

Reference Tariff Schedule

EFFECTIVE 1 JULY 2025

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1. Introduction

1.1. General conditions

Ports Victoria was established on 1 July 2021 and is designated as a State Port Entity under section 74AB of the *Port Management Act 1995* (Vic) (PMA).

Under sections 74 and 75 of the PMA Ports Victoria respectively determined:

- the wharfage fees for all cargoes loaded onto or discharged from vessels at Station Pier or designated Ship-to-Ship (STS) transfer areas as specified in this Reference Tariff Schedule
- the channel fees (excluding anchorages) for the use by vessels within the ports of Geelong and Hastings as specified in this Reference Tariff Schedule.

This determination by Ports Victoria was published in the Victorian Government Gazette on 17 April 2025.

Under section 74AB of the PMA the Governor in Council has made an Order approving Ports Victoria's determination on 17 June 2025 and the Order was published in the Victorian Government Gazette on 18 June 2025.

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

Ports Victoria 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 Ports Victoria.

Except to the extent implied by law, no representations or warranties are made by Ports Victoria, 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).

1.2. Standard terms and conditions

The range of services provided by Ports Victoria include PortVIEW, common user berths, wharves, terminal, and equipment hire at Station Pier and Port of Melbourne Anchorages. These services are provided on the basis of the applicable Standard Terms and Conditions.

The Standard Terms and Conditions are found on the Ports Victoria website.

1.3. What has changed

Ports Victoria has applied the following changes within this Reference Tariff Schedule:

- an across-the-board increase in the Ports Victoria fees and charges of 2.4% (being the annual CPI increase at December 2024) at the ports of Geelong, Hastings and Melbourne including Station Pier.

2. Fees and charges

2.1. Wharfage fees

Ports Victoria under section 74 of the PMA hereby determines the wharfage fees for all cargoes, including empty containers, loaded on, or discharged from vessels or between vessels in Ports Victoria managed areas within the port of Melbourne as specified in the table below.

Wharfage fees	GST exclusive	GST	GST inclusive
Containerised ¹ – \$ per TEU ²			
Full – outward	111.62	11.16	122.78
Full – inward	144.38	14.44	158.82
Full – Bass Strait ³	90.19	9.02	99.21
Empty (including nested units) ⁴	21.50	2.15	23.65
Empty (return of materials) ^{4 & 5}	43.01	4.30	47.31
Non-containerised/general – \$ per tonne or cubic metre ⁶	3.48	0.35	3.83
Motor vehicles – \$ per tonne or cubic metre ^{6 7 & 8}	3.93	0.39	4.32
Liquid bulk – \$ per tonne or cubic metre	5.25	0.53	5.78
Dry bulk – \$ per tonne			
Outward	3.01	0.30	3.31
Inward	4.18	0.42	4.60
Transshipment ⁹			
Standard charge – 35% of the rate published in the above table			

Notes

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, which will not be charged for empties/empties return containers.
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.
8. Motor vehicles exclude
 - (i) all agricultural, earthmoving and construction machinery including tractors, cultivators, harvesters, balers, mowers, rollers, bulldozers, scrapers, excavators, and shovel loaders.
9. 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.

2.2. Channel fees

Channel fees are charged for the provision of channels for use by vessels in the port waters of the ports of Geelong and Hastings and the provision of associated services. Channel fees are levied once per ship visit on the gross tonnage (GT) of vessels using the channels or other manners specific for the provision of channel-related services.

Separate channel fees are applied for the use of the channels within the port of Geelong waters, port of Hastings waters and port of Melbourne waters, respectively.

Note that channel fees for the port of Melbourne waters are provided within the Port of Melbourne Reference Tariff Schedule.

2.2.1. Port of Geelong

Ports Victoria under section 75 of the PMA hereby determines that the channel fees for the use of the channels in the port of Geelong waters are as specified in the table below.

Geelong channel fees	GST exclusive	GST	GST inclusive
Normal channel fees			
Vessels – \$ per GT	0.4956	0.0496	0.5452
Reduced channel fees			
Vessels for bunkering only – \$ per GT	0.2478	0.0248	0.2726
Vessels with multiple visits within 7 days – \$ per GT	0.2478	0.0248	0.2726
Vessels visiting berths at Geelong and Melbourne on the same journey – \$ per GT	0.2478	0.0248	0.2726
Excess draught charges			
All vessels – \$ per cm exceeding 10.5 m maximum summer draught ¹	221.34	22.13	243.47
Exempt vessels (no channel fees)			
Tugs based in Geelong and Melbourne			
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 ²			

Notes

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. Subject to specific approval by Ports Victoria in advance (e.g., second transit under MARPOL regulations).

