

A low-angle photograph of several stacked shipping containers. The containers are illuminated from the side, creating a strong orange and yellow glow against a dark blue sky. The containers are stacked in a way that creates a sense of depth and height.

Landside Port Charges Index

Methodology

About NineSquared.

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Our principals and staff are experienced practitioners who have worked in and advised government and private sector clients about a range of commercial and economic issues. We have expertise in the fields of transport and regulatory economics; policy development and analysis; advising on commercial arrangements between government and the private sector; as well as arrangements between companies operating within regulated environments.

Our combined public and private sector experience means that we are well placed to provide our clients with a deep understanding of both the public and private sectors and the interface between them.

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The Landside Port Charges Index.

The Landside Port Charges Index (LPCI) provides a comprehensive and up to date source of container freight charges. The index focuses on terminal access, booking and ancillary charges levied by container stevedores and booking fees for empty container parks. The LCPI provides information on Port Botany, Port of Melbourne, Port of Brisbane, Port of Fremantle and Port of Adelaide, see map below.

The LPCI includes landside port charges for each year from 2018. The LPCI will be regularly updated throughout the year, with an annual update report published each year presenting insights and explaining any changes to the index, including the addition of any new charges.

This document provides an overview of the index, the methodology used to construct it and data sources.



Ports and stevedores.

The LPCI tracks fees charged by container stevedores in each of the ports included in the index. The index does not currently include charges for mixed cargo terminals that handle containers and other types of freight. Stevedores provide services related to the loading and unloading of freight from ships at the port. The landside charges are charged by stevedores to (largely) to transport operators who pass them on to cargo owners.

Port	Stevedores
Port Botany	<ul style="list-style-type: none">• DP World• Hutchison• Patrick Terminals
Port of Melbourne	<ul style="list-style-type: none">• DP World• Patrick Terminals• Victoria International Container Terminal (VICT)
Port of Brisbane	<ul style="list-style-type: none">• DP World• Hutchison• Patrick Terminals
Port of Fremantle	<ul style="list-style-type: none">• DP World• Patrick Terminals
Port Adelaide	<ul style="list-style-type: none">• Flinders Adelaide Container Terminal



How the LPCI is constructed.

Landside container charges can be divided broadly into three categories:

- Access charges, that are applied to the majority of container movements including freight terminal access and booking fees
- Penalty charges, that are applied to vehicles/ containers that do not meet booking requirements set by a stevedore, and
- Ancillary charges, that are applied to cover the cost of meeting unexpected vehicle or container characteristics.

Fees charged by stevedores are allocated to an appropriate category as outlined below, and a separate index is constructed for each type of charge.

Access Charges	Stevedore Terminal Access Charges (Import Full)
	Stevedore Terminal Access Charges (Export Full)
	Vehicle Booking System Slot Fees (Electronic and Manual)
	Direct Return of Empty Container Booking Fees (DREs)
	Empty Container Park Booking Fees

Penalty Charges	No Show Fees
	Late Arrival / Wrong Timezone Fees

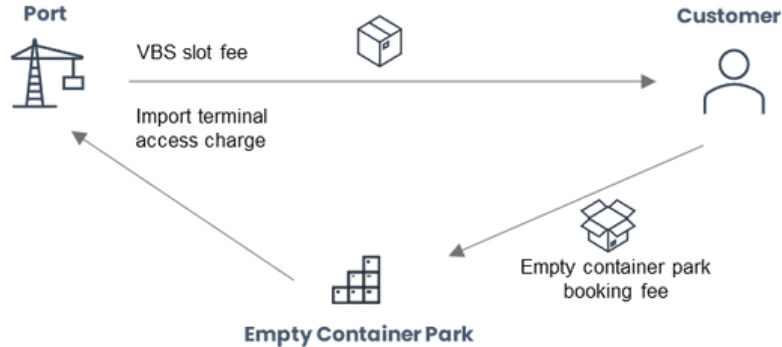
Ancillary Charges	Weight Amendment Fee for Import Containers - Weigh and Adjustment Charge
	Side Loader Fees
	Long Vehicle Fees

The Access Charges Index Methodology.

