Port of Melbourne

Reference Tariff Schedule

Effective 1 July 2019

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General conditions

This Reference Tariff Schedule (RTS) is published in accordance with the Victorian Government's Pricing Order approved by the Governor-in-Council in June 2016. Prescribed Services[1] which are regulated under the Pricing Order are denoted in this document. The Pricing Order is available on the Victorian Government Gazette website, special gazette number S325 at www.gazette.vic.gov.au.

This Reference Tariff Schedule covers all port charges and fees applied by Port of Melbourne Operations Pty Ltd as the Trustee for the Port of Melbourne Unit Trust (Port of Melbourne). The Port of Melbourne may issue a revised Reference Tariff Schedule at any time.

The following notice periods will apply:

- Revisions of pricing taking effect on 1 July of any year will be published by 31 May in that year.
- Revisions of pricing 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 Reference Tariff Schedule sets out the tariffs for Prescribed Services charged by Port of Melbourne to customers that have not negotiated and entered into a separate agreement with the Port of Melbourne.

The use of all channels (including the shared channels for Geelong vessels) and facilities by customers (contracting party) is subject to complying with the Port of Melbourne's Standard Terms and Conditions which are available on Port of Melbourne's website at 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 the Port of Melbourne.

Other fees may be payable for services that are not Prescribed Services and these fees are set out in the Other Fee Schedule (Non-Prescribed Services).

Except to the extent implied by law, no representations or warranties are made by the Port of Melbourne, 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 and fees specified.

[1]As defined under Section 49 of the *Port Management Act (Vic) 1995*

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.

Transhipment port fee rates are applicable in respect of cargo which is transhipped from the port within 90 days of being discharged. The appropriate transhipment port fee rate will be separately charged on both the inward and outward cargo 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 transhipment port fee rates to apply.

Wharfage fees	GST exclusive	GST	GST inclusive
Containerised[1] - $ per TEU[2]			
Full - outward	93.41	9.34	102.75
Full – inward	110.77	11.08	121.85
Full Bass Strait[3]	73.96	7.40	81.36
Empty (including nested units)[4]	17.67	1.77	19.44
Empty (return of materials)[4 & 5]	35.33	3.53	38.86
Non-containerised/general - $ per tonne or cubic metre[6]	2.86	0.29	3.15
Accompanied passenger vehicles - $ per tonne or cubic metre[6]	1.91	0.19	2.10
Motor vehicles[7] - $ per tonne or cubic metre[6]	3.23	0.32	3.55
Liquid bulk - $ per tonne or cubic metre[6]			
Crude oil, refined oil and other bulk liquid	4.29	0.43	4.72
Dry bulk - $ per tonne			
Outwards – overseas and coastal[8]	2.48	0.25	2.73
Inwards – overseas and coastal[8]	3.43	0.34	3.77
Transhipment[9]			
Full - outward - $ per TEU[2]	37.91	3.79	41.70
Full - inward - $ per TEU[2]	44.70	4.47	49.17
Other	35% of the published rate		

[1]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.

[2]TEU = Twenty-foot Equivalent Unit (6.1 m). Non-standard length containers are calculated on a pro rata basis.

[3]Bass Strait cargo is defined as cargo that is loaded/unloaded from a port in Tasmania.

[4]Except those on dedicated Bass Strait services.

[5]Cargo carrying unit that only contains reusable packaging or dunnage.

[6]Charges are based on the greater of weight or volume of the cargo.

[7]Motor vehicles includes all vehicles new and second-hand primarily designed for the transportation of passengers or goods. It includes special purpose vehicles such as ambulances, firefighting, 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.

[8]Coastal cargo is defined as cargo that is loaded/unloaded from an Australian port (including Bass Strait).

[9]Transhipment cargo is defined as cargo that is unloaded from one vessel in the port and reloaded for export on another vessel. Refer to the specific transhipment conditions on page 4.

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 once per ship visit 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 Dedicated 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. Dedicated channels means that part of Port of Melbourne waters that are north of Fawkner Beacon.

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

Channel fees	GST exclusive	GST	GST inclusive
Vessels up to and including maximum summer draught[1] of 12.10 m			
Shared channels – $ per GT	0.1913	0.0191	0.2104
Dedicated channels – $ per GT	0.3739	0.0374	0.4113
Vessels exceeding maximum summer draught[1] of 12.10 m			
Shared channels – $ per GT	0.2041	0.0204	0.2245
Dedicated channels – $ per GT	0.4366	0.0437	0.4803
Reduced channel fees (percentage of full charge) are applicable to the following vessels			
Pure car carrier[2]			75%
Passenger cruise vessel			90%
Coastal liner vessel[3]			60%
Vessels using Dedicated and Geelong channels on the same entry to Port Phillip Bay[4]			75%
Exempt vessels (no channel fee)			
Tugs and barges based in Melbourne			
Tugs and barges based in Geelong are exempt from shared channel fees			
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[5]			

[1]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.

