

# Reference Tariff Schedule

EFFECTIVE 1 JULY 2021

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## 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).

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 or between vessels in the port of Melbourne as specified in this Reference Tariff Schedule. The Governor-in-Council made an Order approving VPCM's determination on 22 June 2021 and the Order was published in a Special Gazette on 22 June 2021 (Victorian Government Gazette No. S 322).

Other fees include a Site Occupation Charge for passenger vessels, anchorage fees and miscellaneous hire fees and charges.

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

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.

Standard trading terms are 30 days from the date of issue of the invoice. Interest will be charged on overdue accounts using the interest rate fixed from time to time pursuant to section 2 of the *Penalty Interest Rates Act 1983* (Vic).

## Standard Terms and Conditions

Where applicable, the services provided by VPCM with PortVIEW, at the Station Pier common user berths, wharves, terminal and equipment hire and at the port of Melbourne Anchorage are provided on the basis of the Standard Terms for Use of PortVIEW, the Standard Terms and Conditions (STC) for the hire of VPCM common users wharves and terminals and the STC for use of the port of Melbourne Anchorage.

The STC are found on the [VPCM website](#).

## What has changed?

VPCM has sought to maintain stability in pricing of port services. The majority of the prices in this schedule have been increased by 0.9% which reflects the Australian Consumer Price Index All Groups CPI Weighted average of eight capital cities increase for the year ending the December Quarter 2020. [Refer to the Australian Bureau of Statistics website](#).

Apart from the CPI price increases to the existing fees and charges the following are the changes:

- Site Occupation Charge (SOC) for Passenger Vessels increases from \$24.50 per passenger to \$28.50 per passenger in line with previous advice to Passenger Vessel Operators. This is the fourth and last of the four step changes that were communicated to the cruise vessel operators in 2017.

- The introduction of a hire fee for the mobile baggage conveyors (belt loaders) used at Station Pier.
- The introduction of an Anchorage Fee for the use of a designated transfer area for the conduct of a ship-to-ship cargo transfer activity.
- Wharfage fees will be applied for all cargoes, including empty containers, loaded on or discharged from vessels or between vessels in VPCM managed areas.

## Wharfage fees

The Victorian Ports Corporation (Melbourne) under section 74(1)(b) of the **Port Management Act 1995** hereby determines the wharfage fees for all cargoes, including empty containers, loaded on or discharged from vessels or between vessels in VPCM managed areas within the port of Melbourne as specified in the Table below:

Wharfage fees	GST exclusive	GST	GST inclusive
<b>Containerised<sup>1</sup> - \$ per TEU<sup>2</sup></b>			
Full Bass Strait containers <sup>3 &amp; 4</sup>	76.59	7.66	84.25
<b>Non-containerised/general - \$ per tonne or cubic metre<sup>5</sup></b>	2.96	0.30	3.25
<b>Motor vehicles - \$ per tonne or cubic metre<sup>5 &amp; 6</sup></b>	3.34	0.33	3.67
<b>Accompanied passenger vehicles - \$ per tonne or cubic metre<sup>5</sup></b>	1.98	0.20	2.18
<b>Liquid Bulk - \$ per tonne or cubic metre</b>	4.46	0.45	4.91
<b>Dry Bulk - \$ per tonne</b>			
Outwards	2.56	0.26	2.82
Inwards	3.55	0.36	3.91
<b>Transshipment<sup>7</sup></b>			
Standard charge – 35% of the rate published in the above table			

<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 prorata basis.

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

<sup>4</sup>Bass Strait empty containers do not incur a wharfage fee.

<sup>5</sup>Charges are based on the greater of weight or volume of the cargo.

<sup>6</sup>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.

<sup>7</sup>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
<b>Anchorage<sup>1</sup> (minimum charge 24 hours)</b>			
\$ per hour or part thereof	\$117.73	\$11.77	\$129.50
<b>Ship-to-Ship (STS) Transfer Area<sup>2</sup> (minimum charge 120 hours)</b>			
\$ per hour or part thereof	\$470.92	\$47.09	\$518.01
<b>Exempt vessels (no anchorage fee)</b>			
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 <sup>3</sup>			

### Notes

<sup>1</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 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.

