



BI-ANNUAL GENERAL COMPLIANCE REPORT
DATE OF REPORT (Revised): 5th October, 2026
Port Kembla (NSW), Fisherman Islands (QLD) & Appleton Dock (VIC) & Webb Dock West (VIC) (Formerly MIRRAT)
REPORT PERIOD: 1st Jan 2026 TO 30th June 2026

KPI	Port Kembla			Brisbane			Appleton Dock			Webb Dock West		
KPI 1 Truck Turnaround Time Average time spent at the terminal picking up or delivering cargo, measured from gate entry through to departure from terminal		Average time	Explanation		Average time	Explanation		Average time	Explanation		Average time	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		
	Automobiles - Qube	42 mins		Automobiles - Qube	28 mins		Breakbulk - Qube	59 mins	No vessels handled during the reporting period	Automobiles - Qube	29 mins	
	Automobiles - Linx	41 mins		Automobiles - Linx	27 mins		Breakbulk - Linx	N/A		Automobiles - Linx	30 mins	
	Breakbulk - Qube	1 hr 03 mins		Automobiles - TML	23 mins					Breakbulk - Qube	49 mins	
	Breakbulk - Linx	1 hr 08 mins		Breakbulk - Qube	1 hr 06 mins					Breakbulk - Linx	43 mins	
				Breakbulk - Linx	58 mins							
	Quarter 4			Breakbulk - TML	58 mins		Quarter 4			Quarter 4		
	Automobiles - Qube	43 mins		Quarter 4			Breakbulk - Qube	55 mins	No vessels handled during the reporting period	Automobiles - Qube	30 mins	
	Automobiles - Linx	40 mins		Automobiles - Qube	30 mins		Breakbulk - Linx	N/A		Automobiles - Linx	29 mins	
	Breakbulk - Qube	1 hr 12 mins		Automobiles - Linx	29 mins					Breakbulk - Qube	53 mins	
	Breakbulk - Linx	1 hr 07 mins		Automobiles - TML	32 mins					Breakbulk - Linx	45 mins	
				Breakbulk - Qube	1hr 09 mins							
				Breakbulk - Linx	53 mins							
				Breakbulk - TML	1hr 09 mins							
KPI 2 Yard Dwell Time - Imports	Quarter 3	Average time	Explanation	Quarter 3	Average time	Explanation	Quarter 3	Average time	Explanation	Quarter 3	Average time	Explanation
	Automobiles - Qube	40 hrs 31 mins		Automobiles - Qube	51 hrs 52 mins		Breakbulk - Qube	230 hrs 24 mins		Automobiles - Qube	68 hrs 46 mins	
	Automobiles - Linx	140 hrs 43 mins	Impacted by mix of cars at load ports, Linx handle majority vessels shipping Chinese cars which have immature landside logistics impacting dwell times.	Automobiles - Linx	72 hrs 04 mins		Breakbulk - Linx	N/A	No vessels handled during the reporting period	Automobiles - Linx	94 hrs 40 mins	Related to transhipment cargo which is import cargo when it is discharged from the vessel then is subject to longer dwell time whilst awaiting a load vessel
	Breakbulk - Qube	114 hrs 53 mins		Automobiles - TML	0 mins	N/A				Breakbulk - Qube	54 hrs 35 mins	
	Breakbulk - Linx	66 hrs 54 mins	Qube handle larger volume of BBLK	Breakbulk - Qube	79 hrs 19 mins					Breakbulk - Linx	75 hrs 31 mins	
				Breakbulk - Linx	55 hrs 55 mins							
				Breakbulk - TML	88 hrs 45 mins							
	Quarter 4			Quarter 4			Quarter 4			Quarter 4		
	Automobiles - Qube	55 hrs 23 mins		Automobiles - Qube	42 hrs 12 mins		Breakbulk - Qube	184 hrs 28 mins	No vessels handled during the reporting period	Automobiles - Qube	42 hrs 55 mins	
	Automobiles - Linx	60 hrs 56 mins	Related to long term storage for projects including Snowy Hydro and Hume Link.	Automobiles - Linx	41 hrs 09mins		Breakbulk - Linx	N/A		Automobiles - Linx	43 hrs 22 mins	
	Breakbulk - Qube	180 hrs 32 mins		Automobiles - TML	0 mins	N/A				Breakbulk - Qube	51 hrs 53 mins	
	Breakbulk - Linx	46 hrs 34 mins		Breakbulk - Qube	69 hrs 39 mins					Breakbulk - Linx	56 hrs 20 mins	
				Breakbulk - Linx	41 hrs 54 mins							
				Breakbulk - TML	141 hrs 11 mins	Steel cargo that was slow to deliver has resulted in high dwell time						
KPI 3 Yard Dwell Time - Exports Average time export cargo units stayed at the designated cargo pick-up area of the terminal waiting to be loaded onto a vessel, once the cargo is ready to be loaded.	Quarter 3	Average time	Explanation	Quarter 3	Average time	Explanation	Quarter 3	Average time	Explanation	Quarter 3	Average time	Explanation
	Automobiles - Qube	171 hrs 51 mins		Automobiles - Qube	139 hrs 33 mins		Breakbulk - Qube	52 hrs 08 mins	No vessels handled during the reporting period	Automobiles - Qube	230 hrs 56 mins	
	Automobiles - Linx	157 hrs 14 mins		Automobiles - Linx	166 hrs 02 mins		Breakbulk - Linx	N/A		Automobiles - Linx	209 hrs 13 mins	
	Breakbulk - Qube	212 hrs 26 mins		Automobiles - TML	107 hrs 07 mins					Breakbulk - Qube	231 hrs 25 mins	
	Breakbulk - Linx	242 hrs 48 mins		Breakbulk - Qube	135 hrs 26 mins					Breakbulk - Linx	150 hrs 29 mins	
				Breakbulk - Linx	157 hrs 29 mins							
				Breakbulk - TML	134 hrs 05 mins							
	Quarter 4			Quarter 4			Quarter 4			Quarter 4		
	Automobiles - Qube	145 hrs 41 mins	Qube have majority of coastal exports which have longer lead times in delivering volumes to terminals for expected vessel receipts. Linx have significantly lower volume. This resulted in higher export dwell time	Automobiles - Qube	127 hrs 47 mins		Breakbulk - Qube	241 hrs 19 mins	No vessels handled during the reporting period	Automobiles - Qube	185 hrs 31 mins	
	Automobiles - Linx	55 hrs 56 mins		Automobiles - Linx	168 hrs 30 mins		Breakbulk - Linx	N/A		Automobiles - Linx	204 hrs 28 mins	
	Breakbulk - Qube	244 hrs 47 mins		Automobiles - TML	233 hrs 37 mins					Breakbulk - Qube	273 hrs 16 mins	
	Breakbulk - Linx	196 hrs 11 mins		Breakbulk - Qube	128 hrs 01 mins					Breakbulk - Linx	237 hrs 15 mins	
				Breakbulk - Linx	127 hrs 00 mins							
				Breakbulk - TML	180 hrs 45 mins							
KPI 4 Berthing Allocation Changes		Number of Incidents	Explanation		Number of Incidents	Explanation		Number of Incidents	Explanation		Number of Incidents	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		

