Committee for the Economic Development of Australia

Flinders Ports
Overcoming Challenges to Port Efficiency and Productivity

14 February 2007

Flinders Ports
SOUTH AUSTRALIA

The Factors that Determine Port Efficiency and Productivity

Port Administration

- Labour
- Work practises
- Strategic direction

The Regulatory Function

- Government
- Regulatory agencies

Port infrastructure

- Infrastructure (such as wharves, channels cargo handling areas and land)
- Superstructure (such as cranes, loaders, forklifts, warehouses)

Port services

- Pilotage
- Mooring
- Towage
- Stevedoring

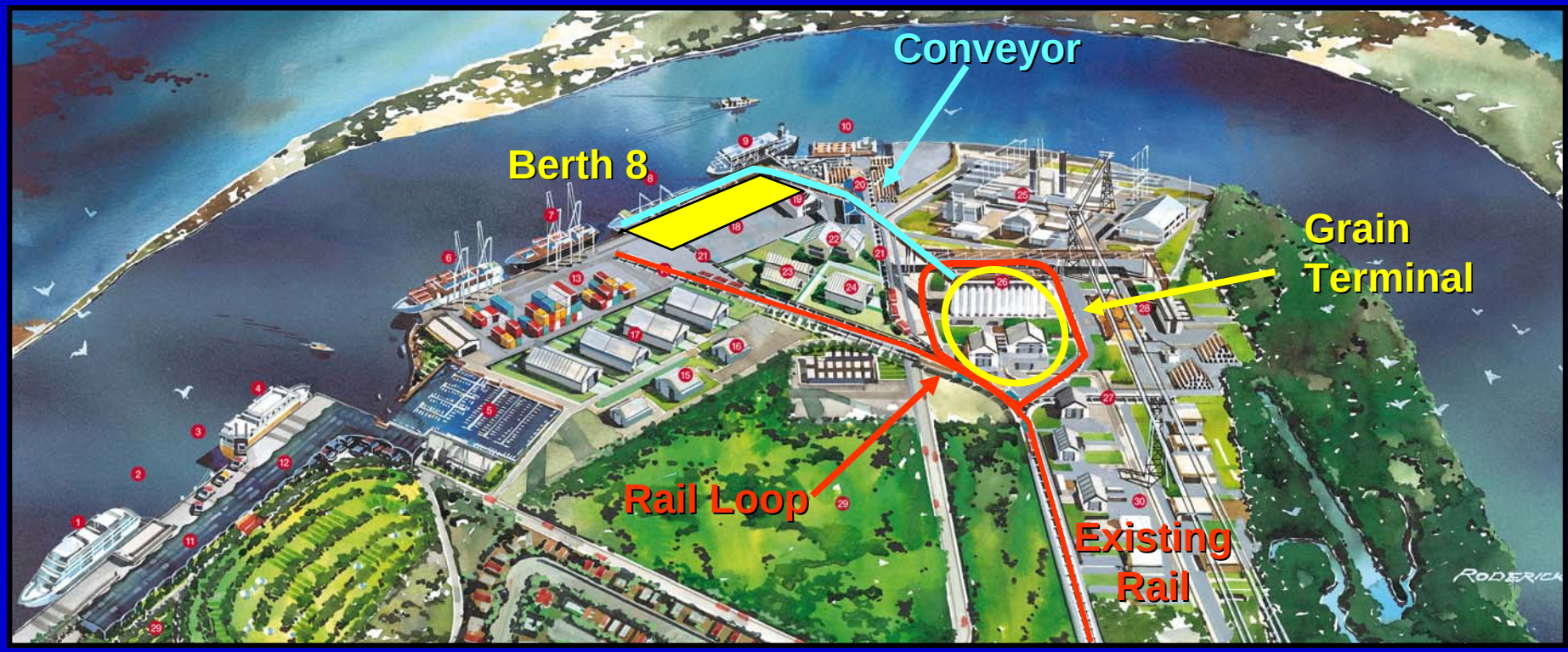
Land Transportation

- Road
- Rail
- Intermodal facilities

Outer Harbor

Outer Harbor Concept Plan

New Berth 8, Grain Facility & Rail Loop



Berth 9,10, Storage & Channel Deepening

Assets vs Delays Example

Berth cost	$20,000,000
Required annual return	$2,150,000
No of ships	100
Days in port	3
Annual hrs in port	7200
Annual hrs available	8760
Utilisation	82%
Berth charge per ship	$21,500
Total income = annual return	$2,150,000

