

# Reference Tariff Schedule

Effective 1 July 2011

Port of Melbourne  
Corporation





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# General conditions

This Reference Tariff Schedule is published in accordance with the Price Monitoring Determination issued by the Essential Services Commission on 4 May 2010.

Port of Melbourne Corporation (PoMC) may issue a revised Reference Tariff Schedule at any time.

The following notice periods will apply:

Revisions of pricing for prescribed services taking effect on 1 July of any year will be published by 31 May in that year.

Revisions of pricing for prescribed services within a financial year will be advised to port users 60 days before the date of effect and published with at least 30 days notice of effect.

The use of all channels (including the shared channels for Geelong vessels) and facilities by customers (contracting party) is subject to complying with PoMC's Standard Terms and Conditions which are available on PoMC's website at [www.portofmelbourne.com](http://www.portofmelbourne.com).

This Reference Tariff Schedule includes certain statements and descriptions with respect to facilities and services. Facilities and services are subject to change and the statements and descriptions contained in this document should not be relied upon without confirmation from PoMC. Except to the extent implied by law, no representations or warranties are made by PoMC, its advisers or representatives as to the content, accuracy or completeness of the information contained in this document or to the interpretations, deductions or conclusions, inferred from or arising out of this document, other than the port charges specified.



# Wharfage fees

Wharfage fees are charged per unit of quantity, volume or weight of cargo for all cargoes, including empty containers, loaded on or discharged from vessels or between vessels in the Port of Melbourne.

Transshipment port fee rates are applicable in respect of cargo which is transhipped from the port within 90 days of being discharged and is charged at 50% of the standard rate. The appropriate transshipment port fee rate will be separately charged on both the inward and outward movements. Beyond 90 days, normal rates apply for both inward and outward cargo movements. Goods must be transhipped in the same cargo carrying unit for the transshipment port fee rates to apply.

In return for payment of wharfage fees, PoMC seeks to provide a standard of landside facilities, systems and services which will allow reasonable berth availability and intermodal connectivity including:

- port facilities in the form of berths and storage facilities
- road, rail and associated infrastructure to these facilities within the Port of Melbourne
- value-added services, including trade development, trade facilitation, customised port facilities and logistics advice on cost effective transport
- oversight and implementation of the Port of Melbourne Maritime Security Plan and security procedures that comply with Australian and international standards
- coordination of whole of port emergency management and the integrated management of port safety and environmental risks.

Wharfage fees	GST exclusive	GST	GST inclusive
<b>Containerised<sup>1</sup> - \$ per TEU<sup>2</sup></b>			
Full	40.10	4.01	44.11
Full Bass Strait <sup>3</sup>	41.80	4.18	45.98
Empty (including nested units) <sup>4</sup>	10.00	1.00	11.00
Empty returns <sup>4 &amp; 5</sup>	20.00	2.00	22.00
<b>Infrastructure Fee<sup>6</sup> - \$ per TEU<sup>2</sup></b>			
Full	34.10	3.41	37.51
Full Bass Strait <sup>3</sup>	0.00	0.00	0.00
<b>Non-containerised/general - \$ per tonne or cubic metre<sup>7</sup></b>			
	1.61	0.16	1.77
<b>Motor vehicles<sup>8</sup> - \$ per tonne or cubic metre<sup>7</sup></b>			
	1.82	0.18	2.00
<b>Liquid bulk - \$ per tonne or cubic metre<sup>7</sup></b>			
Inwards – overseas and coastal <sup>9</sup>	2.44	0.24	2.68
Outwards – overseas	1.66	0.17	1.83
Outwards – coastal <sup>9</sup>	1.44	0.14	1.58
<b>Dry bulk - \$ per tonne</b>			
Inwards – overseas and coastal <sup>9</sup>	1.94	0.19	2.13
Outwards – overseas and coastal <sup>9</sup>	1.40	0.14	1.54
<b>Transshipment<sup>10</sup></b>			
Standard Charge - 50% of the published rate			
Infrastructure Fee <sup>6</sup> - For the infrastructure fee the following specific transshipment rule applies: (i) transshipment cargo is charged at 50% of the standard rate except where a transshipment includes a Bass Strait movement, then the full infrastructure fee will be charged on the non-Bass Strait movement.			

