

Reference Tariff Schedule

EFFECTIVE 1 JULY 2019

Contents

General conditions	2
What has changed?	2
Standard Terms and Conditions	2
Wharfage fees	3
Anchorage	4
Hire fees	5
Site Occupation Charge	5
Miscellaneous Charges for passenger and other vessels	7
Berth hire	8
1. Lay-up charges	8
2. Unforeseen Lay-Up charges.....	8
3. Concessions to Berth Hire Fees	8
Glossary	9
Contact information	10

General conditions

Victorian Ports Corporation (Melbourne) (VPCM) was established on 1 November 2016 and has been designated as a State Port Entity under section 74AB of the Port Management Act 1995 (Vic).

Accordingly under section 74(1)(b) of the Port Management Act, VPCM determined the wharfage fees for all cargoes, including empty containers, loaded on or discharged from vessels at Station Pier as specified in the 2019 Reference Tariff Schedule. The Governor-in-Council made an Order approving VPCM's determination on 14 May 2019 and the Order was published in a Special Gazette on 15 May 2019 (Victorian Government Gazette No. S185, 15 May 2019).

What has changed?

VPCM has decided to keep the price increases on last year's Reference Tariff Schedule wharfage and anchorage fees to a minimum. These prices have been increased by 1.8% which reflects the Australian Consumer Price Index All Groups CPI Weighted average of eight capital cities increase for the year ending the [December Quarter 2018](#).

The Site Occupation Charge for passenger vessels (excluding the *Spirit of Tasmania* ferries operated by TT-Line Company Pty Ltd) which was introduced in the 2018 Reference Tariff Schedule has been retained. The SOC increases from \$16.50 per passenger to \$20.50 per passenger in line with previous advice to Cruise Operators.

Standard Terms and Conditions

Where applicable the services provided by VPCM at common user berths, terminal and equipment hire are provided on the basis of the Standard Terms and Conditions that are published on the [VPCM website](#).

VPCM may issue a revised Reference Tariff Schedule at any time.

The following notice periods will apply:

- Revisions of wharfage fees taking effect on 1 July of any year will be gazetted by 1 June in that year.
- Revisions of pricing within a financial year will be advised to port users 60 days before the date of effect and, if required, gazetted with at least 30 days' notice of effect.

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 VPCM.

Except to the extent implied by law, no representations or warranties are made by VPCM, 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 at Station Pier.

Transshipment port fee rates are applicable in respect of cargo which is transhipped from the port of Melbourne within 90 days of being discharged. 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, VPCM seeks to provide a standard of landside facilities, systems and services which will allow reasonable berth availability at Station Pier.

Wharfage	GST exclusive	GST	GST inclusive
Containerised¹ - \$ per TEU²			
Full Bass Strait containers ^{3 & 4}	74.28	7.43	81.71
Non-containerised/general - \$ per tonne or cubic metre⁵	2.87	0.29	3.16
Accompanied passenger vehicles - \$ per tonne or cubic metre⁵	1.92	0.19	2.11
Motor vehicles - \$ per tonne or cubic metre^{5 & 6}	3.24	0.32	3.56
Liquid Bulk - \$ per tonne or cubic metre	4.32	0.43	4.75
Dry Bulk - \$ per tonne			
Outwards	2.49	0.25	2.74
Inwards	3.44	0.34	3.78
Transshipment⁷			
Standard charge – 35% of the rate published in the above table			

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 prorata basis.

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

⁴ Bass Strait empty containers do not incur a wharfage fee.

⁵ Charges are based on the greater of weight or volume of the cargo.

⁶ 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 excludes:

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

⁷ Transshipment cargo is defined as cargo that is unloaded from one vessel in the port and reloaded for export on another vessel. Transshipment port fee rates are applicable in respect of cargo which is transhipped from the port within 90 days of being discharged. 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.

