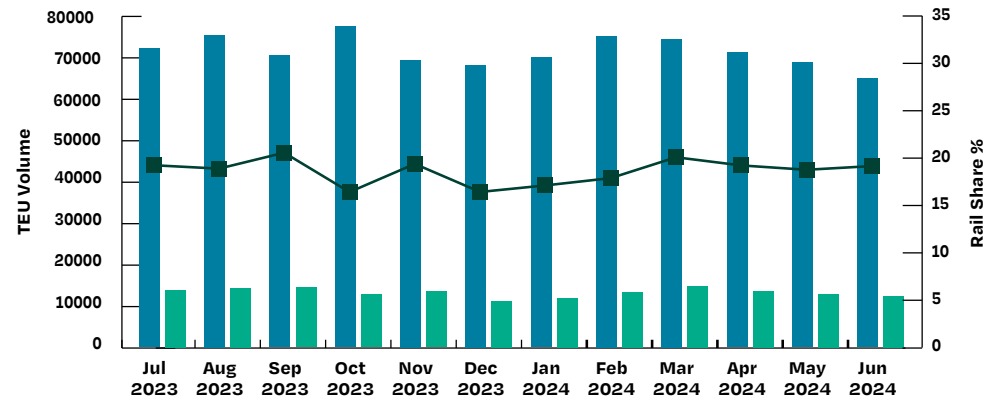
1: July 2023 Bureau of Infrastructure and Transport Research Economics *Waterline 69* report - data is across five national ports (Brisbane, Sydney, Melbourne, Adelaide 1, and Fremantle), Jan-Jun 2022.

Containers on rail

Rail plays a crucial role in the efficient movement of containers in and out of the Port of Fremantle, connecting the port with major industrial hubs and distribution centres. By alleviating road congestion and reducing carbon emissions, container freight on rail contributes significantly to the economic growth and sustainability of Western Australia. The share of

containers on rail averaged 18.6 per cent, more than double the Australian five-ports average of 9.1 per cent¹. The highest monthly rail share was in September 2023, with 20.6 per cent of containers moved on rail (14,469 TEU). This year, more than 159,000 TEU were moved on rail, reducing over 100,000 truck movements on roads to and from the port.

Monthly rail share 2023-24



Total TEU	72,057	75,364	70,349	77,436	69,263	68,077	69,942	75,069	74,320	71,153	68,701	64,795
TEU by rail	13,872	14,237	14,469	12,713	13,429	11,182	11,971	13,431	14,932	13,685	12,894	12,416
Rail share %	19.3	18.9	20.6	16.4	19.4	16.4	17.1	17.9	20.1	19.2	18.8	19.2

 Case study

Container crane arrival

DP World's new container crane arrived aboard the heavy lift ship *Jin Xu Xiang 88* at the end of December. The \$17m ZPMC crane with an outreach of 48 metres was delivered in an upright position on the delivery vessel, with the boom horizontal, creating an impressive sight.



Scan the QR code to watch the short video.



Empty container parks

Empty container park utilisation remained steady on the previous year, averaging 69.4 per cent across all facilities, with peak utilisation of 88.6 per cent in January 2024. Fremantle Ports continued to work proactively with empty container park operators to drive supply chain efficiency, reduce yard congestion, and encourage off-peak movements.



Shipping lines

Fremantle Ports actively engaged with all shipping lines in the pursuit of more efficient operations. Long-standing liner shipping companies continued to provide their regular services through Fremantle, whilst making some minor adjustments as market conditions changed, including either rotational changes or adjustments in vessel sizes.

RoRo (roll-on, roll-off) and PCC (pure car carriers) continued to play a significantly important role in keeping Western Australia supplied with vehicles for mining and agricultural industry, as well as households, with the new and used import car market remaining strong.



A navigational leading light framed by the masts of the *STS Leeuwin II*.

Maritime operations

Turning on arrival

With effective scheduling and weather management, the proportion of large container vessels turned on arrival further improved, from 70 per cent last year to 85 per cent this year, improving both efficiency and safety.

VTS communication systems upgrade

We upgraded the Vessel Traffic Services (VTS) communication system with a new system delivered by Kongsberg Maritime Pty Ltd. At the time of this report, VTS was also being equipped with a new Vessel Traffic Information Management System, expected to be completed by mid-2025.

Amendments to port approaches

The Port of Fremantle approaches were amended to provide improved and unambiguous demarcation of approach channels and fairways to guide mariners.

We upgraded the Vessel Traffic Services (VTS) communication system



Harbour Master's Office

Pre-arrival notification process and navigation process improvements

Fremantle Ports implemented an enhanced pre-arrival notification process which involves vetting of all ships calling at the Port of Fremantle. The intention is to ensure ships calling at the port are safe for their intended operations. The process provides a significant layer of risk management to protect our people, the environment and port infrastructure.

As an additional navigation process improvement, escort towage for loaded tankers was introduced as a risk mitigation measure when transiting the critical Success and Parmelia channels.

Navigation safety improvements

We implemented new high precision and fully independent portable pilotage units for all piloting manoeuvres. These units have a position accuracy of 1cm and are regarded as a major improvement in pilotage processes and safe navigation.

Westport

The Harbour Master's Office continued to provide technical advice to Westport regarding safe navigation channels and other marine matters.

Case study 

Inner Harbour maintenance dredging

Scan the QR code to watch the short video.



Fremantle Ports undertook the first maintenance dredging of the Inner Harbour since capital dredging in 2010. This was necessary to remove sediment that had settled in parts of the harbour since that capital dredging, impacting upon the capacity to handle large container ships in certain locations.

Preparation for the campaign commenced in 2021 to obtain environmental approvals in addition to engaging with the community and stakeholders throughout the project. Stakeholders included relevant government agencies, Indigenous leaders, the community, customers and partners. Maintenance dredging was conducted using the dredge vessel *Trud R*. A total of 55,000m³ of accumulated sediment was removed and re-located offshore to a Commonwealth-approved dredge material management area in Gage Roads. Over the next four years, a further 5,000 m³ is planned to be removed per year so the depths at berths remain suitable for large vessels calling in the Inner Harbour.



Port Hydrographer Jay Illingworth and Deputy Harbour Master Suraj Joshi supervise the dredging



Collaboration with local emergency services

Fremantle Ports arranged a visit aboard the Wallenius Wilhelmsen Logistics vehicle carrier *Fidelio* for Department of Fire and Emergency Services personnel, to familiarise DFES, Fremantle Ports and ship staff about cross-functional expectations and capabilities in an emergency situation.



DFES tour of roro with the Harbour Master's Office and Safety

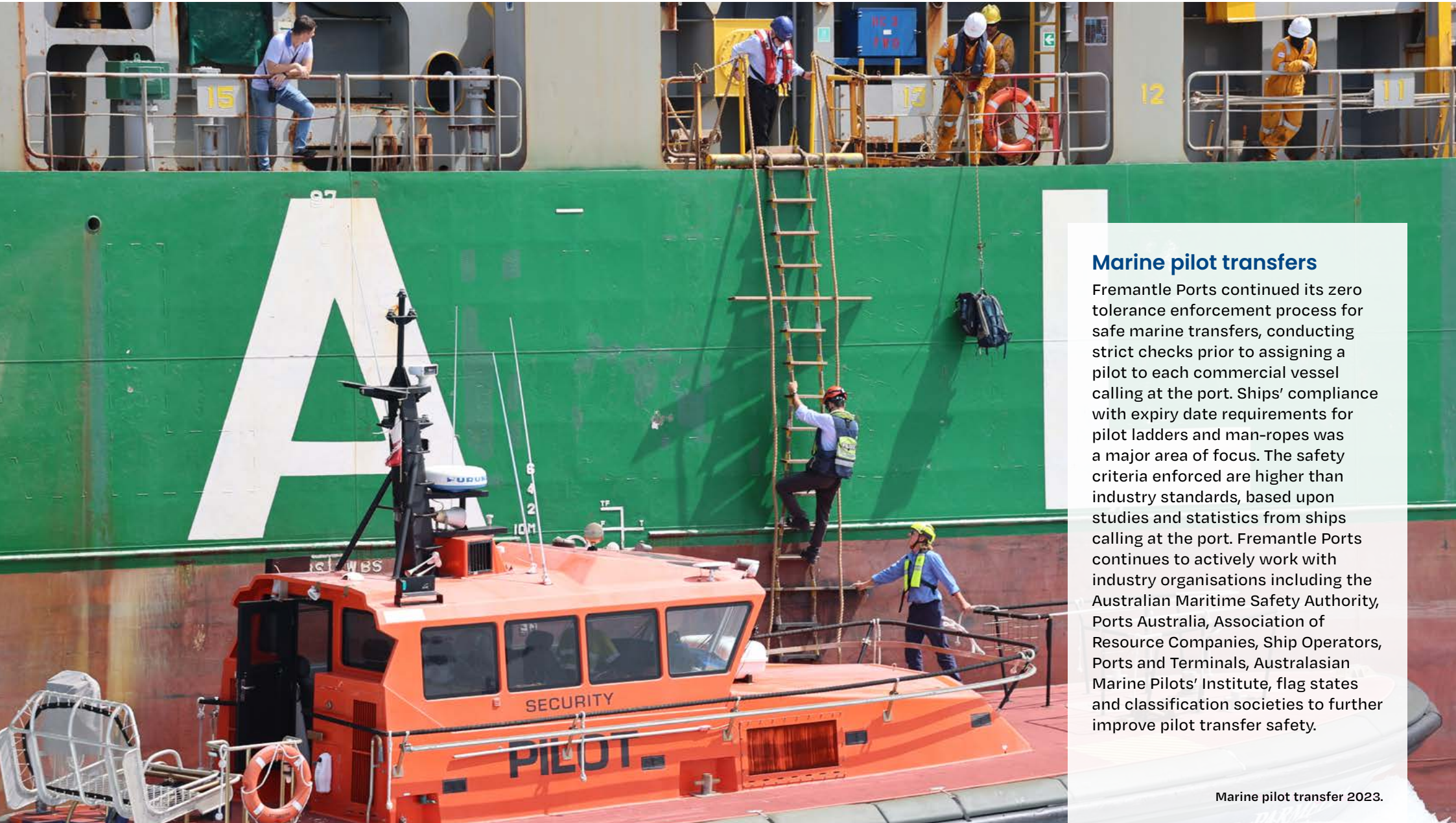


Crew on board

Seafarer welfare

Fremantle Ports' Harbour Master's Office arranged the delivery of celebratory cakes to visiting seafarers to mark the International Day of the Seafarer on 25 June 2024. Twenty-three cakes were distributed to ships alongside at both Inner and Outer Harbour

berths, and to all vessels at anchor within Fremantle Ports limits. Fremantle Ports welcomes more than 1400 ship visits each year to the port and has a focus on seafarer welfare, aligned with our Modern Slavery Statement.



Marine pilot transfers

Fremantle Ports continued its zero tolerance enforcement process for safe marine transfers, conducting strict checks prior to assigning a pilot to each commercial vessel calling at the port. Ships' compliance with expiry date requirements for pilot ladders and man-ropes was a major area of focus. The safety criteria enforced are higher than industry standards, based upon studies and statistics from ships calling at the port. Fremantle Ports continues to actively work with industry organisations including the Australian Maritime Safety Authority, Ports Australia, Association of Resource Companies, Ship Operators, Ports and Terminals, Australasian Marine Pilots' Institute, flag states and classification societies to further improve pilot transfer safety.

Marine pilot transfer 2023.



Security

This financial year, substantial progress was made towards enhancing the security posture of Fremantle Ports. Significant achievements included the development of a comprehensive security strategy, a structured security framework, a detailed security risk assessment, and a physical security standard. We implemented accountable reporting and investigation of security incidents through the CGR reporting system (CGR), supported by a visible CGR dashboard to improve transparency. Enhanced security communications were established in the form of regular broadcasts and new procedures, work instructions. The development of operational orders and action plans streamlined security and emergency operations. Physical perimeter security was enhanced at multiple sites and we engaged with industry participants to strengthen collaboration and information sharing.

The Streamlining Port Access Project will be a focus next year, together with a new visitor management system, gatehouse on Victoria Quay and upgrade of the escort and ships' crew access process. The Issuing Body Reform Project will proceed, aiming to transition MSIC issuance to Auscheck by March 2025.

Case study



Noongar mural on historical gangway

Scan the QR code to watch the short video.



Fremantle Ports launched Fremantle Passenger Terminal's Indigenous Welcome Statement in May with cruise ship *Pacific Explorer* alongside. The colourful mural telling the Noongar story of the local area is a proud, eye-catching,

Indigenous welcome for cruise visitors to Western Australia. Tourism WA's idea and funding to create a connection between Traditional Owners and cruise visitors seeded Fremantle Ports' idea to use the heritage gangway as a canvas.



Above: Jade Dolman created an Indigenous Welcome Statement on one of our Heritage Gangways
Right: *Pacific Explorer* Cruise vessel in port with Indigenous Welcome Statement

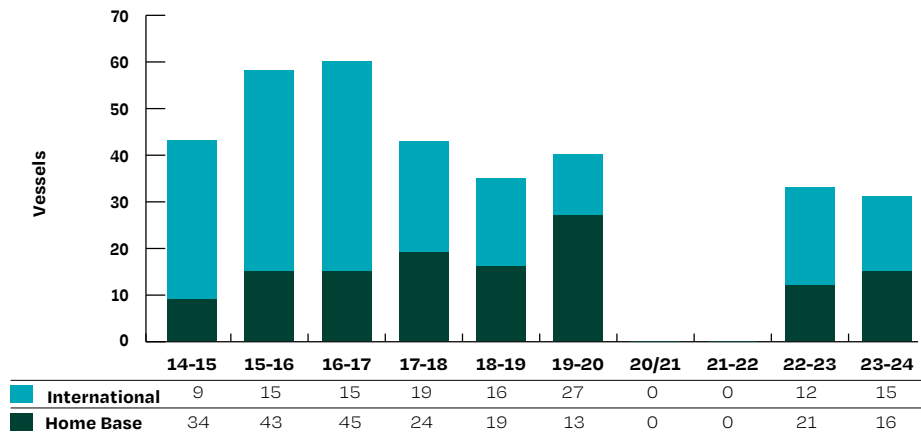


Cruise

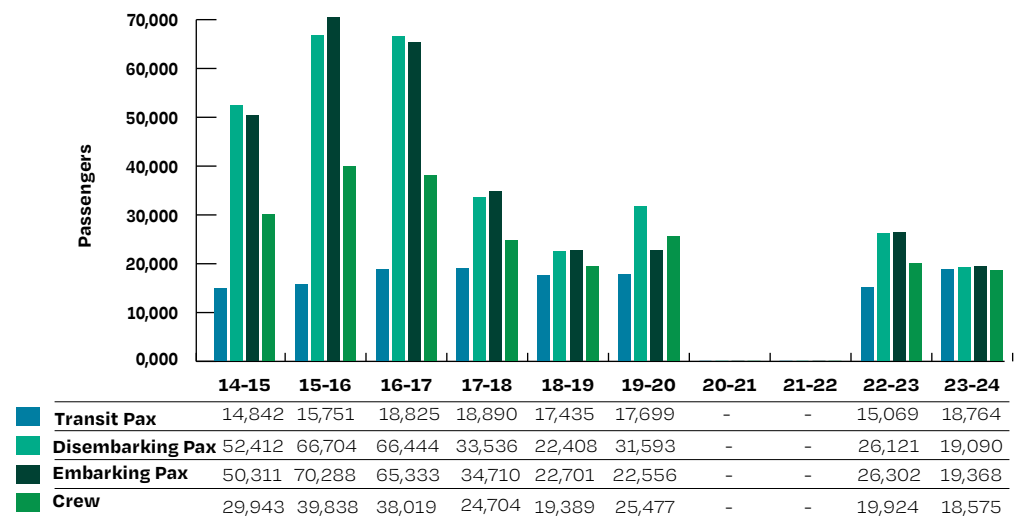
Fremantle Ports' cruise season commenced on 26 August 2023 when the *Silver Explorer* arrived into port and concluded with the *Pacific Explorer* departing on 15 June 2024. This year, Fremantle Ports welcomed 31 cruise calls. Eighteen individual ships accounted for the 31 visits, with a total of 57,222 passengers. Of these vessels, 15 were international calls and

16 home-based calls. Fremantle Ports continued to play an active role in supporting Western Australia's cruise strategy. This included planning for important fender and deck repair work at berths F and G on Victoria Quay, which will continue to allow for the safe and efficient berthing of large ships against the Fremantle Passenger Terminal.

Cruise vessels visiting Fremantle Port
2014-15 to 2023-24



Passengers through Fremantle Port
2014-15 to 2023-24



Assets and infrastructure

Asset Management Strategy

The Fremantle Ports Asset Management Strategy was updated and realigned to match our current business priorities and strategic goals. Significant changes since our last revision in 2019 necessitated this update. The revised strategy now integrates with the latest Strategic Plan and streamlines asset-management objectives, measures and targets. Through the process, strong engagement with senior management and key stakeholders underscored the value of the asset management strategy and allowed for the incorporation of findings from a recent internal asset management maturity assessment.

Work continued on the new cement clinker import circuit project at Kwinana Bulk Terminal.

Implementation of Oracle maintenance cloud system

Upon project completion, Fremantle Ports acquired a standardised and integrated application that addresses over 96 per cent of our asset management and maintenance requirements.

New cement clinker import circuit

Work continued on the new cement clinker import circuit project at Kwinana Bulk Terminal. The upgrade will result in the complete renewal of the current import system and feature a direct conveyor to Cockburn Cement Limited's adjacent site. Once commissioned in late 2024, this facility will deliver significant efficiencies to Fremantle Ports and customers. Clinker is a critical import for Western Australia, essential for the manufacture of cement. In 2023-24 Fremantle Ports imported a total of 1,002,473 mass tonnes of clinker from Indonesia and Malaysia.

Case study 

Clinker dome inflates

In March, the new clinker import circuit's huge storage dome was inflated at Kwinana Bulk Terminal. The dome makes greater use of a small ground footprint but can hold the same amount of product as a conventional shed. It was constructed by building a concrete ring beam, inflating an air form membrane, spraying a layer of foam, and then tying steel reinforcing and shotcreting a concrete structure on the inside of the membrane. The majority of the inflation occurred in the first 45 minutes but was completed over 24 hours.



Scan the
QR code
to watch
the short
video.



B Shed remediation

The first stage of works to remediate this heritage-listed transit shed was completed during the year. This included the installation of a new sheet pile wall, replacement of the roof and some structural remedial works to the shed and surrounding decking. The second stage of works to remediate the remaining decking inside the shed as well as the wider deck between B and C Sheds is currently in the design phase. This work forms part of the wider State Government-led initiative to activate Victoria Quay.



Two new pilot boats under construction at Dongara Marine



B Shed remediation began in 2023

Kwinana Bulk Berth 2 structural repairs

A four-year sustaining capital project was approved to undertake structural repairs at Kwinana Bulk Terminal (phase one). From October 2022 through to June 2024, these capital works successfully delivered over 90 per cent of phase one scope identified for immediate repairs. This investment involves a structural remediation program and repairing critical structural members on the jetty. Ongoing refurbishment will be required to extend the expected life of the jetty. This investment is aimed at a 10-year minimum viable life extension solution for the jetty, while future planning for Outer Harbour bulk operations continues.

New pilot boats

Two new pilot boats were constructed during the year by Dongara Marine and will be commissioned in late 2024. The displacement-hull pilot boat *Paddy Troy* was also fully refurbished.

South Mole at dusk



Stakeholder engagement

Community engagement

This year, we engaged with community through electronic newsletters, social media, news media, public events, community meetings, heritage enquiries, complaints-handling, the volunteer program 'Friends of Fremantle Ports' and our community investment and education programs.

Inner Harbour and Outer Harbour Community Liaison Group meetings were conducted quarterly, providing community groups forums to share information and viewpoints.

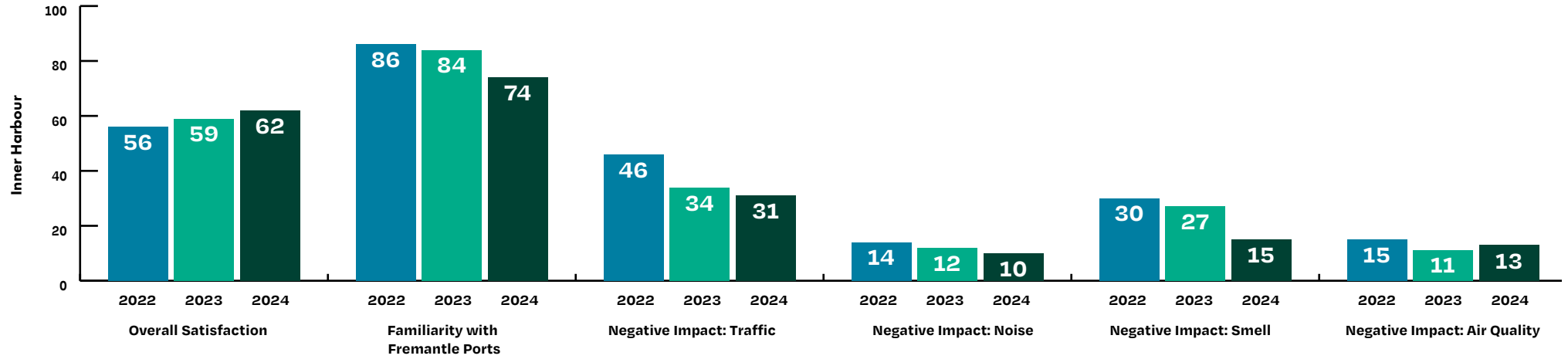
The year also featured significant public consultation on the issue of public access to South Mole,

which included a community access forum and creation of an online feedback functionality, which received more than 800 responses.

Creation of an online feedback functionality, which received more than 800 responses.

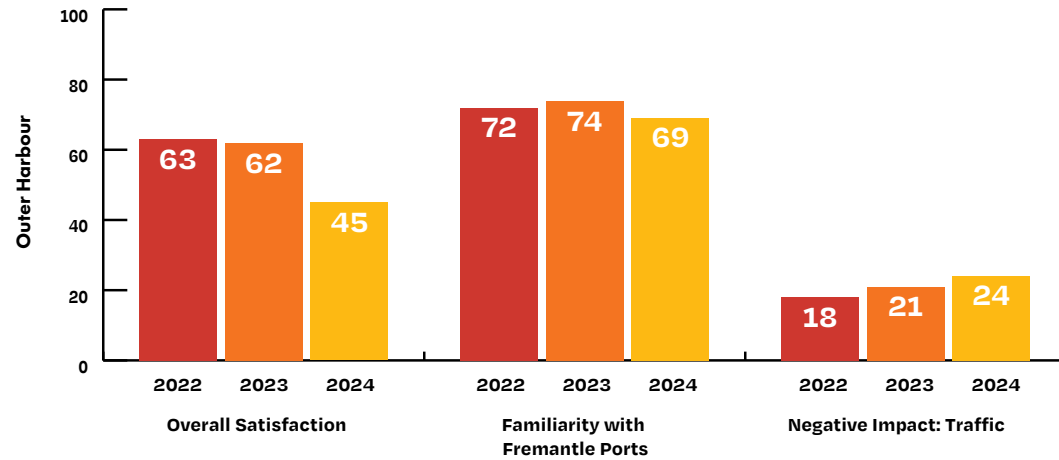
Community satisfaction - Inner Harbour

2022-24



Community satisfaction - Outer Harbour

2022-24



Community investment

We supported 35 community organisations and initiatives through our Community Investment Program, which aims to strengthen local communities through grants and in-kind help. Applications were assessed against criteria that align with the program's four pillars:

- Community enrichment
- Education
- Environmental leadership
- Arts and culture

Decisions were made by our Community Investment Advisory Group, comprising staff from across our business. Each community investment is assessed on merit, taking into consideration how those initiatives or projects will make a difference, reflect community priorities and create opportunities for interaction with Fremantle Ports, Victoria Quay and our employees.

Initiatives supported this year included:

- Murdoch University's 'Dolphin Watch' research program
- The Leeuwin Ocean Adventure Foundation
- Mission to Seafarers, Fremantle
- The Fremantle Volunteer Heritage Guides Association
- Cockburn Cobras Football Club towards their Indigenous Round initiative
- The Festival of Community Soccer for girls
- Fremantle Masters Swimming Club's annual 'Fremantle Ports Swim Thru' at South Beach
- Triathlon WA's Rockingham Foreshore Triathlon
- Business awards run by the Rockingham-Kwinana and Fremantle chambers of commerce
- Rockingham's Castaways beach sculpture event
- Spearwood Alternative School's fortieth anniversary fair
- East Fremantle's George Street Festival
- Rockingham's Catalpa Adventure Festival

Community investment breakdown 2023-24



Port events

Fremantle Ports once again supported the WA Marathon Club's Fremantle Ports Harbour Master Classic run event, attracting more than 800 runners to Victoria Quay. Activation on Victoria Quay included the fifth 'Quay to Summer' program of events which encompassed a section of the Funmantle trail and Slip Street Carnivale, B Shed Builds Lego exhibition, movie nights and the Distinguished Gentleman's Ride. There were three installations including Workshop Lane festoon lights, Victoria Quay banners and Christmas lights. There were also two external events held at the Fremantle Passenger Terminal including a music concert and the James Cameron - In Conversation event. The Australia II 40 Years On celebration and concert was a major attractor to Victoria Quay.

Australia II 40 years On



Friends of Fremantle Ports

Our Friends of Fremantle Ports volunteer cohort increased this year from 12 to 16. The Friends ran regular, free Port Walks along Victoria Quay on history, trade and logistics, architecture and maritime operations. Since inception in 2020, the Friends have given more than 650 hours of service, conducted around 175 port walks for community members and education groups and assisted with events and a heritage archiving project. The Friends and Fremantle Ports hosted 15 free on-water harbour tours over three Sundays in April and May 2024.



Funmantle was delivered in partnership with the City of Fremantle using Victoria Quay's half-plaza.



