



Port Rail Transformation Project notification of amendment to Reference Tariff Schedule

30 April 2020

Port of Melbourne's (PoM) \$125 million [Port Rail Transformation Project \(PRTP\)](#), announced in January, is now ready to move to the next stage.

The PRTP will meet the needs of a growing port, and reduce truck movements in Melbourne's inner western suburbs. It will see more containers moved by rail more efficiently, bypassing roads in inner Melbourne. The project will increase rail terminal capacity and improve rail terminal operations at the port.

For more than a decade, industry has been seeking a rail solution in Victoria. In a competitive ports market, it is critical to provide efficient landside transport connections to move freight which must include both road and rail. The Port of Melbourne has listened to industry feedback and is providing a solution that meets industry demands for increased transparency in rail access arrangements, better access and more capacity.

PoM has been working with industry for the past 12 months on the structure of the PRTP to deliver a new rail operating framework from 1 June 2020, and deliver new rail infrastructure in the port. To fund the PRTP, the Port of Melbourne on 31 January 2020, published a Notice of Intention to Amend the Reference Tariff Schedule.



The Port of Melbourne is now notifying industry that the Reference Tariff Schedule for the Financial Year commencing 1 July 2019 will be amended to increase the Prescribed Service Tariff for 'Full – inward' Wharfage Fees from \$110.77 (GST-exclusive) to \$120.52 (GST-exclusive) on and from 1 June 2020.

As with all of the Wharfage charges listed in our [Reference Tariff Schedule \(RTS\)](#) the 'Full – Inward' (Import) container fee is charged to the Shipping Line or their agent.

The Shipping Line or their agent will typically collect the Import wharfage fee from the shipper / cargo owner through their local charges, such as the Destination Terminal Handling Charge (DTHC), or similar.

ATTACHMENT 1: Notification of amendment to Reference Tariff Schedule

Current 2019-20 Reference Tariff Schedule:

Cargo Type	GST Exclusive	GST	GST Inclusive
Containerised¹ - \$ per TEU²			
Full - inward	110.77	11.08	121.85

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

²TEU = Twenty-foot Equivalent Unit (6.1m)

Amended 2019-20 Reference Tariff Schedule to apply from 1 June 2020:

Cargo Type	GST Exclusive	GST	GST Inclusive
Containerised¹ - \$ per TEU²			
Full - inward	120.52	12.05	132.57

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

²TEU = Twenty-foot Equivalent Unit (6.1m).