Anchorage

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

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

Anchorage fees	GST exclusive	GST	GST inclusive
Anchorage¹ (minimum charge 24 hours)			
\$ per hour or part thereof	114.17	11.42	125.59
Exempt vessels (no anchorage fee)			
Tugs and barges based in Melbourne			
Vessels less than 200 gross ton (GT)			
Royal Australian Navy (RAN) and the approved guests of the RAN, cadet and training vessels			
Other vessels under special circumstances ²			

¹ 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 port of Melbourne berth or the Port of Geelong.
- (iii) Vessels arriving from or proceeding to a port of Melbourne berth or 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.

² Subject to specific approval by VPCM (e.g. second transit under MARPOL regulations).

Hire fees

Site Occupation Charge

The Site Occupation Charge applies to Passenger Vessels (excluding the *Spirit of Tasmania* ferries operated by TT Line Company Pty Ltd that berth at inner east berth at Station Pier).

Charge	Charge Principle	Calculation
Site Occupation for Passenger Vessels	Charge levied in reference to both the number of incoming passengers arriving on the cruise vessel at any of the dedicated passenger berths, and the amount of time for which the site was reserved or occupied by such cruise vessel	[Rate per Passenger x Total Chargeable Incoming Passengers] <i>Note that a minimum charge applies.</i>

Site Occupation Charge (rate per passenger)

\$20.50 (excluding GST)

The Site Occupation Charge covers berth hire fees for passenger vessels and a charge in consideration of the use of the terminal building, facilities and gangways as well as cleaning of the terminal regardless of whether cruise ships are in transit, turnaround or other use such as lay-up.

The SOC is calculated on a per passenger basis and is based on the incoming passenger numbers as recorded in the ship's inward passenger manifest declaration and will exclude non-revenue passengers such as crew, entertainers and hospitality staff.

Miscellaneous fees and charges continue to be charged on a variable basis.

The SOC for Passenger Vessels is framed around the following set of rules:

Timeframe
The SOC for Passenger Vessels is charged once per slot for all cruise ships utilising the dedicated passenger berths at Station Pier. If a cruise ship stays at the berth for more than 24 hours it will be charged on an hourly rate based on the SOC. Cruise lines can book a single slot or multiple slots. If a vessel experiences an unforeseen event such as bad weather that would make it unsafe for the vessel to depart and an unscheduled stay is required a pro rata SOC will apply. For example if a vessel stays at the berth for 5 hours beyond its scheduled departure time the charge would be $5/24 \times \text{SOC}$ for the Vessel Call.
Minimum charge
The SOC for Passenger Vessels is also based on a minimum of 600 passengers per cruise vessel, except for the vessels with a stated passenger capacity of the less than 200 passengers. Passenger vessels with a stated passenger capacity of less than 200 passengers will be provided a price upon application to VPCM.
Passenger age
The SOC for Passenger Vessels does not apply for infant passengers under the age of 2 years old.
Passenger type
The SOC for Passenger Vessels is based on the incoming passenger number, as recorded in the ship's Inward Passenger Manifest Declaration. The ship's crew and all non-revenue passengers are excluded from the charge. Non-revenue passengers are restricted to all temporary staff of the vessel only, such as: entertainers and hospitality staff only. Any other temporary passengers on promotional or activities will be charged the Site Occupation Charge for Passenger Vessels.
Passenger data requirement
The Cruise Line/Principal Agent is to provide Victorian Ports Corporation (Melbourne) with the inward passenger number details between 48 hours prior to ship arrival and the time of ship departure. If the information is not provided within the agreed time frame, an extra 10% on top of the stated passenger capacity of each cruise vessel (i.e. 110% of capacity) will be used for billing purposes.

Please refer to the Glossary section at the end of this document to obtain further details and definitions.

Miscellaneous Charges for passenger and other vessels

All passenger and other vessels also incur Miscellaneous Charges, as per appropriate usage.