The Access Charges Index uses a weighted average of charges levied across three different but typical container pathways (illustrated below). Data on how often a container takes a particular pathway which is the basis of the weighting is from the Bureau of Infrastructure, Transport Research Economics (BITRE) Waterline Reports. For simplicity we have assumed that 85% of empty import containers are returned to an empty container park, with 15% returned directly to a stevedore terminal. The index assumes that each individual stevedore's market share is equally divided by the number of stevedores operating in the port. Further information on assumptions is provided on the following page.

Pathway 1:

Full import to customer and empty return via an empty container park



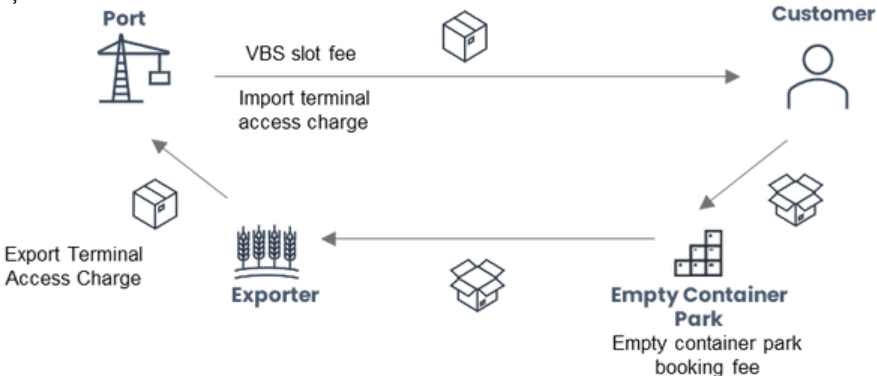
Pathway 2:

Full import to customer and empty return directly to a stevedore (DRE)



Pathway 3:

Full import to customer, empty return to an empty container park and re-use for export



Key assumptions.

- The LCPI has been developed based on desktop research and analysis of available including information published on the websites of stevedores. Information on empty container park charges is sourced from Container Transport Alliance Australia (CTAA) and the Freight Trade Alliance (FTA). Advice was also provided by the International Forwarders and Customs Brokers Association of Australia (IFCBAA) and other contacts from industry and government. While NineSquared has used all reasonable endeavours to ensure the information in this report is as accurate as practicable, it is possible that some data is missing or incorrect.
- The base year for all indices is 2018, except for instances where none of the categorised charges are being levied in that year. In these instances, the base year is the first year that the charge has been levied in or been collected for.
- The indices focus on charges that are generally passed on to, and ultimately paid for, by cargo owners. Charges and fees that apply to other parties in the supply chain (e.g., fees associated with the management of empty containers inside empty container parks, or their return to stevedore terminals after dehire) are not included.
- Market share at all ports has been assumed to be equally distributed amongst the operating stevedores.
- Weightings for each pathway have been determined using historical throughput data at the five ports, along with an assumption on direct returns. The pathway methodology only applies to the Access Charges Index.
- It is assumed that 85% of empty import containers are returned to an empty container park, with 15% returned directly to a stevedore terminal. This assumption was informed by NineSquared research on empty containers, see NineSquared (2020) NSW Empty Container Supply Chain Study prepared for Transport for NSW. For simplicity, we have not included a pathway for import containers being unloaded and then transported directly to an exporter for reuse (triangulation).
- There is currently limited data-based evidence available for determining how often ancillary and penalty charges are applied to a container movement. For this reason, a separate index has been developed for both ancillary and penalty categories of charges. This involves calculating an index for each stevedore by comparing aggregate charges levied in each year with the base year. The individual stevedore indices are then used to calculate a mean index for each port.



Contact us.

Our team is always happy to talk.

Contact our team lead
PHIL BULLOCK
Director
m. 0411 561 793
e. pbullock@ninesquared.com.au

Or find any of our team members contact details at
<https://ninesquared.com.au/people/>

Find out more.

Want more information about our freight expertise or just want to know about NineSquared?

ninesquared.com.au

<https://ninesquared.com.au/contact>

www.linkedin.com/company/ninesquared/

NineSquared is an Australian Privately Owned Company.
L11 239 George Street, Brisbane QLD 4000
L23 66 Goulburn Street, Sydney

Postal Address: GPO Box 21, Brisbane QLD 4001
ABN 96 165 695 492



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