Harbour Master Classic fun run

Education

We conducted tours for schools and university groups on Victoria Quay, provided support for Notre Dame University with a scholarship in environmental leadership and hosted a public relations and marketing internship. We also provided scholarships for local schools including Rockingham Senior High School and Hillman Primary School. We conducted mentoring and port

education sessions with Curtin University's Centre for Aboriginal Studies and Murdoch University's Kulbardi Aboriginal Centre. As part of our support for Murdoch University's 'Dolphin Watch' research program it was determined an Indigenous Internship opportunity would be funded in the environmental area during 2024-25.

Reconciliation Action Plan

Fremantle Ports remains committed to establishing and maintaining sustainable and mutually beneficial relationships with Aboriginal communities and people in the areas we operate. As part of this commitment, we recognise the importance of social inclusion, cultural security and economic participation. We continue to explore opportunities and we are partnering, learning, growing and - most importantly - listening through ensuring Aboriginal people are involved early in our decision-making. Our Reconciliation Action Plan (RAP) underpins this approach.

Twelve months ago, Fremantle Ports successfully launched its first RAP. The plan set out more than 50 initiatives to be delivered over 12 months.

Achievements this year included:

- Development of mandatory Aboriginal Cultural Awareness Training to help employees across all levels develop foundational understanding of the cultural, traditional and historical perspectives of Aboriginal and Torres Strait Islander peoples, to foster and support a culturally safe and capable workforce
- Proactive engagement with Aboriginal and Torres Strait Islander suppliers on current and future opportunities, leading to an increase in the overall procurement of Indigenous contractors
- Launch of the Fremantle Passenger Terminal's 'Indigenous Welcome Statement' by Whadjuk, Ballardong and Arrernte woman and Indigenous artist, Jade Dolman
- Rollout of the Fremantle Ports Indigenous Ranger Training opportunity, in partnership with the Whadjuk Aboriginal Corporation and linked to the

- Inner Harbour Maintenance Dredging Program
- Inclusion of Indigenous history in the content of port walks and harbour tours
- A focus upon cultural and inclusion events, including National Reconciliation Week, NAIDOC week and the successful delivery of the Fremantle Ports Manjaree Indigenous Art Competition 2024

Fremantle Ports will report against its RAP progress in 2024-25, to Reconciliation Australia.



 Case study

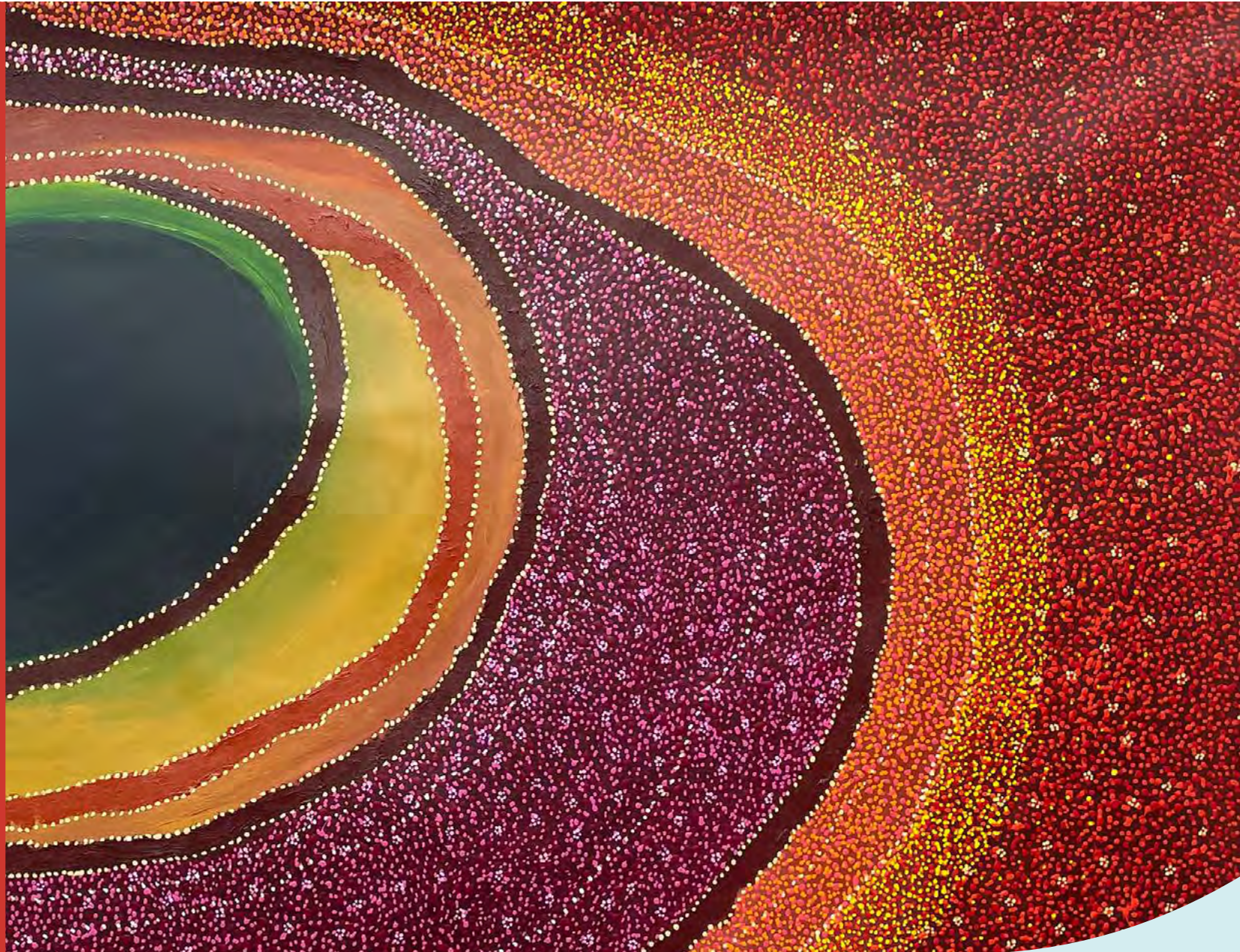
Manjaree Indigenous Art Competition

Fremantle Ports successfully ran the inaugural Manjaree Indigenous Art Competition, culminating in NAIDOC Week 2024. This competition attracted 159 extremely high-quality entries. In a well-publicised exercise, the artworks were showcased by digital projection on the Fremantle Ports headquarters building exterior for the duration of NAIDOC Week.

Image right: Winner of the inaugural Fremantle Ports Manjaree Indigenous Art Competition; Artist, Sonya Edney for 'Gascoyne Waterhole'



Scan the QR code to watch the short video.





Our people

This year our focus was in developing Fremantle Ports' leaders and creating a learning environment to build on our existing capabilities. We provided opportunities for our people to engage in projects and initiatives where outcomes are managed and tracked to completion.

Addressing the key areas of the employee survey, within our teams we continue to foster a collaborative work environment where problem-solving and curiosity help drive improvement.

Creating an inclusive culture that cares about ensuring everyone has equal opportunities is at the forefront of our approach to gender equality. The activities delivered in

this area were determined to create meaningful change and improve our workforce culture through our value of Respect. This included reviewing our recruitment, selection and promotion processes, attending gender equity forums, and delivering appropriate workplace behaviour training to continue building a diverse and inclusive workplace.

Creating an inclusive culture that cares about ensuring everyone has equal opportunities is at the forefront of our approach to gender equality.

Employment and recruitment

We employ 372 people, equal to 364 full time equivalent (FTE) employees. The total staff number was 408, including an additional 36 in our contractor workforce. Total workforce declined from 421 last year.

Where appropriate, we converted contract roles to permanent roles. A review of our approach to hiring and diversity initiatives proved successful, with 10 internal promotions and six of those being

female. We filled 90 placements in 2023-24 across all areas of the organisation.

In the area of diversity, equity and inclusion there were many activities and initiatives. International Women's Day was celebrated with a developmental initiative to increase the capability and skills of our female leaders. Four employees were sponsored to attend a national symposium that covered key areas of leadership and gave insights into

the strategies of building capability and creating networks. Our Port Operations Manager for Outer Harbour, Lisa Williamson, was a panellist at a Women's International Shipping and Trading Association (WISTA) event celebrating International Day for Women in Maritime. A commitment to CEOs for Gender Equity was been established, with working groups attended regularly.

Employee relations

Progress was made during the last quarter in negotiating the Marine Services Agreement with further discussions continuing towards reaching an agreed outcome.



Security is a key role for our Port Services Officers.

Employee Engagement Survey

Following the 2023 survey, a follow-up survey was conducted, with a sound response rate of 71 per cent. Employee engagement scores remained similar to prior year and below target. The port is revising its plans to improve employee engagement. Results will be used to track progress in key areas and ensure employees' voices are heard and responded to.

Learning and Capability Development

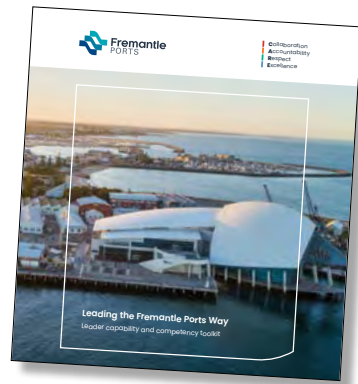
Implementation of a performance, learning and capability development system provided better access and opportunity for employees to track and review goals and consider development plans. With a view to improving and developing capability, the process of goal setting, alignment to team, division and organisational strategy and planning training accordingly has become the cornerstone of engaging and retaining our talent.



Promoting Women in Leadership for our future leaders

Leadership development

A full leader capability framework was established along with the launch of the *Leading the Fremantle Ports Way* program. The core of this program is to link organisational leadership capability with values and behaviours that contribute to delivery of the strategic plan. Three leadership modules were delivered with a focus on self-awareness, collaboration and building a performance culture. Leaders also completed capability and psychometric self-assessments to support coaching and on-the-job learning.



Navigate Wellbeing

Navigate Wellbeing is a values-led 'total care' program launched by CEO Michael Parker. Navigate will support our people to get their work done safely through building awareness, commitment, and capability to support physical and psychological health and wellbeing.

At its core, *Navigate* emphasises prevention to minimise the need for its other elements - early intervention, treatment and rehabilitation. It includes a panel of eight medical and allied health providers to support risk-based pre-employment medicals, a comprehensive Employee Assistance Program, injury management and return to work support, a musculoskeletal injury risk reduction program, plus an ongoing health and wellbeing (including psychosocial) information and education program.

Since its launch, a *Navigate* resources intranet hub has been established, 'Appropriate Workplace Behaviour' training delivered to over 80 per cent of staff, flu vaccinations provided in the workplace, and critical incident support provided to those impacted by the passing of CEO Michael Parker.





Fire warden training

Safety, environment and sustainability

Safety oversight

Our People, Safety, Environment and Community Committee, a sub-committee of the Board, has continued to closely monitor Fremantle Ports' safety performance and the programs and initiatives designed to improve our safety risk management. In the past year this has included:

- Completion of and actions arising from safety audits of suppliers and contractors
- Monitoring of safety legislative compliance
- Reviewing and endorsing an update to Fremantle Ports' Health, Safety, Environment and Quality policy
- Reviewing the outcomes from investigations into significant safety incidents
- Conducting site safety inspections and discussions with frontline workers
- Reviewing and endorsing an update to the 2027 safety strategy

The Health, Safety, Environment (HSE) steering committee met monthly to monitor Fremantle Ports' safety performance and provide executive oversight of safety management improvement initiatives, including those derived from risk assessments and incident investigations.

Safety assurance

While we have changed from Lloyds to Compass Assurance Services, Fremantle Ports' integrated Safety, Environment and Quality management system continued to be certified and comply with ISO 900, ISO 14001 and ISO 45001.

HSE Field Book

We published a second edition of the HSE Field Book, and the data derived from its use by staff is helping identify issues that potentially may be impeding the optimal implementation of safety risk controls critical for the prevention of fatalities, injuries or serious incidents.

TRIFR trend

While improvement slowed this year, the total recordable injury frequency rate (TRIFR) continued to trend downwards and is now within target range for this portion of the five-year safety targets.

While there were fewer significant incidents or near misses this year, those that did occur were ICAM-investigated and appropriate action taken to reduce the likelihood of similar incidents in the future.

Diligently and rapidly implementing corrective and preventative actions from investigations into significant incidents is another high priority. Good progress has been made in this area, and we believe it is one of the drivers behind improved injury statistics.

Most metrics indicate an improvement in safety performance for Fremantle Ports and our contractors over the past year with injury frequency rates between 20 and 25 per cent lower than last year. While this trend is encouraging, a focus on fatality prevention remains our highest priority. As such, our Safety Critical Risk program is supported by the HSE Field Book, which provides front-line workers and contractors with clear guidance on the minimum requirements to work safely and when a job must be paused while the correct or suitable alternative requirements are implemented. The HSE Field Book also provides data on the 'friction' (i.e. degree of difficulty) associated with implementing the required risk controls.



Continued focus on hazard reporting and HSE Field Book interactions this year.

Safety leadership

Leadership has also been a key contributor to improved safety performance, with the completion rate of manager field safety interactions increasing from around 90 per cent in 2022-23 to more than 98 per cent this year. Importantly, senior leaders continued to set the example by stopping work when safety requirements were not correctly in place or not able to be confirmed. Examples during the year included suspending access to some areas, suspending use of

some plant and equipment and a port-wide safety stoppage in August. Leadership development is expected to remain an ongoing focus in 2024-25 with the rollout of the safety leadership module scheduled for September, as part of Fremantle Ports' wider people strategy.

Safety training

The port regularly conducts safety training in various forms. Operational safety training remains an area of solid performance with a high level of compliance, though there is an opportunity to improve emergency response training and drills, and this will be a key focus in 2024-25.

Contractors' safety performance also improved and, where appropriate, additional Fremantle Ports' personnel were embedded into project teams to collaborate with contractors to improve overall performance, including safety performance.

Upgrades to the CGR safety and environment data management system were successfully rolled out, allowing us to consolidate key safety data and information into a single user-friendly interface.

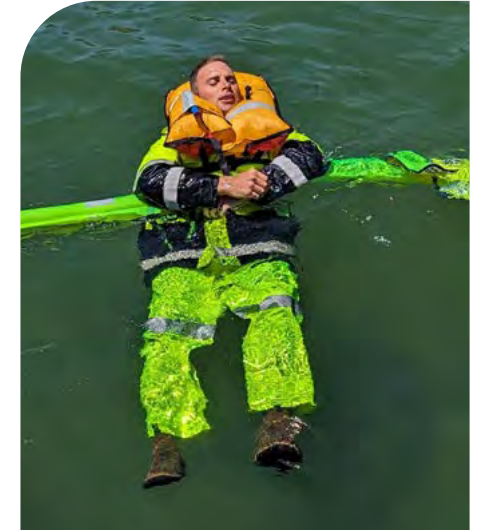
A focus was placed on working more closely with other port partner organisations, especially those controlling high risk activities, such as container terminal operators and common-user-berth stevedores. In recent months this included working alongside stakeholders to ensure a safe transition to alternate sulphur-handling arrangements after the Kwinana Bulk Jetty fire.

Marine safety

Given the work environment, marine safety is non-negotiable. We updated our risk controls, including improved risk management of pilot-boarding arrangements - an initiative which has garnered interest across Australia and overseas. We updated instructions and guidance for adverse weather events and mooring operations, both of which are supported by software to model and analyse risk to people, ships and port infrastructure.

HSE management system framework

Work continued on embedding the updated Health, Safety and Environment Management System (HSEMS) framework and confirming it supports timely and accurate safety management advice and support to Board, management, frontline workers, contractors and other port employees. Safety inductions and contractor safety management processes were also updated.



Testing of personal flotation devices

Compliance with injury management and reporting

While there were fewer injuries and illnesses in the past year, Fremantle Ports' injury management continued to provide timely and high-quality care so workers could remain in or return to their work as soon as possible. With the updates to the injury management program included in the new Navigate Wellbeing program, Fremantle Ports can now provide an even better level of care to those with a work-related injury or illnesses or with a non-work-related injury or illness which may impact their ability to work safely. Notification of injuries and dangerous occurrences to WorkSafe during the period did not result in any compliance action by the regulator.

Measure	2021-22	2022-23	2023-24
Fatalities	0	0	0
Lost time injury and/or disease incidence rate	6	5.6*	4.4*
Total recordable injury and/or disease incidence rate	20	10	8.7*

* The LTIFR reported in 2022-23 was shown as 4 but has since been recalculated at 5.6. Some or all of this revised figure for last year is attributed to corrected hours-worked data.

Sustainability

This year we benchmarked our sustainability maturity, undertook a gap analysis, and determined our material sustainability topics using a methodology aligned with the Global Reporting Index (GRI) Standards.

Our material topics provided a new lens with which to review our 2027 Strategic Plan and will help guide our program of works and actions to improve our environmental, social, and economic performance.

Improving our environmental, social, and economic performance.

Environment

Inner Harbour maintenance dredging – Whadjuk Rangers

As part of the maintenance dredging project, Fremantle Ports collaborated with the Whadjuk Aboriginal Corporation (WAC) on the environmental monitoring program for the dredging.

In line with recommendations by WAC, a Smoking Ceremony was undertaken prior to dredging commencing and Whadjuk Rangers were present on the dredge and environmental monitoring vessels throughout the project.

Prior to the project commencing, the Whadjuk Rangers were trained and verified as competent to undertake marine quality monitoring and marine species observing roles.



Indigenous rangers at the smoking ceremony for the dredging project

Air quality

Fremantle Ports implements a comprehensive dust strategy at our Kwinana Bulk Terminal site to ensure the health and amenity of surrounding industry and environment is not affected by our operations. As part of this, we undertake continuous monitoring of Total Suspended Particulates (TSP) at four locations around the site boundary. Conservative alarm levels are in place that trigger management responses. Dust monitoring results are reported annually to the Department of Water and Environmental Regulation and no exceedances of reportable dust levels were attributed to our operations this year.

Greenhouse gas emissions

Under our 2027 Strategic Plan, Fremantle Ports has set the ambitious goal of achieving net zero scope 1 and 2 emissions by 2027. This year Scope 1 and 2 emissions were 15,474 tonnes CO₂e-. From financial year 2021 to financial year 2024, Scope 2 emissions included tenant emissions which would normally be reported as Scope 3. This is because tenants have not been able to purchase GreenPower

or install solar on Fremantle Ports' embedded electricity network.

In late 2023, a 500kW solar array on the roof of the Fremantle Passenger Terminal became operational. This system generates approximately 836MWh of electricity every year or 15 per cent of Victoria Quay's total energy needs. It provides 65 per cent of Fremantle Ports' Administration Building's energy needs or 100 per cent of the energy needs of the passenger terminal when it is required for cruise ships.

This year, Fremantle Ports voluntarily purchased 30 per cent of its electricity supply from renewable sources, which is equivalent to 100 per cent of Fremantle Ports' internal consumption (i.e. excluding tenants). Further opportunities for renewable electricity for Fremantle Ports and tenant operations are currently being explored.

Fremantle Ports replaced four of its conventionally fuelled fleet vehicles with electric vehicles and is actively planning further opportunities to decarbonise its small vehicle fleet, including the application of trials of bio-fuels.



Water testing at Kwinana Bulk Terminal.

Marine Quality Monitoring Program

We have a Marine Environmental Management Framework (MEMF) that aligns with relevant State Government legislative instruments, policies and guidelines. A key component of the MEMF is an annual Marine Quality Monitoring Program (MQMP). Established as a voluntary program in 2001, the MQMP comprises a single annual summer survey comprising sampling and analyses of water quality, sediment quality and mussel tissue quality across sites at the Inner Harbour,

Rous Head, Shipping Channels and Outer Harbour. The program aims to ensure that environmental quality objectives detailed in the MEMF are maintained across all sampling sites. This year Whadjuk Rangers assisted with water quality sampling and mussel deployment. Overall, the 2024 MQMP results were very good and confirmed environmental quality objectives were broadly met at the Inner Harbour, Outer Harbour, Rous Head and in the shipping channels.



We replaced four conventionally fuelled vehicles with electric vehicles this year

State-Wide Array Surveillance Program

Since 2011, in collaboration with the Department of Primary Industries and Regional Development, Fremantle Ports has an early warning surveillance program to detect introduced marine species (IMS) in port waters. IMS are marine plants or animals not native to Australian waters that may negatively impact the environment, human health, or socio-economic values. Early detection of IMS is recognised as one of the most effective marine biosecurity strategies as IMS are costly and challenging to eradicate once established. This year no notable IMS detections were made.

Early detection of introduced marine species is recognised as one of the most effective marine biosecurity strategies as they are costly and challenging to eradicate once established.



Dust: We conduct dust emissions monitoring at four KBT locations.

Bitou bush

In 2012, a well-established infestation of Bitou bush was detected at Kwinana Bulk Terminal, the only location in Western Australia where the weed has been detected. It is unknown how the plant arrived in Western Australia, however the previous Kwinana Bulk Terminal site had linkages to NSW where there are extensive Bitou bush infestations. On the east coast of Australia, Bitou bush has decimated native dune vegetation and decreased biodiversity through high growth rate and outcompeting native species.

Following its identification in 2012, there has been an annual eradication program which has seen the Bitou bush infestation removed and steadily decline from 1268 plants identified in the 2012 survey, to no plants in the 2024 survey. To manage the Bitou bush risk, it is prohibited to remove soil or vegetative matter from Kwinana Bulk Terminal without environmental approval. Excavation equipment also has a clean-on-exit requirement to ensure soil matter and seed doesn't leave the site.



Fairy Terns foraged at Rous Head but no colony was established this year.

Fairy Terns

The Australian Fairy Tern (*Sternula neris neris*) is listed as 'vulnerable' under the Commonwealth *Environment Protection and Biodiversity Conservation (EPBC) Act*. In 2013, Fremantle Ports voluntarily established a breeding sanctuary for fairy terns at Rous Head. The 3400 square metre sanctuary is designed to mitigate threats to Fairy Terns and provide a secure, managed breeding site near the mouth of the Swan River estuary. The location of the sanctuary is not only ideal for the Fairy Terns but also for proactive pest management, site maintenance and conservation research.

Fairy Terns foraged around the Rous Head Sanctuary during the 2023-2024 summer breeding season but did not establish a colony. This was most likely due to persistent chick predation by a Nankeen Kestrel during the season, the availability of prey species near the sanctuary and members of the public entering the sanctuary disturbing fairy terns scouting the coast for available nesting sites.



Senior Environmental Advisor Rebecca James was awarded a Churchill Fellowship.

Recycling from cruise vessels

Fremantle Ports continued to work with stakeholders including shipping lines, stevedores, agents, and waste service providers to facilitate recycling trials from cruise ships. This work helped shape a national Maritime Recycling Risk Assessment trial now being undertaken jointly by the Australian Maritime Safety Authority (AMSA) and the Department of Agriculture, Fisheries and Forestry (DAFF) investigating ways for ship-generated recyclables to be managed outside the biosecurity waste stream. Fremantle Ports' trials successfully piloted

the recycling of valuable resources from cruise ship offloads, which will inform a national policy for recycling waste from international vessels.

Senior Environmental Advisor Rebecca James was awarded a Churchill Fellowship, allowing her to visit overseas ports and waste facilities in late 2024 to benchmark recycling practices from shipping (in particular cruise vessels). This study trip program will include her meeting with relevant organisations to better understand waste policies, incentives and regulatory measures overseas.

Our governance approach

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Our governing bodies

The *Port Authorities Act 1999* (The PA Act) establishes Fremantle Port Authority, a government trading enterprise operating under its trading name Fremantle Ports. The Act and the *Government Trading Enterprises Act 2023* (the GTE Act) prescribe the governance, and the statutory rights and obligations of Fremantle Ports. Responsibility for the strategic direction of Fremantle Ports is vested in its Board of Directors who are appointed by and responsible to the Minister for Ports. The Board appoints the Chief Executive Officer who is responsible for the business' day-today operations. The CEO is supported by the Executive Leadership Team, comprising seven General Managers.

Board of Directors

The Board is our peak decision-making body, setting our strategic direction, agreeing goals for management and monitoring the progress and achievement of those goals. This direction is set through a Statement of Expectations and an Annual Performance Statement approved by the Minister. The Board reports progress against these to the Minister. The Board met ten times this year. Governance and behavioural expectations of Directors are contained in Fremantle Ports' Board Charter.

Remuneration and Nominations Committee

The purpose of the Remuneration and Nominations Committee is to support Fremantle Ports' Board in selecting and appointing the Chief Executive Officer, succession planning, retention, the composition and performance of the Board and the performance of other functions relating to these items. Its responsibilities include:

- Management of the CEO role, including recommendations for appointment or removal, remuneration, key performance indicators, performance review and succession planning
- Management of the non-executive Directors, including skills matrix, Board and Committee membership, Board induction and training, expenses reimbursement, succession planning and recommendations
- Board performance, including Board and committee reviews, both internal and external

This year the Committee has been instrumental in supporting the Board in relation to appointing an Acting CEO when required in April 2024 and then recommending the current CEO Jodie Ransom for appointment.



New clinker import circuit under construction at KBT

Audit and Risk Committee

Our Audit and Risk Committee oversees the effectiveness of Fremantle Ports' governance, internal audit and risk management, and control environments. Its role is to provide confidence to the Board that adequate management practices in respect of these areas are developed and maintained.

Focus areas for the Audit and Risk Committee this year included:

- Endorsing the Annual Internal Audit Plan for financial year 2024

- Revising the Audit and Risk Committee Charter
- Discussing and approving audit progress reports, with a focus on management's timely implementation of audit recommendations
- Considering our Information Technology Strategy including cyber security, security uplift actions, and procurement and contract management approaches

People, Safety, Environment and Community Committee

The role of our People, Safety, Environment and Community Committee is to oversee the effectiveness of Fremantle Ports' approach to its people and to their health and safety, its environmental impact and its engagement with the community. It provides confidence to the Board that these aspects of sustainability are effectively managed.

This year the committee:

- Revised the People, Safety, Environment and Community Charter
- Reviewed performance against the endorsed strategies for People, Work Health and Safety, and Environment
- Reviewed work health and safety and environmental incidents and associated mitigating actions
- Considered legislative changes in respect of work health and safety, employee and industrial relations, environment and our community
- Monitored key initiatives such as the leadership development program, safety maturity assessment, net zero emissions transition, community investment, the Reflect RAP implementation and Victoria Quay activation



North Quay - one of three precincts identified in our refreshed strategic plan.