[2]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, firefighting, 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.

[3]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.

[4]Applies only to Dedicated channel charges.

[5]Subject to specific approval by the Port of Melbourne in advance (e.g. second transit under MARPOL regulations).

Hire fees

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 the Port of Melbourne.

In return for payment of berth hire, the Port of Melbourne will aim to provide a berth, which meets the standards described in the *Port Information Guide* or as subsequently amended through Harbour Master's Directions and published at www.portofmelbourne.com.

Berth hire does not apply to the Royal Australian Navy (RAN) 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. The charge 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[1]
- mooring at a berth for a period greater than two hours after completion of cargo operations[1]
- mooring at a berth by vessels not intending to transfer cargoes.

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

Any berth use designated by the Port of Melbourne 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. The charge will be calculated to the nearest one-tenth of an hour, rounded upwards.

[1]Cargo operations is defined as the time taken for actual cargo transfer only, at all applicable lay-up berths (excluding Maribyrnong No. 1 and Holden Dock).

Concessions

The Port of Melbourne 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.

The Port of Melbourne will also consider applications to waive full charge berth hire for the time cargo operations did not occur on gazetted Victorian public holidays.

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

Berth hire	GST exclusive	GST	GST inclusive
Full charge - $ per hour			
Maribyrnong No. 1	370.98	37.10	408.08
Holden Dock	491.62	49.16	540.78
Passenger cruise ships at a berth other than Station Pier[1]	611.63	61.16	672.79
Lay-up charge[2] - $ per hour	**129.71**	**12.97**	**142.68**

[1]To apply only when vessels cannot be accommodated at Station Pier.

[2]Lay-up charges are applicable at the following berths: 24 Victoria Dock; Holden Dock; Maribyrnong No. 1; 24, 27, 28, 29 & 33 South Wharf; 6 Yarraville and F Appleton Dock.

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	0.98	0.10	1.08

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 onto, a vessel.

In return for payment of area hire, the Port of Melbourne will provide access to a facility on which cargo may be stored. Provision of an area by the Port of Melbourne does not include the Port of Melbourne 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 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.

Area hire charges do not apply on gazetted Victorian public holidays.

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

Area hire	GST exclusive	GST	GST inclusive
Area hire - $ per hour			
Standard rate - 6 Yarraville	73.18	7.32	80.50
Standard rate - F Appleton Dock	47.56	4.76	52.32

Slipway

The Port of Melbourne operates a small vessel slipway adjacent to Victoria Dock. Please contact PoM for the fee applicable for this service.

Other Fees

Tanker inspection

Tanker inspection charges are fees charged for the necessary 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	738.31	73.83	812.14

Other gangway hire

Other gangway hire is a charge for the provision of non-passenger 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 (special arrangements apply at 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)	222.72	22.27	244.99

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 - $ per each inspection	985.04	98.50	1,083.54
Post-vessel departure inspection - $ per each inspection	985.04	98.50	1,083.54

Other Fee Schedule (Non-Prescribed Services)

Security

Mandatory security charges are charged for the provision of security 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, the Port of Melbourne 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 Maritime 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 Secretary of the Australian Department of Home Affairs, Aviation and Maritime Security Division will be applied and can be advised on request.

Security	GST exclusive	GST	GST inclusive
Maritime security guards - $ per guard per hour or part thereof (minimum 4 hours)			
Maritime security guard (general cargo and dry bulk)	85.25	8.53	93.78
Maritime security guard (liquid bulk)	101.80	10.18	111.98
Maritime security guard (other)	85.25	8.53	93.78
Port Facility Security Officers (for passenger cruise ships at a berth other than Station Pier)	123.70	12.37	136.07

Ship security

Ship security charges are applicable at:

- F Appleton Dock
- 6 Yarraville
- 27*, 28 and 29 South Wharf
- 33 South Wharf
- other facilities as made available by the Port of Melbourne from time to time.

Security Access Control and surveillance is required at the above facilities. Surveillance 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.

*While Wharf 27 continues to be under the control of Port of Melbourne.

Cargo security

Cargo security charges are applicable at:

- F Appleton Dock
- 6 Yarraville
- 27*, 28 and 29 South Wharf
- 33 South Wharf
- other facilities as made available by the Port of Melbourne from time to time.

*While Wharf 27 continues to be under the control of Port of Melbourne.

Maritime Security Guards are 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

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.

Other security services

Additional security services may be provided on request.

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	4.53	N/A	4.53
Water supply to contractors – $ per kilolitre	4.53	0.45	4.98

Dredged Material Ground

The facility known as the Port of Melbourne Dredged Material Ground (located in northern Port Phillip) is available for use to approved applicants. The price and conditions of use will be provided on application to the Port of Melbourne.

Contact information

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