



Patrick Terminals
Gate B105A Penrhyn Road
PORT BOTANY NSW 2036
AUSTRALIA
ABN 33 065 375 840

2 December 2025

Dear Representative Landside Efficiency Group Member,

Patrick Terminals – Final Notice of changes to Landside & Ancillary Charges: Effective from 1 January 2026

Patrick Terminals is proud to continue to support voluntary initiatives and align fee review dates to help landside customers, and shippers, make informed business decisions and evaluate supply chain options that represent the best overall value for their business.

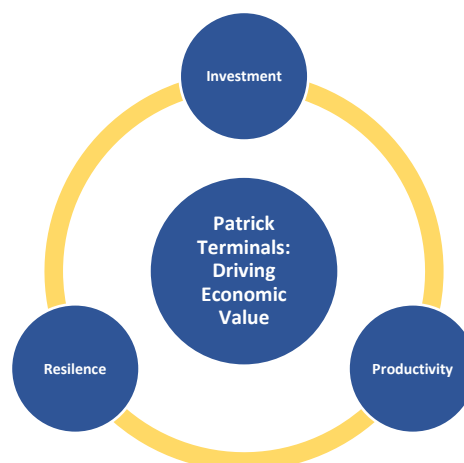
We recognise landside charges are initially paid by transport operators and then recovered from shippers. This is one reason Patrick is committed to its role, as the only independent Australian operator, to continue providing a market-leading landside service to our landside customers, as well as to benefit Australian shippers.

We are driving considerable economic value through our ongoing investment in resilience, which minimises the effect of disruption events on our landside customers and shippers. By way of example, during recent industrial disruption affecting a competitor, Patrick flexed operations and avoided disruption for more than 200,000 containers that shifted to Patrick. This capability is only possible due to Patrick's major investment program. Patrick's investment program remains in progress, with more than \$400 million invested across the past six years.

To keep safely and efficiently handling Australia's growing container freight task, Patrick Terminals needs confidence that it will be able to recover landside investments and the cost of maintaining our level of landside resourcing. This is becoming more challenging against a backdrop of increasing market risks affecting the stevedoring industry. The Landside charge is a critical enabler for Patrick Terminals to keep delivering on commitments to our customers.

We continue to provide additional supporting information about our fee reviews to each State Transport Department. We are committed to all aspects of the National Voluntary Guidelines and support formalisation of the enhanced National Voluntary Guidelines by the National Transport Commission in the coming period.

It is important that focus remains on securing a strong, resilient and productive container supply chain for Australia's future.



The Landside charge recovers a portion of costs associated with providing landside services:

- capital investments and commitments made to infrastructure
- maintenance and operational costs
- property and property related costs

Effective from 1 January 2026, the below Landside charges will apply to all full container movements (imports / exports).

Landside and ancillary charges remain well below half of Patrick's overall revenue. We still only partially recover our significant investment program and operational costs, with property and energy costs increasing above CPI.

2026 Annual Review

As part of the 2026 annual review, we see value in further differentiating our export service offering through a higher concessional rate for exporters. The concession available to East Coast exporters choosing Patrick Terminals will continue to average more than 50%.

Import Containers

- Sydney \$224.90 per full container
- Fisherman Islands \$243.50 per full container
- East Swanson Dock \$242.00 per full container
- Fremantle \$96.13 per full container

Export Containers

- Sydney \$145.20 per full container
- Fisherman Islands \$144.10 per full container
- East Swanson Dock \$159.40 per full container
- Fremantle \$48.05 per full container

Patrick has updated the Vehicle Booking System (VBS) fee to \$50.45 and stack run fee to \$30.95 in Sydney, Brisbane and Melbourne and the VBS to \$59.80 and stack run fee to \$33.85 in Fremantle. The VBS and stack run optionality facilitate significant efficiencies and are highly valued by industry, delivering efficiency value and material cost savings.

The intended Landside and Ancillary charges have been published on Patrick's website (www.patrick.com.au).

Patrick Terminals Landside Initiatives and Market Observations

Patrick Terminals is pleased with progress of its on-going investment in decarbonisation initiatives to support sustainable handling of Australia's imports and exports, including in lower emissions equipment, landside efficiency initiatives and rail capability.

Our voluntary landside efficiency stakeholder groups have delivered increased engagement opportunities and identified opportunities to develop solutions which support landside performance and efficient terminal operations, as well as to provide information about our landside investment program.

In September 2025, we announced a further voluntary enhancement, launching Voluntary Rail Landside Efficiency Initiatives for Sydney AutoRail. This includes the introduction of a voluntary efficiency stakeholder group, and publication of more detail about rail window schedules and rail performance metrics.

As part of ongoing market-led initiatives, across the coming period, Patrick will review the potential to give shippers the option to pay the Landside charge directly. The current approach of offering a single, transparent public tariff Landside charge to all shippers, large and small, will be maintained. As part of our review, we will obtain industry and other stakeholder feedback on likely benefits and impacts and assess the practical feasibility of this potential option.

A summary of formal feedback themes received in writing from Industry and Government and where relevant, Patrick's response post the initial announcement on 31 October 2025 is attached.