Executive Leadership Team

The Executive Leadership Team operationalises the Board's strategic direction and intent. Its role is to support the Chief Executive Officer in discharging her responsibilities and work together to coordinate the day-to-day operations of Fremantle Ports.

The role of Corporate Secretary is part of the accountabilities of our General Counsel and General Manager Governance and Assurance,

who is part of our Executive Leadership Team. This role is accountable directly to the Board, through the Board Chair, on all matters relating to the governance of the Board. Our General Counsel is responsible for ensuring Board procedures are complied with and governance matters addressed.



Moving nut coke at Kwinana Bulk Terminal.

Fostering a governance culture

We are committed to maintaining the highest standards of corporate governance. Our governance processes and systems are embedded in our ways of working ensuring transparency, accountability and integrity in all our operations. Fremantle Ports has a dedicated Governance and Assurance Division comprising risk, governance, integrity, assurance, legal and compliance subject matter experts who provide the Executive Leadership Team and Audit and Risk Committee assurance that

relevant policies, frameworks and procedures are being consistently implemented across the organisation and instances of non-compliance addressed in a timely manner.

This governance framework is designed to support Fremantle Ports' long-term performance and sustainability, while meeting the community's expectations and protecting the interests of our stakeholders. Fremantle Ports won Best Annual Report by a GTE at this year's IPAA Lonnie Awards, for the tenth successive year.

Continual investment in risk management

We are committed to the proper identification, assessment and management of risk within a robust enterprise risk management framework so that risks are understood and managed in an effective manner. Our risk appetite statement outlines the level of risk we are prepared to accept, tolerate, or reduce in the pursuit of our business strategy. We aim to manage our risks within our risk appetite by achieving a balance between acceptable levels of risk, and reward through the effective and efficient use of resources.

A clearly articulated risk appetite statement is integral to our enterprise risk management framework as it guides risk management and mitigation. During the year, the Fremantle Ports' risk appetite statement and risk assessment matrix were updated and approved by the Board to ensure they reflect the national and global environment.

Embedding a culture built on integrity

Our Code of Conduct and integrity framework underpin our approach to preventing misconduct, fraud and corruption, and promoting a culture of integrity. Our Code is consistent with section 21 of the PA Act and outlines the standards of behaviour we expect from everyone who works for Fremantle Ports, regardless of role or location. It applies to all directors, employees, contractors, volunteers and our suppliers. Our Code and online training module were reviewed and updated this year.

Section 23 of the PA Act requires our Board to report to the Minister on compliance with our Code by our people. This report is submitted at the same time as Fremantle Ports' annual report. We also report annually to the Public Sector Commissioner about the integrity and conduct of our people. In 2023-24 there were 12 substantiated breaches of the code.

Public interest disclosure

We maintain a public interest disclosure (PID) procedure, internal guidelines and have designated PID officers who are trained to receive, assess and confidentially manage disclosures of actual or suspected wrongdoing under the *Public Interest Disclosure Act 2003* (PID Act). PID is part of our broader network of reporting pathways available for our people, customers, partners and members of the community who wish to speak up about actual or suspected unethical behaviour.

In 2023-24 there were no public interest disclosures lodged with us.

Strengthening our assurance approach

We worked to strengthen our established audit approach during the year. By reference to government and industry good practice, our internal audit function operates under a Board-approved Internal Audit Charter that aligns with the International Professional Practices Framework of the Institute of Internal Auditors.

A wide range of internal audits were undertaken, covering:

- fraud and corruption controls
- operational activities
- information technology, including cyber security and IT Governance
- financial activities, including procurement to payment activities
- Safety Maturity Assessment
- human resources and payroll processes
- property management
- ERP (Enterprise Resource Planning) Tranche 1 implementation

We were recognised by The Office of the Auditor General of Western Australia as a 'Best Practice top 20 large entities' based on our audit readiness, financial reporting and financial controls.

Ministerial directives

There were no Ministerial directives made during the year.

Advertising and market research expenditure

Advertising agency	
Marketing research organisations	
Painted Dog Research	\$75,370.00
Direct mail organisations	
Createsend.com	\$100.00
Polling organisations	
NA	
Media advertising organisations	
Seek Limited	\$20,000.00
Optimum Media Decisions WA (OMD)	\$13,862.00
Rubis Group Pty Ltd	\$13,700.00
Acorn Design	\$11,529.00
Fremantle Herald	\$11,266.00
Grandstand Agency	\$9,885.00
TenderLink (illion)	\$4,434.00
Meta	\$2,690.00
Total	\$162,836.00

Complaints management

Fremantle Ports responds proactively to complaints to not only address public concerns but also resolve the underlying issues. Complaints are received in person, by phone, email, letter, or can be entered directly into our complaints system CGR by the complainant. Complainants can choose to present their issues as 'complaint', 'feedback' or 'suggestion', presenting a richer source of information to Fremantle Ports on how we can improve. Complaints taken in more traditional ways are logged in the system by a Fremantle Ports administrative staff member or Communications and Community team member. Responsible persons are allocated and required to address and close out the complaints and receive automated reminder emails to prompt closure. Technical complaints are escalated to subject matter experts.

All staff and management can access CGR to track complaints and trends. The system also securely caters for complaints about alleged misconduct or criminal behaviour. Work continues to embed the system

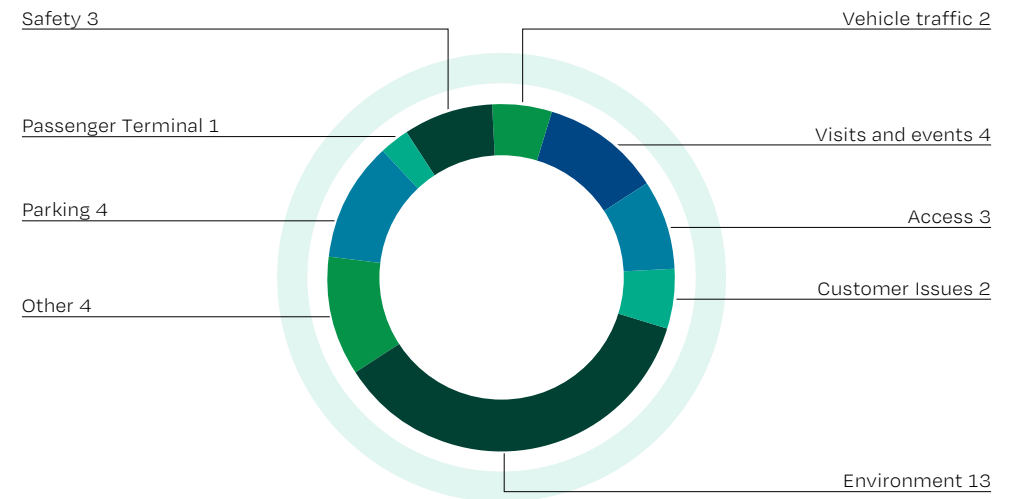
and optimise complaint close-outs within 10 business days. Fremantle Ports won the IPAA Lonnie Award for Best Complaints Handling for 2022-23.

Complaints this year

A total of 36 formal complaints were received this year, up from 15 last year. 50 per cent were closed within 10 business days, with no further action required. The greatest number of complaints were about public access to South Mole, following Fremantle Ports' decision in April to close South Mole due to illegal camping and other related safety concerns. Because this was considered a significant public consultation matter, a separate online feedback opportunity was created, resulting in more than 800 additional responses on this matter. These were not recorded as formal complaints. Other formal complaint topics included vehicle traffic, live sheep exports, port noise, and cyclist or pedestrian hazards on Victoria Quay.

Complaints

July 2023 to June 2024



Records management

Record keeping is established as part of Fremantle Ports' business activities. Records are captured, secured, retained and are accessible when required. Compliance with State Records Commission Standard 2, Principle 6, is achieved through regular reviews and improvement initiatives. The following projects were completed in the last year:

- Fremantle Ports ran a campaign promoting information security. In addition, all new employees are provided one on one training on record management and use of the Electronic Document and Record Management System (EDRMS) as part of the onboarding process
 - Provided users with easy access to procedures via the new intranet page with the source documentation located in our EDRMS of content manager
 - Implemented a secure file share process to share documents with external stakeholders
- The basement clearance project reviewed over 2300 boxes that were stored in the basement of our Inner Harbour Administration Building office. Each record was reviewed and appraised against current retention and disposal schedules, with approximately 25 per cent disposed of in line with our policies. The remainder were sent to offsite storage to ensure records are managed and stored correctly
 - The updated General Retention and Disposal Authority for State Government Information 2023-24 schedules were imported into EDRMS. Using this schedule combined with the Sector Disposal Authority ensures records are measured against correct schedules and documents correctly registered



Port Services Officers secure a vessel.

Information management

The IT strategy was delivered within the year with a new IT strategic roadmap. This focused on strengthening the integration of data, enabling a constant and consistent flow of information to allow better decision making. This supports the 2027 strategic plan.

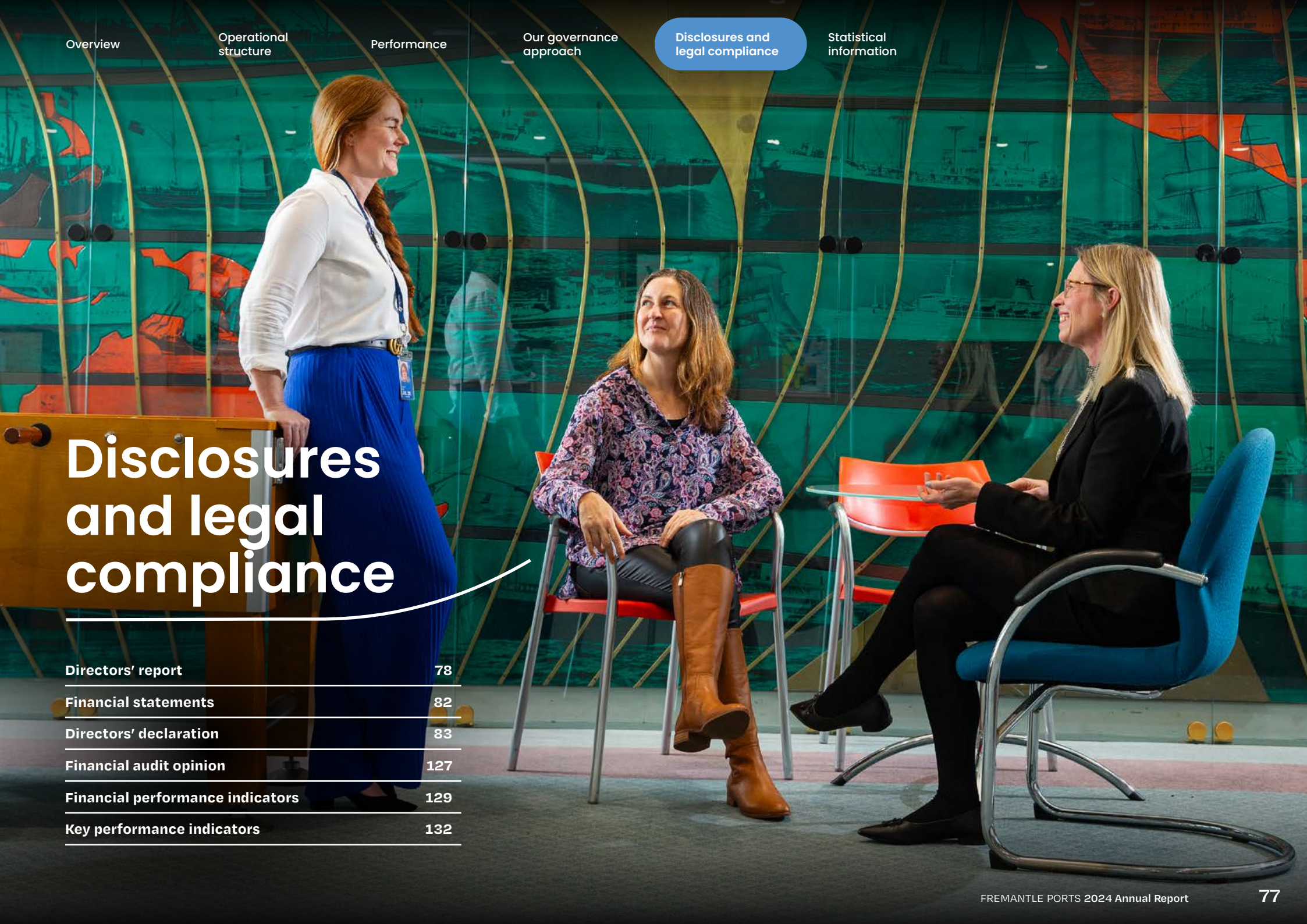
There was a continued focus on cyber security as well as ensuring IT assets remain fit for purpose and supported. The first phase of the network uplift project was delivered in line with the plan and the second phase approved by the Board to

commence with delivery to be completed over the next six months. Numerous IT disaster recovery tests were undertaken including desktop tests as well as simulated outages. This provided invaluable knowledge and preparedness for the team.

The Enterprise Resource Planning (ERP) project was completed, resulting in a core platform for human resources, finance, contract management and maintenance management. This enabled the removal of many legacy systems.

Disclosures and legal compliance

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Directors' report For the year ended 30 June 2024

Directors' report For the year ended 30 June 2024

The Board of Directors of the Fremantle Port Authority (Fremantle Ports) has pleasure in submitting its report for the financial year ended 30 June 2024.

Directors

The following were Directors of Fremantle Ports at the date of this report:

Chris Sutherland (Chair)

Director since 1 January 2023

Chair since 1 January 2023

Kim Horne AM (Deputy Chair)

Director since 1 February 2018

Deputy Chair since 1 January 2019

Anne Nolan

Director since 1 February 2018

Professor Kate Lewins

Director since 1 February 2020

Glen McLeod

Director since 16 November 2020

Debra Blaskett

Director since 1 January 2021

Steve Lewis

Director since 1 July 2023

Directors' biographies are shown on pages 14 - 15.

Directors' Meetings

Attendance by Directors at meetings (including non-face-to-face meetings pursuant to Section 13(2) of Division 3 of the *Government Trading Enterprises Regulations 2023*) held during the financial year ended 30 June 2024 was:

	Eligibility to attend meetings of Directors	Meetings of Directors	Eligibility to attend Audit and Risk Committee	Audit and Risk Committee	Eligibility to attend People, Safety, Environment and Community Committee	People, Safety, Environment and Community Committee	Eligibility to attend Remuneration and Nominations Committee	Remuneration and Nominations Committee
Number of meetings held		10		5		4		2
Number of meetings attended by:								
Chris Sutherland	10	10	N/A	N/A	N/A	N/A	2	2
Kim Horne	10	10	N/A	N/A	4	4	2	2
Anne Nolan	10	9	5	5	N/A	N/A	2	2
Professor Kate Lewins	10	10	5	5	N/A	N/A	N/A	N/A
Glen McLeod	10	10	N/A	N/A	4	4	N/A	N/A
Debra Blaskett	10	8	5	5	N/A	N/A	N/A	N/A
Steve Lewis	10	10	N/A	N/A	4	4	N/A	N/A

Directors' report For the year ended 30 June 2024

Principal Activities

The principal activity of Fremantle Ports during the year was the provision of port services and facilities and there were no significant changes in the nature of the activities during the year.

Results

The profit before income tax for the financial year was \$78.057 million (2023: \$66.987 million). The income tax expense attributable to the profit for the financial year was \$23.583 million (2023: \$20.418 million).

Dividends

From 1 July 2014, an amendment to Section 84 of the *Port Authorities Act 1999* came into effect which provides for Government to request an interim dividend be recommended by the Board. An interim dividend for the year ended 30 June 2024 was not required to be declared by the Board (2023: \$nil).

During the financial year ended 30 June 2024, no dividend was required to be paid (2023: \$nil).

Review of Operations

Fremantle Ports is a general cargo port and ensures that port services and facilities meet the needs of customers.

A summary of the results during the year is set out below:

	2024 \$'000	2023 \$'000
Profit before income tax	78,057	66,987
Income tax expense	(23,583)	(20,418)
Profit for the year	54,474	46,569
Other comprehensive income/ (loss)	533	(148)
Retained earnings at 1 July	380,301	333,880
	435,308	380,301
Dividends paid in the financial year	-	-
Retained earnings at 30 June	435,308	380,301

State of Affairs

There were no significant changes in the state of affairs of Fremantle Ports during the financial year under review.

Fremantle Ports operates in Western Australia under the provisions of the *Port Authorities Act 1999* and the *Government Trading Enterprises Act 2023*.

Events Subsequent to Reporting Date

No matters or circumstances have arisen since the end of the financial year, in the opinion of the Directors of Fremantle Ports, to affect significantly the operations, the results of those operations, or the state of affairs, in future financial years.

Directors' report For the year ended 30 June 2024

Likely Developments and Expected Results

Fremantle Ports will continue to operate the business and work closely with its customers and stakeholders to fulfil its trade facilitation role.

Fremantle Ports has continued to work with a range of planning, transport and other agencies to participate in the Westport project to progress plans for new container facilities in the Outer Harbour as announced by the State Government in August 2020.

Remuneration

In accordance with Section 15(c) of Division 3 of the *Government Trading Enterprises Regulations 2023*, included below are the nature and amount of each element for each Director and the five named officers of Fremantle Ports receiving the highest remuneration.

Directors' Remuneration

The Minister determines the remuneration of the Board of Directors.

Details of remuneration provided to Directors:

Position	Name	Period of Membership*	Short-term benefits	Post-employment benefits	Total
			Board and committee fees	Superannuation	
			\$'000	\$'000	
Chair	C Sutherland	12 months	95	10	105
Deputy Chair	K Horne	12 months	67	7	74
Director	A Nolan	12 months	58	6	64
Director	D Blaskett	12 months	53	6	59
Director	K Lewins	12 months	53	6	59
Director	G McLeod	12 months	53	6	59
Director	S Lewis	12 months	53	6	59

* The period of membership column refers to the Board member's membership during the 2023/24 financial year.

Directors' Benefits

No director of Fremantle Ports has received benefits or became entitled to receive any benefit (other than a benefit included in the total amount of remuneration received or due and receivable by Directors) by reason of a contract made with the Director, or with a firm of which the Director is a member, or with an entity in which the Director has a substantial interest.

Executives' Remuneration

The Board, with the approval of the Minister and subject to the *Salaries and Allowances Act 1975*, determines the remuneration package of the Chief Executive Officer. The Board delegates to the Chief Executive Officer the power to determine the terms and conditions of other senior executives in accord with a policy under which Fremantle Ports engages remuneration consultants to report and recommend competitive remuneration packages for senior executives based on benchmarking with other organisations.

The performance of the Chief Executive Officer and senior executives is monitored against agreed criteria.

Details of remuneration provided to senior executives:

Name	Salary	Other	Post-employment benefits	Other long-term benefits	Total
			Superannuation	Long service leave	
			\$'000	\$'000	
J. Ransom ¹	410	3	28	10	451
M. Parker ²	413	2	21	10	446
S. Zouad	375	2	28	11	416
R. Makins	366	2	28	10	406
D. Fletcher	361	2	28	15	406

¹ Jodie Ransom held the position of Acting Chief Executive Officer from 3 April 2024.

² Michael Parker was CEO from 1 July 2023 to 3 April 2024 when he sadly passed.

Directors' report For the year ended 30 June 2024

Environmental Regulation

Fremantle Ports' operations are subject to regulation under both Commonwealth and State environmental legislation applicable to any Australian commercial entity. Under the *Port Authorities Act 1999*, Fremantle Ports is also required to "protect the environment of the port and minimise the impact of port activities on that environment".

Environmental Management

Fremantle Ports is committed to demonstrating that it is an environmentally responsible organisation and this commitment is reflected in its values and corporate priorities. To comply with environmental responsibilities and objectives, Fremantle Ports maintains an environmental management system certified to the international standard ISO14001 by external auditors.

Indemnification of Directors and Officers

The Directors and Officers Liability Insurance Policy was renewed during the financial year to ensure that the Directors and Officers had adequate insurance cover against liabilities and expenses arising as a result of work performed in their capacities, to the extent permissible under law. Fremantle Ports paid an insurance premium of \$173,650 in respect of the Directors and Officers Liability Insurance Policy for the 2023-24 reporting period.

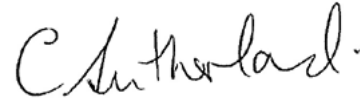
Auditor

The auditor of Fremantle Ports' financial report is the Office of the Auditor General.

Rounding of Amounts to Nearest Thousand Dollars

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

This report is made in accordance with a resolution of the Board on 23 August 2024.



Chair



Director

23 August 2024

Financial statements For the year ended 30 June 2024

Financial statements For the year ended 30 June 2024

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Financial statements For the year ended 30 June 2024


Directors' Declaration

In the opinion of the Directors of the Fremantle Port Authority:

- (a) the financial statements and notes, set out on pages 84 to 128 are prepared in accordance with the *Government Trading Enterprises Act 2023*, including Section 176 and the *Government Trading Enterprises Regulations 2023*, and:
 - (i) gives a true and fair view of the financial position as at 30 June 2024 and of its performance for the year ended on that date; and
 - (ii) is in accordance with Australian Accounting Standards and the *Corporations Regulations 2001*; and
- (b) there are reasonable grounds to believe that the Fremantle Port Authority will be able to pay its debts as and when they become due and payable.

The Directors have been given the declaration by the Chief Executive Officer and the Chief Financial Officer for the reporting year ended 30 June 2024.

This declaration is signed in accordance with a resolution of the Directors on 23 August 2024.



Chair



Director

23 August 2024

Financial statements For the year ended 30 June 2024

Statement of Comprehensive Income For the year ended 30 June 2024

	Note	2024 \$'000	2023 \$'000
Revenue	A.1	274,815	252,995
Expenditure			
Employee benefits	A.2	(62,503)	(60,378)
Service and maintenance		(36,817)	(35,343)
Contracts and consultants		(33,418)	(29,950)
Government charges		(8,965)	(8,303)
Utilities		(6,562)	(5,457)
Insurance		(3,521)	(3,315)
Other expenses		(19,555)	(19,340)
Depreciation and amortisation	A.2	(19,699)	(18,432)
Finance costs	A.2	(5,718)	(5,490)
Profit before income tax		78,057	66,987
Income tax expense	A.4	(23,583)	(20,418)
Profit after income tax for the year		54,474	46,569
Other comprehensive income/ (loss)			
<i>Other comprehensive income/ (loss) not to be reclassified to profit or loss in subsequent periods:</i>			
Re-measurement gains/ (losses) on defined benefit plans	D.2	761	(211)
Income tax effect	A.4	(228)	63
Total other comprehensive income/ (loss)		533	(148)
Total comprehensive income for the year, net of tax		55,007	46,421

The above Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

Financial statements For the year ended 30 June 2024

Statement of Financial Position as at 30 June 2024

	Note	2024 \$'000	2023 \$'000
ASSETS			
Current assets			
Cash and cash equivalents	C.2	126,176	136,135
Trade and other receivables	E.1	40,220	37,491
Inventories	E.2	4,172	4,208
Income tax receivable	A.4	600	755
Total current assets		171,168	178,589
Non-current assets			
Property, plant and equipment	B.1	540,152	475,542
Deferred tax assets	A.4	23,404	26,385
Total non-current assets		563,556	501,927
Total assets		734,724	680,516
LIABILITIES			
Current liabilities			
Trade and other payables	E.3	23,821	22,542
Interest bearing borrowings	C.3	1,751	1,869
Provisions	D.1	17,191	17,142
Other liabilities	E.4	6,990	6,872
Total current liabilities		49,753	48,425

	Note	2024 \$'000	2023 \$'000
Non-current liabilities			
Interest bearing borrowings	C.3	134,137	135,351
Provisions	D.1	9,612	10,525
Other liabilities	E.4	855	855
Total non-current liabilities		144,604	146,731
Total liabilities		194,357	195,156
Net Assets		540,367	485,360
EQUITY			
Contributed equity	C.6	105,059	105,059
Retained earnings	C.6	435,308	380,301
Total equity	C.6	540,367	485,360

The above Statement of Financial Position should be read in conjunction with the accompanying notes.

Financial statements For the year ended 30 June 2024

Statement of Changes in Equity For the year ended 30 June 2024

	Note	Contributed equity \$'000	Retained earnings \$'000	Total equity \$'000
Balance at 1 July 2022		105,059	333,880	438,939
Profit for the year		-	46,569	46,569
Other comprehensive loss		-	(148)	(148)
Total comprehensive income for the year	C.6	-	46,421	46,421
Transactions with owners in their capacity as owners				
Dividends paid	A.3	-	-	-
Balance at 30 June 2023	C.6	105,059	380,301	485,360
Balance at 1 July 2023		105,059	380,301	485,360
Profit for the year		-	54,474	54,474
Other comprehensive income		-	533	533
Total comprehensive income for the year	C.6	-	55,007	55,007
Transactions with owners in their capacity as owners				
Dividends paid	A.3	-	-	-
Balance at 30 June 2024	C.6	105,059	435,308	540,367

The above Statement of Changes in Equity should be read in conjunction with the accompanying notes.

Financial statements For the year ended 30 June 2024

Statement of Cash Flows For the year ended 30 June 2024

	Note	2024 \$'000	2023 \$'000
Cash flows from operating activities			
Receipts from customers		293,994	272,250
Payments to suppliers and employees		(197,614)	(185,990)
Interest received		5,014	3,696
Interest paid		(5,674)	(5,373)
Income tax paid		(20,676)	(22,207)
Net cash inflow from operating activities	A.5	75,044	62,376
Cash flows from investing activities			
Purchase of property, plant and equipment		(83,319)	(62,543)
Proceeds from sale of property, plant and equipment		8	-
Net cash outflow from investing activities		(83,311)	(62,543)
Cash flows from financing activities			
Repayment of borrowings		(1,267)	(11,191)
Principal elements of lease		(1,289)	(993)
Proceeds from finance lease receivable		864	959
Dividends paid	A.3	-	-
Net cash outflow from financing activities		(1,692)	(11,225)
Net decrease in cash and cash equivalents		(9,959)	(11,392)
Cash and cash equivalents at 1 July		136,135	147,527
Cash and cash equivalents at 30 June	C.2	126,176	136,135

The above Statement of Cash Flows should be read in conjunction with the accompanying notes.

