

# Schedule of Port Charges

Effective 1 April 2022



## 2.3 Newcastle Harbour

### 2.3.1 Pilotage charge

| Fixed Pilotage Charge<br>(Per Movement) | GST exclusive | GST      | GST inclusive |
|---|---------------|----------|---------------|
| Boarding Fee                            | \$1,852.95    | \$185.30 | \$2,038.25    |

  

| Variable Pilotage Charge<br>(Per Movement)        | GST exclusive | GST      | GST inclusive |
|---|---------------|----------|---------------|
| Pilotage In/Out - TIER I<br>1 to 8,000 GT         | \$844.28      | \$84.43  | \$928.71      |
| Pilotage In/Out - TIER II<br>8,001 to 34,000 GT   | \$0.0261      | \$0.0026 | \$0.0287      |
| Pilotage In/Out - TIER III<br>34,001 to 55,000 GT | \$0.0388      | \$0.0039 | \$0.0427      |
| Pilotage In/Out - TIER IV<br>> 55,000 GT          | \$0.0145      | \$0.0015 | \$0.0160      |

| Minimum Pilotage Charge<br>(Per Movement) | GST exclusive | GST      | GST inclusive |
|---|---------------|----------|---------------|
| Minimum Fee <sup>(1)</sup>                | \$2,697.23    | \$269.72 | \$2,966.95    |

| Other Pilotage Charges                      | GST exclusive | GST      | GST inclusive |
|---|---------------|----------|---------------|
| Harbour Movement <sup>(2)</sup>             | \$2,697.23    | \$269.72 | \$2,966.95    |
| Pilotage Deferrals<br>In/Out <sup>(2)</sup> | \$2,697.23    | \$269.72 | \$2,966.95    |

(1) In the event that the total pilotage charge per movement results in a price less than \$2,966.95 (GST inclusive), then the minimum pilotage charge will apply; (2) In the event of operational or safety circumstances, Port Authority of New South Wales may, at its absolute discretion, waive the charge

### Price methodology

| Pilotage Charge per Movement | Boarding Fee<br>(GST exclusive)  | Variable Pilotage Charge<br>(GST exclusive) | Location Sector |
|------------------------------|--|---|-----------------|
| <u>Example 1:</u> 37,000 GT  | \$1,852.95   | TIER I, TIER II, TIER III                   | West Basin      |
| Calculation                  | $\$1852.95 + [844.28 + ((34,000-8,000)*\$0.0261) + ((37,000-34,000)*\$0.0388)]*1.00 =$<br><b>\$3,492.23</b>                            |   |                 |
| <u>Example 2:</u> 70,000 GT  |  | TIER I, TIER II, TIER II, TIER IV           | Dyke            |
| Calculation                  | $\$1,852.95 + [844.28 + ((34,000-8,000)*\$0.0261) + ((55,000-34,000)*\$0.0388) + ((70,000-55,000)*\$0.0145)]*1.20 =$ <b>\$4,919.17</b> |   |                 |

## Location sectors

Newcastle is a river port located approximately 10k away from the ocean to its furthest navigable point. For this reason, pilotage charges in Newcastle have a multiplier value based on the location of the berth within the river, which reflects both the distance a pilot needs to travel and the time a pilot is required when boarding/deboarding a vessel.

Below are the location sectors with their respective berth codes and location values.

| Location Sectors   | Location Code               | Location Multiplier |
|--------------------|-----------------------------|---------------------|
| Entrance           | T1, TB, QW                  | 0.50                |
| West Basin         | CAR, E1, E2, W1, W3, W4, SP | 1.00                |
| Lower Dyke         | CH, D1, D2                  | 1.10                |
| Dyke               | D4, D5                      | 1.20                |
| Koor Gc            | K2, K3, M4, M6              | 1.20                |
| Koor Coal          | K4, K5, K6, K7, K8, K9, K10 | 1.40                |
| Mayfield           | M7                          | 1.40                |
| Future Development | T4                          | 1.60                |
| North Arm          | EGLO                        | 0.97                |
| Tomago             | TOM                         | 3.87                |

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