Patrick looks forward to on-going engagement with representatives of the Landside Efficiency Group on developing solutions to support landside performance and the overall efficiency of Patrick's terminals, and providing information about Patrick's landside performance and landside investment program.

Yours sincerely,

Michael Jovicic
Chief Executive Officer
Patrick Terminals

SUMMARY OF FEEDBACK THEMES

Feedback Themes	Patrick's Response
Range of feedback	Patrick received formal and general market feedback as part of its annual 2026 fee review. Patrick has provided a written response to all formal feedback (where applicable).
Industry supported Patrick's review of the potential to give shippers the option to pay the landside charge directly	Patrick received formal feedback from industry supporting Patrick's review of a potential option for shippers to pay the landside charge directly. Some industry participants sought further information about the potential option, including administrative impacts on their existing processes. Patrick confirmed that it is in the early stages of its review, which will include seeking stakeholder views on benefits and impacts, considering required systems changes, and assessing whether implementation is feasible. Patrick also confirmed that it will communicate further detail to industry about its review.
Industry expressed support for Patrick's continued industry engagement through landside efficiency groups	Patrick received positive feedback from participants that Patrick's landside efficiency group meetings are a mutually-beneficial and effective way of promoting stakeholder dialogue and understanding of Patrick's landside investment program, as well as developing potential solutions to support landside performance and efficient terminal operations. Meaningful engagement with industry is a critical part of Patrick's market-leading landside service offering. Patrick will continue to voluntarily provide opportunities for industry engagement through the landside efficiency stakeholder groups, including the recently established Voluntary Rail Landside Efficiency Initiatives for Sydney AutoRail.
Industry acknowledged Patrick's market-leading landside performance and overall value proposition	Patrick received positive feedback from several industry participants that Patrick Terminals across Australia are the best performing terminals from a landside perspective. Patrick reiterated its commitment to continuing to improve its market-leading value proposition on both the quayside and landside through continued investment and innovation.
Select industry lobby groups continue to call for regulation of the container supply chain	Patrick continued to observe calls for broad regulation of supply chain fees, including the landside charge. Patrick reiterated that its investment has delivered one of the highest performing stevedore sectors and provides resilience to shocks in a challenging global environment. Without these investments terminals will experience congestion, which will be costly for all users. A continuing threat of regulation will place planned investment at risk and distort incentives for future investment needed to handle the growing freight task. Patrick reiterated that fulsome consultation with individual market participants would be required as part of any further review that may be undertaken.

SUMMARY OF PUBLIC TARIFF CHANGES – MELBOURNE (EAST SWANSON DOCK TERMINAL)

Charge Type	Unit	Current Charge	New Charge (Effective 1 January 2026)
Landside Charges			
Landside Charge – Import	Per full container	\$224.05	\$242.00
Landside Charge – Export	Per full container	\$151.80	\$159.40
Vehicle Booking System (VBS) Fees			
Booking Fee - Electronic	Per container	\$48.05	\$50.45
Booking Fee - Telephone	Per container	\$59.45	\$62.40
Stack/Bulk Run Fee	Per container	\$15.95	\$30.95
No Show Fee	Per container	\$270.40	\$283.95
Terminal VBS Subscription Fee	Per user account	\$232.70	\$244.35
Terminal VBS Join/Rejoin Fee	Per user account	\$232.70	\$244.35
SMS Fee	Per message	\$1.35	\$1.45
R&D Processing Fee	Per container	\$99.65	\$104.65
Wrong Time Zone Fee	Per container	\$103.80	\$109.00
Side Loader Fee	Per trailer	\$80.15	\$84.20
Mis-declaration fee - Vehicle and Trailer combination	Per vehicle	\$305.20	\$320.50
Storage and Yard Ancillary Charges			
Storage Fee – from Day 1	Per TEU per day	\$243.40	\$255.60
OOG Storage	Per TEU per day	\$486.80	\$511.20
Yard Handling Fee	Per ISO container	\$181.65	\$190.75
Reefer Services	Per ISO container	\$176.15	\$185.00
CT Reefer Services	Per ISO container	\$88.10	\$92.55
Dangerous Goods	Per ISO container	\$336.75	\$353.60
Other			
Weight Amendment Fee for Import Containers	Per import container	\$289.25	\$303.75

NOTES

- 1) All rates are **exclusive** of Good and Services Tax (GST) which is payable in addition.
- 2) All transactions are subject to Patrick's Standard Conditions of Contract which may be viewed on-line at the Patrick website at www.patrick.com.au Patrick's Standard Conditions of Contract exclude Patrick's liability in certain circumstances and include indemnities which benefit Patrick.
- 3) Rates, Terms and Conditions are subject to change with notice in accordance with Patrick's Standard Conditions of Contract.