<sup>1</sup>Tautliners, Tassieliners and Straightliners up to and including 2.9 m in height are charged as containerised. Cargo carrying units in excess of 2.9 m in height are charged as non-containerised cargo.

<sup>2</sup>TEU = Twenty-foot equivalent unit (6.1 m). Non-standard length containers are calculated on a pro rata basis.

<sup>3</sup>Bass Strait cargo is defined as cargo that is loaded/unloaded from a port in Tasmania.

<sup>4</sup>Except those on dedicated Bass Strait services.

<sup>5</sup>Cargo carrying unit that only contains reusable packaging or dunnage.

<sup>6</sup>The infrastructure fee is levied to recover the costs of the Channel Deepening Project.

<sup>7</sup>Charges are based on the greater of weight or volume of the cargo.

<sup>8</sup>Motor vehicles include all vehicles new and second-hand primarily designed for the transportation of passengers or goods. It includes special purpose vehicles such as ambulances, fire fighting, police and breakdown vehicles, mobile cranes, road sweepers and concrete mixers.

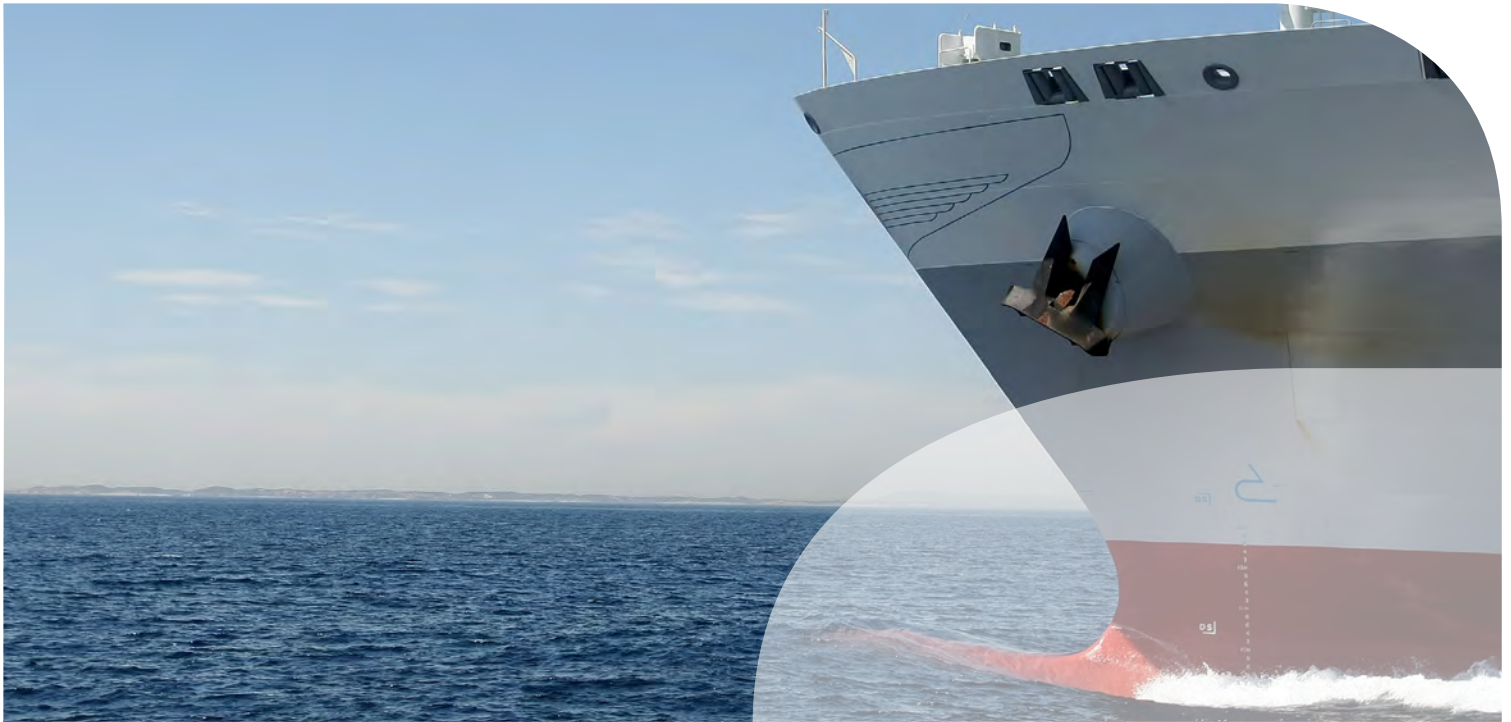
Motor vehicles exclude:

(i) all agricultural, earthmoving and construction machinery including tractors, cultivators, harvesters, balers, mowers, rollers, bulldozers, scrapers, excavators and shovel loaders

(ii) accompanied passenger vehicles.

<sup>9</sup>Coastal cargo is defined as cargo that is loaded/unloaded from an Australian port (including Bass Strait).

<sup>10</sup>Transshipment cargo is defined as cargo that is unloaded from one vessel in the port and reloaded for export on another vessel.



# Channel fees

Channel fees are charged for the provision of channels for use by vessels in Port of Melbourne waters and the provision of associated services. Channel fees are levied on the gross tons (GT) of vessels using the channels or in other manners specified for the provision of channel related services.

Separate charges are applicable for the use of the shared channels (including use by vessels destined for the Port of Geelong) and the Melbourne channels. Shared channels refers to that part of Port of Melbourne waters extending from the open ocean interface to Point Richards in the direction of Geelong and Fawkner Beacon in the direction of Melbourne. Melbourne channels means that part of Port of Melbourne waters that are north of Fawkner Beacon.

Anchorage fees are charged for the provision of an area for use by vessels seeking safe anchorage in lieu of mooring at a PoMC berth in the Port of Melbourne or mooring in the Port of Geelong and are separate and additional to channel fees.

Users of channels and anchorage must comply with Harbour Master's Directions and other requirements of the port.

In return for payment of channel and/or anchorage fees, PoMC seeks to provide a standard of channel facilities, systems and services which will allow reasonable access and safe transit in channels within Port of Melbourne waters. These include:

- channels maintained to declared channel depth
- vessel traffic services
- navigation aids
- anchorage
- oversight and implementation of the Port of Melbourne Maritime Security Plan and security procedures that comply with Australian and international standards
- coordination of whole of port emergency management and the integrated management of port safety and environmental risks.

Channel fees	GST exclusive	GST	GST inclusive
<b>Vessels up to and including maximum summer draught<sup>1</sup> of 12.10 m</b>			
Shared channels – \$ per GT	0.0374	0.0037	0.0411
Melbourne channels – \$ per GT	0.2926	0.0293	0.3219
<b>Vessels exceeding maximum summer draught<sup>1</sup> of 12.10 m</b>			
Shared channels – \$ per GT	0.0483	0.0048	0.0531
Melbourne channels – \$ per GT	0.3466	0.0347	0.3813
<b>Reduced channel fees are applicable to the following (percentage of full charge)</b>			
Pure car carrier <sup>2</sup>			75%
Passenger cruise vessel			70%
Coastal liner vessel <sup>3</sup>			53%
Vessels using Melbourne and Geelong channels on the same entry to Port Phillip Bay <sup>4</sup>			75%
<b>Exempt vessels (no channel fee or anchorage)</b>			
Tugs and barges based in Melbourne			
Tugs and barges based in Geelong are exempt from shared channel charges			
Vessels less than 200 GT			
Royal Australian Navy (RAN) and the approved guests of the RAN, cadet and training vessels			
Other vessels under special circumstances <sup>5</sup>			
<b>Anchorage<sup>6</sup> (minimum charge 24 hours)</b>			
\$ per hour or part thereof	64.00	6.40	70.40

<sup>1</sup>The maximum summer draught is the vertical distance in metres measured from the lowest point of a ship's hull to the summer load line. The maximum summer draught is as detailed in Lloyds Register or similar.

<sup>2</sup>Applies only to vessels with GT : Dead weight tonnage ratio equal to or greater than 2:1 and which are carrying not less than 70% motor vehicles. Motor vehicles include all vehicles new and second-hand primarily designed for the transportation of passengers or goods. It includes special purpose vehicles such as ambulances, fire fighting, police and breakdown vehicles, mobile cranes, road sweepers and concrete mixers.