Notes to the financial statements For the year ended 30 June 2024

Notes to the Financial Statements For the year ended 30 June 2024

About these statements

Fremantle Port Authority ('Fremantle Ports') is a not-for-profit reporting entity for the purposes of Australian Accounting Standards (AASs). The nature of operations and principal activities are described in the Directors' Report.

Statement of compliance

The financial statements are general purpose financial reports prepared in accordance with AASs (including Australian Accounting Interpretations) adopted by the Australian Accounting Standards Board (AASB). The financial statements also comply with the *Government Trading Enterprises Act 2023*.

Basis of preparation

The financial statements have been prepared on an accrual accounting basis and in accordance with the historical cost convention. The accounting policies adopted in the preparation of the financial statements have been consistently applied throughout all periods presented unless otherwise stated.

Rounding

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

Comparative figures

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

Currency

The functional and presentation currency of Fremantle Ports is Australian dollars.

Changes in accounting policies, new and amended standards and interpretations

In the current year, Fremantle Ports has adopted all the new and revised Standards and Interpretations issued by the AASB that are relevant to its operations and effective for the current reporting period.

Accounting standards and interpretations issued but not yet effective

Fremantle Ports did not early adopt any new amended AASs and Interpretations issued but not yet effective. Refer to Note F.8 for additional information on new and amended AASs and interpretations issued but not yet effective.

Other accounting policies

Significant and other accounting policies that summarise the measurement basis used and are relevant to an understanding of the financial statements are provided throughout the notes to the financial statements.

Notes to the financial statements For the year ended 30 June 2024

The notes are organised into the following sections:

		Page
A.	Performance for the year	90 - 96
B.	Property, Plant and Equipment and Other Assets	97 - 100
C.	Capital Management	101 - 108
D.	Employee Benefits	109 - 118
E.	Other Assets and Liabilities	119 - 122
F.	Other Items	122 - 126

Key estimates and judgements

In applying Fremantle Ports' accounting policies, management continually evaluates judgements, estimates and assumptions based on experience and other factors, including expectations of future events that may have an impact on the organisation. All judgements, estimates and assumptions made are believed to be reasonable based on the most current set of circumstances known to management. Actual results may differ from those judgements, estimates and assumptions.

Information about significant areas of estimation, uncertainty, and critical judgements in applying accounting policies are:

Note	Area of judgement	Page
F.2	Provision for environmental remediation	124
D.2	Defined benefit plans	111 - 118
E.1	Impairment losses	119 - 121
D.1	Annual leave, sick leave, and long service leave	109 - 110

Financial and capital risk management

The Board of Directors has overall responsibility for the establishment and oversight of Fremantle Ports' risk management framework. The Audit and Risk Committee has oversight of Fremantle Ports' internal control system and risk management processes, including the oversight of the internal audit function.

Fremantle Ports' management of financial and capital risks is aimed at ensuring that available capital, funding, and cash flows are sufficient for Fremantle Ports.

The below risks arise in the normal course of Fremantle Ports' business. Risk information can be found in the following sections:

Note	Description	Page
C.	Capital risk	101 - 102
C.	Liquidity risk	102
C. & C.3	Interest rate risk	101 and 106
C.	Credit risk	102

Notes to the financial statements For the year ended 30 June 2024

A. Performance for the year

In this section

This section addresses financial performance for the reporting period including, where applicable, the accounting policies applied, and the key estimates and judgements made. The section also includes the tax position of Fremantle Ports for and at the end of the reporting period.

A.1 Revenue and other income

Recognition and measurement

Revenue is recognised in the Statement of Comprehensive Income at the transaction price as Fremantle Ports satisfies a performance obligation by transferring a promised service or goods to a customer. An asset is transferred when or as a customer obtains control of that asset.

- **Revenue from services**

Revenue for services rendered is recognised to the extent that the performance obligation is provided at reporting date. Revenue for services includes charges on cargo, charges on ships, shipping services and port and utilities services. Revenue is recognised over time where the customer simultaneously receives and consumes the benefits. Charges on cargo and port utilities and services are generally recognised over time, whereas charges on ships and shipping services are generally recognised at a point in time.

The total transaction price for services may include variable consideration.

- **Rentals and leases**

Rental income relating to operating leases is recognised over time on a straight-line basis over the term of the lease. Lease incentives granted are recognised as an integral part of the total rental income where applicable.

- **Miscellaneous revenue**

Miscellaneous revenue is recognised as the legal entitlement arises and is derived predominantly from the hire of facilities and equipment, recoupment of rates and taxes and insurance claims and revenue arising from the contribution of assets recognised in accordance with AASB 15 *Revenue from Contracts with Customers* and AASB 1058 *Income of Not-for-Profit Entities*.

- **Contributed assets**

Contributed assets or services received by Fremantle Ports are recognised as revenue at the fair value of the assets or services where they can be reliably measured.

- **Deferred income**

Deferred income contract liabilities represent income received in advance and is released to the Statement of Comprehensive Income as the performance obligations are satisfied over the course of the contract.

- **Variable consideration**

Where consideration in respect of a contract includes a variable amount, the expected value of revenue is only recognised when the uncertainty associated with the variable consideration is subsequently resolved and where it is highly probable that a significant reversal of revenue will not occur. The estimate is based on all available information including historic performance. Where a contract outcome cannot be measured reliably, revenue is recognised only to the extent of the expenses recognised that are recoverable. Third party rebates, volume rebates, discounts and commissions give rise to variable consideration.

Notes to the financial statements For the year ended 30 June 2024

A. Performance for the year (continued)

A.1 Revenue and other income (continued)

• Financing components

Fremantle Ports does not expect to have any contracts where the period between the transfer of the promised service or goods to the customer and payment by the customer exceeds one year. Therefore, Fremantle Ports does not adjust any transaction prices for the time value of money or other financing components.

Other income

• Interest revenue

Interest revenue includes interest receivable on funds invested, interest receivable under finance leases and interest charged on overdue trade and other receivables. Interest receivable on funds invested includes interest on short-term investments and term deposits and is recognised as it accrues using the effective interest rate method.

The interest receivable component of finance lease receivables is also recognised using the effective interest rate method.

Revenue consists of the following items:

	2024 \$'000	2023 \$'000
Revenue		
Charges on cargo	171,887	159,705
Rentals and leases	41,113	37,627
Charges on ships	18,022	19,094
Shipping services	12,709	12,977
Port utilities and services	9,381	9,426
Miscellaneous revenue	15,753	10,586
	268,865	249,415
Interest		
Interest receivable from cash equivalents	5,418	2,887
Interest receivable under finance leases	532	693
	5,950	3,580
Total revenue	274,815	252,995

In accordance with recognition and measurement principles as disclosed under A.1 'Revenue and other income':

- Revenue from charges on cargo and port utilities and services are generally recognised over time, whereas charges on ships and shipping services are generally recognised at a point in time.
- Rental income relating to operating leases is recognised over time on a straight-line basis over the term of the lease.
- Miscellaneous revenue is recognised as the legal entitlement arises and is primarily comprised of hire of facilities and equipment, recoupment of rates and taxes and insurance claims and revenue arising from the contribution of assets recognised in accordance with AASB 15.

Notes to the financial statements For the year ended 30 June 2024

A. Performance for the year (continued)

A.2 Expenses

Recognition and measurement

Finance costs

Finance costs comprise interest payable on borrowings calculated using the effective interest rate method, interest payable on overdue trade and other payables and finance charges payable under leases. The interest expense component of lease payments is also recognised in the Statement of Comprehensive Income using the effective interest rate method.

Borrowing costs are recognised as expenses in the period in which they are incurred except where they are directly attributable to the acquisition, construction, or production of a qualifying asset in which case they are capitalised as part of the cost of the asset, in accordance with AASB 123 *Borrowing Costs*.

In determining the amount of borrowing costs to be capitalised during the financial year, investment revenue earned directly relating to the borrowings is deducted from the borrowing costs incurred.

	Note	2024 \$'000	2023 \$'000
Expenses			
Profit before income tax includes the following specific expenses:			
Finance costs			
Finance charges payable under leases		60	53
Borrowings		5,658	5,437
Total finance costs		5,718	5,490
Depreciation and amortisation			
Channels and breakwaters	B.1	3,541	3,542
Land improvements	B.1	1,044	1,289
Buildings and improvements	B.1	1,306	1,087
Plant and equipment	B.1	3,486	2,908
Berths, jetties and infrastructure	B.1	9,198	8,477
Right of use assets	B.1	1,124	1,129
Total depreciation and amortisation		19,699	18,432
Net loss on derecognition of property, plant and equipment		226	513
Other charges against assets			
Gain on impairment of trade receivables	E.1	(8)	(103)
Rental expenses		744	744
Employee benefits expenses			
Wages and salaries		47,646	47,415
Pension costs		6,163	5,611
Employee benefits		8,694	7,352
		62,503	60,378

Notes to the financial statements For the year ended 30 June 2024

A. Performance for the year (continued)

A.3 Dividends paid and proposed

Recognition and measurement

Dividends are declared and recognised as a liability in the period in which the Minister's approval and the Treasurer's concurrence is received.

	Note	2024 \$'000	2023 \$'000
Interim dividend		-	-
Final dividend		-	-
Total dividends paid	C.6	-	-

From 1 July 2014, an amendment to Section 84 of the *Port Authorities Act 1999* came into effect which provides for Government to request an interim dividend be recommended by the Board. An interim dividend for the year ended 30 June 2024 was not required to be declared by the Board (2023: \$nil).

During the financial year ended 30 June 2024, no dividend was required to be paid (2023: \$nil).

A.4 Income tax expense

Recognition and Measurement

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

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

Income tax expense/(benefit) on the profit or loss for the year comprises of current and deferred tax. Income tax expense/(benefit) is recognised in the Statement of Comprehensive Income except to the extent that it relates to items recognised in other comprehensive income or directly in equity.

Current tax is the expected tax payable on the taxable profit for the year, using the tax rates enacted or substantially enacted at the Statement of Financial Position date, and any adjustment to tax payable in respect of previous years.

Deferred income tax is provided on all temporary differences at the Statement of Financial Position date between the tax bases of assets and liabilities and their carrying amounts for financial reporting purposes.

Deferred tax liabilities are recognised for all taxable temporary differences except where the deferred tax liability arises from the initial recognition of goodwill or the initial recognition of an asset or liability in a transaction that is not a business combination and, at the time of the transaction, affects neither the accounting profit nor taxable profit or loss.

Deferred tax assets are recognised for all deductible temporary differences to the extent that it is probable that taxable profit will be available against which the deductible temporary differences can be utilised, except where the deferred income tax asset relating to the deductible temporary difference arises from the initial recognition of an asset or liability in a transaction that is not a business combination and, at the time of the transaction, affects neither the accounting profit nor taxable profit or loss.

The carrying amount of deferred tax assets is reviewed at each Statement of Financial Position date and reduced to the extent that it is no longer probable that sufficient taxable profit will be available to allow all or part of the deferred tax asset to be utilised.

Deferred tax assets and liabilities are measured at the tax rates that are expected to apply to the year when the asset is realised, or the liability is settled, based on tax rates (and tax laws) that have been enacted or substantively enacted at the Statement of Financial Position date.

Current tax assets and liabilities are offset where a legally enforceable right of set-off exists and it is intended that net settlement or simultaneous realisation and settlement of the respective asset and liability will occur.

Notes to the financial statements For the year ended 30 June 2024

A. Performance for the year (continued)

A.4 Income tax expense (continued)

Major components of income tax expense for the year are:

	2024 \$'000	2023 \$'000
Statement of Comprehensive Income		
Current income tax:		
Current income tax charge	(20,929)	(21,093)
Adjustments in respect of previous years	99	(22)
Deferred income tax:		
Deferred income tax (charge)/ benefit	(2,654)	740
Adjustments in respect of previous years	(99)	(43)
Income tax expense reported in the Statement of Comprehensive Income	(23,583)	(20,418)
Other Comprehensive Income		
Deferred tax related to items recognised in other comprehensive income during the year:		
Net actuarial (losses)/ gains	(228)	63
Income tax (loss)/ benefit charged to Other Comprehensive Income	(228)	63

A reconciliation between tax expense and the product of accounting profit before income tax multiplied by Fremantle Ports' applicable income tax rate is as follows:

	2024 \$'000	2023 \$'000
Profit before income tax	78,057	66,987
Tax at statutory income tax rate of 30 per cent (2023: 30 per cent)	(23,417)	(20,096)
Tax effect of amounts which are taxable in calculating taxable income:		
Depreciation	(96)	(96)
Sundry items	(70)	(155)
	(23,583)	(20,347)
Adjustments in respect of previous years	-	(71)
Income tax expense	(23,583)	(20,418)

Notes to the financial statements For the year ended 30 June 2024

A. Performance for the year (continued)

A.4 Income tax expense (continued)

	2024 Statement of Financial Position \$'000	2023 Statement of Financial Position \$'000	2024 Statement of Comprehensive Income \$'000	2023 Statement of Comprehensive Income \$'000
Deferred tax liabilities				
Finance lease receivables	-	(259)	259	288
Others	(309)	(280)	(29)	263
Gross deferred tax liabilities	(309)	(539)		
Deferred tax assets				
Employee benefits	7,359	7,619	(260)	482
Accelerated depreciation for accounting purposes	12,890	14,734	(1,844)	(689)
Prepaid rental	387	902	(515)	44
Others	3,077	3,669	(592)	373
Gross deferred tax assets	23,713	26,924		
Set-off of deferred tax liabilities pursuant to set-off provisions	(309)	(539)		
Net deferred tax assets	23,404	26,385		
Deferred tax (charge)/ benefit			(2,753)	698
Deferred tax (charge)/ benefit in Other Comprehensive Income			(228)	63
			(2,981)	761

Current Tax Assets/ (Liabilities)

The current tax asset of \$0.600 million (2023: \$0.755 million) represents the amount of income taxes receivable at the Statement of Financial Position date in respect of the current and prior financial year respectively.

Notes to the financial statements For the year ended 30 June 2024

A. Performance for the year (continued)**A.5 Notes to the statement of cash flows****Reconciliation of profit after tax to net cash inflow from operating activities**

	2024 \$'000	2023 \$'000		2024 \$'000	2023 \$'000
Profit after income tax	54,474	46,569	Changes in assets and liabilities		
Non cash items			Receivables	(3,642)	(7,078)
Depreciation	18,575	17,302	Inventories	36	(127)
Amortisation of right of use/leased assets	1,124	1,130	Prepaid expenses	56	(1,014)
Net loss on derecognition of property, plant and equipment	226	513	Income tax receivable	155	(755)
Impairment of trade receivables	(8)	(103)	Payables	1,279	3,585
Taxable items presented in Other Comprehensive Income			Prepaid rental and deferred income and interest received in advance	118	3,143
Remeasurements of the net defined benefit liability	533	(148)	Employee benefits	(887)	1,567
			Income tax payable	-	(337)
			Deferred tax assets	2,981	(761)
			Others	24	(1,110)
			Net cash inflow from operating activities	75,044	62,376

Notes to the financial statements For the year ended 30 June 2024

B. Property, Plant and Equipment and Other Assets

In this section

This section addresses property, plant and equipment and intangible assets including, where applicable, the accounting policies applied, and the key estimates and judgements made.

B.1 Property, plant and equipment

Recognition and Measurement

Capitalisation/expensing of assets

Items of property, plant and equipment purchased or constructed costing more than \$5,000 are recorded at the cost of acquisition less accumulated depreciation and impairment losses. Items of property, plant and equipment purchased or constructed costing \$5,000 or less are immediately expensed to the Statement of Comprehensive Income (other than where they form part of a group of similar items which are significant in total). Cost includes expenditure that is directly attributable to the acquisition of the asset. The cost of self-constructed assets includes the cost of materials and direct labour, and any other costs directly attributable to bringing the asset to a working condition for its intended use.

Initial recognition and measurement

Property, plant, and equipment are initially recognised at cost. For items of property, plant and equipment acquired at no cost or for nominal cost, the cost is the fair value at the date of acquisition.

Right of use assets are measured at cost including the following:

- the amount of the initial measurement of lease liability
- any lease payment made at or before the commencement date less any lease incentives received
- any initial direct costs, and
- restoration costs

Fremantle Ports elected not to recognise right of use assets and lease liabilities for short term leases (with a lease term of 12 months or less) and low value leases (assets less than \$5,000).

Subsequent measurement

Any subsequent cost of replacing or upgrading an item of property, plant and equipment is recognised in the carrying amount of the item if it is probable that resultant future economic benefits will flow to Fremantle Ports and its cost can be measured reliably.

The cost model is applied for subsequent measurement of right of use assets, requiring the asset to be carried at cost less any accumulated depreciation and impairment losses, adjusted for any re-measurement of lease liability.

Derecognition

An item of property, plant and equipment is derecognised upon disposal or when no future economic benefits are expected from its use or disposal.

Notes to the financial statements For the year ended 30 June 2024

B. Property, Plant and Equipment and Other Assets (continued)

B.1 Property, plant and equipment (continued)

Depreciation and amortisation

Property, plant and equipment, excluding freehold land, are depreciated at rates based on the expected useful lives using the straight-line method. Depreciation on assets under construction commences when the assets are ready for use. Depreciation is charged to the Statement of Comprehensive Income.

Right of use assets are depreciated on a straight-line basis over the shorter of the lease term and the estimated useful lives of the underlying assets. Where Fremantle Ports is reasonably certain to exercise a purchase option, or the asset transfers to Fremantle Ports at the end of the lease term, the right of use asset is depreciated over the asset's useful life.

The depreciation rates for the various classes of non-current assets are as follows:

Class	Depreciation Rates (%)
Channels and breakwaters	1.92% - 2.63%
Land improvements	1.92% - 10.00%
Buildings and improvements	2.22% - 10.00%
Plant and equipment	2.50% - 25.00%
Berths, jetties, and infrastructure	1.25% - 25.00%
Right of use assets	over life of lease

Impairment

The carrying values of assets are reviewed for impairment when events or changes in circumstances indicate the carrying value may not be recoverable. If a trigger exists and where the carrying values exceed the estimated recoverable amount, the assets are written down to their recoverable amount.

The recoverable amount of assets is the greater of fair value less costs to sell and value in use. As Fremantle Ports is a not-for-profit entity, the value in use is the asset's current replacement cost where the future economic benefits of the asset are not primarily dependent on the asset's ability to generate net cash inflows and where Fremantle Ports would, if deprived of the asset, replace its future economic benefits. In all other instances value in use is the present value of future cash flows expected to arise from the asset.

Impairment losses are recognised in the Statement of Comprehensive Income.

Notes to the financial statements For the year ended 30 June 2024

B. Property, Plant and Equipment and Other Assets (continued)**B.1 Property, plant and equipment (continued)**

	Note	Channels and Breakwaters \$'000	Land \$'000	Land Improvements \$'000	Buildings and Improvements \$'000	Plant and Equipment \$'000	Berth, Jetties and Infrastructure \$'000	Right of use / leased assets \$'000	Work in Progress \$'000	Total \$'000
Cost										
At 1 July 2022		167,273	76,498	30,597	42,743	75,134	273,212	5,034	19,115	689,606
Additions		-	-	-	-	50	-	255	62,493	62,798
Transfer from Work in Progress	1	-	-	2,446	2,008	677	8,213	-	(13,345)	-
Disposals		-	-	-	(986)	-	-	(282)	-	(1,268)
At 30 June 2023		167,274	76,498	33,043	43,765	75,861	281,425	5,007	68,263	751,136
Additions		-	-	-	-	-	-	1,223	83,319	84,542
Transfer from Work in Progress		-	18,541	946	12,549	6,813	13,845	-	(52,694)	-
Disposals		-	-	-	(118)	(1,162)	(69)	(1,062)	-	(2,411)
At 30 June 2024		167,274	95,039	33,989	56,196	81,512	295,201	5,168	98,888	833,267
Depreciation and impairment										
At 1 July 2022		68,254	-	10,231	19,602	49,751	107,048	3,031	-	257,917
Depreciation and amortisation	A.2	3,542	-	1,289	1,087	2,908	8,477	1,129	-	18,432
Disposals		-	-	-	(473)	-	-	(282)	-	(755)
At 30 June 2023		71,796	-	11,520	20,216	52,659	115,525	3,878	-	275,594
Depreciation and amortisation	A.2	3,541	-	1,044	1,306	3,486	9,198	1,124	-	19,699
Disposals		-	-	-	(113)	(964)	(38)	(1,063)	-	(2,178)
At 30 June 2024		75,337	-	12,564	21,409	55,181	124,685	3,939	-	293,115
Carrying value										
At 30 June 2023		95,478	76,498	21,523	23,549	23,202	165,900	1,129	68,263	475,542
At 30 June 2024		91,937	95,039	21,425	34,787	26,331	170,516	1,229	98,888	540,152

Impairment of property, plant, and equipment

There were no indicators of impairment to Property, plant, and equipment in the current or prior reporting period.

Notes to the financial statements For the year ended 30 June 2024

B. Property, Plant and Equipment and Other Assets (continued)

B.2 Intangible assets

Recognition and Measurement

Capitalisation/expensing of intangible assets

Intangible assets separately acquired and/or developed costing more than \$5,000 are carried at the cost of acquisition less any accumulated amortisation and impairment losses. Intangible assets acquired and/or developed costing \$5,000 or less are immediately expensed to the Statement of Comprehensive Income (other than where they form part of a group of similar items which are significant in total). Cost includes expenditure that is directly attributable to the acquisition or the development of the intangible asset and, where developed, includes the cost of direct labour and any other costs directly attributable to bringing the asset to a working condition for its intended use. Research costs are expensed to the Statement of Comprehensive Income as incurred.

Initial recognition and measurement

Intangible assets are initially recognised at cost.

Derecognition

Intangible assets are derecognised upon disposal or when no future economic benefits are expected from its use or disposal.

Amortisation and impairment

The useful lives of intangible assets are assessed as either finite or indefinite. Intangible assets with finite lives are amortised over the useful life and assessed for impairment whenever there is an indication that the intangible asset may be impaired. The amortisation period and the amortisation method for an intangible asset with a finite useful life are reviewed at least at the end of each reporting period. Changes in expected useful life or the expected pattern of consumption of future economic benefits embodied in the asset are accounted for by changing the amortisation period or method, as appropriate, which is a change in accounting estimate. The amortisation expense on intangible assets with finite lives is recognised in the Statement of Comprehensive Income as amortisation expense.

Intangible assets with indefinite useful lives are not amortised, but are tested for impairment annually, either individually or at the cash-generating unit level. The assessment of indefinite life is reviewed annually to determine whether the indefinite life continues to be supportable. If not, the change in useful life from indefinite to finite is made on a prospective basis and is treated as a change in accounting estimate.

Notes to the financial statements For the year ended 30 June 2024

C. CAPITAL MANAGEMENT

In this section

This section addresses cash, debt and capital position including, where applicable, the accounting policies applied, and the key estimates and judgements made.

Key financial and capital risks in this section

Interest rate risk

Fremantle Ports' exposure to market risk for changes in interest rates relates primarily to its cash and cash equivalent holdings and its long-term debt obligations. Fremantle Ports' borrowings are all obtained through the Western Australian Treasury Corporation (WATC) and are either at fixed rates with varying maturities or at variable rates. The risk is managed by WATC through portfolio diversification and variation in maturity dates. Other than as detailed in the interest rate sensitivity analysis in the table below, Fremantle Ports has limited exposure to interest rate risk because it has no borrowings other than WATC borrowings and leases (fixed interest rate).

Sensitivity analysis

Fremantle Ports' policy is to manage its finance costs using a mix of fixed and variable debt with the objective of achieving optimum returns whilst managing interest rate risk to protect against market uncertainty and volatility.

Fremantle Ports constantly analyses its interest rate exposure. Within this analysis consideration is given to potential renewals of existing positions and alternative financing structures.

At the Statement of Financial Position date, if interest rates had moved as illustrated in the table below, with all other variables held constant, the effect would be as follows:

	Carrying Amount \$'000	+0.50% change	+0.50% change	(0.50%) change	(0.50%) change
		Profit \$'000	Equity \$'000	Profit \$'000	Equity \$'000
2024					
Financial assets					
Cash and cash equivalents	126,176	631	631	(631)	(631)
Financial liabilities					
Interest bearing borrowings	134,646	(673)	(673)	673	673
Total (decrease)/ increase		(42)	(42)	42	42

	Carrying Amount \$'000	+0.50% change	+0.50% change	(0.50%) change	(0.50%) change
		Profit \$'000	Equity \$'000	Profit \$'000	Equity \$'000
2023					
Financial assets					
Cash and cash equivalents	136,135	681	681	(681)	(681)
Financial liabilities					
Interest bearing borrowings	135,913	(680)	(680)	680	680
Total increase/ (decrease)		1	1	(1)	(1)

Notes to the financial statements For the year ended 30 June 2024

C. Capital Management (continued)

Key financial and capital risks in this section (continued)

Credit risk

Credit risk arises when there is the possibility of debtors defaulting on their contractual obligations resulting in financial loss to Fremantle Ports. Fremantle Ports measures credit risk on a fair value basis and monitors risk on a regular basis. With respect to credit risk arising from cash and cash equivalents, Fremantle Ports' exposure to credit risk arises from default of the counter party, with a maximum exposure equal to the carrying amount of the cash and cash equivalents. Fremantle Ports manages credit risk on cash deposits by only holding funds at Australian financial institutions which have satisfactory credit ratings.

Fremantle Ports operates predominantly within the shipping and cargo handling industry and accordingly is exposed to risks affecting that industry. The maximum exposure to credit risk at Statement of Financial Position date in relation to each class of recognised financial assets is the gross carrying amount of those assets inclusive of any provisions for impairment, as shown in the table at Note C.1.

Fremantle Ports follows stringent credit control and management procedures in reviewing and monitoring debtor accounts and outstanding balances as evidenced by the historical aged debtor balances. In addition, management of receivable balances includes frequent monitoring thereby minimising Fremantle Ports' exposure to bad debts. For financial assets that are either past due or impaired, refer to Note E.1.