Users of the channels within the port of Geelong waters must comply with the *Port of Geelong Port Operating Handbook* and *Port of Geelong Harbour Master's Directions* which are issued by Ports Victoria and revised from time to time as appropriate.

2.2.2. Port of Hastings

Ports Victoria under section 75 of the PMA hereby determines that the channel fees for the use of the channels in the port of Hastings waters are as specified in the table below.

Hastings channel fees	GST exclusive	GST	GST inclusive
Normal channel fees			
Vessels – \$ per GT	0.5888	0.0589	0.6477
Exempt vessels (no channel fees)			
Tugs based in Hastings			
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 ¹			

Notes

1. Subject to specific approval by Ports Victoria in advance (e.g., second transit under MARPOL regulations).

Users of the channels within the port of Hastings waters must comply with *Port of Hastings Port Operating Handbook* and *Port of Hastings Harbour Master's Directions* which are issued by Ports Victoria and revised from time to time as appropriate.

2.3. Anchorage fees

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 Geelong, Hastings or Melbourne berth and are separate and additional to channel fees.

Separate anchorage fees are applied for the use of the anchorage and ship-to-ship transfer areas within the port of Geelong waters, port of Hastings waters and port of Melbourne waters, respectively.

Users of anchorage and ship-to-ship transfer must comply with the Harbour Master's Directions and other requirements of the respective port.

Anchorage fees	GST exclusive	GST	GST inclusive
Anchorage ¹ (minimum charge 24 hours)			
Anchorage – \$ per hour or part thereof	138.64	13.86	152.50
Ship-to-Ship (STS) Transfer Area ² (minimum charge 120 hours)			
STS Transfer Area – \$ per hour or part thereof	554.56	55.46	610.02
Exempt vessels (no anchorage fees)			
Tugs and barges based in Geelong, Hastings or Melbourne			
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 ³			

Notes

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 within and not arriving from nor proceeding to a respective port of Geelong, Hastings, or Melbourne berth.
 - (iii) Vessels arriving from or proceeding to a respective port of Geelong, Hastings or Melbourne berth may use designated anchorages for up to 120 hours per visit after which an hourly rate (minimum charge 24 hours) will apply.
 - (iv) For clarity, the respective berths which relate to the anchorages is as follows:
 - a. Port of Geelong anchorages – port of Geelong berth
 - b. Port of Hastings anchorages – port of Hastings berth
 - c. Port of Melbourne anchorages – port of Geelong berth or port of Melbourne berth.
2. Designated STS Transfer Areas as detailed in the ports of Geelong, Hastings, or Melbourne Harbour Master's Directions.
3. Subject to specific approval by Ports Victoria in advance (e.g., second transit under MARPOL regulations).

2.4. Hire fees

2.4.1. Site occupancy charge

The Site Occupation Charge (SOC) applies to Passenger Vessels berthed at Station Pier.

Site Occupation Charge	GST exclusive	GST	GST inclusive
First 24 hours (minimum charge) – \$ per passenger	33.57	3.36	36.93
Period greater than 24 hours – \$ per passenger per hour or part thereof	1.40	0.14	1.54

The SOC incorporates berth hire fees for passenger vessels and a charge in consideration of the use of the ship's stores and victuals marshalling area, the allocated areas of the Outer Passenger Terminal building and associated facilities and one mechanical gangway. The SOC applies for cruise vessels that are in transit, turnaround or otherwise embarking or disembarking passengers.

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:

- **Time frame**
 - 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 additional SOC fees based on the length of additional time at berth.
 - Cruise Operators can book a single Vessel Call or multiple Vessel Calls. Additional SOC fees are applicable 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. For example, if a vessel stays at the berth for five hours beyond its scheduled departure time the charge would be 5 hours of additional SOC fees 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 Ports Victoria.
- **Passenger type**
 - The SOC is calculated on a per passenger basis and is based on the incoming passenger numbers as recorded in the vessel's Inward Passenger and Crew Manifest Declaration and will exclude non-revenue passengers such as crew, entertainers, and hospitality staff.
 - Any other temporary passengers on promotional or other activities will be charged the SOC for Passenger Vessels.
- **Passenger age**
 - The SOC for Passenger Vessels does not apply for infant passengers under the age of 2 years old.
- **Passenger data requirement**
 - The Cruise Operator / Agent is to provide Ports Victoria with the inward passenger number details between 48 hours before ship arrival and before the time of vessel departure.
 - If the information is not provided within the agreed time frame, an additional 10% on top of the stated passenger capacity of each cruise vessel (i.e., 110% of capacity) will be used for billing purposes.
 - The format for the Inward Passenger and Crew Manifest is available on the [Ports Victoria](#) website.