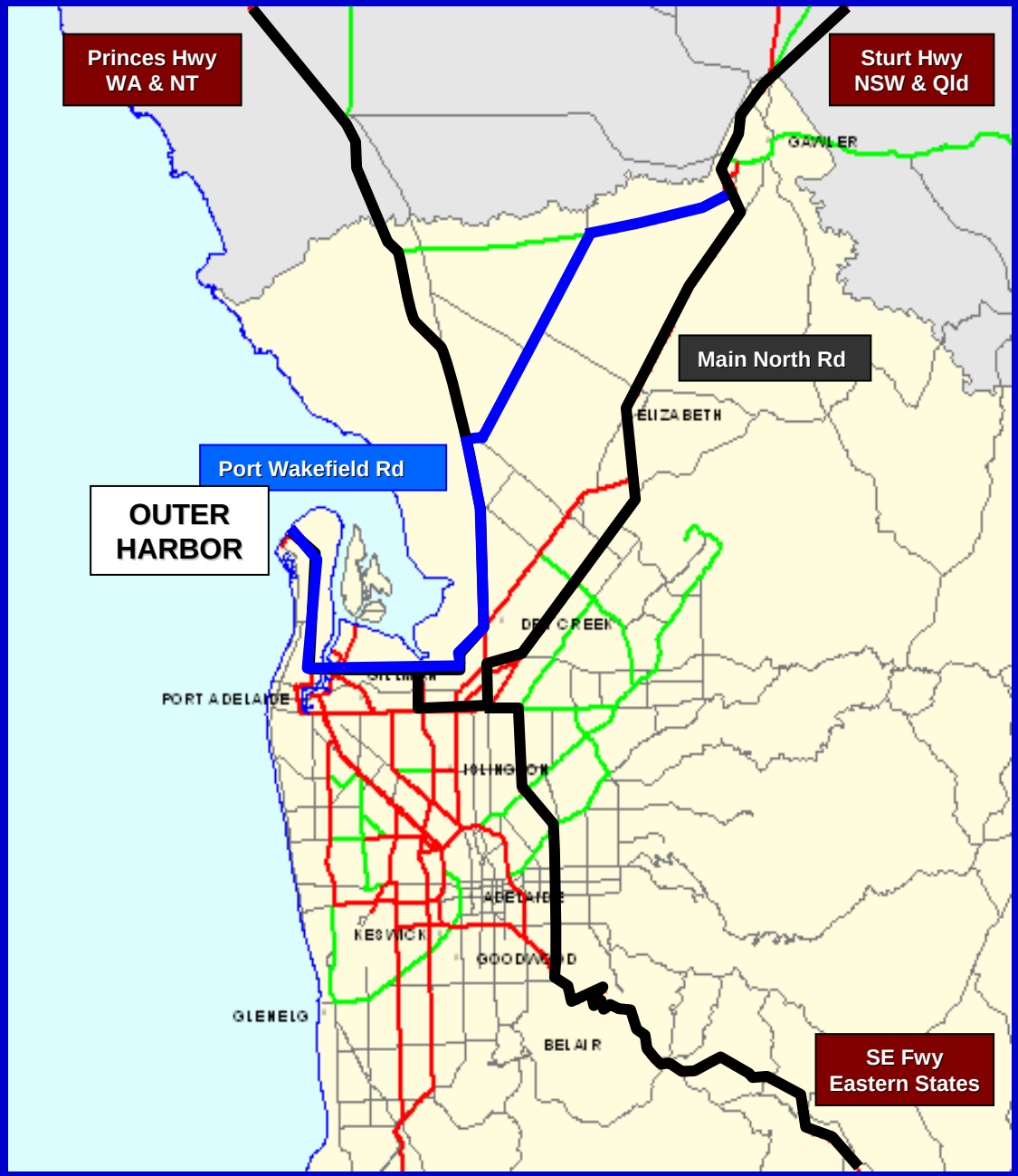
Overlap %	25%
Overlap hours	1800
Ship charter rate/day	$35,000
Cost of overlap delay	$2,625,000
Total cost to ships (Berth + Delay)	$4,775,000
Required return on 2 berths	$4,300,000
Annual ship saving with 2 berths	$475,000
Cost per ship for 2 berths	$43,000
Rate increase	100%
Utilisation on each berth	41%

