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DP World Australia Limited
ABN 27 129 842 093

03 January 2023

DP World Australia (DPWA) Sydney – Final Confirmation Notice

Landside Charges effective from 02 February 2023

In accordance with the National Voluntary Guidelines (NVG), DPWA had issued a notification to industry on 02 December 2022 and sought feedback to the proposed rates. Based on the feedback DPWA has summarised the issues raised and our responses in the following document.

Final DPWA Sydney Tariff Schedule included are

1. Carrier Access Public Tariff Schedule
2. Energy Charge

If you have any further questions, please do not hesitate to contact our Landside Superintendent on (02) 9394 0969.

Yours Sincerely,

Andrew Cridland
Chief Commercial Officer - Shipping

DP World Australia

Summary of Issues

1. Energy charge introduction

Diesel and electricity prices have shown significant volatility over the past year and have stayed elevated. We have introduced the Energy Charge after careful consideration as the most immediate way to provide transparency on an unprecedented event and clearly identify it as a separate item. We have taken into consideration a range of factors when setting the price to contribute to the volatile costs and have provided notification to the industry in line with the National Voluntary Guidelines. In line with the Guidelines, we will review the charge annually. Given energy costs impact all containers we are applying the charge to landside operators for all containers including full and empty.

2. Slot Change & Intervention Fee introduction

Experience has shown that carriers have previously booked slots only to request to change it at a later date for a more convenient pick up/drop off zone. The Slot Change & Intervention Fee has been introduced to recognise the additional cost of the manual processes and to achieve better truck utilisation and to avoid a carrier from incurring a greater penalty in the event of a No Show or Wrong Zone.

In DPW Sydney the charges will only apply at the discretion of the terminal if an intervention is required from the terminal.

3. Chain of Responsibility Overweight & Over-Dimensional Fee introduction

The weight limits are regulated by "National Heavy Vehicle Regulator". This charge is only applicable for vehicles picking up import containers that do not meet the regulatory standards.

4. Access & Other Charges

In accordance with the National Voluntary Guidelines, we are only able to review our landside charges once a year. Accordingly, a range of factors are considered including but not limited to our service offering, the market, costs, CPI, and is the charge achieving the goal it was intended to e.g. behavioural changes. As you would appreciate, there is external scrutiny of our service levels at all of our terminals. Our capital spending and pricing are key contributors to deliver the service levels that our landside customers and external parties are expecting. The charges are set and then all factors that have occurred during the year need to be considered when we review the rates.

5. Vehicle Misdeclaration Fee

The fee applicable when the truck or trailer showing up at the terminal does not match the details that had been declared when making a VBS slot booking.

6. No Show/Late Arrival

We see at our terminal the continuing difference between some transport companies that incur minimal fees and others that are excessive. The cost of a no show or late arrival is significant in the cost to the wider industry in an unutilised slot or the servicing of a late arriving truck. Equally to a significant extent the charges are avoidable

7. Direct Return of Empty (DRE) Fee

DRE is a unique product compared to a standard VBS slot. There is value in all parties utilising DRE's however we do provide additional services. This includes working closely with shipping lines and transport operators for slot release and micro managing DRE's to ensure they can access the terminal. In some terminals dedicated stacks for DRE's are included in our yard planning to ensure we can confidently accommodate DRE's when we have no certainty of volume. We therefore are effectively incurring costs based on variable volume. Delivering the unique DRE service levels and

the slots are contributors to our decision on the tariff. It is important to note the return of empties to a range of facilities is a competitive market. All these factors are taken into consideration when reviewing the rates.

Terminal Carrier Access Public Tariff Schedule

Effective Date	2 February 2023
Issued	2 December 2022
Applicable Port	DP World Australia Sydney Port Botany Terminal

DP World Australia Sydney – Port Botany Terminal Carrier Access Public Tariff Schedule

Fee Type	Chargeable Unit	Fee
Annual Registration Fee	Per Annum	\$248.00
Terminal Access Charge - Export	Per Full Export Container	\$115.20
Terminal Access Charge - Import	Per Full Import Container	\$143.20
VBS Administration Fee – Electronic	Per Confirmed Slot	\$35.90
VBS Administration Fee – Manual intervention (e.g. telephone, email, text)	Per Confirmed Slot	\$42.40
Direct Return of Empty Booking Fee	Per Confirmed Slot	\$46.00
Stack Run In & Out Fee (Full)	Per Confirmed Slot	\$35.90
Stack Run In & Out Fee (Empty)	Per Confirmed Slot	\$12.90
Slot Change & Intervention Fee	Per Confirmed Slot	\$9.00
SMS Fee	Per Message	\$0.90
Administration Fee	Per Confirmed Slot (Full Container)	\$4.99
Manual Processing Fee	Per Job	\$265.90
No Show Fee	Only applicable to Non-PBLIS events	\$289.10
Late Arrival / Wrong Zone Fee	Only applicable to Non-PBLIS events	\$103.90
1-Stop Carrier Cancellation / Reconnection Fee	Per Reconnection	\$248.00
Side Loader Fee	Per Unit	\$80.40
Vehicle Mis-declaration fee	Per Vehicle	\$240.00
RFID Tag	Per Tag	\$123.90

Energy Charge

Fee Type	Chargeable Unit	Fee
Energy Charge	Per Export and Import Unit via Road and Rail	\$5.30

Terminal Carrier Access Public Tariff Schedule

Effective Date	2 February 2023
Issued	2 December 2022
Applicable Port	DP World Australia Sydney Port Botany Terminal

Import Storage involves the collection of storage charges for import containers in storage beyond the Free Storage Period, from the Consignee via the Transport Company.

Import Storage Charges

Import containers are available free of storage charges for three working days (Free Storage Period). Import container remaining on the terminal beyond the Free Storage Period will be subject to the following rates:

Import Storage Fees				
Chargeable Unit	20ft	40ft	20ft OD	40ft OD
	(per day or part thereof)			
Days 1 and 2 after Free Storage Period	\$164.60	\$329.20	\$296.30	\$592.60
Day 3 onwards after Free Storage Period	\$326.40	\$652.80	\$539.80	\$1,079.60
Reefer Services[1]	\$149.30	\$149.30		
Yard Handling Fee[2]	\$160.40	\$160.40	\$288.70	\$288.70
Hazardous Container Fee[3]	\$706.00	\$706.00	\$706.00	\$706.00

NOTE:

- 1) All fees are EXCLUSIVE of Goods and Services Tax (GST)
- 2) Fees are payable in accordance with the DP World Australia National Terminal Carrier Access Terms and Conditions available on the [DP World Customer Portal](#)

The first free storage day commences when the container is made available through the 1-Stop system. Saturday and Sunday remain classed as working days and are counted as storage free days.

Subscribers may access information on container storage via the 1-Stop website www.1-stop.biz.

The method of payment for import storage will remain unchanged. Storage can be paid via the 1-Stop website using the ComPay system. Consignees and transport companies are reminded that containers will not be released until all due storage has been paid.

Any queries concerning individual containers may be directed to: Landside Manager on +61 2 9394 0969.

DP World Australia reserves the right to review the Import Storage charges at any time.

[1] If a reefer container is held at the terminal beyond the free storage period, reefer service charges will apply in addition to the daily storage charges. These charges are applicable per day after the free storage period.

[2] The yard handling fee is a single charge, applicable to those containers in the Terminal beyond the free period.

[3] Hazardous Containers will incur an additional charge per day, as above, in addition to the daily container storage charge after the expiry of the Free Storage Period.