Fremantle Ports' credit risk management, with regard to trade receivables, is further supported by rental agreements and sections 116 and 117 of the *Port Authorities Act 1999*. Section 116 refers to the liability to pay port charges in respect of vessels and Section 117 refers to the liability to pay port charges in respect of goods. Port charges are defined in Section 115.

Liquidity risk

Liquidity risk is the risk that a corporation will not be able to meet its financial obligations as they fall due.

Fremantle Ports' objective is to maintain a balance between continuity of funding and flexibility through the use of cash reserves and its borrowing facilities. Fremantle Ports manages its exposure to liquidity risk by ensuring appropriate procedures are in place to manage cash flows, including monitoring forecast cash flows to ensure sufficient funds are available to meet its commitments as they fall due.

The risk implied from the values shown in the table below reflects the cash outflows from leasing obligations, trade payables and other financial liabilities which mainly originate from the financing of assets used in the ongoing operations such as property, plant and equipment and investments in working capital e.g. inventories and trade receivables.

Risk associated with the liability on borrowings is reduced by Fremantle Ports paying a guaranteed charge. This charge guarantees payment to the WATC by the WA Government for outstanding borrowings in case of default.

	Carrying Amount \$'000	Including Interest			Total \$'000
		< 12 months \$'000	1 - 5 years \$'000	> 5 years \$'000	
2024					
Financial liabilities					
Trade and other payables	23,821	23,821	-	-	23,821
Interest bearing borrowings	135,888	7,384	25,489	160,185	193,058
	159,709	31,205	25,489	160,185	216,879

Notes to the financial statements For the year ended 30 June 2024

C. Capital Management (continued)

Key financial and capital risks in this section (continued)

2023	Carrying Amount \$'000	Including Interest			Total \$'000
		< 12 months \$'000	1 - 5 years \$'000	> 5 years \$'000	
Financial liabilities					
Trade and other payables	22,542	22,542	-	-	22,542
Interest bearing borrowings	137,220	7,459	23,972	157,229	188,660
	159,762	30,001	23,972	157,229	211,202

C.1 Financial instruments

Fremantle Ports has three categories of financial instruments:

- Loans and receivables;
- Cash and cash equivalents; and
- Financial liabilities measured at amortised cost.

Initial recognition and measurement is at fair value plus directly attributable transaction costs for assets not carried at fair value through profit and loss. Subsequent measurement is at amortised cost using the effective interest method.

The fair value of short-term receivables and payables approximate their carrying amount because there is no interest rate applicable and subsequent measurement is not required as the effect of discounting is not material. Gains or losses are recognised when the financial assets are derecognised or impaired.

Categories of financial instruments

Set out below are the carrying amounts of Fremantle Ports' financial instruments. The Directors consider the carrying amounts of the financial instruments represent their net fair values except for special borrowings whose fair value is disclosed at Note C.3.

	Note	2024 \$'000	2023 \$'000
Financial assets			
Cash and cash equivalents	C.2	126,176	136,135
Trade and other receivables	E.1	36,102	33,316
Financial liabilities			
Trade and other payables	E.3	23,821	22,542
Interest bearing borrowings:			
Fixed rate borrowings	C.3	131,048	131,048
Fixed rate borrowings	C.3	3,598	4,865

Notes to the financial statements For the year ended 30 June 2024

C. Capital Management (continued)

C.2 Cash and cash equivalents

Recognition and Measurement

Cash and cash equivalents in the Statement of Financial Position comprise cash on hand, cash at bank, at call deposits and short-term deposits with original maturities of three months or less. Funds surplus to operational requirements have been invested in At Call Deposits and Term Deposits to maximise earnings.

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

	2024 \$'000	2023 \$'000
Cash at Bank and Cash on Hand	26,176	2,864
At Call Deposits	-	33,271
Term Deposits ¹	100,000	100,000
Cash and cash equivalents in the Statement of Cash Flows	126,176	136,135

¹ Of this balance \$22.1 million is restricted cash requiring Expenditure Review Committee approval prior to utilisation.

Significant Terms and Conditions

Interest on Cash at Bank was at prevailing rates. The weighted average interest rate for the year ended 30 June 2024 was 3.86% (2023: 1.03%).

Interest on At Call Deposits was at prevailing rates. The weighted average interest rate for the year ended 30 June 2024 was 3.08% (2023: 0.80%).

The weighted average interest rate for Term Deposits for the year ended 30 June 2024 was 4.19% (2023: 2.61%). Term Deposits are held until their maturity dates, which are generally for periods of 120 days or less.

Fair Value

The Directors consider the carrying amounts of Cash at Bank, At Call Deposits and Term Deposits represent their fair value.

Notes to the financial statements For the year ended 30 June 2024

C. Capital Management (continued)

C.3 Interest bearing liabilities

Recognition and Measurement

All borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs.

After initial recognition, interest-bearing borrowings are subsequently measured at amortised cost using the effective interest method.

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

Lease liabilities are recognised at the present value of the minimum lease payments. The interest expense is recognised in the Statement of Comprehensive Income using the effective interest method.

	Note	2024 \$'000	2023 \$'000
Current			
Special borrowings		1,129	1,267
Lease liabilities	C.4	622	602
		1,751	1,869
Non-Current			
Direct borrowings		131,048	131,048
Special borrowings		2,469	3,598
Lease liabilities	C.4	620	705
		134,137	135,351

Master Lending Agreement (MLA)

For the purposes of accessing more simplified and flexible borrowing arrangements, Fremantle Ports has an MLA with the WATC which consolidates all of its existing agreements into one facility.

Significant Terms and Conditions

All interest-bearing borrowings, except for lease liabilities, are unsecured and guaranteed by the WA Government.

Interest repayments on Direct Borrowings are payable quarterly while the principal repayments are deferred as part of the loan product flexibility. The weighted average interest rate at 30 June 2024 on the loan portfolio is 3.46% per annum (2023: 3.20% per annum).

Special Borrowings include amounts to fund the acquisition of a new bulk unloader and other assets at Fremantle Ports' Kwinana Bulk Terminal. Interest and principal are payable quarterly. Interest rates on the Special Borrowings are fixed and range from 6.22% to 6.39% per annum (2023: 6.22% to 6.39% per annum).

The interest rates implicit in the Lease liabilities range from 0.23% to 9.99% (2023: 0.23% to 10.00%).

Notes to the financial statements For the year ended 30 June 2024

C. Capital Management (continued)**C.3 Interest bearing liabilities (continued)****Interest Rate Risk Exposures**

Fremantle Ports' exposure to interest rate risk on the interest-bearing borrowings and the effective weighted average interest rate at reporting date is set out in the following table.

	Weighted Average Interest Rate	Fixed Interest Rate						Total \$'000
		1 year or less \$'000	Over 1 to 2 years \$'000	Over 2 to 3 years \$'000	Over 3 to 4 years \$'000	Over 4 to 5 years \$'000	More than 5 years \$'000	
2024								
Interest Bearing Borrowings								
Direct borrowings	3.46%	-	-	-	-	-	131,048	131,048
Special borrowings	6.25%	1,129	525	558	593	630	163	3,598
Lease liabilities	4.54%	622	299	184	92	44	1	1,242
		1,751	824	742	685	674	131,212	135,888
2023								
Interest Bearing Borrowings								
Direct borrowings	3.20%	-	-	-	-	-	131,048	131,048
Special borrowings	6.27%	1,267	1,129	525	558	593	793	4,865
Lease liabilities	3.18%	602	286	183	115	83	38	1,307
		1,869	1,415	708	673	676	131,879	137,220

Notes to the financial statements For the year ended 30 June 2024

C. Capital Management (continued)

C.3 Interest bearing liabilities (continued)

Fair Value

Unless disclosed below, the carrying amount of Fremantle Ports' current and non-current borrowings approximate their fair value. The fair values have been calculated by discounting the expected future cash flows at prevailing market interest rates.

	2024		2023	
	Carrying Amount \$'000	Fair Value \$'000	Carrying Amount \$'000	Fair Value \$'000
Special borrowings	3,598	3,750	4,865	5,095

C.4 Lease payables

Recognition and Measurement

Leases (where Fremantle Ports is lessee) are recognised as a right of use asset and a corresponding liability at the date the leased asset is available for use by Fremantle Ports, except for two recognition exemptions; leases of 'low value' assets (assets less than \$5,000) and short-term leases (leases with a lease term of 12 months or less), where lease payments are recognised directly in the Statement of Comprehensive Income on a straight-line basis.

Lease liabilities are measured at the present value of future lease payments, discounted using the rate implicit in the lease or, if that rate is not available the incremental borrowing rate. Extension options are only included in the lease term if the lease is reasonably certain to be extended or not terminated.

Lessees are required to remeasure the lease liability upon the occurrence of certain events (a change in the lease term, a change in future lease payments resulting from a change in an index or rate used to determine those payments). The lessee will generally recognise the amount of the remeasurement of the lease liability as an adjustment to the right of use asset.

Right of use assets held at the end of the reporting period are being amortised over periods ranging from 1 to 8 years (2023: 1 to 8 years).

Leases payables are in respect of computer equipment, office equipment, security equipment, motor vehicles, a pilot vessel and vessel traffic system, expiring within 1 to 6 years (2023: 1 to 6 years). Under the terms of some of the leases, Fremantle Ports has the option to return or upgrade the property, plant, and equipment at the expiry of the agreements.

Leases Payable

	2024 \$'000	2023 \$'000
Future minimum lease payments in relation to leases payable at the end of the reporting period are as follows:		
Within one year	662	631
Later than one year but not later than five years	653	704
More than five years	1	39
Minimum lease payments	1,316	1,374
Future finance charges	(74)	(67)
Present value of lease liabilities	1,242	1,307

Notes to the financial statements For the year ended 30 June 2024

C. Capital Management (continued)

C.4 Lease payables (continued)

Representing Lease Liabilities

	Note	2024 \$'000	2023 \$'000
Current	C.3	622	602
Non-current	C.3	620	705
		1,242	1,307

C.5 Financing facilities

Fremantle Ports has access to the following lines of credit:

	2024 \$'000	2023 \$'000
Total facilities available:		
Liquidity facility, working capital, direct and special borrowings	177,646	167,913
Facilities utilised at the end of the reporting period:		
Liquidity facility, working capital, direct and special borrowings	134,646	135,913
Total facilities not utilised at the end of the reporting period:		
Liquidity facility, working capital, direct and special borrowings	43,000	32,000

At reporting date, Fremantle Ports has an approved financing facility from WATC for 2024/2025 of \$232.3 million.

C.6 Equity

Recognition and Measurement

Where Fremantle Ports receives support by way of equity from the WA Government the amount received is recognised directly as a credit to contributed equity.

	Note	Contributed equity \$'000	Retained earnings \$'000	Total equity \$'000
Balance at 1 July 2022		105,059	333,880	438,939
Total comprehensive income for the year		-	46,421	46,421
Dividends paid	A.3	-	-	-
Balance at 30 June 2023		105,059	380,301	485,360
Total comprehensive income for the year		-	55,007	55,007
Dividends paid	A.3	-	-	-
Balance at 30 June 2024		105,059	435,308	540,367

Notes to the financial statements For the year ended 30 June 2024

D. Employee benefits

In this section

This section addresses liabilities due to employees including, where applicable, the accounting policies applied, and the key estimates and judgements made.

D.1 Provisions

Recognition and Measurement

A provision is recognised in the Statement of Financial Position when Fremantle Ports has a present legal or constructive obligation as a result of a past event, and it is probable that an outflow of economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. If the effect of the time value of money is material, provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects current market assessments of the time value of money and, where appropriate, the risks specific to the liability.

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

All annual leave, long service leave and sick leave provisions are in respect of employees' services up to the end of the reporting period.

The liability in all provisions covers entitlements from the date the employee commences in accordance with the conditions of employment.

Annual leave

Annual leave benefits are measured on a discounted basis (at a rate reflective of the maturity of future expected cash flows) and on the basis of remuneration rates expected to be paid when the liability is settled.

The provision for annual leave is classified as a current liability as Fremantle Ports does not have an unconditional right to defer settlement of the liability for at least 12 months after the end of the reporting period.

Sick leave and long service leave

Sick leave and long service leave benefits are assessed on the basis of the present value of estimated future payments, discounted by the Commonwealth Government Bond rate estimated to be applicable to the relevant period. The present value calculation assumed estimated employee wage and salary growth rates at an average of 3.5% (2023: 3.5%).

Unconditional sick leave and long service leave provisions are classified as current liabilities as Fremantle Ports does not have an unconditional right to defer settlement of the liability for at least 12 months after the end of the reporting period. Pre-conditional and conditional sick leave and long service leave provisions are classified as non-current liabilities because Fremantle Ports has an unconditional right to defer the settlement of the liability until the employee has completed the requisite years of service.

Associated payroll on-costs are included in the determination of other provisions.

Key estimates and judgements

This assessment requires a determination of various assumptions as to future events and circumstances, in particular, wage increase rates, inflation rates and employee retention rates.

Notes to the financial statements For the year ended 30 June 2024

D. Employee Benefits (continued)**D.1 Provisions (continued)****Current**

	Note	2024 \$'000	2023 \$'000
Fringe benefits tax	F.2	115	94
Employee benefits		15,041	15,019
Retirement benefit obligations	D.2	473	468
Other	F.2	1,562	1,561
		17,191	17,142

Non-Current

	Note	2024 \$'000	2023 \$'000
Employee benefits		1,210	1,200
Retirement benefit obligations	D.2	7,526	8,450
Other	F.2	876	875
		9,612	10,525

Aggregate Employee Benefits

	2024 \$'000	2023 \$'000
Current liability	15,514	15,487
Non-current liability	8,736	9,650
	24,250	25,137

Assessments indicate that actual settlement of the leave liabilities is expected to occur as follows:

	2024 \$'000		2023 \$'000	
	Within 12 months of the end of the reporting period	More than 12 months after the end of the reporting period	Within 12 months of the end of the reporting period	More than 12 months after the end of the reporting period
Annual leave	4,512	1,193	4,299	1,441
Long service leave	2,420	5,038	2,359	4,963
Sick leave	898	2,190	903	2,254
Total leave liabilities	7,830	8,421	7,561	8,658

Notes to the financial statements For the year ended 30 June 2024

D. Employee Benefits (continued)

D.2 Retirement benefit obligations

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

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

Fremantle Ports' total superannuation liability has been actuarially assessed as at 30 June 2024.

Employees who were not members of either the Pension or the GSS Schemes became noncontributory members of the West State Superannuation Scheme (WSS), an accumulation fund, until 15 April 2007. From 16 April 2007, employees who were not members of the Pension, GSS or WSS Schemes became non-contributory members of the GESB Superannuation Scheme (GESB Super), a taxed accumulation fund. On 30 March 2012, employees were granted with the opportunity to have their contributions paid to a complying superannuation fund of their choice. Those members not electing to nominate their own fund remain either in the WSS Schemes or the GESB Superannuation Scheme. Fremantle Ports makes concurrent contributions to the Government Employee Superannuation Board (GESB) or other fund providers on behalf of employees in compliance with the Commonwealth Government's *Superannuation Guarantee (Administration) Act 1992*. These contributions extinguish Fremantle Ports' liability for superannuation charges.

Defined benefit plan

Fremantle Ports' net obligation in respect of defined benefit plans is calculated separately by estimating the amount of future benefit that employees have earned in return for their service in the current and prior periods; that benefit is discounted to determine its present value, and the fair value of any plan assets is deducted. These benefits are unfunded.

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

A net defined benefit asset or liability is shown on the Statement of Financial Position equal to:

- The present value of the accrued defined benefit obligations; less
- The fair value of the Scheme assets; plus
- Any adjustment for the limitation on the net asset.

The defined benefit cost to be included in the Statement of Comprehensive Income is made up of the following elements:

- Current service cost (notional cost of employer-financed benefits accruing during the year);
- Net interest (notional interest on the Scheme's liabilities);
- Past service cost, if any, recognised during the year; and
- The effect of settlements and/or curtailments (i.e., significant events), if any, during the year.

Remeasurements of the net defined benefit liability/(asset) is immediately recognised in Other Comprehensive Income.

Notes to the financial statements For the year ended 30 June 2024

D. Employee Benefits (continued)

D.2 Retirement benefit obligations (continued)

Key estimates and judgements

This assessment requires a determination of various actuarial assumptions as to future events and circumstances, in particular, the pensioner mortality rate, discount rate and pension and salary increase rates.

Nature of the benefit provided by the Schemes

Pension Scheme

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

Gold State Super

Some former Pension Scheme members have transferred to Gold State Super (GSS). In respect of their transferred benefit the members receive a lump sum benefit at retirement, death or invalidity which is related to their salary during their employment and indexed during any deferral period after leaving public sector employment.

Description of the regulatory framework

The Pension and GSS Schemes operate under the *State Superannuation Act 2000* (Western Australia) and the *State Superannuation Regulations 2001* (Western Australia).

Although the Schemes are not formally subject to the Superannuation Industry (Supervision) (SIS) legislation, the WA Government has undertaken (in a Heads of Government Agreement) to operate the Schemes in accordance with the spirit of the SIS legislation.

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

As a constitutionally protected superannuation fund (as defined in the Income Tax Assessment legislation), the Schemes are not required to pay tax.

Description of other entities' responsibilities for the governance of the Scheme

The Government Employees Superannuation Board (GESB) is the Pension and GSS Schemes Trustee and is responsible for the governance of the Schemes. As Trustee, GESB has a legal obligation to act solely in the best interests of Scheme beneficiaries. GESB has the following roles:

- Administration of the Scheme and payment to the beneficiaries when required in accordance with the Scheme rules;
- Management and investment of the Scheme assets; and
- Compliance with the Heads of Government Agreement (referred to above).

Notes to the financial statements For the year ended 30 June 2024

D. Employee Benefits (continued)

D.2 Retirement benefit obligations (continued)

Description of risks

There are a number of risks to which the Schemes expose Fremantle Ports. The more significant risks relating to the Pension Scheme defined benefits are:

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

The more significant risks relating to the GSS defined benefits are:

- Legislative risk - The risk that legislative changes could be made which increase the cost of providing the defined benefits.
- Inflation risk - The risk that wages or salaries (on which future benefit amounts will be based) will rise more rapidly than assumed, and/or that inflation (which affects the indexation of deferred benefits) will be higher than assumed, increasing defined benefit amounts and associated employer contributions.

Description of significant events

There were no amendments, curtailments, or settlements during the year to the Schemes.

Reconciliation of the Net Defined Benefit Liability

	2024 \$'000		2023 \$'000	
	Pension Scheme	Gold State Super	Pension Scheme	Gold State Super
Defined benefit obligation	7,979	20	8,897	21
Fair value of scheme assets	-	-	-	-
Deficit	7,979	20	8,897	21
Adjustments for effect of asset ceiling	-	-	-	-
Net defined benefit liability	7,979	20	8,897	21

Reconciliation of the Fair Value of Scheme Assets

	2024 \$'000		2023 \$'000	
	Pension Scheme	Gold State Super	Pension Scheme	Gold State Super
Fair value of scheme assets at the beginning of the year	-	-	-	-
Employer contributions	466	-	439	-
Benefits paid	(466)	-	(439)	-
Fair value of scheme assets at end of the year	-	-	-	-

Notes to the financial statements For the year ended 30 June 2024

D. Employee Benefits (continued)

D.2 Retirement benefit obligations (continued)

Reconciliation of the Effect of the Asset Ceiling

The asset ceiling has no impact on the net defined benefit liability.

Fair value of Scheme assets

There are no assets in the Pension Scheme to support the State Share of the Benefit and no assets in the Gold State Super for current employees to support the transferred benefits. Hence, there is/are:

- No fair value of Scheme assets;
- No asset allocation of Scheme assets;
- No financial instruments issued by the employer;
- No assets used by the employer;
- No asset-liability matching strategies.

Funding arrangements

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

Expected contributions

	2025 \$'000
Pension Scheme	
Expected employer contributions	472
Gold State Super	
Expected employer contributions	1

Maturity profile of defined benefit obligation

Pension Scheme

The weighted average duration of the Fremantle Ports defined benefit obligation is 11.8 years.

Gold State Super

The weighted average duration of the Fremantle Ports defined benefit obligation is 6.5 years.

Notes to the financial statements For the year ended 30 June 2024

D. Employee Benefits (continued)**D.2 Retirement benefit obligations (continued)****Reconciliation of the Defined Benefit Obligation**

2024 changes in the defined benefit obligation and fair value of plan assets:

	Note	1 July 2023 \$'000	Costs charged to Statement of Comprehensive Income (SoCI)			Benefits Paid \$'000	Re-measurement losses/(gains) in other comprehensive income (OCI)				Contributions by Employer \$'000	Total 30 June 2024 \$'000
			Service Cost \$'000	Net Interest \$'000	Subtotal incl. in SoCI \$'000		Actuarial changes arising from changes in Financial Assumptions \$'000	Actuarial changes arising from changes in Liability Experience \$'000	Actuarial changes arising from changes in Demographic Assumptions \$'000	Sub-Total incl. in OCI \$'000		
Pension Scheme defined benefit obligation		8,897		308	308	(466)	(781)	21	-	(760)	-	7,979
Gold State Super defined benefit obligation		21		-	-	-	(1)	-	-	(1)	-	20
Benefit liability	D.1	8,918			308	(466)	(782)	21	-	(761)	-	7,999

Notes to the financial statements For the year ended 30 June 2024

D. Employee Benefits (continued)**D.2 Retirement benefit obligations (continued)**

2023 changes in the defined benefit obligation and fair value of plan assets:

	Note	1 July 2022 \$'000	Costs charged to Statement of Comprehensive Income (SoCI)			Benefits Paid \$'000	Re-measurement losses/(gains) in other comprehensive income (OCI)				Contributions by Employer \$'000	Total 30 June 2023 \$'000
			Service Cost \$'000	Net Interest \$'000	Subtotal incl. in SoCI \$'000		Actuarial changes arising from changes in Financial Assumptions \$'000	Actuarial changes arising from changes in Liability Experience \$'000	Actuarial changes arising from changes in Demographic Assumptions \$'000	Sub-Total incl. in OCI \$'000		
Pension Scheme defined benefit obligation		8,836	-	289	289	(439)	(223)	434	-	211	-	8,897
Gold State Super defined benefit obligation		21	-	-	-	-	-	-	-	-	-	21
Benefit liability	D.1	8,857			289	(439)	(223)	434	-	211	-	8,918

Sensitivity Analysis

The defined benefit obligation as at 30 June 2024 under several scenarios is presented below.

Scenario A and B relate to discount rate sensitivity. Scenario C and D relate to expected pension increase rate sensitivity. Scenario E and F relate to expected salary increase and indexation rate sensitivity.

Scenario A: 0.5% pa lower discount rate assumption

Scenario B: 0.5% pa higher discount rate assumption

Scenario C: 0.5% pa lower than expected pension increase rate assumption

Scenario D: 0.5% pa higher than expected pension increase rate assumption

Scenario E: 0.5% pa lower expected salary increase and indexation rate assumption

Scenario F: 0.5% pa higher expected salary increase and indexation rate assumption

Notes to the financial statements For the year ended 30 June 2024

D. Employee Benefits (continued)**D.2 Retirement benefit obligations (continued)**

2024 Sensitivity Level	Base Case	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E	Scenario F
		Discount Rate		Pension Increase Rate		Salary Increase & Indexation Rate	
		(0.50%)	+0.50%	(0.50%)	+0.50%	(0.50%)	+0.50%
Pension Scheme							
Discount rate	4.35%	3.85%	4.85%	4.35%	4.35%	-	-
Pension increase rate	2.50%	2.50%	2.50%	2.00%	3.00%	-	-
Defined benefit obligation (\$'000)	7,979	8,453	7,547	7,555	8,441	-	-
Gold State Super							
Discount rate	4.35%	3.85%	4.85%	-	-	4.35%	4.35%
Salary increase rate	3.50%	3.50%	3.50%	-	-	3.00%	4.00%
Defined benefit obligation (\$'000)	20	21	20	-	-	20	21

2023 Sensitivity Level	Base Case	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E	Scenario F
		Discount Rate		Pension Increase Rate		Salary Increase & Indexation Rate	
		(0.50%)	+0.50%	(0.50%)	+0.50%	(0.50%)	+0.50%
Pension Scheme							
Discount rate	3.55%	3.05%	4.05%	3.55%	3.55%	-	-
Pension increase rate	2.50%	2.50%	2.50%	2.00%	3.00%	-	-
Defined benefit obligation (\$'000)	8,897	9,471	8,377	8,389	9,453	-	-
Gold State Super							
Discount rate	3.55%	3.05%	4.05%	-	-	3.55%	3.55%
Salary increase rate	3.50%	3.50%	3.50%	-	-	3.00%	4.00%
Defined benefit obligation (\$'000)	21	21	20	-	-	20	21

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

Notes to the financial statements For the year ended 30 June 2024

D. Employee Benefits (continued)**D.2 Retirement benefit obligations (continued)****Significant Actuarial Assumptions at the Reporting Date**

	2024	2023
Pension Scheme		
<i>Assumptions to determine start of year defined benefit obligation and defined benefit cost for the current year</i>		
Discount rate	3.55%	3.35%
Expected salary increase rate	3.50%	3.50%
Expected pension increase rate	3.0% for 2023/24 3.0% for 2024/25 and then 2.50%	5.5% for 2022/23 3.0% for 2023/24 3.0% for 2024/25 and then 2.50%
<i>Assumptions to determine defined benefit obligation at the valuation date</i>		
Discount rate	4.35%	3.55%
Expected salary increase rate	3.50%	3.50%
Expected pension increase rate	3% for 2024/25 and then 2.50%	3.0% for 2023/24 and then 2.50%

	2024	2023
Gold State Super		
<i>Assumptions to determine start of year defined benefit obligation and defined benefit cost for the current year</i>		
Discount rate	3.55%	3.35%
Expected salary increase rate	3.50%	3.50%
CPI	5.8% for 2023/24 3.0% for 2024/25 and then 2.50%	3.0% for 2022/23 3.0% for 2023/24 3.0% for 2024/25 and then 2.50%
<i>Assumptions to determine defined benefit obligation at the valuation date</i>		
Discount rate	4.35%	3.55%
Expected salary increase rate	3.50%	3.50%
CPI	3.4% for 2024/25 and then 2.50%	5.8% for 2023/24 3.0% for 2024/25 and then 2.50%

The discount rate is based on the Government bond maturing in September 2031.