Motor vehicles exclude:

- (i) all agricultural, earthmoving and construction machinery including tractors, cultivators, harvesters, balers, mowers, rollers, bulldozers, scrapers, excavators and shovel loaders
- (ii) accompanied passenger vehicles.

<sup>3</sup>Applies only to vessels operating as a 'common carrier' with a fixed schedule of greater than two visits per week between Melbourne and at least one fixed interstate destination that is published in advance.

<sup>4</sup>Applies only to Melbourne channel charges.

<sup>5</sup>Subject to specific approval by Port of Melbourne Corporation in advance (e.g. second transit under MARPOL regulations).

<sup>6</sup>Anchorage

- (i) Application for Anchorage is to be made to the Harbour Master in the first instance.
- (ii) Charges apply from day one for vessels using the anchorages and not arriving from nor proceeding to a PoMC berth in the Port of Melbourne or to the Port of Geelong.
- (iii) Vessels arriving from or proceeding to a PoMC berth in the Port of Melbourne or to the Port of Geelong may use designated anchorages for up to 120 hours per visit after which an hourly rate (minimum charge 24 hours) will apply.

# Berth hire

Berth hire is a time based fee charged for the provision of berths for the purpose of loading or discharging specialised cargo (including passengers) and lay-up or other purpose approved by PoMC.

In return for payment of berth hire, PoMC will aim to provide a fit-for-purpose berth, which meets the standards described in the PoMC Port Operations Handbook or as subsequently amended through Harbour Master's Directions and published at [www.portofmelbourne.com](http://www.portofmelbourne.com).

Berth hire does not apply to Royal Australian Navy and approved guests of the RAN.

## Full charge

The full charge is calculated on total time of the vessel at berth from the first line ashore to last line cast-off. Cost is calculated to the nearest one-tenth of an hour, rounded upwards.

## Lay-up charge

Lay-up use includes:

- mooring at a berth for a period greater than four hours before cargo operations
- mooring at a berth for a period greater than two hours after completion of cargo operations
- mooring at a berth by vessels not intending to transfer cargoes.

Use of a berth for lay-up is solely at the discretion of PoMC.

Any berth use designated by PoMC for lay-up use will be charged at the hourly rate calculated on total time of the vessel at berth from the first line ashore to last line cast-off. Cost will be calculated to the nearest one-tenth of an hour, rounded upwards.

## Concessions

PoMC will consider applications for concessions to these charges in the event that vessels are delayed in unmooring or required to moor early at the request of the Harbour Master.

PoMC will also consider applications to waive full charge berth hire for the time cargo operations did not occur on the gazetted Victorian public holidays of Good Friday, ANZAC Day and Christmas Day. This concession excludes passenger cruise vessels.

Concessions will be calculated to the nearest one-tenth of an hour, rounded upwards.

Berth hire	GST exclusive	GST	GST inclusive
<b>Full charge - \$ per hour</b>			
Maribyrnong No.1	209.00	20.90	229.90
Holden Dock	277.00	27.70	304.70
<b>Lay-up charge<sup>1</sup> - \$ per hour</b>	73.00	7.30	80.30
<b>Passenger cruise ships - Station Pier Outer East, Inner and Outer West<sup>2</sup></b>			
First 24 hours (minimum charge)	9,268.80	926.88	10,195.68
Period greater than 24 hours - \$ per hour	234.00	23.40	257.40

<sup>1</sup> Lay-up charges are applicable at the following berths: F Appleton Dock; Holden Dock; Maribyrnong No.1; 24, 27, 28, 29 & 33 South Wharf; 23-24 Victoria Dock; 6 Yarraville; and Station Pier Outer East, Inner and Outer West - excludes passenger cruise ships.

<sup>2</sup> Station Pier berth hire charges for passenger cruise ships include the use of dedicated passenger cruise gangways.

## Wharf access

Wharf access is a fee for the provision of facilities at common user areas within the Port of Melbourne for the purpose of loading/unloading dry bulk and breakbulk cargo directly to or from a vehicle. This charge is in lieu of an area hire charge.