Number of incidents where there was a delay in start of stevedoring operations due to deviation between planned allocation of berth and actual allocation, where AAT was responsible for such deviation.	Qube Linx	Zero Zero		Qube Linx TML	Zero Zero Zero		Qube Linx	Zero N/A		Qube Linx	Zero Zero	
	Quarter 4			Quarter 4			Quarter 4			Quarter 4		
	Qube Linx	Zero Zero		Qube Linx TML	Zero Zero Zero		Qube Linx	Zero N/A		Qube Linx	Zero Zero	
KPI 5 Mooring Services Number of incidents where there was a delay in the mooring of vessels due to a deviation between planned berth allocation and actual allocation, where AAT was responsible for such deviation.		Number of Incidents	Explanation		Number of Incidents	Explanation		Number of Incidents	Explanation		Number of Incidents	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		
	Qube Linx	Zero Zero		Qube Linx TML	Zero Zero Zero		Qube Linx	Zero N/A		Qube Linx	Zero Zero	
	Quarter 4			Quarter 4			Quarter 4			Quarter 4		
	Qube Linx	Zero Zero		Qube Linx TML	Zero Zero Zero		Qube Linx	Zero N/A		Qube Linx	Zero Zero	
KPI 6 Allocation of first point of rest area Data showing, for each cargo shipment: a) berth allocated to vessel b) allocated storage area in the Terminal Layout Plan for the cargo's first point of rest This data can be set out in an Attachment to this Compliance Report			Explanation			Explanation			Explanation			Explanation
			Refer Attachment A			Refer Attachment A			Refer Attachment A			Refer Attachment A
KPI 7 Equipment Availability Number of deviations between AAT equipment requested by stevedore or by shipping line and actual machinery provided (including standard of equipment, age, type and capacity)		Number of Incidents	Explanation		Number of Incidents	Explanation		Number of Incidents	Explanation		Number of Incidents	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		
	Qube Linx	Zero Zero		Qube Linx TML	Zero Zero Zero		Qube Linx	Zero N/A		Qube Linx	Zero Zero	
	Quarter 4			Quarter 4			Quarter 4			Quarter 4		
	Qube Linx	Zero Zero		Qube Linx TML	Zero Zero Zero		Qube Linx	Zero N/A		Qube Linx	Zero Zero	
KPI 8 Mechanical Support Average time lost in excess of one hour due to failure of AAT in providing mechanical breakdown support, reported from the time Mechanical Engineer officially notified to the time the issue was resolved.		Average time lost	Explanation		Average time lost	Explanation		Average time lost	Explanation		Average time lost	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		
	Qube Linx	Zero Zero		Qube Linx TML	Zero Zero Zero		Qube Linx	Zero N/A		Qube Linx	Zero Zero	
	Quarter 4			Quarter 4			Quarter 4			Quarter 4		
	Qube Linx	Zero Zero		Qube Linx TML	Zero Zero Zero		Qube Linx	Zero Zero N/A		Qube Linx	Zero Zero Zero	
KPI 9 Cargo dwell time over free time/long terms storage		Units/percentage	Explanation		Units/percentage	Explanation		Units/percentage	Explanation		Units/percentage	Explanation
	Quarter 3	Services to Qube		Quarter 3	Services to Qube		Quarter 3	Services to Qube		Quarter 3	Services to Qube	
	Services to Qube			Services to Qube			Services to Qube			Services to Qube		
	Total Cargo Units	53,396		Total Cargo Units	55,755		Total Cargo Units	19,475		Total Cargo Units	36,753	
	Units staying over free time	6,804		Units staying over free time	4,196		Units staying over free time	871		Units staying over free time	7,185	
	Units over free time due Customs/Daff or customer			Units over free time due Customs/Daff or customer			Units over free time due Customs/Daff or customer			Units over free time due Customs/Daff or customer		
		1432			98			0			42	
	Units staying over free time excluding Customs etc. as percentage of Services to Linx	10%		Units staying over free time excluding Customs etc. as percentage of total units Services to Linx	7%		Units staying over free time excluding Customs etc. as percentage of total units Services to Linx	4%		Units staying over free time excluding Customs etc. as percentage of Services to Linx	19%	
	Total Cargo Units	27,058		Total Cargo Units	25,590		Total Cargo Units	N/A	No vessels handled during the reporting period	Total Cargo Units	49,840	
	Units staying over free time	5,605		Units staying over free time	2,329		Units staying over free time	N/A	No vessels handled during the reporting period	Units staying over free time	12,905	
	Units over free time due Customs/Daff or customs			Units over free time due Customs/Daff or customer			Units over free time due Customs/Daff or customer			Units over free time due Customs/Daff or customer		
		14			98			N/A	No vessels handled during the reporting period		511	
	Units staying over free time excluding Customs etc. as percentage of total units	21%		Units staying over free time excluding Customs etc. as percentage of total units	9%		Units staying over free time excluding Customs etc. as percentage of total units	N/A	No vessels handled during the reporting period	Units staying over free time excluding Customs etc. as percentage of total units	25%	
				Services to TML			Quarter 4	Services to Qube				
				Total Cargo Units	10,489		Services to Qube					
				Units staying over free time	1,064		Total Cargo Units	26,487				
				Units over free time due Customs/Daff or customer	21		Units staying over free time	1,082				
				Units staying over free time excluding Customs etc. as percentage of total units	10%		Units over free time due Customs/Daff or customer	0				

[illegible]

PART B: TERMINAL LAYOUT PLAN FOR EACH TERMINAL

See attachment Part B

PART C: TERMINAL USERS IN WHICH QUBE OR A QUBE RELATED ENTITY HAS AN INTEREST

ATTACHMENT D: OBJECTION NOTICES & IPE DETERMINATION 1 & 2

**BI-ANNUAL GENERAL COMPLIANCE REPORT**

DATE OF REPORT: 28th August, 2026

Port Kembla (NSW), Fisherman Islands (QLD) & Appleton Dock (VIC) & Webb Dock West (VIC) (Formerly MIRRAT)