Notes to the financial statements For the year ended 30 June 2024

E. Other assets and liabilities

In this section

This section addresses trade receivables, trade and other payables, and other assets and liabilities including, where applicable, the accounting policies applied, and the key estimates and judgements made.

E.1 Receivables

Recognition and Measurement

Trade receivables

Trade debtors and other receivables are initially recognised at fair value. Debtors are carried at the original amounts recognised due less an allowance for any uncollectible amounts. Trade debtors are generally settled within 30 days except for property rentals, which are governed by individual lease agreements.

The value of the provision for impairment loss is assessed based on the expected credit losses of trade receivables and is measured at the lifetime expected credit losses at each reporting date. Fremantle Ports utilises a provision matrix based on its historical credit loss experience, adjusted for forward-looking factors specific to the debtor and the economic environment. Bad debts are written off when formally recognised as being irrecoverable. Movement in the allowance for impairment of receivables is disclosed in Note E.1.

Receivables represent debtors, accrued income, finance lease receivable and prepayments. Accrued income includes interest, charges on ships, cargo and services provided but not invoiced as at the end of the reporting period.

Fremantle Ports' exposure to credit risks related to trade and other receivables are disclosed in Note C.1.

Finance leases

A lease receivable is recognised for leases of property, plant and equipment which effectively transfers to the lessee substantially all of the risks and benefits incidental to legal ownership of the leased asset. The lease receivable is initially recognised as the amount of the present value of the minimum lease payments receivable at the end of the reporting period plus the present value of any unguaranteed residual value expected to accrue at the end of the lease term.

Finance lease receipts are allocated between interest revenue and a reduction of the lease receivable over the term of the lease in order to reflect a constant periodic rate of return on the net investment outstanding in respect of the lease with interest revenue calculated using the interest rate implicit in the lease and recognised directly in the Statement of Comprehensive Income.

Operating leases

Leases where Fremantle Ports (as lessor) retains substantially all the risks and benefits of ownership of the asset are classified as operating leases. Initial direct costs incurred in negotiating an operating lease are added to the carrying amount of the leased asset and recognised over the lease term on the same basis as the lease income. Operating lease income is recognised as revenue in the Statement of Comprehensive Income on a straight-line basis over the lease term, unless another systematic basis is more representative of the time pattern in which use benefit derived from the leased asset is diminished.

Key estimates and judgements

Various assumptions are required in determining Fremantle Ports' impairment of trade and other receivables including an assessment of credit risk and likelihood of subsequent payment.

Notes to the financial statements For the year ended 30 June 2024

E. Other Assets and Liabilities (continued)

E.1 Receivables (continued)

Current

	2024 \$'000	2023 \$'000
Trade debtors	27,431	28,308
Less: Provision for impairment of receivables	(402)	(993)
	27,029	27,315
Prepayments	4,118	4,175
Accrued income	4,491	1,710
Finance lease receivable	-	864
Other receivables	4,582	3,427
Balance at 30 June	40,220	37,491

Significant Terms and Conditions

Trade debtors are generally settled within 30 days except for property rentals and finance lease receivables which are governed by individual lease agreements. Other debtors have a range of terms and conditions with various settlement periods.

Impairment losses

The movement in the provision for impairment of receivables during the year was as follows:

	2024 \$'000	2023 \$'000
Balance at 1 July	993	1,151
Provision for impairment loss recognised	(8)	(103)
Provision for impairment loss written off	(583)	(55)
Balance at 30 June	402	993

At 30 June, the ageing analysis of trade debtors past due but not impaired is as follows:

	2024 \$'000	2023 \$'000
Not more than 3 months	1,060	732
More than 3 months but less than 6 months	216	202
More than 6 months but less than 1 year	-	46
More than 1 year	-	6
	1,276	986

Fair Value

The Directors consider the carrying amounts of trade and other receivables represent their fair value.

Notes to the financial statements For the year ended 30 June 2024

E. Other Assets and Liabilities (continued)

E.1 Receivables (continued)

Finance Lease Receivable

	2024 \$'000	2023 \$'000
Amounts receivable under finance leases:		
Within one year	-	899
	-	899
Unearned finance income		(35)
Present value of minimum lease payments receivable	-	864
	2024 \$'000	2023 \$'000
Current	-	864
	-	864

Finance leases receivable are in respect of buildings and plant and equipment. The lease agreement expired in April 2024. Interest was charged at 8.59% (2023: 8.59%) per annum.

E.2 Inventories

Recognition and Measurement

Inventories consist of stores which are stated at the lower of cost or net realisable value.

	2024 \$'000	2023 \$'000
Stores - at cost	4,172	4,208

E.3 Trade and other payables

Recognition and Measurement

Trade and other payables, including trade creditors, amounts payable and accrued expenses, are recognised for amounts to be paid in the future for goods and services received prior to the end of the reporting period. Trade creditors are unsecured and are usually paid within 30 days of recognition. Accrued expenses comprise interest and charges for goods and services received but not invoiced as at the end of the reporting period.

	2024 \$'000	2023 \$'000
Trade creditors and amounts payable	9,539	8,408
Accrued expenses	14,282	14,134
	23,821	22,542

Significant Terms and Conditions

Trade creditors are usually settled within 30 days.

Fair Value

The Directors consider the carrying amounts of trade creditors, amounts payable and accrued expenses represent their fair value.

Notes to the financial statements For the year ended 30 June 2024

E. Other Assets and Liabilities (continued)

E.4 Other liabilities

	2024 \$'000	2023 \$'000
Current		
Prepaid rental income	1,289	635
Interest received in advance	-	267
Deferred income	5,701	5,970
	6,990	6,872
Non-Current		
Other	855	855
	855	855

F. Other items

In this section

This section addresses information on items which require disclosure to comply with Australian Accounting Standards and the *Government Trading Enterprises Act 2023*.

F.1 Related parties

Related party transactions

Fremantle Ports is a Government Trading Enterprise that is wholly owned and controlled by the State of Western Australia.

Related parties of Fremantle Ports include:

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

Remuneration of Auditors

	2024 \$'000	2023 \$'000
Remuneration for audit of the financial statements	195	177

Notes to the financial statements For the year ended 30 June 2024

F. Other Items (continued)

F.1 Related parties (continued)

Significant transactions with Government-related entities

Financial year ended 30 June 2024

There are no material related parties' transactions for the current financial year.

Financial year ended 30 June 2023

Fremantle Ports has been notified that a current WA State Government Minister has declared that a non-dependent close family member is a partner of a law firm that provided services to Fremantle Ports to the value of \$0.17 million.

There were no other material related parties' transactions in the previous financial year.

Compensation of key management personnel of Fremantle Ports

Fremantle Ports has determined that key management personnel include WA Cabinet Ministers and senior officers of Fremantle Ports. However, Fremantle Ports is not obligated to reimburse the compensation of Ministers and therefore no disclosure is required. The disclosures in relation to Ministers' compensation may be found in the *Annual Report on State Finances* published by the WA Government.

Total compensation of senior officers of Fremantle Ports for the reporting period is:

	2024 \$'000	2023 \$'000
Short-term employee benefits	3,501	3,014
Post-employment benefits	253	234
Other long-term benefits	55	69
Total compensation paid to key management personnel	3,809	3,317

F.2 Other provisions

Reconciliations

Reconciliations for the carrying amounts of each class of provision, except for employee benefits, are set out below:

	Note	2024 \$'000	2023 \$'000
Fringe Benefits Tax			
Carrying amount at 1 July		94	80
Provision increase during the year		430	370
Amounts utilised in the year		(409)	(356)
Carrying amount at 30 June	D.1	115	94
Other			
Carrying amount at 1 July		2,436	3,560
Provision increase/ (decrease) during the year		394	(917)
Amounts utilised in the year		(392)	(207)
Carrying amount at 30 June	D.1	2,438	2,436

Other provision is mainly for costs associated with environmental assessment and remediation and on-costs *related to employee benefits*.

Notes to the financial statements For the year ended 30 June 2024

F. Other Items (continued)

F.2 Other provisions (continued)

Contaminated sites provision

Under the *Contaminated Sites Act 2003* (the Act), Fremantle Ports is required to report all land owned, vested, or leased by Fremantle Ports that is known to be, or is suspected of being, contaminated to the Department of Water and Environment Regulation (DWER). In accordance with the Act, the DWER classifies these sites on the basis of the risk to human health, the environment, and environmental values. Where sites are classified as either 'contaminated – remediation required' or 'possibly contaminated – investigation required', Fremantle Ports may have a liability in respect of further investigation, assessment and/or remediation expenses.

As further investigation is required to determine the extent of potential remediation requirements, if any, it is not yet practicable to reliably determine the timing or total financial effect of any such remediation works. Current cost estimates to undertake likely and potential further detailed site investigations, assessment and remediation works have been recognised.

At 30 June 2024, a provision for environmental investigation, assessment, and remediation of \$0.92 million (2023: \$0.92 million) has been provided for sites classified by the DWER as 'contaminated – remediation required'.

Key estimates and judgements

This assessment requires management to make certain estimates and apply judgement in determining assumptions as to future events and circumstances, in particular, the extent of environmental damages to be rectified and the methodology and timing for rectification.

F.3 Lease Commitments

Leases Payable

There are no lease commitments. Fremantle Ports recognises right of use assets and lease liabilities, except for short term and low value leases. Refer to notes B.1 and C.4 for further information.

Operating Leases Receivable

	2024 \$'000	2023 \$'000
Future minimum rental amounts receivable for operating leases at the end of the reporting period but not recognised as assets:		
Within one year	31,173	29,696
Later than one year but not later than five years	107,577	97,216
Later than five years	128,749	139,825
	267,499	266,737

Operating leases receivable are in respect of property rentals.

Notes to the financial statements For the year ended 30 June 2024

F. Other Items (continued)

F.4 Capital commitments

	2024 \$'000	2023 \$'000
Commitments for the acquisition of property, plant and equipment contracted for at the end of the reporting period but not recognised as liabilities:		
Within one year	38,451	65,490
Later than one year but not later than five years	14	13,087
	38,465	78,577

F.5 Contingent liabilities and assets

There are no contingent assets or contingent liabilities at reporting date

F.6 Goods and services tax

Revenues, expenses, and assets are recognised net of the amount of goods and services tax (GST) except where the amount of GST incurred is not recoverable from the taxation authority. In these circumstances, the GST is recognised as part of the cost of acquisition of the asset or as part of the expense item as applicable.

Receivables and payables are stated inclusive of GST. The net amount of GST recoverable from, or payable to the Australian Taxation Office (ATO) is included as a current asset or liability in the Statement of Financial Position.

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

F.7 Events subsequent to end of the reporting period

No matters or circumstances have arisen since the end of the financial year, in the opinion of the Directors of Fremantle Ports, to significantly affect the operations, the results of those operations, or the state of affairs, in future financial years.

Notes to the financial statements For the year ended 30 June 2024

F. Other Items (continued)

F.8 Accounting Standards And Interpretations Issued But Not Yet Effective

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective and have not been early adopted by Fremantle Ports for the financial year ended 30 June 2024 are outlined in the table below:

Pronouncement	Summary	Application date of standard	Impact on Fremantle Ports' Financial Statements	Application date for Fremantle Ports
AASB 2020-1	<p><i>Amendments to Australian Accounting Standards – Classification of Liabilities as current or non-current</i></p> <p>AASB 2020-1 makes amendments to AASB 101 <i>Presentation of Financial Statements</i> to clarify requirements for the presentation of liabilities in the statement of financial position as current or non-current.</p> <p>A liability is classified as current if the entity has no right at the end of the reporting period to defer settlement for the liability for at least 12 months after the reporting period. The AASB recently issued amendments at AASB 101 to clarify the requirements for classifying liabilities as current. Specifically:</p> <ul style="list-style-type: none"> clarifying that the classification of a liability as either current or non-current is based on the entity's rights at the end of the reporting period; stating that management's expectations around whether they will defer settlement or not does not impact the classification of the liability; adding guidance about lending conditions and how these can impact classification; and including requirements for liabilities that can be settled using an entity's own instruments. 	<p>1-Jan-2023*</p> <p>*The mandatory effective date has now been deferred to 1 January 2024 by AASB 2022-6</p>	<p>Fremantle Ports has completed the assessment and determined there is no impact.</p>	1-Jul-2024

Other amendments to existing standards that are not yet effective are not expected to result in significant changes to Fremantle Ports accounting policies.

Financial Audit Opinion



Auditor General

INDEPENDENT AUDITOR'S REPORT 2024 Fremantle Port Authority

To the Parliament of Western Australia

Opinion

I have audited the financial report of the Fremantle Port Authority (the Authority) which comprises:

- the statement of financial position as at 30 June 2024, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended
- notes comprising a summary of material accounting policies
- the directors' declaration.

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

- gives a true and fair view of the financial position as at 30 June 2024 and of its performance for the year then ended
- in accordance with Australian Accounting Standards.

Basis for opinion

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

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

Other information

The directors are responsible for the other information. The other information is the information in the Authority's annual report for the year ended 30 June 2024, but not the financial report and my auditor's report.

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

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

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7th Floor Albert Facey House 469 Wellington Street Perth MAIL TO: Perth BC PO Box 8489 Perth WA 6849 TEL: 08 6557 7500

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

Responsibilities of the directors for the financial report

The directors of the Authority are responsible for:

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

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

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

Auditor's responsibilities for the audit of the financial report

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

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

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

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

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

Page 2 of 3

Financial Audit Opinion

(continued)

Matters relating to the electronic publication of the audited financial report

This auditor's report relates to the financial report of the Authority for the year ended 30 June 2024 included in the annual report on the Authority's website. The Authority's management is responsible for the integrity of the Authority's website. This audit does not provide assurance on the integrity of the Authority's website. The auditor's report refers only to the financial report described above. It does not provide an opinion on any other information which may have been hyperlinked to/from the annual report. If users of the financial report are concerned with the inherent risks arising from publication on the website, they are advised to contact the Authority to confirm the information contained in the website version.



Grant Robinson
Assistant Auditor General Financial Audit
Delegate of the Auditor General for Western Australia
Perth, Western Australia
30 August 2024

Financial performance indicators

In addition to the key performance indicators provided, the following financial performance indicators, which are not subject to audit, are provided to assist users to assess the financial performance of Fremantle Ports. The indicators selected are considered appropriate for use in either evaluating the performance of a Government Trading Enterprise or an entity in the private sector.

Current Ratio – Graph 1

After adjusting for net GST receivable/payable, this ratio is used to ascertain the extent to which current assets may be realised to meet current liabilities.

	2024 \$'000	=		2023 \$'000	=	
<u>Total Current Assets</u>	171,168	=	3.4	177,725	=	3.7
<u>Total Current Liabilities</u>	49,661			48,425		

Free Cash Flow – Graph 2

Measures the net cash flow available as a source of funds from operations after meeting interest costs.

	2024 \$'000	=		2023 \$'000	=	
<u>Net Cashflow from Operations (after interest)</u>	75,044	=	93.0%	62,376	=	92.1%
<u>Net Cashflow from Operations (before interest)</u>	80,718			67,749		

Debtors Average Collection Period – Graph 3

Shows the rate at which debtors generate cash flow for use in operations.

	2024 \$'000	=		2023 \$'000	=	
<u>Average Trade Debtors</u>	26,089 x 365	=	32 days	24,013 x 365	=	31 days
<u>Sales Revenue</u>	293,715			281,991		

Interest Cover – Graph 4

Provides an indication of Fremantle Ports' ability to meet interest costs from operating profit.

	2024 \$'000		2023 \$'000	
<u>Earnings Before Interest and Tax</u>	83,775	=	72,477	= 13.20 times
Total Interest Costs	5,718		5,490	

Return on Assets – Graph 5

This measures the rate of return earned through operating total assets provided by Fremantle Ports.

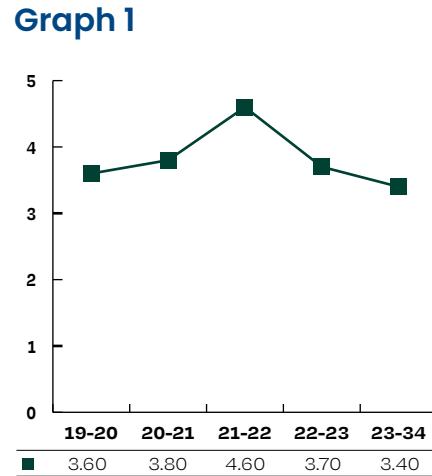
	2024 \$'000		2023 \$'000	
<u>Earnings Before Interest and Tax</u>	83,775	=	72,477	= 11.0%
Average Total Assets	707,620		659,847	

Economic Rate of Return – Graph 6

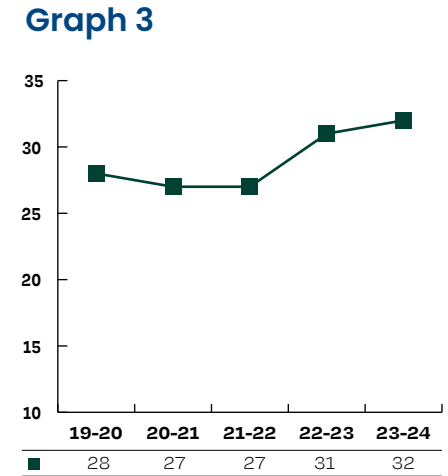
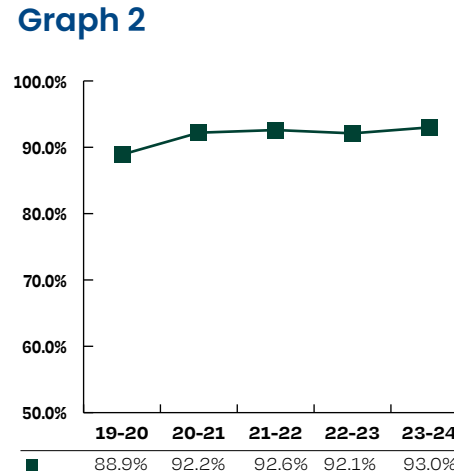
In accordance with Government policy, Fremantle Ports is required to report a rate of return on non-current assets valued at Deprival Value. This indicator quantifies the rate of return earned on average current and non-current assets of Fremantle Ports.

	2024 \$'000		2023 \$'000	
<u>Operating EBIT (excluding significant items) + Depreciation - Deprival Value Depreciation</u>	79,777	=	69,385	= 8.7%
Average Current Assets + Written Down Deprival Value of Non-Current Assets	879,697		798,663	

Graph 1:
Current Ratio Comparison
2019-20 to 2023-24

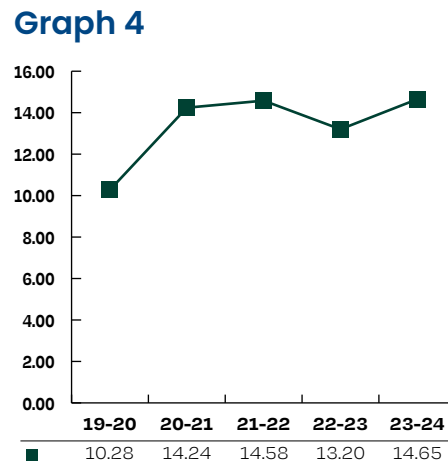


Graph 2:
Free Cash Flow Comparison
2019-20 to 2023-24

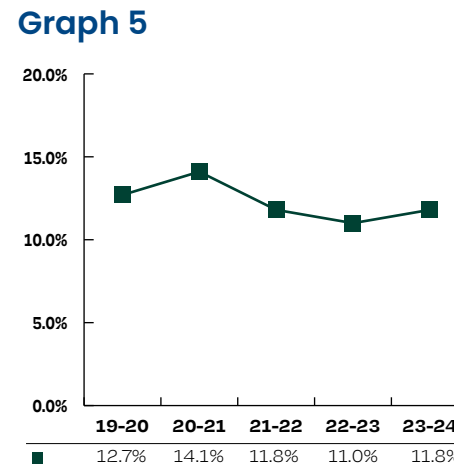


Graph 3:
Debtors Average Collection Period Comparison
2019-20 to 2023-24

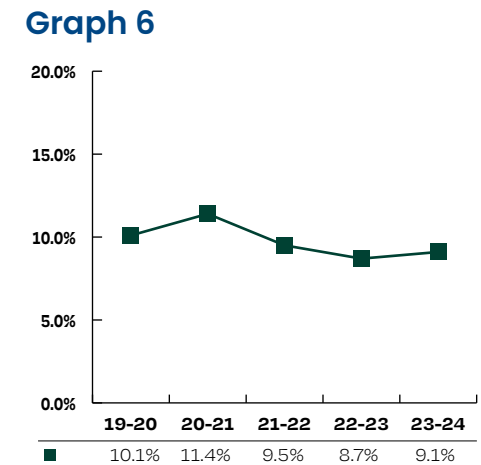
Graph 4:
Interest Cover Comparison
2019-20 to 2023-24



Graph 5:
Return on Assets Comparison
2019-20 to 2023-24



Graph 6:
Economic Rate of Return Comparison
2019-20 to 2023-24



Key performance indicators

Customer Satisfaction

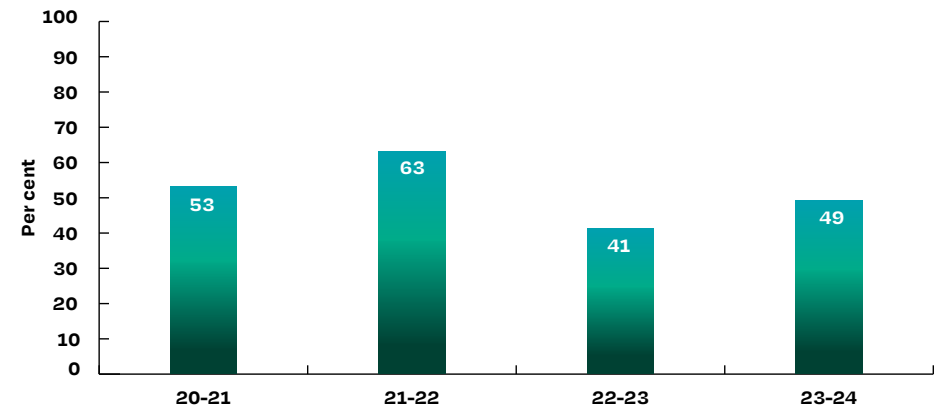
Fremantle Ports renewed its approach to the 2024 customer survey by conducting face to face interviews rather than an online survey. These interviews were conducted by a firm of marketing and communications research consultants.

Results obtained were for the overall level of satisfaction with Fremantle Ports' services from a sample of all its customers rather than limiting to shipping lines and agents.

Figure 1 shows 49% of respondents were satisfied or very satisfied with services provided, up from 41% last year. This increase is predominantly due to improvements in safety, communication, responsiveness and support.

Detractors to satisfaction continue to be around capacity, availability, and infrastructure. Fremantle Ports is committed to working together with its customers and partners to improve efficiency and the level of satisfaction from the feedback provided.

Fig 1. Customer level of overall satisfaction with Fremantle Ports services

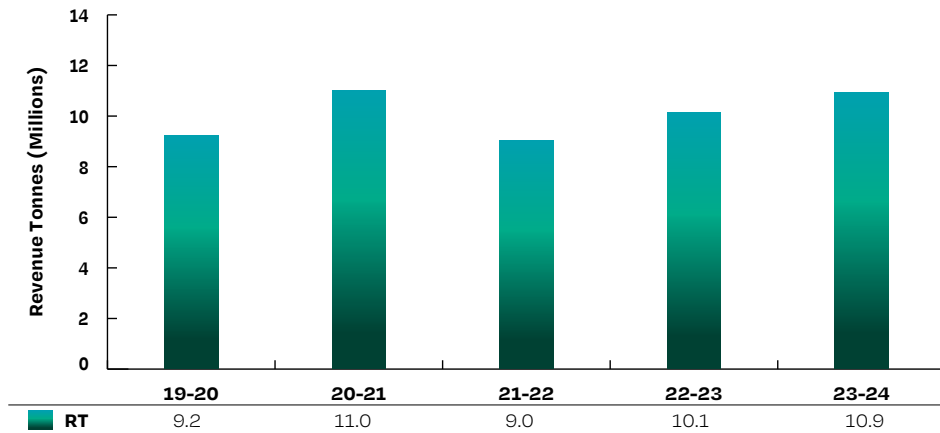


Securing lines.

Total chargeable trade

Figure 2 shows the total chargeable bulk and non-containerised trade was 10.9 million revenue tonnes reflecting 8 per cent growth on last year.

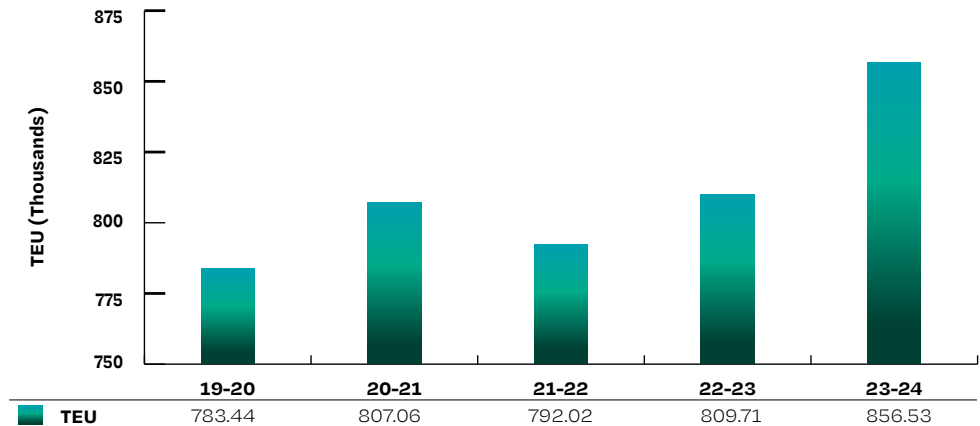
Fig 2. Fremantle Ports bulk business and non-containerised trade (Revenue Tonnes)



Total container trade

Figure 3 shows that total container trade increased by 46,817 TEU (5.8 per cent) compared with 2022-23. Exports increased by 5.2 per cent and imports increased by 6.4 per cent. Full container trade increased by 3.6%, or 22,515 TEU. Full imports increased by 28,748 TEU (or 7.3 per cent) and full exports decreased by 6,233 TEU (or 2.6 per cent).