Port Adelaide Road Access

STURT HWY EXTENSION

PORT WAKEFIELD RD UPGRADE

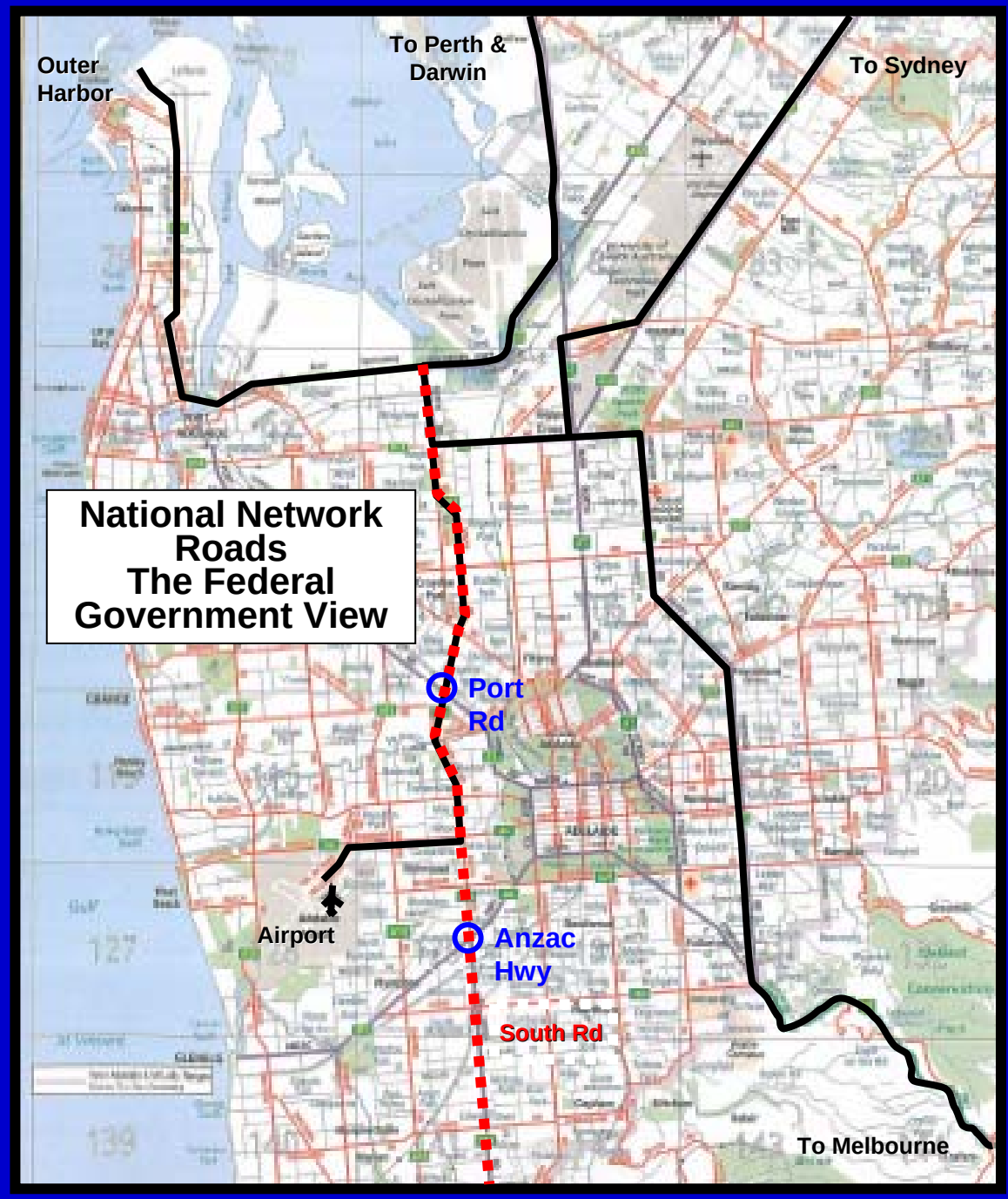
PORT RIVER EXPRESSWAY



Outer Harbor

Port River Expressway

Port Adelaide Road Access from the South



Providing Shipping Solutions.

Redefining Port Service.