REPORT PERIOD: 1st Jan 2026 To 30th June 2026

KPI	Port Kembla			Brisbane			Appleton Dock			Webb Dock West		
KPI 1 Truck Turnaround Time		Average time	Explanation		Average time	Explanation		Average time	Explanation		Average time	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		
	Automobiles - Qube	42 mins		Automobiles - Qube	28 mins		Breakbulk - Qube	59 mins		Automobiles - Qube	29 mins	
	Automobiles - Linx	41 mins		Automobiles - Linx	27 mins		Breakbulk - Linx	N/A	No vessels handled during the reporting period	Automobiles - Linx	30 mins	
	Breakbulk - Qube	1 hr 03 mins		Automobiles - TML	23 mins					Breakbulk - Qube	49 mins	
	Breakbulk - Linx	1 hr 08 mins		Breakbulk - Qube	1 hr 06 mins					Breakbulk - Linx	43 mins	
				Breakbulk - Linx	58 mins		Quarter 4					
	Quarter 4			Breakbulk - TML	58 mins		Breakbulk - Qube	55 mins		Quarter 4		
	Automobiles - Qube	43 mins					Breakbulk - Linx	N/A	No vessels handled during the reporting period	Automobiles - Qube	30 mins	
	Automobiles - Linx	40 mins		Automobiles - Qube	30 mins					Automobiles - Linx	29 mins	
	Breakbulk - Qube	1 hr 12 mins		Automobiles - Linx	29 mins					Breakbulk - Qube	53 mins	
	Breakbulk - Linx	1 hr 07 mins		Automobiles - TML	32 mins					Breakbulk - Linx	45 mins	
				Breakbulk - Qube	1hr 09 mins							
				Breakbulk - Linx	53 mins							
				Breakbulk - TML	1hr 09 mins							
KPI 2 Yard Dwell Time - Imports	Quarter 3	Average time	Explanation	Quarter 3	Average time	Explanation	Quarter 3	Average time	Explanation	Quarter 3	Average time	Explanation
	Automobiles - Qube	40 hrs 31 mins		Automobiles - Qube	51 hrs 52 mins		Breakbulk - Qube	230 hrs 24 mins		Automobiles - Qube	68 hrs 46 mins	
	Automobiles - Linx	140 hrs 43 mins	Impacted by mix of cars at load ports. Linx handle majority vessels shipping Chinese cars which have immature landside logistics impacting dwell times.	Automobiles - Linx	72 hrs 04 mins		Breakbulk - Linx	N/A	No vessels handled during the reporting period	Automobiles - Linx	94 hrs 40 mins	Related to transhipment cargo which is import cargo when it is discharged from the vessel then is subject to longer dwell time whilst awaiting a load vessel
	Breakbulk - Qube	114 hrs 53 mins	Qube handle larger volume of BBLX	Automobiles - TML	0 mins	N/A				Breakbulk - Qube	54 hrs 35 mins	
	Breakbulk - Linx	66 hrs 54 mins		Breakbulk - Qube	79 hrs 19 mins					Breakbulk - Linx	75 hrs 31 mins	
				Breakbulk - Linx	55 hrs 55 mins							
				Breakbulk - TML	88 hrs 45 mins							
	Quarter 4			Quarter 4			Quarter 4			Quarter 4		
	Automobiles - Qube	55 hrs 23 mins		Automobiles - Qube	42 hrs 12 mins		Breakbulk - Qube	184 hrs 28 mins		Automobiles - Qube	42 hrs 55 mins	
	Automobiles - Linx	60 hrs 56 mins		Automobiles - Linx	41 hrs 09mins		Breakbulk - Linx	N/A	No vessels handled during the reporting period	Automobiles - Linx	43 hrs 22 mins	
	Breakbulk - Qube	180 hrs 32 mins	Related to long term storage for projects including Snowy Hydro and Hume Link.	Automobiles - TML	0 mins	N/A				Breakbulk - Qube	51 hrs 53 mins	
	Breakbulk - Linx	46 hrs 34 mins		Breakbulk - Qube	69 hrs 39 mins					Breakbulk - Linx	56 hrs 20 mins	
				Breakbulk - Linx	41 hrs 54 mins							
				Breakbulk - TML	141 hrs 11 mins	Steel cargo that was slow to deliver has resulted in high dwell time						
KPI 3 Yard Dwell Time - Exports		Average time	Explanation		Average time	Explanation		Average time	Explanation		Average time	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		
	Automobiles - Qube	171 hrs 51 mins		Automobiles - Qube	139 hrs 33 mins		Breakbulk - Qube	52 hrs 08 mins		Automobiles - Qube	230 hrs 56 mins	
	Automobiles - Linx	157 hrs 14 mins		Automobiles - Linx	166 hrs 02 mins		Breakbulk - Linx	N/A	No vessels handled during the reporting period	Automobiles - Linx	209 hrs 13 mins	
	Breakbulk - Qube	212 hrs 26 mins		Automobiles - TML	107 hrs 07 mins					Breakbulk - Qube	231 hrs 25 mins	
	Breakbulk - Linx	242 hrs 48 mins		Breakbulk - Qube	135 hrs 26 mins					Breakbulk - Linx	150 hrs 29 mins	
				Breakbulk - Linx	157 hrs 29 mins							
				Breakbulk - TML	134 hrs 05 mins							
	Quarter 4			Quarter 4			Quarter 4			Quarter 4		
	Automobiles - Qube	145 hrs 41 mins	Qube have majority of coastal exports which have longer lead times in delivering volumes to terminals for expected vessel arrivals. Linx have significantly lower volume. This resulted in higher export dwell time	Automobiles - Qube	127 hrs 47 mins		Breakbulk - Qube	241 hrs 19 mins		Automobiles - Qube	185 hrs 31 mins	
	Automobiles - Linx	55 hrs 56 mins		Automobiles - Linx	168 hrs 30 mins		Breakbulk - Linx	N/A	No vessels handled during the reporting period	Automobiles - Linx	204 hrs 28 mins	
	Breakbulk - Qube	244 hrs 47 mins		Automobiles - TML	233 hrs 37 mins					Breakbulk - Qube	273 hrs 16 mins	
	Breakbulk - Linx	196 hrs 11 mins		Breakbulk - Qube	128 hrs 01 mins					Breakbulk - Linx	237 hrs 15 mins	
				Breakbulk - Linx	127 hrs 00 mins							
				Breakbulk - TML	188 hrs 45 mins							
KPI 4 Berthing Allocation Changes		Number of Incidents	Explanation		Number of Incidents	Explanation		Number of Incidents	Explanation		Number of Incidents	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		