<sup>2</sup> Designated STS Transfer Area as detailed in the VPCM Harbour Master's Directions

<sup>3</sup> Subject to specific approval by VPCM (e.g. second transit under MARPOL regulations).

## Hire fees

### Site Occupation Charge

The Site Occupation Charge (SOC) applies to Passenger Vessels (excluding the *Spirit of Tasmania* ferries operated by TT-Line Company Pty Ltd when berthed at the 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)

\$28.50 (excluding GST)

The SOC incorporates berth hire fees for passenger vessels and a charge in consideration of the use of the terminal building, facilities and one mechanical gangway 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 an on-occurrence basis.

The Site Occupation Charge for Passenger Vessels is framed around the following business rules:

<b>Timeframe</b>
<p>The SOC for Passenger Vessels is charged once per 24-hour Vessel Call for all cruise ships utilising the dedicated passenger berths at Station Pier. If a Passenger Vessel stays at the berth for more than 24 hours' it will be charged on an hourly rate based on the SOC that applies to the vessel call.</p> <p>Cruise Operators can book a single Vessel Call or multiple Vessel Calls. 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 five hours beyond its scheduled departure time the charge would be 5/24 x SOC for the Vessel Call.</p>
<b>Minimum charge</b>
<p>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.</p>
<b>Passenger age</b>
<p>The SOC for Passenger Vessels does not apply for infant passengers under the age of 2 years old.</p>
<b>Passenger type</b>
<p>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.</p> <p>Any other temporary passengers on promotional or activities will be charged the SOC for Passenger Vessels.</p>
<b>Passenger data requirement</b>
<p>The Cruise Operator/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.</p>

*Please refer to the Glossary section at the end of this document for more details and definitions.*



## Miscellaneous fees and charges

Port related activities also incur miscellaneous fees and charges, as per appropriate usage.

Miscellaneous fees and charges	GST exclusive	GST	GST inclusive
<b>Security and traffic management</b>			
Maritime Security Guard (passenger/other) <sup>1</sup>	\$88.29	\$8.83	\$97.12
Maritime Security Guard (screening activities) <sup>1</sup>	\$100.91	\$10.09	\$111.00
Port Facility Security Officer (PFSO) - \$ per hour	\$128.11	\$12.81	\$140.92
Screening equipment - \$ per day or part thereof	\$5,470.87	\$547.09	\$6,017.96
Traffic Supervisor - \$ per hour	\$97.21	\$9.72	\$106.93
Traffic Controller - \$ per hour	\$61.59	\$6.16	\$67.75
<b>Equipment hire</b>			
Traffic Control equipment hire - \$ per hour	\$109.98	\$11.00	\$120.98
Trolley Hire - \$ per trolley per Vessel Call	\$21.85	\$2.19	\$24.04
Trolley replacement - \$ per trolley	\$412.48	\$41.25	\$453.73
Fixed gangway hire (brow/non-mechanical) all lengths - \$ per unit/day	\$4,594.99	\$459.50	\$5,054.49
Mobile baggage conveyor (belt loader) - \$ per unit/day	\$350.00	\$35.00	\$385.00
<b>Vessel services</b>			
Fresh water supply to ships - \$ per kilolitre	\$4.69	N/A	\$4.69
Fresh water supply to contractors - \$ per kilolitre	\$4.69	\$0.47	\$5.16
Water connection & disconnection fee <sup>2</sup>	\$208.60	\$20.86	\$229.46
Sewage discharge fee - \$ per kilolitre	\$90.87	\$9.09	\$99.96
Sewage connection & disconnection fee <sup>2</sup>	\$1,068.15	\$106.81	\$1,174.96
Pre-vessel arrival and post-vessel departure inspection - \$ per each inspection	\$1,020.20	\$102.02	\$1,122.22

### Notes

<sup>1</sup> Maritime security guards - \$ per guard per hour or part thereof (minimum 4 hours)

<sup>2</sup> Fresh water and sewage connection/disconnection can be provided between 0630 hours and 1600 hours, daily 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 cargo, lay-up or other purpose approved by VPCM. Berth hire is not applicable to passenger vessels where a SOC applies or vessels' use of a berth where a lease or licence is in place for use of the berth.