Wharf access is charged:

- at 6 Yarraville and F Appleton Dock
- when breakbulk and/or dry bulk cargo is loaded directly to or from a vehicle
- when no area hire charge is applicable.

Wharf access	GST exclusive	GST	GST inclusive
Cargo – \$ per tonne	0.44	0.04	0.48

## Area hire

Area hire is a fee charged for the provision of a common user area within the Port of Melbourne for the purpose of storage of cargo discharged from, or to be loaded on to, a vessel.

In return for payment of area hire, PoMC will provide access to a facility on which cargo may be stored. Provision of an area by PoMC does not include PoMC taking responsibility for security of cargo which is stored at the user's risk.

The area hire charge is calculated on total time from the earlier of the start of storage of export cargo before the arrival of the vessel, or start of storage of import cargo, until the later of the finish of storage of import and/or export cargo.

Area hire charges do not apply on the gazetted Victorian public holidays of Good Friday, ANZAC Day and Christmas Day.

Area hire is charged at double rate for periods of use earlier than three days (72 chargeable hours) before vessel arrival and for periods of use later than three days (72 chargeable hours) after finish of vessel discharge.

Cost is calculated to the nearest one-tenth of an hour, rounded upwards.

Area hire	GST exclusive	GST	GST inclusive
<b>Area hire - \$ per hour</b>			
Standard rate - F Appleton Dock	26.80	2.68	29.48
Standard rate - 6 Yarraville	41.20	4.12	45.32



# Security

Mandatory security charges are charged for the provision of security services related to prescribed services within the Melbourne port area as defined from time to time in the Port of Melbourne Maritime Security Plan.

In return for the payment of security charges, PoMC will provide:

- the relevant service as listed in the schedule
- oversight and implementation of the Port of Melbourne Maritime Security Plan and security procedures that comply with Australian and International standards.

Minimum security services are mandatory in a Security Level 1 situation and may be increased in higher levels of alert. Charges for increased levels of alert or compliance with directions by the Australian Secretary of the Department of Infrastructure and Transport will be applied and can be advised on request.

Security	GST exclusive	GST	GST inclusive
<b>Security guards - \$ per guard hour or part thereof (minimum 4 hours)</b>			
Maritime security guard (general cargo & dry bulk)	48.05	4.81	52.86
Maritime security guard (liquid bulk)	57.30	5.73	63.03
Maritime security guard (passenger/other)	48.05	4.81	52.86
Maritime security guard (screening activities)	55.10	5.51	60.61
<b>Security equipment (minimum 24 hours)</b>			
Screening equipment - \$ per day or part thereof	2,976.00	297.60	3,273.60
Picket boat - \$ per hour or part thereof	187.30	18.73	206.03

## Ship security

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Ship security charges are applicable at:

- F Appleton Dock
- 6 Yarraville
- 33 South Wharf
- other facilities as made available by PoMC from time to time.

A maritime security guard is required to provide surveillance at the above facilities. This service is required for the duration that a vessel is at the berth plus 30 minutes before arrival and 30 minutes after departure. This charge is payable by the hirer of the berth.

## Cargo security

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Cargo security charges are applicable at:

- F Appleton Dock
- 6 Yarraville
- 33 South Wharf
- other facilities as made available by PoMC from time to time.

A maritime security guard is also required at the above facilities at those times before arrival and/or after departure of a vessel and when access is required to adjacent cargo storage areas. This charge is payable by the hirer of the area.

## Liquid bulk

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Liquid bulk security charges are applicable at:

- Maribyrnong No. 1
- Holden Dock
- 6 Yarraville.

Two maritime security guards are required to provide surveillance for all tanker visits at the above facilities. This service is required for the duration that a vessel is at the berth and for one hour before arrival and one hour after departure of the vessel (per guard). The charge is payable by the hirer of the berth.

## Station Pier

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Mandatory security services for vessels berthing at Inner and Outer West or Outer East will be discussed with the vessel owner/agent on a visit by visit basis.

## Other security services

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Additional security services may be provided on request.