Time cargo units stay over free time, excluding Customs, DAFF and customer hold.							Units staying over free time excluding Customs etc. as percentage of total units	4%				
	Quarter 4			Quarter 4			Services to Linx			Quarter 4		
	Services to Qube			Services to Qube			Total Cargo Units	N/A	No vessels handled during the reporting period	Services to Qube		
	Total Cargo Units	73,797		Total Cargo Units	71,899		Units staying over free time	N/A	No vessels handled during the reporting period	Total Cargo Units	48,995	
	Units staying over free time	12,598		Units staying over free time	2,305		Units over free time due Customs/Daff or customer	N/A	No vessels handled during the reporting period	Units staying over free time	2,306	
	Units over free time due Customs/Daff or customer	135		Units over free time due Customs/Daff or customer	22		Units staying over free time excluding Customs etc. as percentage of total units	N/A	No vessels handled during the reporting period	Units over free time due Customs/Daff or customer	54	
	Units staying over free time excluding Customs etc. as percentage of total units	17%		Units staying over free time excluding Customs etc. as percentage of total units	3%					Units staying over free time excluding Customs etc. as percentage of total units	5%	
	Services to Linx			Services to Linx						Services to Linx		
	Total Cargo Units	47,108		Total Cargo Units	39,630					Total Cargo Units	70,337	
	Units staying over free time	10,878		Units staying over free time	2,450					Units staying over free time	6,820	
	Units over free time due Customs/Daff or customer	23		Units over free time due Customs/Daff or customer	301					Units over free time due Customs/Daff or customer	16	
	Units staying over free time excluding Customs etc. as percentage of total units	23%		Units staying over free time excluding Customs etc. as percentage of total units	5%					Units staying over free time excluding Customs etc. as percentage of total units	10%	
				Services to TML								
				Total Cargo Units	15,462							
				Units staying over free time	1							
				Units over free time due Customs/Daff or customer	0							
				Units staying over free time excluding Customs etc. as percentage of total units	0%							
KPI 10 Confidentiality and ring-fencing Number of complaints received by AAT concerning non compliance with Clause 6 of the Undertaking Number of instance of breaches of Clause 6 AAT's response to the complaints and/or breaches		Number of Complaints	Explanation		Number of Complaints	Explanation		Number of Complaints	Explanation		Number of Complaints	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		
	Complaints for Non-Compliance with Clause 6			Complaints for Non-Compliance with Clause 6			Complaints for Non-Compliance with Clause 6			Complaints for Non-Compliance with Clause 6		
	Services to Qube	Zero		Services to Qube	Zero		Services to Qube	Zero		Services to Qube	Zero	
	Services to Linx	Zero		Services to Linx	Zero		Services to Linx	N/A		Services to Linx	Zero	
	Breaches of Clause 6			Services to TML	Zero					Breaches of Clause 6		
	Clause 6			Breaches of Clause 6			Breaches of Clause 6			Clause 6		
	Services to Qube	Zero		Services to Qube	Zero		Services to Qube	Zero		Services to Qube	Zero	
	Services to Linx	Zero		Services to Linx	Zero		Services to Linx	N/A		Services to Linx	Zero	
	Quarter 4			Services to TML	Zero					Services to Linx	Zero	
	Complaints for Non-Compliance with Clause 6			Quarter 4			Quarter 4			Quarter 4		
	Services to Qube	Zero		Complaints for Non-Compliance with Clause 6			Complaints for Non-Compliance with Clause 6			Complaints for Non-Compliance with Clause 6		
	Services to Linx	Zero		Services to Qube	Zero		Services to Qube	Zero		Services to Qube	Zero	
	Clause 6			Services to Linx	Zero		Services to Linx	N/A		Services to Linx	Zero	
	Services to Qube	Zero		Services to TML	Zero					Services to Qube	Zero	
	Services to Linx	Zero		Breaches of Clause 6			Breaches of Clause 6			Breaches of Clause 6		
KPI 11 Complaints Number of complaints raised under the Price Dispute Resolution Process and the Non-Price Resolution Process under the Undertaking		Number of Complaints	Explanation		Number of Complaints	Explanation		Number of Complaints	Explanation		Number of Complaints	Explanation
	Quarter 3			Quarter 3			Quarter 3			Quarter 3		
	Complaints Under Price and non-Price Dispute Resolution Process			Complaints Under Price and non-Price Dispute Resolution Process			Complaints Under Price and non-Price Dispute Resolution Process			Complaints Under Price and non-Price Dispute Resolution Process		
	Services to Qube	Zero		Services to Qube	Zero		Services to Qube	Zero		Services to Qube	Zero	
	Services to Linx	Zero		Services to Linx	Zero		Services to Linx	N/A		Services to Linx	Zero	
	Details of complaint and outcome			Services to TML	Zero					Services to Linx	Zero	
				Details of complaint and outcome			Details of complaint and outcome			Details of complaint and outcome		
	Quarter 4											
	Complaints Under Price and non-Price Dispute Resolution Process			Quarter 4			Quarter 4			Quarter 4		
	Services to Qube	Zero		Complaints Under Price and non-Price Dispute Resolution Process			Complaints Under Price and non-Price Dispute Resolution Process			Complaints Under Price and non-Price Dispute Resolution Process		
	Services to Linx	Zero		Services to Qube	Zero		Services to Qube	Zero		Services to Qube	Zero	
	Details of complaint and outcome			Services to Linx	Zero		Services to Linx	N/A		Services to Linx	Zero	
				Services to TML	Zero		Details of complaint and outcome			Details of complaint and outcome		

[illegible]