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 on the [VPCM website](#).

Berth hire charges do not apply to the Royal Australian Navy (RAN) vessels in accordance with Section 70 of the *Defence Act 1903* (Cwlth). This courtesy will be extended to vessels from foreign navies that are approved guests of the RAN.

Berth hire	GST exclusive	GST	GST inclusive
<b>Cargo transfer or Lay-up - Station Pier Inner and Outer East, Inner and Outer West</b>			
First 24 hours (minimum charge) - \$ per day	\$17,037.32	\$1,703.73	\$18,741.05
Period greater than 24 hours - \$ per hour	\$430.25	\$43.02	\$473.27
<b>Unforeseen Lay-up - \$ per hour</b>	\$134.34	\$13.43	\$147.77

## 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 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.

## Unforeseen Lay-up charge

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.

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. Pre-approval for the application of this rate is required from the Station Pier Operations Manager at the time of booking the vessel.

### **Concessions to Berth Hire Fees**

VPCM will consider applications for concessions to Berth Hire Fees 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.

## Glossary

- **Ancillary Service(s)** means stevedoring services, mooring services, ground handling services, portage, tour operators, provedoring and chandlery, waste services, vessel repair and maintenance services, bunkering services.
- **Cargo operations** is defined as the time taken for actual cargo transfer only, at all applicable lay-up berths.
- **Cleaning Services at Station Pier** means on a ship day, cleaning services are carried out by Victorian Ports Corporation's (Melbourne) cleaning contractor at the terminal. Cleaning personnel are on site between 0600 and 1600 (for the duration of eight hours) to provide roaming cleaning of the terminal, rubbish management and supply of amenities to restrooms. Cleaning personnel are also responsible for cleaning external areas such as the coach bay, roadways and pedestrian walkways on Station Pier.
- **Cruise Operator** means the entity which has lawful authority from a cruise line and the applicant cruise ship in relation to all aspects of the VPCM cruise booking policy and who will become jointly liable for any relevant fees and charges by completing a confirmation of authorisation form to that effect.
- **Cruise terminal berth** means any of the four berths at Station Pier. These berths are referred to as the Inner East (IESP), Outer East (OESP), Inner West (IWSP) and Outer West (OWSP). The IESP is currently used by TT-Line.
- **Passenger Exchange** means that the incoming passengers disembark and new passengers embark.
- **PortVIEW** means the VPCM port management information system that is used for notification and exchange of information between the port of Melbourne service suppliers.
- **Reference Tariff Schedule** means the VPCM Reference Tariff Schedule (RTS), as amended from time to time and published on the VPCM website that sets out details for port charges. These charges include, but are not limited to, wharfage, tonnage, berth hire, site occupation charges, security and traffic control.
- **Security Charges at Station Pier Passenger Berths** On a cruise ship day, security services are carried out by VPCM's security provider in accordance with the *Maritime Transport and Offshore Facilities Security Act 2003* (Cwth). Duties which are undertaken by the security provider include patrolling access to the facility and screening of all baggage.
- **Shipping Agent** means the Shipping Agent who is authorised by the vessel owner or manager to manage a vessel call at the port of Melbourne on behalf of the owner or cruise operator.
- **Site Occupation Charge** means the charge applied to passenger vessels at Station Pier. The Site Occupation Charge (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 excludes non-revenue passengers such as crew, entertainers and hospitality staff.
- **Station Pier Site induction** means an on-line OH&S site-specific safety and site-specific security induction training package and test of understanding that all personnel from the Owner/Agent and Ancillary Service Providers working on site at Station Pier must complete. The induction must be renewed annually.