# Tanker inspection

Tanker inspection charges are fees charged for the necessary or mandatory safety and compliance inspection of tankers berthing at the following facilities:

- Holden Dock
- Maribyrnong No. 1 (hazardous tankers only)
- 6 Yarraville (hazardous tankers only).

Tanker inspection	GST exclusive	GST	GST inclusive
Inspection - \$ per each inspection	416.00	41.60	457.60

# Water supply

Water supply is a charge for the supply of fresh water to a ship or contractor.

Water supply	GST exclusive	GST	GST inclusive
Water supply to ships – \$ per kilolitre	2.00	N/A	2.00
Water supply to contractors – \$ per kilolitre	2.00	0.20	2.20

# Other gangway hire

Other gangway hire is a charge for the provision of non-passenger cruise gangways to ships.

Hirers are responsible for the transfer of gangways to/from the wharf (if applicable) and the placement of the gangway on and off the vessel. The Master of the vessel is responsible for the proper placement of a gangway, including the installation of a gangway net and all other Australian Maritime Safety Authority requirements. Other gangway hire is applicable at all wharves (excluding Maribyrnong No. 1 and 33 South Wharf).

Other gangway hire	GST exclusive	GST	GST inclusive
Other gangway hire - \$ per day or part thereof (minimum charge 24 hours)	125.50	12.55	138.05

## Waste removal (Station Pier)

Waste removal charges are a charge for the connection, disconnection, hose flushing and disposal of sewage discharged by ships berthed at Inner West, Outer West or Outer East Station Pier.

Waste removal services	GST exclusive	GST	GST inclusive
Sewerage connection and disconnection – \$ per connection <sup>1</sup>	581.00	58.10	639.10
Sewage discharge fee – \$ per kilolitre	49.40	4.94	54.34

<sup>1</sup>Excludes non-standard equipment.

## Traffic management and luggage trolley hire (Station Pier)

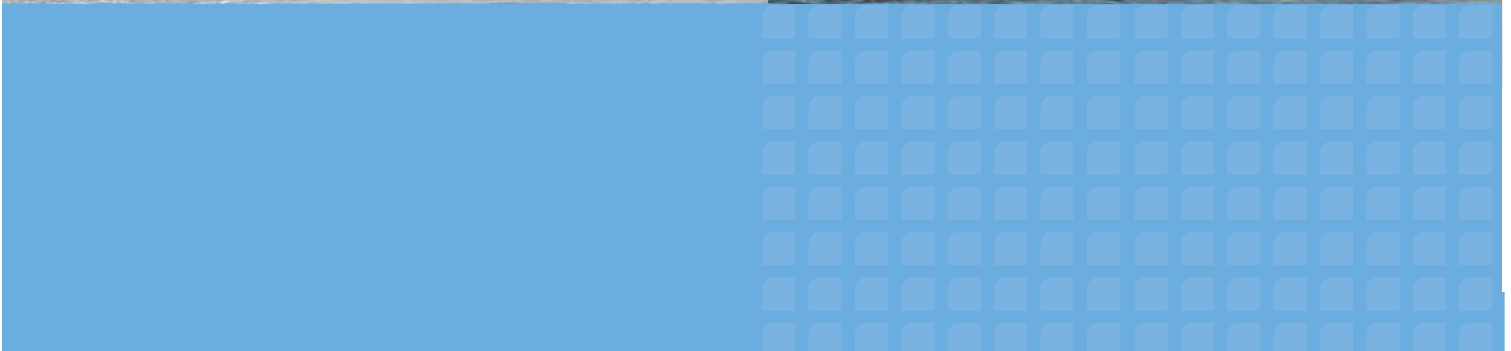
Traffic management is a charge for the provision of traffic management services provided at Station Pier for passenger cruise vessels. Luggage trolley hire is a charge for the provision of luggage trolleys for passengers. These charges are levied on PoMC by the service providers and on charged to the shipping agent.

## Wharf inspection

Wharf inspection (if required) is a fee to inspect the wharf before the vessel arrives and after the vessel departs.

Wharf inspection	GST exclusive	GST	GST inclusive
Pre-vessel arrival inspection	555.00	55.50	610.50
Post-vessel departure inspection	555.00	55.50	610.50

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