Attachment A

KPI 6

Allocation of first point of rest

Port Kembla

Jan 1 – Jun 30, 2026

DATE	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1/01/2026	QUBE	LAKE TRAVIS	O0536	DAY	106	Y	F BLOCK AND H BLOCK	Y	Y	N	SPI INSPECTION REQUIRED
1/01/2026	QUBE	TRANS FUTURE 6	163	EVENING	107	N	A BLOCK, C BLOCK, O BLOCK AND ESHED	Y	Y	N	
3/01/2026	QUBE	JASPER ARROW	142	DAY	107	N	EBLK, GBLK, 107CON, A BLOCK, C BLOCK, Q BLOCK AND ESHED	Y	Y	N	
3/01/2026	QUBE	SAIC ANJI SINCERITY	002	DAY	107	N	GBLK, A BLOCK, C BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	N	
5/01/2026	QUBE	MORNING CAMILLA	O0538	DAY	106	N	D BLOCK, F BLOCK AND M BLOCK	Y	Y	N	H BLOCK NOT UTILISED AS FULL
5/01/2026	LINX	HOEGH COPENHAGEN	095	EVENING	107	N	EBLK, GBLK, 107CON, C BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	N	
5/01/2026	QUBE	DREAM JASMINE	049	DAY	105	N	F BLOCK, H BLOCK, N BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
6/01/2026	QUBE	BLUE RIDGE HIGHWAY	174	EVENING	107	N	C BLOCK AND Q BLOCK	Y	Y	N	
7/01/2026	QUBE	ITHOMI	14	EVENING	106	Y	DIRECT TO TRUCK	Y	Y	N	BERTHING DELAYED TO ALLOW BELFORCE TO BERTH AND WORK FIRST
7/01/2026	LINX	DIONE LEADER	097	EVENING	107	N	A BLOCK, C BLOCK AND Q BLOCK	Y	Y	N	
8/01/2026	QUBE	TITUS	EE519	DAY	106	N	F BLOCK, H BLOCK, GSHED, L BLOCK, M BLOCK AND P SHED	Y	Y	N	
8/01/2026	QUBE	CLIPPER I-STAR	1	DAY	103	N	DIRECT TO TRUCK	Y	Y	N	
9/01/2026	QUBE	BELFORCE	34	DAY	106	N	DIRECT TO TRUCK	Y	Y	N	
10/01/2026	QUBE	TRANS LEADER	21	EVENING	107	N	EBLK, C BLOCK, Q BLOCK AND ESHED	Y	Y	N	
11/01/2026	QUBE	PRIME ACE	095	DAY	105	Y	H BLOCK AND N BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. BERTHING DELAYED DUE TO BERTH CONGESTION
11/01/2026	QUBE	RUBY ACE	128	DAY	107	N	EBLK, C BLOCK, Q BLOCK AND GSHED	Y	Y	N	
13/01/2026	LINX	SIRIUS LEADER	096	DAY	107	N	EBLK AND C BLOCK	Y	Y	N	
13/01/2026	N/A	JASTELLA	N/A	NIGHT	103	N	LAY UP ONLY	Y	Y	N	
14/01/2026	LINX	KARIYUSHI LEADER	092	DAY	107	N	A BLOCK, C BLOCK, Q BKLOCK AND O BLOCK	Y	Y	N	
14/01/2026	QUBE	THEMIS	EE520	DAY	107	Y	GBLK, EBLK, C BLOCK AND ESHED	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
15/01/2026	QUBE	CAPETAN COSTA S	0126	DAY	103	Y	DIRECT TO TRUCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
16/01/2026	LINX	MORNING POST	OK540	DAY	107	N	EBLK, 107CON, C BNLOCK, O BLOCK AND ESHED	Y	Y	N	
16/01/2026	LINX	CSAV RIO NEVADO	25RN09	EVENING	105	N	H BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
16/01/2026	QUBE	EUROPEAN HIGHWAY	276	NIGHT	105	Y	F BLOCK, H BLOCK, N BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. BERTHING DELAYED AS KILNE PRIORITISED THE GENUIUS HIGHWAY
17/01/2026	LINX	LORD VISHNU	100	DAY	107	Y	GBLK AND Q BLOCK	Y	Y	N	BERTHING DELAYED DUE TO SEVERE WEATHER AND HIGH SWELL
18/01/2026	QUBE	GENIUS HIGHWAY	084	DAY	105	Y	F BLOCK, H BLOCK, N BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. BERTHING DELAYED DUE TO SEVERE WEATHIER AND HIGH SWELL
20/01/2026	QUBE	ANNA	042	EVENING	107	Y	GBLK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
20/01/2026	QUBE	TOMINI SOLANO	1	EVENING	105	Y	N BLOCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
21/01/2026	QUBE	KAIFONG	2507	NIGHT	106	Y	GSHED, K BLOCK, L BLOCK , M BLOCK AND PSBED	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
21/01/2026	QUBE	MORNING CAROL	NZ501	DAY	107	N	EBLK, GBLK, C BLOCK AND ESHED	Y	Y	N	
21/01/2026	QUBE	ARABIAN SEA	O0541	NIGHT	105	N	F BLOCK, H BLOCK, M BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
22/01/2026	QUBE	AZUL ACE	039	DAY	107	N	EBLK, C BLOCK, Q BLOCK AND ESHED	Y	Y	N	
24/01/2026	QUBE	CRYSTAL RAY	001	EVENING	107	N	C BLOCK, Q BLOCK AND O BLOCK	Y	Y	N	
26/01/2026	LINX	HOEGH SUNLIGHT	6	DAY	107	N	EBLK, GBLK, 107CON, A BLOCK AND ESHED	Y	Y	N	C BLOCK NOT UTILISED AS FULL
27/01/2026	QUBE	VIKING PAGLIA	O0601	DAY	105	N	F BLOCK AND H BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
28/01/2026	QUBE	MORNING CAPO	EE520	NIGHT	105	N	F BLOCK, H BLOCK, M BLOCK, N BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
28/01/2026	LINX	SAGITTARIUS LEADER	068	NIGHT	107	N	EBLK, A BLOCK, C BLOCK, D BLOCK AND ESHED	Y	Y	N	D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK
30/01/2026	QUBE	NEW CENTURY 1	201	EVENING	105	N	F BLOCK AND H BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
31/01/2026	QUBE	PAN NOVA	26017	DAY	103	N	DIRECT TO TRUCK	Y	Y	N	

Legend - Berth # and Laydown



	QUBE	LINX
TOTAL VESSELS FOR MONTH	29	9
GREEN BERTH	21	8
ORANGE BERTH	8	1
RED BERTH	0	0
GREEN LAYDOWN	28	7
ORANGE LAYDOWN	1	2
RED LAYDOWN	0	0

NUMBER OF BERTHING DELAYS	10	1	SEE ATTACHED SHEETS SHOWING BERTH AND CONGESTION DELAYS
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	