Miscellaneous Charges	GST exclusive	GST	GST inclusive
Maritime security guard (passenger/ other) ¹	\$85.62	\$8.56	\$94.19
Maritime security guard (screening activities) ¹	\$97.86	\$9.78	\$107.64
Port Facility Security Officer (PFSO)	\$124.24	\$12.42	\$136.66
Screening equipment - \$ per day or part thereof	\$5,305.35	\$530.53	\$5,835.88
Traffic supervisor - \$ per hour	\$94.27	\$9.43	\$103.69
Traffic controller - \$ per hour	\$59.73	\$5.98	\$65.70
Utility hire - \$ per hour	\$106.65	\$10.67	\$117.31
Trolley hire - \$ per trolley	\$21.18	\$2.12	\$23.30
Fresh water supply to ships - \$ per kilolitre	\$4.55	N/A	\$4.55
Fresh water supply to contractors - \$ per kilolitre	\$4.55	\$0.46	\$5.01
Water connection and disconnection fee ²	\$202.29	\$20.23	\$222.51
Sewage discharge fee - \$ per kilolitre	\$88.12	\$8.82	\$96.93
Sewage connection and disconnection fee ²	\$1,035.83	\$103.58	\$1,139.41
Pre-vessel arrival and post-vessel departure inspection - \$ per each inspection	\$989.33	\$98.93	\$1,088.26

¹ Maritime security guards - \$ per guard per hour or part thereof (minimum 4 hours).

² Fresh water and sewage connection/disconnection can be provided during the hours of 0630 and 1600, and requires 24 hours' notice in advance.

Berth hire

Berth hire is a time-based fee charged for the provision of berths for the purpose of loading or discharging specialised cargo and lay-up or other purpose approved by VPCM. Berth hire is not applicable to passenger vessels to which a SOC will be levied.

In return for payment of berth hire, VPCM 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.vicports.vic.gov.au.

Berth hire charges do not apply to the Royal Australian Navy (RAN) and approved guests of the RAN.

1. Lay-up charges

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 VPCM.

Any berth use designated by VPCM 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.

Prior written notification must be provided to VPCM's Berth Allocator of the intention to use a berth for lay-up purposes. Berth allocation for lay-up is at the discretion of the Harbour Master.

2. Unforeseen Lay-Up charges

The Unforeseen Lay-Up rate only applies in unforeseen circumstances such as where a vessel is responding to a medical emergency, needs to undergo emergency maintenance or cannot otherwise carry out normal cargo transfer operations due to an unexpected event. Prior written notification must be provided to VPCM's Berth Allocator of the intention to use a berth for unforeseen lay-up purposes. Berth allocation for lay-up is at the discretion of the Harbour Master.

3. Concessions to Berth Hire Fees

VPCM 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.

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

Berth hire	GST exclusive	GST	GST inclusive
Specialised cargo or lay-up - Station Pier Outer East, Inner and Outer West			
First 24 hours (minimum charge) - \$ per day	16,521.87	1,652.18	18,174.05
Period greater than 24 hours - \$ per hour	417.23	41.73	458.96
Unforeseen Lay-up - \$ per hour	130.27	13.03	143.30

Glossary

Cargo Operations
Fees and charges for cargo operations are determined according to the time taken for actual cargo transfer only, at all applicable lay-up berths.
Cleaning Services at Station Pier Cruise Terminal
On a ship day, cleaning services are carried out by VPCM's cleaning contractor at the terminal. Cleaning personnel are on site between 0600 and 1600 (for the duration of 8 hours) to provide roaming cleaning of the terminal, rubbish management and supply of amenities to restrooms. Cleaning personnel are also responsible for the cleaning external areas such as: coach bay, roadways and pedestrian walkways on Station Pier.
Security Charges at Station Pier Passenger Berths
On a cruise ship day, security services are carried out by the VPCM security provider in accordance with the <i>Maritime Transport and Offshore Facilities Security Act 2003</i> (Cth). Duties which are undertaken by the security provider include: patrolling access to the facility and screening of all baggage.
Slot
An allocated time between the arrival and departure of a cruise vessel at a passenger berth up to 24 hours. It is applicable to all cruise ships, regardless of whether they are "in Transit" or if they are "Turnaround".
Vessel – In Transit
Refers to a cruise/passenger vessel which has some of its incoming passengers disembark on a temporary basis before returning to the vessel to sail onto another location.
Vessel – Turnaround
Refers to a cruise/passenger vessel which has all its incoming passengers disembark at the end of the trip before it embarks new passengers.

Contact information

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