

Supplementary Submission on AAT's Application for Authorisation

FCAI Explanations

- Which entity imposes the charges listed in the table? For example, are wharfage, wharf handling, harbour dues and port security charges imposed by the port authority or the terminal operator or another party?

Refer to the attachment

- Does the table include all charges incurred at the seven ports identified in the table for the delivery of an imported vehicle to those ports?

Table includes all standard charges incurred when importing a motor vehicle. Does not include exceptions such as storage or Quarantine inspections/wash.

- Is there no equivalent to a FAC charged at Townsville, Adelaide, Fremantle and Darwin?

Townsville, Adelaide, Fremantle and Darwin operate common used berths therefore there are no facility access fees in these ports.

The cost of using these berths is included in the Stevedoring fees.

- What services are covered by the charges for wharfage, wharf handling and harbour dues?

Wharfage and Harbour dues are collected by the Port Authorities and to the best of our knowledge are included in consolidated funds. In general these fees are used for the maintenance and administration of the port.

Wharf Handling is the fee charged by the Stevedores to the shipping lines for stevedoring the vessel. The portion paid by the cargo owner covers the discharge of the vehicle from the top of the ramp to the first point of rest and any associated administration.

- Is FCAI aware of why some of the charges listed in the table are not imposed at all ports?

The only charge which is common across all the ports is Wharf Handling. The rest of the charges imposed are dependant upon the way the Port Authorities and Terminal Operators have structured their businesses.

- With respect to Adelaide, are the figures in the table for the common user terminal or the AAT terminal (which is primarily an export facility)? What services are covered by the temporary charges imposed at Adelaide?

These charges are for imports through the common user berth in Outer Harbour. The Flinders Ports approached the Motor Vehicle Industry suggesting various improvements to the common user area to improve efficiencies and the availability of land for motor vehicle imports including removal of dilapidated buildings, improved fencing and security. The initial "Site Occupation" fee proposed for these improvements was \$1.35/CBM ongoing. Through a series of meetings and correspondence a fee of \$1.00/CBM with a sunset clause was agreed between all parties. This fee allows the Port Authority to fully recoup the cost of the improvements, as well as providing surety to our industry that the charge will cease at the conclusion of the works. This was a great example of a Port Authority working with industry for a mutually acceptable outcome.

14 September 2009

Charging Entity for Australian Port Charges

Fees as at 3.7.09	Townsville		Brisbane		PT Kembla		WDE		WDW		Adelaide		Fremantle		Darwin	
	Fee	Entity	Fee	Entity	Fee	Entity	Fee	Entity	Fee	Entity	Fee	Entity	Fee	Entity	Fee	Entity
Wharfage			21.71	Port Authority	22.10	Port Authority	18.85	Port Authority	18.85	AAT	32.56	Port Authority	47.58	Port Authority	57.85	Port Authority
Wharf Handling	23.74	Stevedore	60.58	Stevedore	62.27	Stevedore	52.52	Stevedore	52.52	Stevedore	64.35	Stevedore	33.41	Stevedore	51.85	Stevedore
Harbour Dues	18.10	Port Authority	19.89	Port Authority												
FAC			24.05	AAT	32.50	AAT	24.35	Patrick Terminals	20.50	AAT						
Port Security Charge	1.50	Port Authority	1.43	Port Authority			1.50	Patrick Terminals								
Stangard Charges	43.34		127.66		116.87		97.22		91.87		96.91		80.99		109.70	
Temporary Charge											13.00	Port Authority				
Total Charges	43.34		127.66		116.87		97.22		91.87		109.91		80.99		109.70	