VESSEL ETA'S										
NAME	DATE	ETA TIME	POB	ETD	BERTH	BSD - TREATMENT	PREVIOUS PORT	VOLUME	WINDOW	
LAKE TRAVIS	31/12/2025	11:30	2/01/2026 4:08	2/01/2026 23:57	106	LOA 200 / BTB 44	AKL	590		DIRECT CALL - INSPECTION REQUIRED
TRANS FUTURE 6	1/01/2026	16:30	1/01/2026 16:55	2/01/2026 4:34	107	LOA 200 / BTB 17	BNE	959		
JASPER ARROW	3/01/2026	6:30	3/01/2026 9:53	3/01/2026 22:03	107	LOA 200 / BTB 45	BNE	1004		
SAIC ANJI SINCERITY	3/01/2026	23:00	4/01/2026 5:20	4/01/2026 17:46	107	LOA 200 / BTB 33	MEL	1482		
MORNING CAMILLA	5/01/2026	3:42	5/01/2026 5:02	5/01/2026 16:55	106	LOA 200 / BTB 26	MEL	1263		
HOEGH COPENHAGEN	5/01/2026	14:00	5/01/2026 15:23	6/01/2026 3:56	107	LOA 229 / BTB 44	MEL	573		DIRECT CALL
DREAM JASMINE	5/01/2026	18:30	6/01/2026 7:22	6/01/2026 21:57	105	LOA 186 / BTB 29	NSN	575		
BLUE RIDGE HIGHWAY	6/01/2026	14:00	6/01/2026 14:03	6/01/2026 23:54	107	LOA 180 / BTB 22	BNE	597		
ITHOMI	7/01/2026	11:30	12/01/2026 13:20	24/01/2026 20:00	106	LOA 200 / BTB 177	ITM			CLINKER - BERTHING AFTER BELFORCE (AGREEMENT BETWEEN ABC A
DIONE LEADER	7/01/2026	15:30	7/01/2026 16:45	8/01/2026 14:59	107	LOA 200 / BTB 21	BNE	1087		
TITUS	8/01/2026	6:48	8/01/2026 8:03	8/01/2026 17:58	106	LOA 200 / BTB 46	MEL	471		
CLIPPER I-STAR	8/01/2026	22:25	9/01/2026 5:02	13/01/2026 16:30	103	LOA 200 / BTB 171	NTL	06/01-11/01/26 (10)		55,000T WHEAT
BELFORCE	9/01/2026	4:00	9/01/2026 7:14	11/01/2026 13:42	106	LOA 200 / BTB 172	LPA			10,000T KOCH
TRANS LEADER - COSCO	10/01/2026	3:06	10/01/2026 12:11	11/01/2026 17:37	107	LOA 180 / BTB 20	BNE	545		9,000T MAP
NOT CALLING AAT	FILOSOFIA	10/01/2026	15:00			LOA 198 / BTB 169	GEX			
PRIME ACE	11/01/2026	11:30	12/01/2026 6:55	13/01/2026 6:56	105	LOA 200 / BTB 23	MEL	416		
RUBY ACE	11/01/2026	22:00	12/01/2026 8:56	13/01/2026 7:57	107	LOA 200 / BTB 20	BNE	600		
SIRUS LEADER	13/01/2026	3:00	13/01/2026 10:07	14/01/2026 0:21	107	LOA 180 / BTB 32	MEL	629		
JASTELLA	13/01/2026	22:30	13/01/2026 23:30	14/01/2026 19:12	103	LOA 110 / BTB 90	NTL			LAY UP ONLY
KARIYUSHI LEADER	14/01/2026	1:30	14/01/2026 3:51	15/01/2026 0:52	107	LOA 180 / BTB 18	BNE	771		72,600T WHEAT
THEMIS	14/01/2026	5:36	15/01/2026 3:21	16/01/2026 1:59	107	LOA 200 / BTB 50	BNE	231		
CAPETAN COSTAS S	15/01/2026	0:30	20/01/2026 6:03	27/01/2026 0:12	103	LOA 229 / BTB 195	ALH	19/01-25/01/26 (10)		
PILOTAGE SUSPEN	MORNING POST - EUKOR	16/01/2026	2:12	16/01/2026 4:10	18/01/2026 17:09	LOA 200 / BTB 40	BNE	1465		
PILOTAGE SUSPEN	CSAV RIO NEVADO	16/01/2026	10:42	16/01/2026 12:01	18/01/2026 16:12	LOA 183 / BTB 33	MEL	648		DEPARTURE DELAYED DUE TO SEVERE WEATHER AND HIGH SWELL
EUROPEAN HIGHWAY	16/01/2026	15:00	19/01/2026 20:50	20/01/2026 15:16	107	LOA 180 / BTB 22	ADL	309		DEPARTURE DELAYED DUE TO SEVERE WEATHER AND HIGH SWELL
PILOTAGE SUSPEN	LORD VISHNU	17/01/2026	9:00	19/01/2026 1:43	19/01/2026 19:05	LOA 180 / BTB 18	BNE	57		KLINE PRIORITISED GENIUS HIGHWAY
PILOTAGE SUSPEN	GENIUS HIGHWAY	18/01/2026	PM	18/01/2026 23:21	19/01/2026 21:29	LOA 200 / BTB 27	BNE	1031		BERTHING DELAYED DUE TO SEVERE WEATHER AND HIGH SWELL
	RESPONDER	19/01/2026	8:30		105	LOA 139 / BTB 76				BERTHING DELAYED DUE TO SEVERE WEATHER AND HIGH SWELL
	ANNA	20/01/2026	15:00	22/01/2026 19:52	24/01/2026 13:55	LOA 134 / BTB 20	CPT			LAY UP ONLY - DID NOT BERTH DUE TO PILOTAGE SUSPENSION
	TOMINI SOLANO	20/01/2026	17:00	22/01/2026 12:32	25/01/2026 14:13	LOA 180 / BTB 150	MEL			18 X PIPES - TBM
	KAIFONG	21/01/2026	13:00	24/01/2026 22:17	31/01/2026 22:18	LOA 180 / BTB 155	BNE			2,200T STEEL
	MORNING CAROL	21/01/2026	8:00	21/01/2026 9:17	21/01/2026 23:54	LOA 200 / BTB 40	BNE	258		CHINA STEEL
	ARABIAN SEA	21/01/2026	19:30	21/01/2026 20:31	22/01/2026 10:00	LOA 183 / BTB 33	MEL	922		
	AZUL ACE	22/01/2026	4:00	22/01/2026 5:09	22/01/2026 18:00	LOA 200 / BTB 23	MEL	981		
	CRYSTAL RAY	24/01/2026	9:30	24/01/2026 17:17	25/01/2026 15:54	LOA 200 / BTB 39	MEL	1785		
	HOEGH SUNLIGHT	26/01/2026	23:00	27/01/2026 4:00	27/01/2026 19:17	LOA 200 / BTB 29	MEL	654		
	VIKING PAGLIA	27/01/2026	1:00	27/01/2026 2:10	27/01/2026 17:08	LOA 183 / BTB 32	MEL	1189		
	MORNING CAPO	28/01/2026	20:00	28/01/2026 20:36	29/01/2026 22:25	LOA 200 / BTB 36	MEL	736		
	SAGITTARIUS LEADER	28/01/2026	21:45	28/01/2026 22:25	29/01/2026 22:57	LOA 184 / BTB 26	BNE	995		
	NEW CENTURY 1	30/01/2026	9:00	30/01/2026 10:06	30/01/2026 19:54	LOA 200 / BTB 26	BNE	667		
	PAN NOVA	31/01/2026	7:30	31/01/2026 9:32	2/02/2026 11:35	LOA 180 / BTB 154	ZHE			7,000T SSP