- **Transit Call** means a port call by a cruise ship where a significant number of the incoming passengers disembark (>50%) on a temporary basis before returning to the ship to continue their journey, as evidenced by the relevant customs declaration.
- **Turnaround Call** means port call by a cruise ship where a significant number of its incoming passengers disembark (>75%) at the end of a voyage, before a new group of passengers embark to start a voyage.
- **Unforeseen Lay-up means** unforeseen circumstances only where a vessel needs to undergo emergency maintenance or cannot otherwise carry out normal cargo transfer operations due to an unexpected event. Written notification must be provided to the VPCM 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.
- **Vessel Call** means a combination of both the arrival at and departure from a berth of an individual cruise ship on a specified date and during specified times. A Vessel Call is normally one 24-hour period corresponding to a calendar day. Sequential 24-hour periods to a maximum of three calendar days (72 hours) are possible by application.
- **Vessel Call Booking** means the submission of a booking application by a Cruise Operator and the acceptance of a booking and publication of a Vessel Call in the VPCM Cruise Season Schedule.

## Contact information

Contact	Email	Telephone
<b>Pricing enquiries</b>		
Executive General Manager Finance & Corporate Support	rts@vicports.vic.gov.au	+61 3 8347 8300
<b>Harbour Master</b>		
Capt. Kell Dillon Harbour Master	kell.dillon@vicports.vic.gov.au	+61 3 9644 9754
<b>Cruise shipping</b>		
Station Pier Operations Manager	stationpier@vicports.vic.gov.au	+61 3 8347 8300
<b>Shipping enquiries</b>		
Melbourne VTS (Port Operations Control Centre)		+61 3 9644 9700
Movement orders	berthallocator@vicports.vic.gov.au	+61 3 9644 9740

**APPENDIX A - STANDARD WHARFAGE CHARGES FOR BASS STRAIT  
SPECIFIC CARGO TYPES CARRIED BY TT-LINE 2021-22**

<b>Tourist Motor Vehicles (Accompanied Passenger Vehicles)</b>			
Deemed Volume based on TT-Line letter dated 09 Jul 19 pending provision of actual volumes			
<b>Serial</b>	<b>TT-Line Configuration Code</b>	<b>m<sup>3</sup></b>	<b>Remarks</b>
1	LCAR	12	LOW CAR Low standard vehicle under 2.10m high, 2m wide and over 4.5m long
2	HCAR	18	HIGH CAR High standard vehicle over 2.1m high
3	L4WD	16	LOW FOUR WHEEL DRIVE Low 4 Wheel drive under 2.1m high
4	H4WD	18	HIGH FOUR WHEEL DRIVE High 4WD over 2.1m high
5	MBKE	3	MOTORBIKE Motorbike
6	MBKT	6	MOTORBIKE TOWING TRAILER Motorbike & trailer
7	MBKS	8	MOTORBIKE AND SIDECAR Motorbike & side car
8	HOME	39	MOTORHOME Motorhome
9	HOHT	46	MOTORHOME TOWING A TRAILER Motorhome towing a trailer
10	LCAM	20	LOW CAMPERVAN Low campervan under 2.1m high
11	HCAM	19	HIGH CAMPERVAN High campervan over 2.1m high
12	LCLT	25	LOW CAMPERVAN TOWING TRAILER Low campervan towing a trailer under 2.1m high
13	HCHT	31	HIGH CAMPERVAN TOWING TRAILER High campervan towing a trailer over 2.1m high
14	BIKE	0.58	BIKE Bicycle
15	LCVN	25	LOW CARAVAN Low motorised unit towing a caravan under 2.1 m high
16	HCVN	59	HIGH CARAVAN High motorised unit towing a caravan over 2.1m high
17	LTRL	30	LOW TRAILER Low motorised unit towing a trailer under 2.1m high