Fig 3. Total container trade - TEU

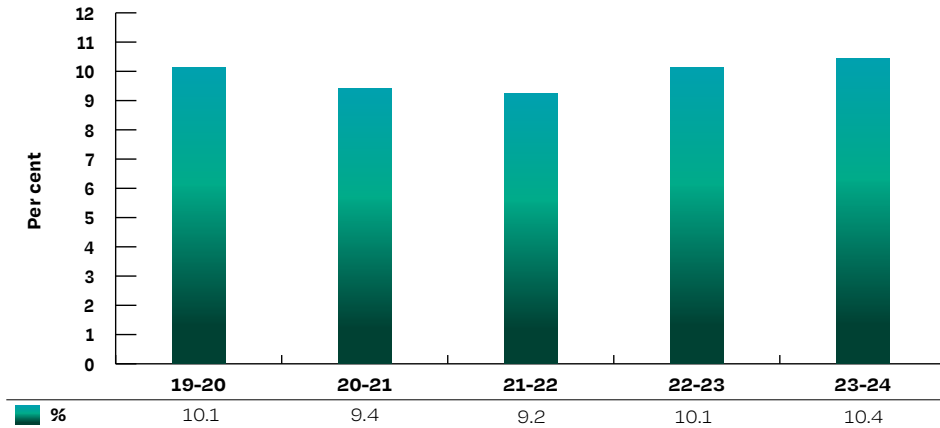


The Statement of Corporate Intent forecast for total container trade in 2022-23 was annual growth of 2.0 per cent.

Container trade - market share

Figure 4 shows Fremantle Ports' market share, measured as the number of containers through Fremantle as a percentage of Australian capital city post (excluding Hobart), increased by 0.3 per cent to 10.4 per cent compared to last year.

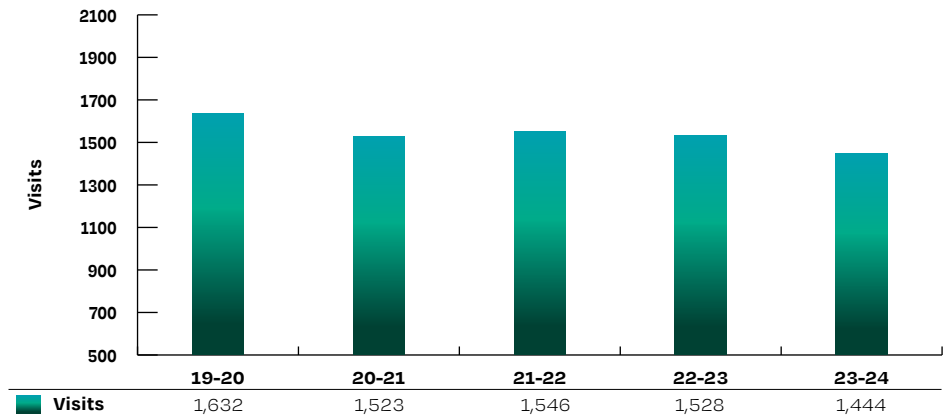
Fig. 4. Fremantle Ports - market share of Australian container trade



Number of ship visits

Figure 5 shows total ship visits for commercial, non-trading and fishing vessels (naval vessels of war excluded) decreased from from 1,528 last year to 1,444 this year, below the target which was 1,607.

Fig 5. Total ship visits



*Number of vessels visits includes commercial, non-trading and fishing vessels (excludes naval).

Profit before income tax equivalent

Figure 6 shows Fremantle Ports' profit before tax was \$78.1m, an increase on previous year and above target.

Economic rate of return

Figure 7 shows economic rate of return on assets was 9.1 per cent this year, compared to 8.7 percent last year.

Fig 6. Operating profit before income tax

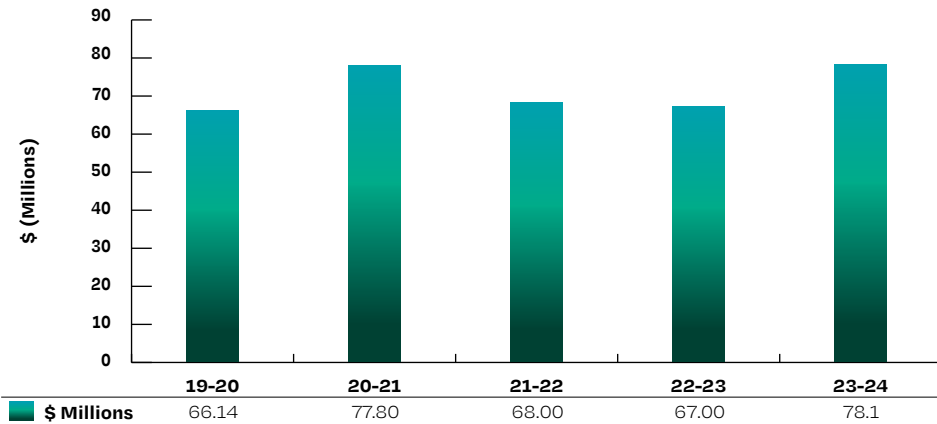
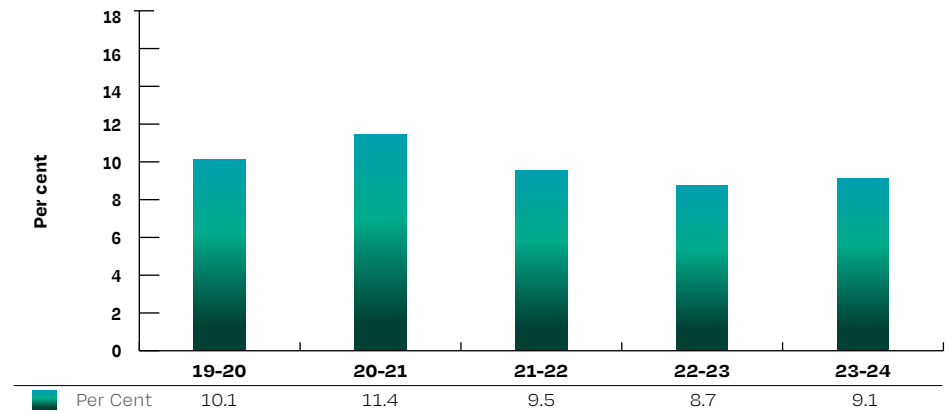


Fig 7. Economic rate of return on assets



The Economic Rate of Return is based on assets valued at deprival value.

Equality and diversity 2023-24

Diversity



0.3%
People with disability

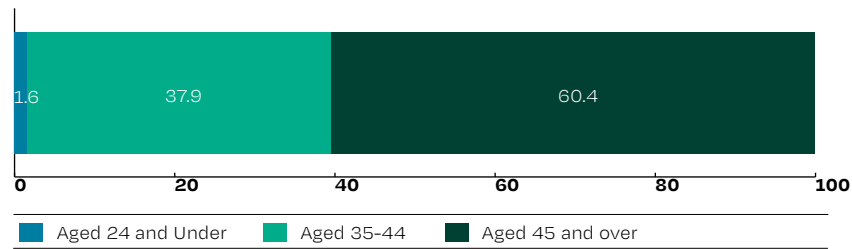


0.5%
Aboriginal and Torres Strait Islander

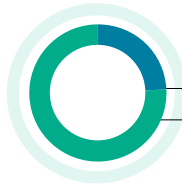


12.1%
Culturally and linguistically Diverse

Age profile



Gender



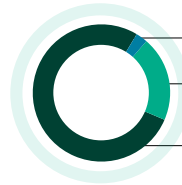
Female 24.4%
Male 75.6%
Indeterminate/intersex/unspecified 0.0%

Employment Type



Permanent 82.2%
Fixed Term 11.7%
Casual 6.1%
Other 0.0%

Management tiers



1 Management Tier 1
7 Management Tier 2
27 Management Tier 3

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Trade graphs and tables

FIVE YEAR SUMMARY					
SHIPPING	2019-20	2020-21	2021-22	2022-23	2023-24
No. of Ships: Inner Harbour	850	726	668	729	702
Gross Tonnage (000's):					
Inner Harbour	41,207	34,110	30,960	33,380	32,034
Outer Harbour	21,721	21,675	23,139	22,460	20,025
TOTAL	62,928	56,511	54,099	55,840	52,059
Turnover per linear metre of wharf					
Inner Harbour Tonnage Only - (i)					
Trade in Tonnes	2,793	2,780	2,917	2,926	2,966
Gross Tonnage	12,901	10,680	9,693	10,451	10,029
TRADE	Mass tonnes '000	Mass tonnes '000	Mass tonnes '000	Mass tonnes '000	Mass tonnes '000
Total Port Trade	32,656	30,381	28,270	31,255	29,728
Imports: Inner Harbour	4,447	4,653	5,004	4,776	4,997
Outer Harbour	11,251	9,802	9,225	10,191	10,184
TOTAL	15,698	14,455	14,229	14,968	15,181
Exports: Inner Harbour	4,475	4,227	4,313	4,568	4,475
Outer Harbour	12,483	11,699	9,727	11,720	10,073
TOTAL	16,958	15,926	14,041	16,287	14,547

FIVE YEAR SUMMARY					
FINANCE	2019-20	2020-21	2021-22	2022-23	2023-24
	\$ Millions	\$ Millions	\$ Millions	\$ Millions	\$ Millions
Revenue from ordinary activities	217.939	226.067	233.765	252.995	274.815
Operating expenses	127.250	125.400	142.770	162.086	171.341
Interest and depreciation charges	24.553	22.870	22.999	23.922	25.417
Profits from ordinary activities	66.136	77.797	67.996	66.987	78.057
Written down value of fixed assets	441.757	436.792	431.689	475.542	540.152
PERCENTAGE OF REVENUE	Per Cent	Per Cent	Per Cent	Per Cent	Per Cent
Charges on cargo	60.42	63.71	62.35	63.13	62.55
Charges on ships	9.35	8.13	7.49	7.55	6.56
Charges for shipping services	5.98	5.16	5.19	5.13	4.62
Charges for other services & Interest	24.25	23.01	24.98	24.2	26.27
Operating expenses	58.39	55.47	61.07	64.07	62.35
PERSONNEL	No.	No.	No.	No.	No.
Employees at 30th June (ii)	296	300	333	365	372

(i) Lengths of berths A, B and C are excluded from turnover per linear metre of wharf calculations as these berths are not used for cargo purposes.

(ii) Full time equivalent employees.

SHIP VISITS AND GROSS TONNAGE

Year ended 30th June	COMMERCIAL		NON TRADING		TOTAL		NAVAL
	No.	Gross Tonnage	No.	Gross Tonnage	No.	Gross Tonnage	No.
2020	1,575	62,647,342	57	280,814	1,632	62,928,156	15
2021	1,429	55,207,983	94	577,415	1,523	55,785,398	15
2022	1,433	53,787,291	113	310,568	1,546	54,097,859	25
2023	1,466	55,630,547	62	209,333	1,528	55,839,880	18
2024	1,374	51,926,022	70	132,606	1,444	52,058,628	18

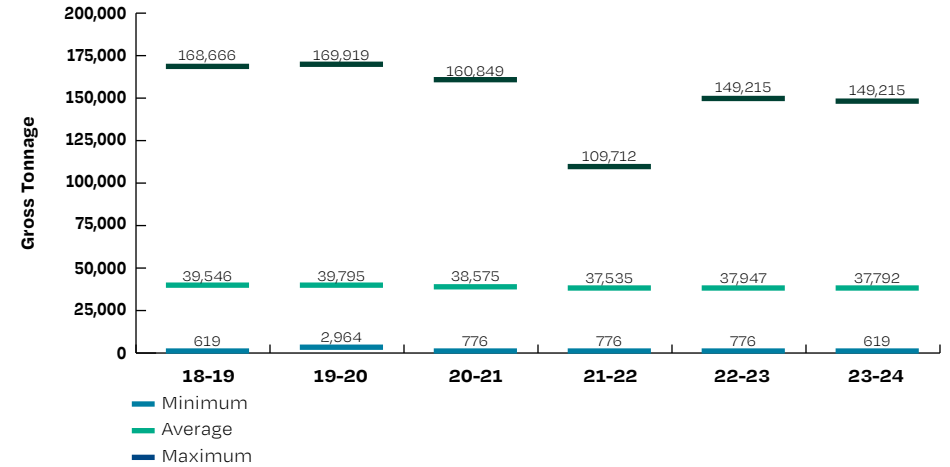
SHIP TYPES

VESSEL CLASS	2021-22			2022-23			2023-24		
	No.	Gross Tonnage (000's)	Average Per Ship (000's)	No.	Gross Tonnage (000's)	Average Per Ship (000's)	No.	Gross Tonnage (000's)	Average Per Ship (000's)
Breakbulk/General Carrier	96	1,394	21.8	105	1,567	14.9	110	1,589	14.4
Container	312	17,157	55.0	379	20,370	53.7	353	18,770	53.2
Other - Trading	15	198	13.2	6	98	16.3	8	97	12.2
Roll-on/Roll-off	10	704	70.4	2	151	75.3	8	594	74.2
Vehicle Carrier	186	11,114	59.8	150	8,598	57.3	153	8,800	57.5
Livestock Carrier	37	698	18.9	40	851	21.3	41	712	17.4
Passenger	4	16	4.0	35	1,950	55.7	30	1,844	61.5
Tankers	232	5,874	25.3	253	6,679	26.4	229	6,324	27.6
Dry Bulk - Grain	124	4,536	36.6	160	5,910	36.9	149	5,183	34.8
Dry Bulk - Other	220	5,341	24.3	199	4,981	25.0	174	4,334	24.9
Bunkering Only	197	6,756	34.3	137	4,476	32.7	119	3,677	30.9
Non Trading - Other	113	311	2.7	62	209	3.4	70	133	1.9
Sub Total	1,546	54,098	35.0	1,528	55,840	36.5	1,444	52,059	36.1
Naval	25			18			18		
Grand Total	1,571	54,098	35.0	1,546	55,840	36.5	1,462	52,059	36.1

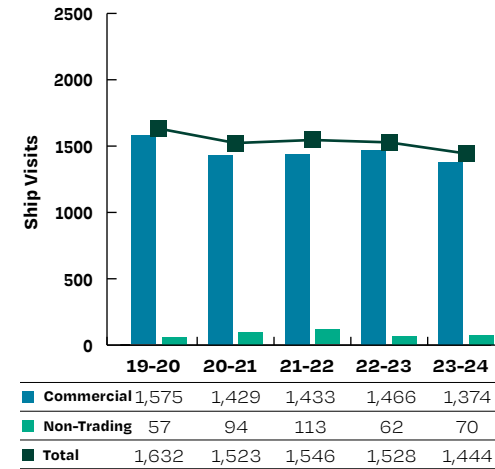
Bulk carrier alongside at Kwinana Bulk Terminal.



Gross tonnage per commercial vessel 2018-19 to 2023-24

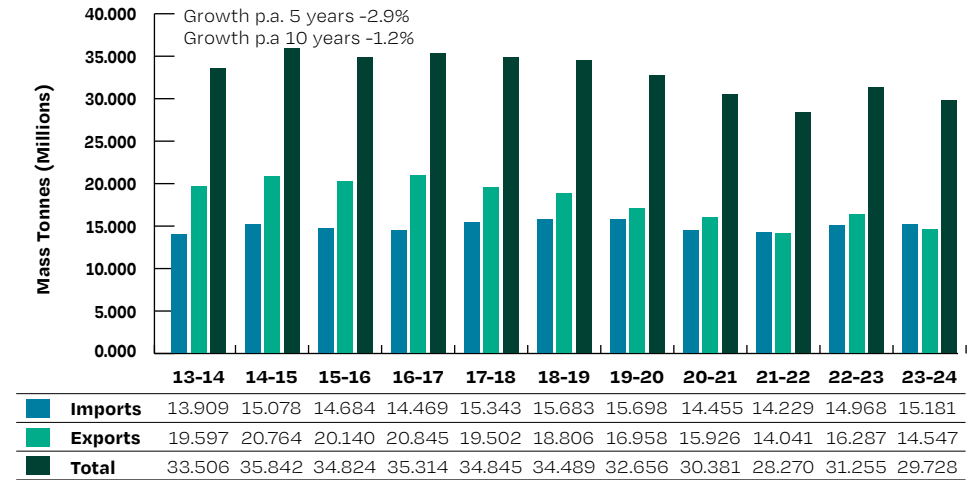


Ship visits (excluding naval)

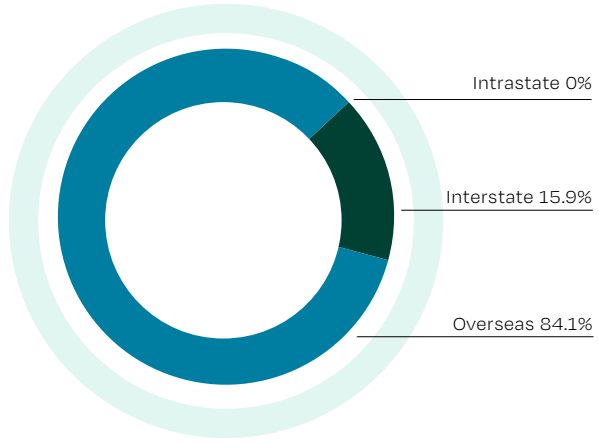


SYNOPSIS OF TRADE 2023-24			
CARGO	Inner Harbour Mass Tonnes	Outer Harbour Mass Tonnes	Port Total Mass Tonnes
Imports			
From intrastate ports	1,492	428,669	430,161
From interstate ports	793,183	16,753	809,936
From overseas ports	4,202,456	9,738,271	13,940,727
TOTAL IMPORTS	4,997,131	10,183,692	15,180,823
Exports			
To intrastate ports	2,785	62,984	65,769
To interstate ports	96,846	262,471	359,316
To overseas ports	4,375,404	9,747,054	14,122,458
TOTAL EXPORTS	4,475,035	10,072,509	14,547,543
TOTAL PORT TRADE	9,472,166	20,256,201	29,728,367

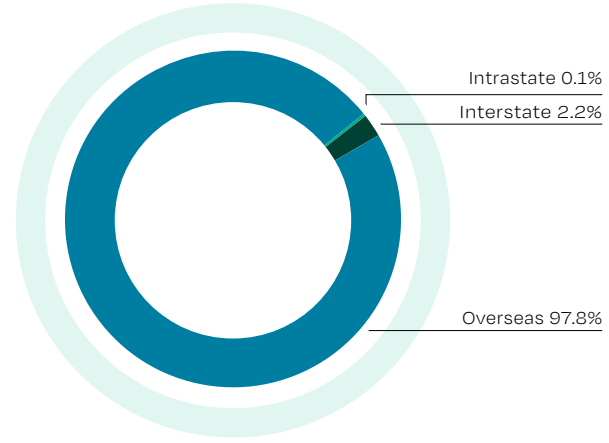
Total port trade
2013-14 to 2023-24



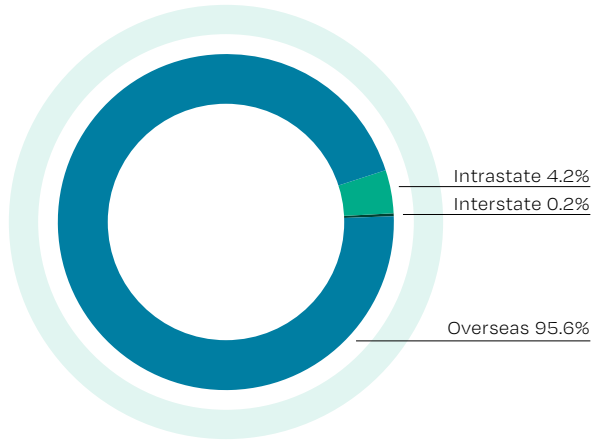
North Quay imports



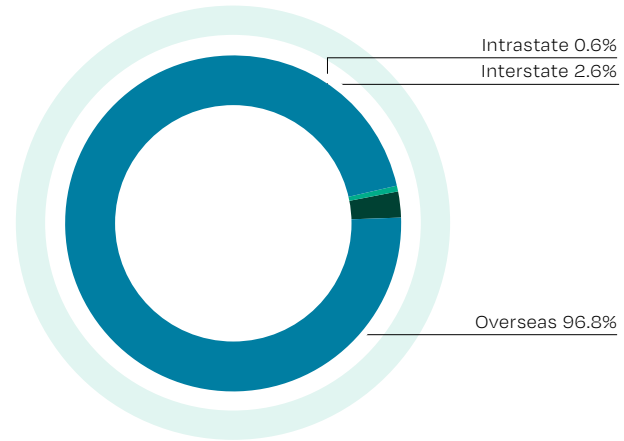
North Quay exports



Kwinana Port imports

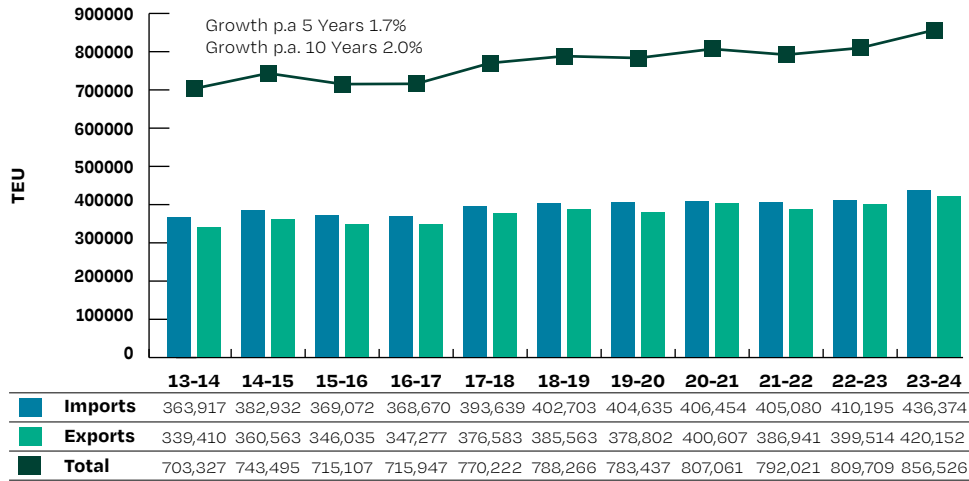


Kwinana Port exports



Total container trade - TEU

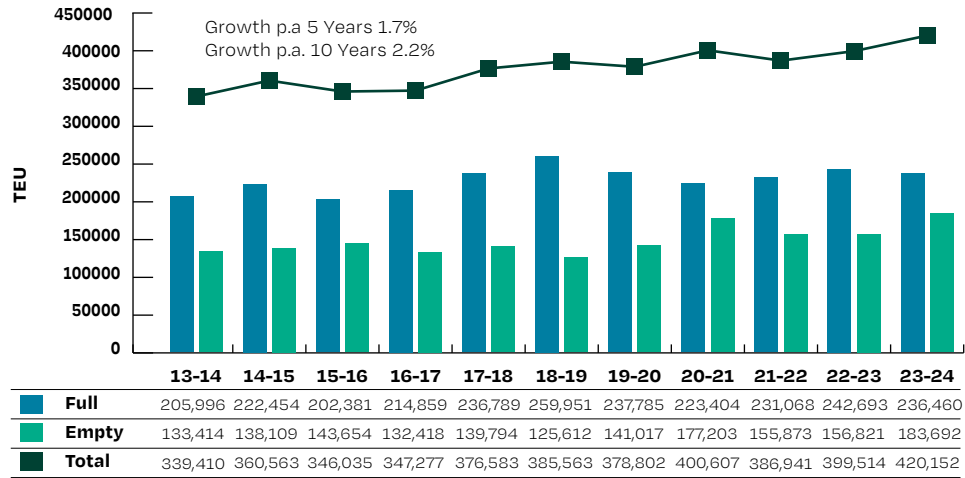
2013-14 to 2023-24



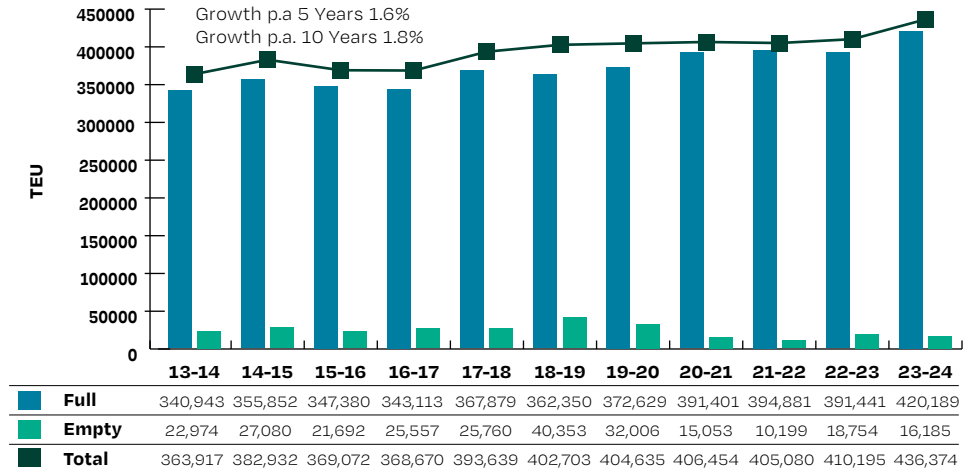
Container trade was the highest ever at 856,826 TEU.