PK Feb

DATE	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1/02/2026	LINX	RHEA LEADER	138	DAY	107	N	C BLOCK	Y	Y	N	
1/02/2026	QUBE	ORCA ACE	63	DAY	106	N	D BLOCK, F BLOCK, H BLOCK AND M BLOCK	Y	Y	N	
1/02/2026	LINX	GRAND QUEST	26GQ01	NIGHT	106	N	D BLOCK	Y	Y	N	H BLOCK NOT UTILISED AS FULL
1/02/2026	LINX	MORNING COURIER	OK602	EVENING	107	N	C BLOCK, Q BLOCK AND O BLOCK	Y	Y	N	
6/02/2026	QUBE	GAN JIANG KOU	010	EVENING	107	N	EBLK, C BLOCK, Q BLOCK AND ESHED	Y	Y	N	
8/02/2026	QUBE	BLUE RIDGE HIGHWAY	174	DAY	107	N	C BLOCK AND O BLOCK	Y	Y	N	
9/02/2026	QUBE	WALRUS ACE	062	DAY	107	N	GBLK, A BLOCK AND C BLOCK	Y	Y	N	
9/02/2026	QUBE	NORTHERN HIGHWAY	092	EVENING	106	N	EBLK, GBLK, 107CON, A BLOCK, CBLOCK, D BLOCK, O BLOCK AND ESHED	Y	Y	N	
10/02/2026	LINX	MERURY LEADER	071	DAY	107	N	EBLK, 107CON, A BLOCK, C BLOCK AND ESHED	Y	Y	N	
10/02/2026	QUBE	APOLLON HIGHWAY	096	DAY	106	N	F BLOCK, I BLOCK, L BLOCK AND GEARSTORE	Y	Y	N	H BLOCK NOT UTILISED AS FULL
10/02/2026	QUBE	SSI CHALLENGER II	1	EVENING	103	N	DIRECT TO TRUCK	Y	Y	N	
10/02/2026	QUBE	MORNING CHERRY	00603	EVENING	105	N	D BLOCK, F BLOCK, N BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT ENOUGH SPACE
10/02/2026	QUBE	STAMINA SW	003	NIGHT	106	Y	L BLOCK AND P SHED	Y	Y	N	BERTHING DELAYED DUE TO ELECTING NOT TO BERTH UNTIL 15/02/26
11/02/2026	QUBE	PARSIFAL	EF521	DAY	107	N	GBLK, 107CON, 107STR, A BLOCK, CBLOCK AND ESHED	Y	Y	N	
12/02/2026	QUBE	RUKAI BENEFIT	12	DAY	107	Y	B BLOCK	Y	Y	N	WAS ONLY ABLE TO UTILISE AREAS THAT WOULD HOLD LARGE QUANTITIES OF CARGO. BERTHING DELAYED DUE TO BERTH CONGESTION
12/02/2026	QUBE	PALMELA	217	DAY	105	N	D BLOCK, F BLOCK, H BLOCK, R BLOCK, M BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
12/02/2026	QUBE	TRANS FUTURE 7	165	DAY	106	N	H BLOCK, L BLOCK AND PSHED	Y	Y	N	
12/02/2026	LINX	HOEGH OSAKA	126	EVENING	107	N	EBLK, GBLK, 107CON, 107STRG, C BLOCK, Q BLOCK AND ESHED	Y	Y	N	
13/02/2026	QUBE	PROMINENT ACE	181	DAY	106	N	D BLOCK, F BLOCK, H BLOCK AND L BLOCK	Y	Y	N	
13/02/2026	QUBE	TRANS LEADER	22	EVENING	105	N	B BLOCK AND 105STRG	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT ENOUGH SPACE
15/02/2026	LINX	DIONE LEADER	098	DAY	106	N	A BLOCK, B BLOCK AND D BLOCK	Y	Y	N	C BLOCK NOT UTILISED AS FULL
15/02/2026	LINX	HOEGH TRAVELLER	54	EVENING	107	N	107CON, 107STRG, A BLOCK, C BLOCK, O BLOCK AND ESHED	Y	Y	N	
16/02/2026	LINX	MORNING NINNI	OK604	EVENING	107	N	A BLOCK, C BLOCK AND ESHED	Y	Y	N	
17/02/2026	QUBE	GNG CONCORD 2	2	DAY	103	N	DIRECT TO TRUCK	Y	Y	N	
18/02/2026	QUBE	TAIPAN	EE521	EVENING	107	N	EBLK, 107CON, 107STRG, C BLOCK, Q BLOCK AND ESHED	Y	Y	N	
18/02/2026	QUBE	BBC ROSARIO	5080	EVENING	106	N	L BLOCK AND GSHED	Y	Y	N	
20/02/2026	QUBE	PARADISE ACE	164	DAY	107	N	107STRG, O BLOCK AND ESHED	Y	Y	N	
20/02/2026	QUBE	OREGON HIGHWAY	161	NIGHT	107	N	C BLOCK	Y	Y	N	
21/02/2026	QUBE	ANDROMEDA SPIRIT	180	EVENING	107	N	A BLOCK, Q BLOCK AND O BLOCK	Y	Y	N	C BLOCK NOT UTILISED AS FULL
21/02/2026	LINX	ALTAIR LEADER	102	EVENING	106	N	F BLOCK, H BLOCK AND L BLOCK	Y	Y	N	
22/02/2026	QUBE	NABUCCO	EE522	EVENING	107	N	EBLK, 107CON, A BLOCK, C BLOCK, ESHED AND GSHED	Y	Y	N	
22/02/2026	LINX	POSITIVE LEADER	142	EVENING	106	N	F BLOCK	Y	Y	N	H BLOCK NOT UTILISED AS FULL
23/02/2026	QUBE	RUBY ACE	129	DAY	105	N	D BLOCK, F BLOCK AND N BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
23/02/2026	QUBE	AAL BRISBANE	26602	DAY	106	N	B BLOCK, F BLOCK, GSHED AND L BLOCK	Y	Y	N	WAS ONLY ABLE TO UTILISE AREAS THAT WOULD HOLD LARGE QUANTITIES OF CARGO
23/02/2026	QUBE	HORIZON HIGHWAY	092	EVENING	107	N	EBLK, GBLK, 107CON, A BLOCK, CBLOCK, D BLOCK, O BLOCK AND ESHED	Y	Y	N	
24/02/2026	QUBE	DREAM ORCHID	002	DAY	107	N	107CON, A BLOCK, C BLOCK, D BLOCK, Q BLOCK, O B LOCK AND ESHED	Y	Y	N	D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK
26/02/2026	QUBE	TRANS FUTURE 6	164	DAY	107	N	107CON, A BLOCK, C BLOCK AND O BLOCK	Y	Y	N	
27/02/2026	LINX	LORD VISHNU	097	DAY	107	N	107CON, A BLOCK AND Q BLOCK	Y	Y	N	C BLOCK NOT UTILISED AS FULL
28/02/2026	QUBE	CSAV RIO NEVADO	26RN01	DAY	107	N	A BLOCK, C BLOCK AND O BLOCK	Y	Y	N	
28/02/2026	LINX	ARABIAN SEA	OK606	EVENING	107	N	EBLK, GBLK, 107CON, A BLOCK, C BLOCK, O BLOCK AND ESHED	Y	Y	N	

Legend - Berth # and Laydown



TOTAL VESSELS FOR MONTH	QUBE	LINX
GREEN BERTH	23	13
ORANGE BERTH	4	0
RED BERTH	0	0
GREEN LAYDOWN	19	10
ORANGE LAYDOWN	7	3
RED LAYDOWN	0	0

NUMBER OF BERTHING DELAYS	2	0	SEE ATTACHED SHEETS SHOWING BERTH AND CONGESTION DELAYS
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	