Serial	TT-Line Configuration Code	m <sup>3</sup>	Remarks
18	HTRL	50	HIGH TRAILER High motorised unit towing a trailer over 2.1m high
19	FLOA	40	HORSE FLOAT Motorised unit towing a horse float-max 2 horses
20	HTRU	46	HORSE TRUCK Horse truck containing a maximum of two horses
21	HBUS	118	HIGH BUS Bus over 3.1m high
22	5WCVN	70	5 TH WHEEL CARAVAN Motorised unit towing a 5th wheeler caravan
23	5WFL	80	5 TH WHEEL HORSE FLOAT Motorised unit towing a 5th wheeler horse float
24	5WTR	70	5 TH WHEEL TRAILER Motorised unit towing a 5th wheeler trailer
25	LOTR	29	LOW OTHER (OTHER VEHICLES OVER 6 METRES) Motorised unit under 2.1m high/longer than 6 metres
26	LVAN	16	LOW VAN Low van under 2.1m high
27	HVAN	18	HIGH VAN High van over 2.1m high
28	HMIN	18	HIGH MINIBUS High Mini bus
29	OTHR	30	HIGH OTHER (OTHER VEHICLES OVER 6 METRES) Motorised pax unit over 6m/Bus less than 20 pax
30	KEN	0.5	KENNEL Pet kennel/crate/cage
31	VPCA	15	Vehicle with pet cage on tray
32	VPTR	16	Vehicle towing a pet trailer
33	VPCA	14	VEHICLE REQUIRING VENTILATED SPACE
34	VPTR	30	TRAILER REQUIRING VENTILATED SPA
35	HNOR	23	HIGH VEHICLE NO REBATE
36	LNOR	14	LOW VEHICLE NO REBATE



## TAUTLINERS, TASSIELINERS AND STRAIGHTLINERS

### 2020-21 CHARGES FOR UNITS 2.9 METRES AND UNDER IN HEIGHT

Trailer Size		Full Unit			Empty Unit
Feet	Metres	(Excl GST)	GST	(Incl GST)	
27	8.51	105.90	10.59	116.49	0.00
28	8.8	109.51	10.95	120.46	0.00
29	8.9	110.75	11.08	121.83	0.00
31	9.6	119.46	11.95	131.41	0.00
32	10	124.45	12.44	136.89	0.00
33	10.06	125.19	12.52	137.71	0.00
34	10.4	129.43	12.94	142.37	0.00
36	11	136.89	13.69	150.58	0.00
37	11.5	143.11	14.31	157.42	0.00
39	12	149.34	14.93	164.27	0.00
40	12.2	151.82	15.18	167.00	0.00
41	12.5	155.55	15.56	171.11	0.00
42	12.8	159.29	15.93	175.22	0.00
43	13.2	164.26	16.43	180.69	0.00
44	13.5	168.00	16.80	184.80	0.00
45	13.75	171.11	17.11	188.22	0.00
46	14.3	177.95	17.80	195.75	0.00
47	14.5	180.45	18.04	198.49	0.00
48	14.75	183.55	18.36	201.91	0.00

### 2020-21 CHARGES FOR UNITS OVER 2.9 METRES IN HEIGHT

**FULL** Gross cubic metres less 25% by current breakbulk rate (\$3.22 per cubic metre including GST).

**EMPTY** No charge.

Cargo Type	Full Unit			Empty Unit
	(Excl GST)	GST	(Incl GST)	
<b>Semi-Trailers, Agricultural Equipment, Cab Chassis, Tray Trucks, Coaches, Other not specified</b>				
\$ per tonne or cubic metre <sup>1</sup>				
Direct	2.93	0.29	3.22	0.00
Transshipment	1.03	0.10	1.13	0.00
<b>Pantecs, Horse Trucks, Vans (Furniture or other, trailers carrying livestock)</b>				
\$ per tonne or cubic metre <sup>3</sup> (actual volume to be calculated)	2.93	0.29	3.22	0.00
<b>Container Flats, Flat Racks, Cargo Trays, Bolsters</b>				
\$ per TEU <sup>2</sup>				
Direct	75.91	7.59	83.50	0.00
Transshipment	26.57	2.66	29.23	0.00
<b>Livestock (uncrated and able to walk)</b>				
\$ per tonne or cubic metre <sup>2</sup>	2.93	0.29	3.22	0.00

<sup>1</sup> Charges are based on the greater of weight or volume of the cargo.

<sup>2</sup> TEU = Twenty-foot Equivalent Unit.

<sup>3</sup> Charges are based on the greater of gross weight or net volume of the cargo (i.e. gross volume less 25%).

**Victorian Ports Corporation (Melbourne)**

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