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

2.4.2. 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
Security and traffic management			
Maritime Security Guard (passenger/other) – \$ per hour ¹	103.97	10.40	114.37
Maritime Security Guard (screening activities) – \$ per hour ¹	118.84	11.88	130.72
Port Facility Security Officer (PFSO) – \$ per hour	150.87	15.09	165.96
Screening equipment – \$ per day or part thereof	6,442.50	644.25	7,086.75
Traffic Supervisor – \$ per hour	114.47	11.45	125.92
Traffic Controller – \$ per hour	72.53	7.25	79.78
Equipment hire			
Traffic Control equipment hire – \$ per hour	129.52	12.95	142.47
Trolley hire – \$ per trolley per Vessel Call	25.73	2.57	28.30
Trolley replacement – \$ per trolley	485.73	48.57	534.30
Fixed gangway hire (brow / non-mechanical) – \$ per unit / day	5,411.06	541.11	5,952.17
Mobile baggage conveyor (belt loader) – \$ per unit / day	412.16	41.22	453.38
Vessel services			
Fresh water supply to ships – \$ per kilolitre	5.52	-	5.52
Fresh water supply to contractors – \$ per kilolitre	5.52	0.55	6.07
Water connection and disconnection fee – \$ per event ²	245.65	24.57	270.22
Sewage discharge fee – \$ per kilolitre	107.01	10.70	117.71
Sewage connection and disconnection fee – \$ per event ²	1,257.85	125.79	1,383.64
Pre-vessel arrival and post-vessel departure inspection – \$ per each inspection	1,201.39	120.14	1,321.53

Notes

1. Maritime Security Guards – \$ per guard per hour or part thereof (minimum 4 hours).
2. Fresh water and sewage connection/disconnection can be provided between 06:30 hours and 16:00 hours, daily and requires 24 hours' notice.

2.4.3. 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 Ports Victoria. Berth hire is not applicable to passenger vessels where an 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, Ports Victoria will aim to provide a berth, which meets the standards described in the Port Information Guide or as subsequently amended through Notice to Mariners or Harbour Master's Directions and published on the Ports Victoria website.

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

Berth hire	GST exclusive	GST	GST inclusive
Cargo transfer or Lay-up – Station Pier Inner and Outer East, Inner and Outer West berths			
First 24 hours (minimum charge) – \$ per day	20,063.15	2,006.32	22,069.47
Period greater than 24 hours – \$ per hour or part thereof	835.96	83.60	919.56
Unforeseen Lay-up – Station Pier Inner and Outer East, Inner and Outer West berths			
Unforeseen lay-up – \$ per hour or part thereof	158.20	15.82	174.02

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 or passengers.

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

Any berth use designated by Ports Victoria 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. This includes but is not limited to; where a vessel is responding to a medical emergency, needs to undergo urgent or emergency maintenance or cannot otherwise carry out normal cargo transfer operations due to an unexpected event.

Written notification must be provided to Ports Victoria'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

Ports Victoria 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.

3. Glossary

- **Ancillary Service(s)** means stevedoring services, mooring services, ground handling services, portage, tour operators, providedoring 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 Ports Victoria's cleaning contractor at the Outer Passenger Terminal. Cleaning personnel are on site between 06:00 hours and 16:00 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 of the Outer Passenger Terminal 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 Ports Victoria 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).
- **Passenger Exchange** means that the incoming passengers disembark, and new passengers embark.
- **PortVIEW** means the Ports Victoria 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 Ports Victoria Reference Tariff Schedule (RTS), as amended from time to time and published on the Ports Victoria 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 Ports Victoria security provider in accordance with the *Maritime Transport and Offshore Facilities Security Act 2003* (Cth). 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 online 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 urgent or emergency maintenance or cannot otherwise carry out normal cargo transfer operations due to an unexpected event. Written notification must be provided to the Ports Victoria 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 Ports Victoria Cruise Season Schedule.



4. Contact information

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