

2017 Reference Tariff Schedule

Preamble:-

The Bulk Liquids Industry Association Inc represents companies involved in the distribution and use of bulk liquids handled at No 1 Maribyrnong and Holden Dock.

Membership covers tenants of PoM at Coode Island and the ship owners that service the port. Beyond the gate the many supply chain providers are part of the diverse membership.

Not all members of BLIA are customers of the Port of Melbourne so rely on those who are to fairly on-charge fees levied under the terms of the Reference Tariff Schedule [RTS].

The very nature of this arrangement means that the amount per tonne detailed in the RTS will be increased and charged to the final user.

The previous Port of Melbourne Corporation have used CPI plus an additional margin as the escalator for the annual variance.

In the 12 months ending 31 December 2016 the CPI was 1.5%.

By any measure the Port of Melbourne is engaged in transport and we highlight that the transport component for the twelve months was negative 0.03%

Cargo that crosses the wharf at No1 Maribyrnong will be transported away by truck and the costs of distribution by road in suburban Melbourne are rising dramatically due to increased toll road charges.

Rather than an increase in charges we contend that in year one the new owner should concentrate on productivity measures within the organisation.

General Conditions:-

There is no defined period of operation as in previous years.

The document states that a new tariff schedule may be issued at anytime

No statement as to PoM considered variance.

Wharfage Fees: -

Liquid Bulk is \$0.90 higher per tonne than dry bulk

No provision for outward liquid bulk [dry bulk gets \$1.29 discount]

Lay-up charges:-

There seems to be a differential pricing at No1 Maribyrnong and Holden Dock [see footnote]

Security Guards

We have previously challenged the need for two guards for liquid bulk. Neither Port nor the Regulator would reconsider the additional need and the higher charge. [\$106.19 vs \$88.92]

With changes to overall security within the Port precinct perhaps one security person would now be sufficient. If two are mandated then why the higher cost needs to be justified.

Tanker Inspection:-

Is this conducted by the security guard or a specialist?

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