

15<sup>th</sup> April 2024

**Reference: 30 Day Notice to Industry  
Review of Landside & Storage Tariff for Hutchison Ports Brisbane (HPB)**

**Cost increases to Hutchison Ports and recovery of landside infrastructure expenditure**

In accordance with the National Voluntary Guidelines for landside stevedore charges, this notification is intended for operators of road transport at Hutchison Ports in Brisbane (HPB).

A review of the Hutchison Ports terminals in Australia has shown a considerable rise in costs to the business and a need to recover some costs on capital expenditure to support further developments planned for the next 24 months

**Consultation and Industry Feedback**

Since our 60 day notice Hutchison Ports Brisbane (HPB) has engaged with industry groups and carriers and solicited feedback from industry on proposed tariff changes, a consolidated list of feedback and our responses as below:

Industry Feedback	HPB Response
The introduction of a surcharge on Long Vehicles (>26m) may disincentivise the use of High Productivity Vehicles (HPV's)	Super B-Doubles and A-Doubles to date continue to deliver the same truck density as B-Doubles and remain very under-maximised yet they have a greater impact on our terminal productivity. These vehicles take excessive time (32% longer than all other vehicle types) to position their trailers in the grid which effects TTT for other vehicles. Additional resources are often needed to assist with handling these vehicles. HPB will continue to monitor their progress and if there is a shift in the dynamics we will respond accordingly.  Note this charge does not apply to MT stack run movements that are handled elsewhere in the terminal.
Many increases are not in line with CPI	Increases have been kept to a sustainable minimum but are a reflection of increases incurred by our business which are also not in line with CPI. In addition, HPB are yet to recover fully against our sunk infrastructure cost since our commencement in 2013.

Will HPB now charge for Stack Run Fees MT (inbound).	HPB is aware that this is a large component of movements through the terminal and to maintain relief for industry where we can, we will not be applying this tariff at this stage.
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Please see schedule of revised tariffs effective 15 May 2024 below:

<b>Landside Services Tariffs</b>	<b>Current</b>	<b>15/05/2024</b>
Infrastructure Levy - Imports (Applies to all laden Containers)	\$175.22	\$199.84
Infrastructure Levy - Exports (Applies to all laden Containers)	\$175.22	\$184.88
Truck appointment system (TAS) Annual Sub.	\$245.00	\$265.00
Truck appointment system (TAS) Re-registration	\$245.00	\$300.00
Public Appointments	\$35.00	\$45.00
Private Appointment	\$37.00	\$48.00
Stack Run Fees MT (Inbound)	\$20.00	\$23.50
Stack Run Fees MT (Outbound)	\$21.60	\$25.00
Stack Run Fees Full (Inbound)	\$27.00	\$35.00
Stack Run Fees Full (Outbound)	\$27.00	\$35.00
Manual Truck Manifest Processing	\$100.00	\$120.00
Container Re-handling	\$100.00	\$120.00
Sideloader Fee	\$65.00	\$75.00
Sideloader Administration Fee	\$70.00	\$80.00
Appointment No Show	\$150.00	\$170.00
Appointment Listing Fee	\$150.00	\$170.00
Long Vehicle Surcharge >26m (Excl B-Double)	New	\$45.00
Carrier Request to extend agreed stack run time window	POA	POA
<b>Container Storage Charges</b>	<b>Current</b>	<b>15/05/24</b>
Handling Charge (Per Container) (Applies Day 1 of storage)		
Yard Handling Charge	\$155.00	\$170.00
Daily Storage Charge (Per TEU)		
Days 1-2 after expiry of free storage period	\$162.00	\$180.00
Days 3-5 after expiry of free storage period	\$280.00	\$300.00
Days 6+ after expiry of free storage period	\$300.00	\$320.00
Daily Surcharge (Per Container)		
Live Reefers	\$135.00	\$155.00
Hazardous Containers	\$295.00	\$320.00
OOG Containers	\$295.00	\$320.00

**Yours Sincerely**  
**John Willy**



**CEO**  
**Hutchison Ports Australia**