Export container trade - TEU
2013-14 to 2023-24



Import container trade - TEU
2013-14 to 2023-24



PORT OF FREMANTLE CONTAINER TRADE -TEU July 1 2023 to June 30 2024

COUNTRY	Imports			Exports			Grand Total
	Full	Empty	Total	Full	Empty	Total	
China	169,632	1,320	170,952	42,875	2,075	44,950	215,902
Singapore ¹	10,642	5,298	15,940	5,046	108,020	113,066	129,006
Malaysia	23,010	1,135	24,145	20,976	58,798	79,774	103,919
Australia	60,754	6,572	67,326	1,100	4,285	5,385	72,711
Thailand	32,134		32,134	11,959	250	12,209	44,343
Japan	6,411	28	6,439	27,223	35	27,258	33,697
Indonesia	10,769	650	11,419	19,513	196	19,709	31,128
Vietnam	14,703	106	14,809	11,573	3,184	14,757	29,566
Korea, Republic of	6,260	68	6,328	22,167	106	22,273	28,601
India	11,332	26	11,358	16,389	212	16,601	27,959
United States Of America	9,888	4	9,892	4,635	1	4,636	14,528
Taiwan	4,633	10	4,643	8,627	64	8,691	13,334
New Zealand	5,405	16	5,421	2,718	4,093	6,811	12,232
United Arab Emirates	3,388	127	3,515	6,201		6,201	9,716
Germany, Federal Republic of	6,754	1	6,755	526		526	7,281
Italy	6,386	18	6,404	607	7	614	7,018
Netherlands	3,938		3,938	2,532		2,532	6,470
Philippines	691	2	693	5,654		5,654	6,347
Belgium	3,706		3,706	1,684	710	2,394	6,100
United Kingdom	3,194	44	3,238	1,091	21	1,112	4,350
Other Countries	26,559	760	27,319	23,364	1,635	24,999	52,318
Grand Total	420,189	16,185	436,374	236,460	183,692	420,152	856,526

Note: ¹ Hub port: May include cargo trans-shipped through Singapore to and from other destinations and origins.

MAJOR EXPORTS BY COMMODITY 2023-24

COMMODITY	% Tonnes	Mass Tonnes	Principal Trading Partners (% Commodity Total)
Grains	55.8%	8,119,975	China(24.6), Korea(12.0), Japan(12.0), Indonesia(10.4), Philippines(9.5), France(4.5), Vietnam(3.4), Thailand(3.1), Malaysia(3.1), Mexico(2.9), United Arab Emirates(2.4), Yemen(2.3)
Alumina	13.4%	1,946,919	Bahrain(28.1), China(15.4), Qatar(9.7), United Arab Emirates(7.9), Australia(7.0), Japan(6.8), Indonesia(6.6), Egypt(6.4), India(4.9), Malaysia(4.5)
Animal Feed	4.5%	652,501	Japan(43.5), Korea(25.5), Taiwan(9.9), China(6.3), Vietnam(5.1)
Scrap Metals etc	4.4%	641,153	Bangladesh(25.9), India(16.3), Vietnam(15.6), Malaysia(9.7), Australia(8.4), Indonesia(7.0), Thailand(6.8), United Arab Emirates(2.8)
Silica Sands	2.7%	387,498	Korea(67.3), China(26.0), Japan(6.4)
Waste Paper	1.5%	224,479	Indonesia(62.7), Malaysia(29.4), India(3.1)
Petroleum, Refined	1.3%	187,099	Singapore(42.4), Australia(29.6), Christmas Island(11.4), India(3.9), Vietnam(3.6)
Fresh Fruit And Vegetables	1.2%	178,990	United Arb Emirates(19.8), Malaysia(10.5), Singapore(10.2), Saudi Arabia(9.1), China(8.5), India(8.2), Taiwan(4.1), Thailand(3.8), Qatar(3.2), Egypt(3.2), Philippines(2.6), Hong Kong(2.5), Sri Lanka(2.0)
Other Crude Minerals	1.2%	174,950	Malaysia(58.7), Qatar(6.5), Indonesia(6.5), China(4.6), Singapore(3.8), Taiwan(2.6), Japan(2.6), Korea(2.2)
Titanium Dioxide	1.2%	169,805	India(23.8), Belgium(15.4), China(10.7), Korea(8.1), Thailand(7.7), Philippines(7.2), Indonesia(4.6), United States Of America(3.0), Vietnam(2.5), Japan(2.3), Malaysia(2.2), united Arab Emirates(2.1)

MAJOR EXPORTS BY COUNTRY 2023-24

COUNTRY	% Tonnes	Mass Tonnes	Principal Commodity (% Country Total)
China	19.0%	2,766,480	Grains(72.1), Alumina(10.8), Silica Sand(3.6), Fresh Meat(2.5), Wool(1.9)
Japan	10.3%	1,503,093	Grains(64.6), Animal Feed(18.9), Alumina(8.8), Non ferrous metals(2.4)
Korea, Republic of	10.3%	1,498,316	Grains(65.3), Silica sands(17.4), Animal Feed(11.1)
Indonesia	8.5%	1,238,726	Grains(68.1), Waste paper(11.4), Alumina(10.4), Scrap metals(3.6)
Philippines	5.7%	836,023	Grains(92.7), Other cereals and cereal preparations(1.9)
Malaysia	5.4%	784,740	Grains(31.8), Empty container(15.0), Other crude minerals(13.1), Alumina(11.1), Waste paper(8.4), Scrap Metals(7.9), Fresh fruits and vegetables(2.4), Other cereals and cereal preparations(2.0)
Bahrain	3.8%	549,151	Alumina(99.5)
Vietnam	3.4%	491,495	Grains(56.7), Scrap metals(20.3), Animal feed(6.8), Liquified petroleum gas(3.3), Petroleum residual products(2.6)
India	3.1%	452,996	Scrap metals(23.0), Alumina(20.9), Grains(16.9), Titanium dioxide(8.9), Sulphuric acid(8.3), Mineral sands(3.9), Fresh fruit and vegetables(3.3), Rubber manufactures(3.2), Liquified petroleum gas(2.6)
United Arab Emirates	3.0%	437,383	Grains(45.2), Alumina(35.4), Fresh fruits and vegetables(8.1), Scrap Metals(4.1)

MAJOR IMPORTS BY COMMODITY 2023-24

COMMODITY	% Tonnes	Mass Tonnes	Principal Trading Partners (% Commodity Total)
Petroleum, Refined	35.6%	5,403,582	Singapore(33.7), Malaysia(14.7), China(11.9), India(10.3), Taiwan(8.5), Korea(7.4), United Arab Emirates(3.7), Brunei(2.5), Indonesia(2.5)
Fertilisers	7.5%	1,144,678	Saudi Arabia(29.1), Qatar(13.1), United States of America(11.5), China(10.8), Jordan(9.1), Oman(5.5), Korea(3.9), Brunei(3.2), Germany(2.4), Indonesia(2.4), New Zealand(2.0)
Caustic Soda	6.9%	1,044,178	Saudi Arabia(25.6), United States Of America(19.9), China(19.2), Taiwan(16.7), Japan(12.4), Korea(5.9)
Clinker	6.6%	1,002,473	Indonesia(89.3), Malaysia(4.4), Singapore(3.3), United Arab Emirates(3.0)
Iron & Steel Products	3.7%	562,273	China(23.7), Australia(19.7), Korea(7.2), Thailand(7.2), Indonesia(6.0), Singapore(5.9), India(5.6), Vietnam(5.4), United States Of America(3.2), Taiwan(3.1), United Arab Emirates(2.8), Malaysia(2.0), Turkey(2.0)
Sulphur	2.7%	414,813	Canada(99.9)
Manufactures Of Metal	2.4%	367,758	China(59.7), Malaysia(10.8), Australia(4.7), Singapore(2.9), Korea(2.9), Vietnam(2.6), Indonesia(2.6), India(2.4)
Urea Ammonium Nitrate (Uan)	2.3%	348,956	United States Of America(92.8), Lithuania(7.2)
Slag Residue Ex Steel Furnace	2.3%	345,639	Japan(92.4), United Arab Emirates(7.6)
Lime	2.2%	331,424	Thailand(65.9), Malaysia(24.9), Vietnam(8.2)

MAJOR IMPORTS BY COUNTRY 2023-24

COUNTRY	% Tonnes	Mass Tonnes	Principal Commodity (% Country Total)
China	16.2%	2,461,642	Refined Petroleum(26.0), Manufactures of Metal(8.9),Caustic Soda(8.1), Chemical and related products(5.9), Iron and steel products(5.4), Fertilisers(5.0), Machinery(4.1), Furniture(4.0), Plastic wares(3.1), Bricks, tiles, pavers etc(2.7), Paper, paperboard and articles of paper pulp (2.4)
Singapore	13.8%	2,091,660	Refined Petroleum(87.5), Petroleum Residual products(5.8)
Australia	8.2%	1,240,096	Gypsum(17.2), Ammonia(16.7), Iron and Steel products(8.9), Paper(6.9), Ale, Beer and Stout; Cider (Alcoholic)(5.6), Non alcoholic beverages(4.6), Other food preparations(3.5), Chemicals and related products(3.3), Fabricated construction materials(3.1), Motor vehicles - Used and Private (2.7), Fruit and vegetables(preserved, canned, bottled or frozen)(2.5), Sugar(2.3)
Indonesia	7.8%	1,183,640	Cement Clinker(75.6), Petroleum refined(11.5), Iron and steel products(2.8), Fertilisers(2.3)
Malaysia	7.6%	1,149,599	Refined Petroleum(69.2), Lime(7.2), Clinker(3.8), Manufactures of metal(3.5)
United States Of America	5.5%	828,812	Urea ammonium nitrate(39.1), Caustic Soda(25.0), Fertilisers(15.8), Vehicles - industrial & agricultural(4.5), Industrial & agricultural vehicles - parts & accessories(2.3), Iron and Steel products(2.1), Machinery - agricultural, industrial(2.0)
Saudi Arabia	4.6%	699,487	Fertilisers(47.7), Caustic Soda(38.2), Petroleum, refined(13.4)
India	4.6%	695,434	Petroleum, refined(79.9), Iron & steel products(4.5), Chemicals and related products(2.2)
Japan	4.6%	693,885	Slag residue ex steel furnace(46.0), Caustic Soda(18.7), Motor vehicles(10.3), Refined petroleum(9.8), Vehicles - industrial & agricultural(4.9), Rubber manufactures(4.3), Industrial & Agricultural Vehicles - parts and accessories(2.5)
Taiwan	4.5%	685,586	Refined Petroleum(66.7), Caustic soda(25.5), Iron and Steel products(2.5)

MAJOR CONTAINER COMMODITIES EXPORTED - TEU

Commodities	2022-23	2023-24	Variance %
Animal Feed	46,944	42,257	-10.0%
Oats	26,620	24,495	-8.0%
Scrap Metals Etc	16,103	19,949	23.9%
Waste Paper	18,910	18,822	-0.5%
Fresh Meat - Chilled Or Frozen	10,183	11,761	15.5%
Fresh Fruit And Vegetables	10,661	11,123	4.3%
Malt	10,294	10,290	0.0%
Other Cereals And Cereal Preparations	9,215	8,815	-4.3%
Titanium Dioxide	6,677	8,072	20.9%
Wheat	8,606	7,525	-12.6%
Total	147,276	166,301	12.9%
Percentage of Total Full TEU Exports	67.66%	68.98%	

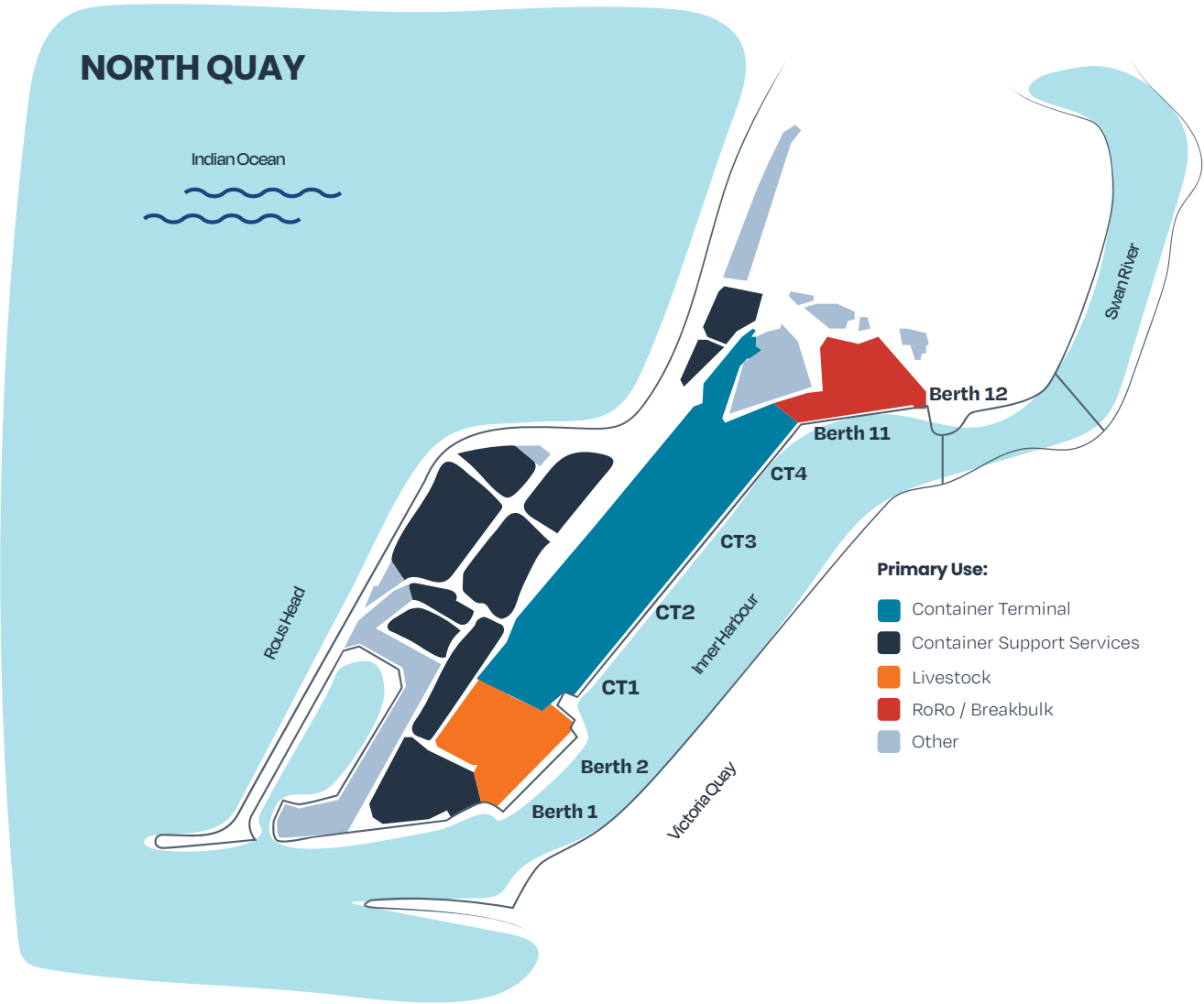
MAJOR CONTAINER COMMODITIES IMPORTED - TEU

Commodities	2022-23	2023-24	Variance %
Manufactures Of Metal	26,671	32,235	20.9%
Furniture And Parts Thereof	23,895	26,935	12.7%
Iron & Steel Products	25,539	25,799	1.0%
Machinery - Agricultural, Industrial	24,190	25,685	6.2%
Paper, Paperboard And Articles Of Paper Pulp	21,577	24,005	11.3%
Plastic Wares And Other Manufactures	20,792	22,207	6.8%
Household Appliances	19,485	19,695	1.1%
Rubber Manufactures	17,875	17,932	0.3%
Chemicals And Related Products	16,436	17,525	6.6%
Other Food Preparations	11,235	13,459	19.8%
Total	207,695	225,477	8.6%
Percentage of Total Full TEU Imports	53.1%	53.7%	

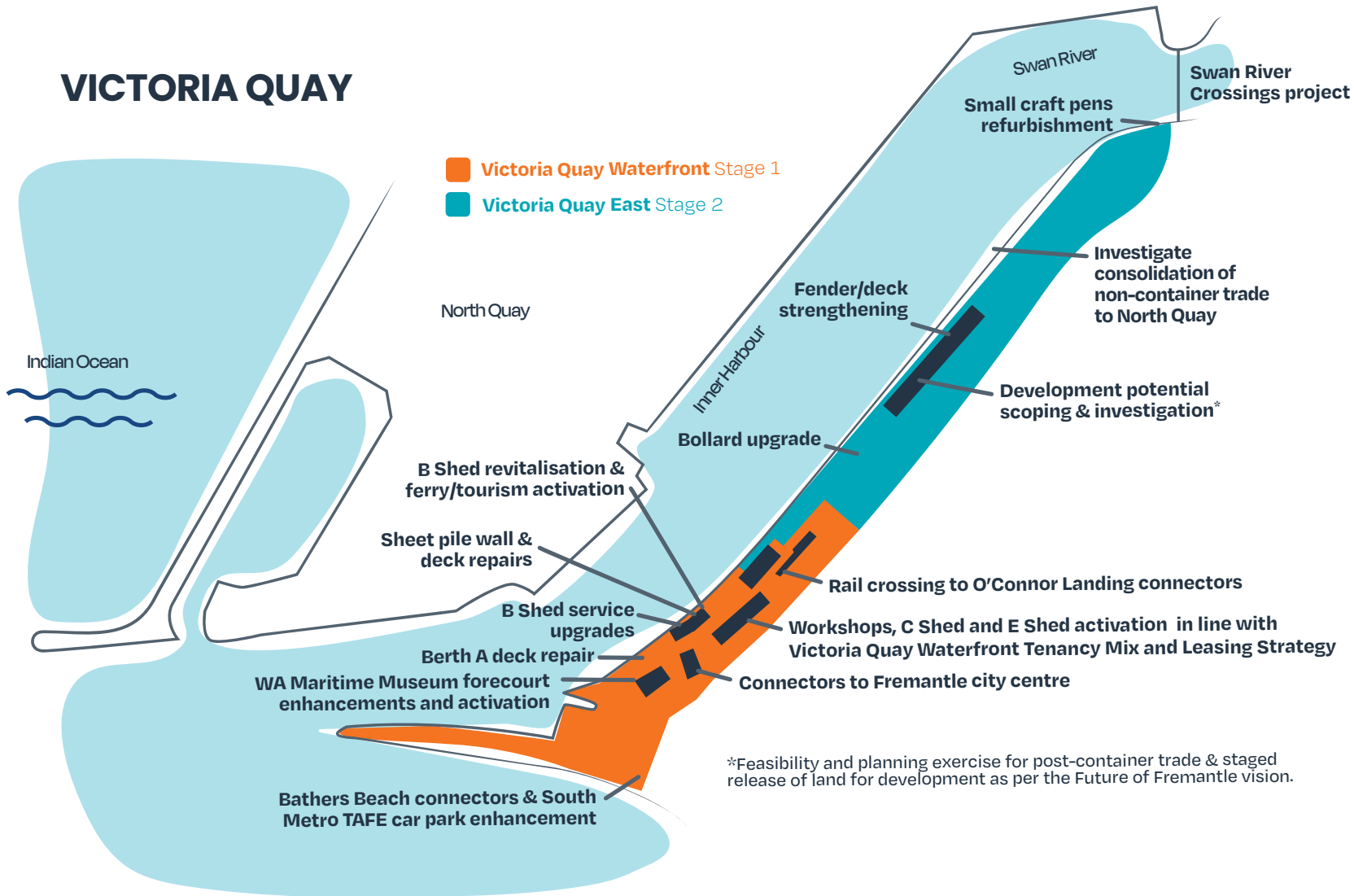
LIVESTOCK EXPORTS 2023-24

Destination	Sheep	Cattle	Other Livestock	Total Quantity	% of Total
Asia South-East	0	46,611	0	46,611	7.7%
East Asia - China	0	1,904	0	1,904	0.3%
Middle East	502,863	50,614	0	553,477	91.9%
Totals	502,863	99,129	0	601,992	100.0%

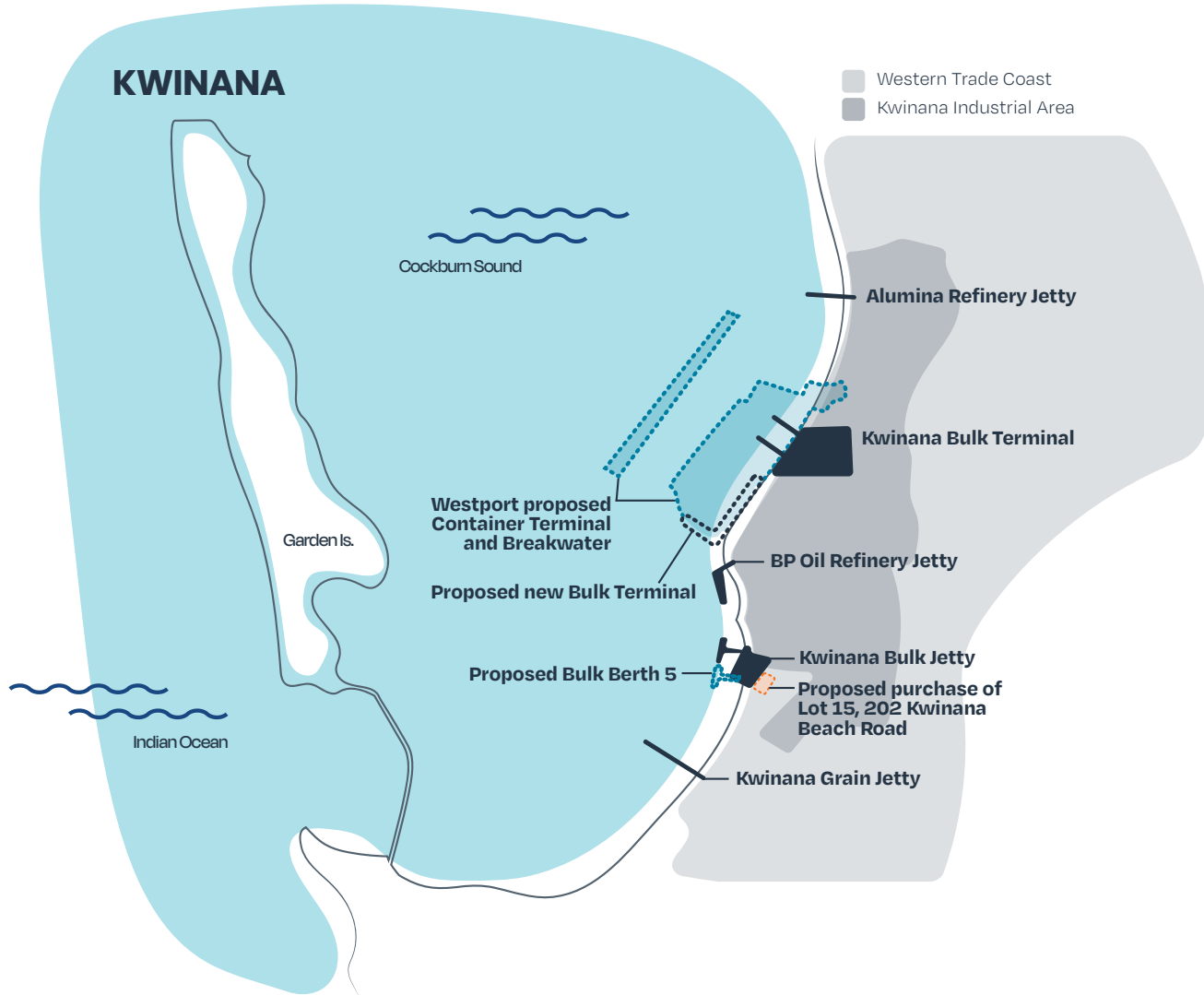
Fremantle North Quay map



Fremantle Victoria Quay map



Kwinana Port map



Publications, abbreviations and contacts

About this annual report

In accordance with the provisions of the *Port Authorities Act 1999* and other legislation, this Annual Report is provided to the Minister for Mines and Petroleum; Ports; Local Government; Road Safety; Minister Assisting the Minister for Transport, Hon David Michael, MLA, then tabled in the Parliament of Western Australia. The Annual Report is intended to inform the Parliament of Western Australia, public, our stakeholders and others of Fremantle Ports' activities, performance, achievements and challenges during 2023-24. The report is prepared by Fremantle Ports staff. Previous years' annual reports are lodged with the State Library of Western Australia and past annual reports remain available at www.fremantleports.com.au/publications

Glossary

Crane rate – Gross Moves Per Hour (GMPH) is defined as the number of containers moved (onload, offload and repositioning on a vessel) divided by the number of hours the cranes are working a vessel. This is measured by the number of containers moved divided by the total crane time for each vessel.

Full container load – a term used in sea freight to describe shipments that consist of a “full container load,” or a shipment that only has one consignee in a single container and is not being shared with other shippers. All goods are on one bill of lading.

MAFI – MAFI trailers are wheeled platforms used on roll-on-roll-off vessels to move large static cargo.

Ship rate – This is the average number of containers moved on or off a ship in one hour.

Abbreviations

AMC	Australian Marine Complex, located at Henderson
AMSA	Australian Maritime Security Authority
ARC	Audit and Risk Committee of Fremantle Ports' Board
CGR	Corporate Governance and Risk
CUB	Common user berth
DPIRD	Department of Primary Industry and Regional Development
DPLH	Department of Planning, Lands and Heritage
EDRMS	Electronic document and records management system
EMS	Environmental management system
FCL	Full container load
GT	Gross tonnes
GTE	Government Trading Enterprise
GMPH	Gross moves per hour
HSE	Health, Safety, Environment
ICAM	Incident Cause Analysis Method
ISO	International Organisation for Standardisation
ITV	Internal transfer vehicle (used on container berths)
KBJ	Kwinana Bulk Jetty
KBT	Kwinana Bulk Terminal
LNG	Liquefied natural gas
LTIFR	Lost-time injury frequency rate
PCC	Pure car carriers
RORO	Roll-on-roll-off vessels which predominantly carry vehicles and breakbulk cargo
TEU	Twenty-foot equivalent unit container
tph	Tonnes per hour
TRIFR	Total recordable injury frequency rate
UAN	Urea ammonium nitrate
VTS	Vessel Traffic Services
WA	Western Australia

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Thank you

What Fremantle Ports achieved in 2023-24 came about through collaboration, teamwork, commitment and a pursuit of excellence by our employees, Board, management team and contractors. We thank them, as well as our customers, stakeholders, partners, and communities for their ongoing involvement, feedback and support.



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