SUMMARY OF PUBLIC TARIFF CHANGES – SYDNEY (PORT BOTANY TERMINAL)

Charge Type	Unit	Current Charge	New Charge (Effective 1 January 2026)
Landside Charges			
Landside Charge - Import	Per full container	\$208.20	\$224.90
Landside Charge - Export	Per full container	\$138.25	\$145.20
Vehicle Booking System (VBS) Fees			
Booking Fee - Electronic	Per container	\$48.05	\$50.45
Booking Fee - Telephone	Per container	\$59.45	\$62.40
Stack/Bulk Run Fee	Per container	\$15.95	\$30.95
No Show Fee	Per container	\$270.40	\$283.95
Terminal VBS Subscription Fee	Per user account	\$232.70	\$244.35
Terminal VBS Join/Rejoin Fee	Per user account	\$232.70	\$244.35
SMS Fee	Per message	\$1.35	\$1.45
R&D Processing Fee	Per container	\$99.65	\$104.65
Long Vehicle Fee	Per vehicle	\$63.00	\$66.15
Side Loader Fee	Per trailer	\$80.15	\$84.20
Mis-declaration fee - Vehicle and Trailer combination	Per vehicle	\$305.20	\$320.50
Storage and Yard Ancillary Charges			
Storage Fee – from Day 1	Per TEU per day	\$243.40	\$255.60
OOG Storage	Per TEU per day	\$486.80	\$511.20
Yard Handling Fee	Per ISO container	\$181.65	\$190.75
Reefer Services	Per ISO container	\$176.15	\$185.00
CT Reefer Services	Per ISO container	\$88.10	\$92.55
Dangerous Goods	Per ISO container	\$336.75	\$353.60
Other			
Weight Amendment Fee for Import Containers	Per import container	\$289.25	\$303.75

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SUMMARY OF PUBLIC TARIFF CHANGES – BRISBANE (FISHERMAN ISLANDS TERMINAL)

Charge Type	Unit	Current Charge	New Charge (Effective 1 January 2026)
Landside Charges			
Landside Charge - Import	Per full container	\$225.45	\$243.50
Landside Charge - Export	Per full container	\$137.20	\$144.10
Vehicle Booking System (VBS) Fees			
Booking Fee - Electronic	Per container	\$48.05	\$50.45
Booking Fee - Telephone	Per container	\$59.45	\$62.40
Stack/Bulk Run Fee	Per container	\$15.95	\$30.95
No Show Fee	Per container	\$270.40	\$283.95
Terminal VBS Subscription Fee	Per user account	\$232.70	\$244.35
Terminal VBS Join/Rejoin Fee	Per user account	\$232.70	\$244.35
SMS Fee	Per message	\$1.35	\$1.45
R&D Processing Fee	Per container	\$99.65	\$104.65
Wrong Time Zone Fee	Per container	\$103.80	\$109.00
Long Vehicle Fee	Per vehicle	\$63.00	\$66.15
Side Loader Fee	Per trailer	\$80.15	\$84.20
Mis-declaration fee - Vehicle and Trailer combination	Per vehicle	\$305.20	\$320.50
Storage and Yard Ancillary Charges			
Storage Fee – from Day 1	Per TEU per day	\$243.40	\$255.60
OOG Storage	Per TEU per day	\$486.80	\$511.20
Yard Handling Fee	Per ISO container	\$181.65	\$190.75
Reefer Services	Per ISO container	\$176.15	\$185.00
CT Reefer Services	Per ISO container	\$88.10	\$92.55
Dangerous Goods	Per ISO container	\$336.75	\$353.60
Other			
Weight Amendment Fee for Import Containers	Per import container	\$289.25	\$303.75

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SUMMARY OF PUBLIC TARIFF CHANGES – FREMANTLE (FREMANTLE TERMINAL)

Charge Type	Unit	Current Charge	New Charge (Effective 1 January 2026)
Landside Charges			
Landside Charge - Import	Per full container	\$91.55	\$96.13
Landside Charge - Export	Per full container	\$45.76	\$48.05
Vehicle Booking System (VBS) Fees			
Booking Fee - Electronic	Per container	\$56.95	\$ 59.80
Booking Fee - Telephone	Per container	\$70.45	\$74.00
Stack/Bulk Run Fee	Per container	\$18.85	\$33.85
No Show Fee	Per container	\$270.40	\$283.95
Terminal VBS Subscription Fee	Per user account	\$232.70	\$244.35
Terminal VBS Join/Rejoin Fee	Per user account	\$232.70	\$244.35
SMS Fee	Per message	\$1.35	\$1.45
R&D Processing Fee	Per container	\$99.65	\$104.65
Wrong Time Zone Fee	Per container	\$103.80	\$109.00
Side Loader Fee	Per trailer	\$80.15	\$84.20
Mis-declaration fee - Vehicle and Trailer combination	Per vehicle	\$305.20	\$320.50
Storage and Yard Ancillary Charges			
Storage Fee – from Day 1	Per TEU per day	\$243.40	\$255.60
OOG Storage	Per TEU per day	\$486.80	\$511.20
Yard Handling Fee	Per ISO container	\$190.25	\$199.80
Reefer Services	Per ISO container	\$352.15	\$369.80
CT Reefer Services	Per ISO container	\$88.10	\$92.55
Dangerous Goods	Per ISO container	\$336.75	\$353.60
Other			
Weight Amendment Fee for Import Containers	Per import container	\$289.25	\$303.75

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