BERTH 16/02

VESSEL ETA'S									
NAME	DATE	ETA TIME	POB	ETD	BERTH	BSD - TREATMENT	PREVIOUS PORT	VOLUME	WINDOW
RHEA LEADER	1/02/2026	1:00	1/02/2026 2:23	2/02/2026 0:04	107	LOA 200 / BTB 21	BNE	728	
ORCA ACE	1/02/2026	5:00	1/02/2026 7:15	1/02/2026 16:50	106	LOA 200 / BTB 35	MEL	1008	
GRAND QUEST	1/02/2026	21:24	1/02/2026 22:48	2/02/2026 21:09	106	LOA 179 / BTB 50	MEL	696	
MORNING COURIER	2/02/2026	13:24	2/02/2026 14:46	3/02/2026 21:06	107	LOA 200 / BTB 45	BNE	1109	
GAN JIANG KOU	6/02/2026	11:30	6/02/2026 13:13	7/02/2026 7:13	107	LOA 200 / BTB 47	BNE	1270	
BLUERIDGE HIGHWAY	8/02/2026	2:36	8/02/2026 5:20	8/02/2026 21:47	107	LOA 180 / BTB 22	BNE	736	
WALRUS ACE	9/02/2026	4:30	9/02/2026 5:45	9/02/2026 15:59	107	LOA 200 / BTB 35	MEL	321	
NORTHERN HIGHWAY	9/02/2026	11:30	9/02/2026 12:14	10/02/2026 5:28	106	LOA 188 / BTB 16	BNE	528	
MERCURY LEADER	10/02/2026	3:49	10/02/2026 5:05	10/02/2026 18:52	107	LOA 186 / BTB 29	BNE	663	
APOLLON HIGHWAY	10/02/2026	9:00	10/02/2026 11:49	11/02/2026 0:58	106	LOA 200 / BTB 14	BNE	1108	
SSI CHALLENGER II	10/02/2026	14:00	10/02/2026 15:17	13/02/2026 11:54	103	LOA 200 / BTB 171	JFL		15,800T KOCH
MORNING CHERRY	10/02/2026	14:00	10/02/2026 16:33	11/02/2026 7:03	105	LOA 200 / BTB 24	MEL	1217	
STAMINA SW	10/02/2026	20:36	15/02/2026 21:36	17/02/2026 19:56	106	LOA 170 / BTB 144	MEL		CU CONCENTRATE
PARSIFAL	11/02/2026	7:54	11/02/2026 9:22	12/02/2026 19:38	107	LOA 265 / BTB 43	BNE	350	
RUKAI BENEFIT	12/02/2026	5:00	13/02/2026 17:43	15/02/2026 8:51	107	LOA 128 / BTB 110	HPH		PIPES
PALMELA	12/02/2026	8:30	12/02/2026 9:30	12/02/2026 22:07	105	LOA 200 / BTB 56	MEL	1482	
TRANS FUTURE 7	12/02/2026	9:30	12/02/2026 11:17	13/02/2026 0:53	106	LOA 200 / BTB 17	BNE	733	
HOEGH OSAKA	12/02/2026	19:00	12/02/2026 19:38	13/02/2026 16:08	107	LOA 180 / BTB 16	MEL	696	
PROMINENT ACE	13/02/2026	2:00	13/02/2026 2:58	13/02/2026 23:54	106	LOA 200 / BTB 32	MEL	1484	
TRANSLEADER	13/02/2026	10:00	13/02/2026 11:04	13/02/2026 20:54	105	LOA 180 / BTB 20	BNE	534	
DIONE LEADER	15/02/2026	5:45	15/02/2026 6:56	15/02/2026 19:42	106	LOA 200 / BTB 21	BNE	729	
HOEGH TRAVELLER	15/02/2026	18:00	15/02/2026 19:18	16/02/2026 15:03	107	LOA 200 / BTB 29	MEL	746	
MORNING NINNI	16/02/2026	15:45	16/02/2026 16:42	17/02/2026 16:30	107	LOA 180 / BTB 18	BNE	1571	
GNG CONCORD 2	17/02/2026	0:01	17/02/2026 5:21	24/02/2026 11:54	103	LOA 225 / BTB 192	CPT	17/02-23/02/26 (10)	65,650T WHEAT
TAIPAN	18/02/2026	11:00	18/02/2026 12:12	19/02/2026 5:04	107	LOA 200 / BTB 45	MEL	671	
BBC ROSARIO	18/02/2026	15:00	18/02/2026 16:58	19/02/2026 6:06	106	LOA 139 / BTB 125			WINDMILL BLADES.
PARADISE ACE	20/02/2026	4:00	20/02/2026 5:32	20/02/2026 12:15	107	LOA 200 / BTB 20	MEL	299	
OREGON HIGHWAY	20/02/2026	21:00	20/02/2026 23:09	21/02/2026 18:00	107	LOA 200 / BTB 25	BNE	837	
ANDROMEDA SPIRIT	21/02/2026	19:15	21/02/2026 19:53	22/02/2026 5:58	107	LOA 180 / BTB 21	MEL	407	
ALTAIR LEADER	21/02/2026	20:30	21/02/2026 21:43	22/02/2026 15:38	106	LOA 200 / BTB 17	BNE	943	
NABUCCO	22/02/2026	14:00	22/02/2026 15:07	23/02/2026 5:57	107	LOA 200 / BTB 46	MEL	750	
POSITIVE LEADER	22/02/2026	18:45	22/02/2026 19:46	23/02/2026 18:45	106	LOA 180 / BTB 20	BNE	464	
RUBY ACE	23/02/2026	4:30	23/02/2026 5:57	24/02/2026 0:25	105	LOA 200 / BTB 20	MEL	915	
AAL BRISBANE	23/02/2026	8:06	23/02/2026 23:55	27/02/2026 18:07	106	LOA 194 / BTB 180	MEL		TRANSFORMER
HORIZON HIGHWAY	23/02/2026	14:00	23/02/2026 15:08	24/02/2026 7:47	107	LOA 200 / BTB 23	BNE	1215	
DREAM ORCHID	24/02/2026	8:00	24/02/2026 9:38	24/02/2026 19:25	107	LOA 186 / BTB 29	BNE	630	
TRANS FUTURE 6	26/02/2026	8:30	26/02/2026 9:27	26/02/2026 22:27	107	LOA 200 / BTB 17	BNE	1318	
LORD VISHNU	27/02/2026	8:30	27/02/2026 9:40	27/02/2026 23:11	107	LOA 180 / BTB 18	BNE	651	
CSAV RIO NEVADO	28/02/2026	7:12	28/02/2026 8:16	28/02/2026 20:43	106	LOA 183 / BTB 33	MEL	790	
ARABIAN SEA	28/02/2026	15:00	28/02/2026 16:04	1/03/2026 15:50	107	LOA 183 / BTB 33	BNE	1019	

PK Mar

DATE	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
2/03/2026	LINX	VIKING PAGLIA	OK607	EVENING	107	N	107CON, A BLOCK, C BLOCK, Q BLOCK AND ESHED	Y	Y	NIL	
2/03/2026	QUBE	NEW ENRICH	0326	EVENING	103	Y	DIRECT TO TRUCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
3/03/2026	QUBE	EUROPEAN HIGHWAY	278	EVENING	107	N	C BLOCK, Q BLOCK AND O BLOCK	Y	Y	NIL	
4/03/2026	LINX	GRANDE HALIFAX	126	EVENING	107	N	EBLK AND Q BLOCK	Y	Y	NIL	
5/03/2026	N/A	PETER FABER	N/A	DAY	105	N	LAY UP ONLY	Y	Y	NIL	
7/03/2026	QUBE	NOBLE ACE	100	DAY	106	N	F BLOCK, H BLOCK, M BLOCK AND PSHED	Y	Y	NIL	
7/03/2026	QUBE	GRAND LEGACY	017	EVENING	105	N	D BLOCK AND GEARSTORE	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT ENOUGH SPACE
7/03/2026	QUBE	ANIARA	EE601	EVENING	107	N	EBLK, 107CON, Q BNLOCK AND ESHED	Y	Y	NIL	
8/03/2026	QUBE	XYG HONG KONG	25001	DAY	106	N	I BLOCK	Y	Y	NIL	
8/03/2026	QUBE	YANGTZE KEEPER	2602	DAY	105	N	N BLOCK	Y	Y	NIL	
8/03/2026	QUBE	NORD MISSOURI	26020	EVENING	106	N	DIRECT TO TRUCK	Y	Y	NIL	
9/03/2026	LINX	CRONUS LEADER	124	DAY	107	N	GBLK, C BLOCK AND ESHED	Y	Y	NIL	
9/03/2026	QUBE	MAPLE GLORY	26025	DAY	103	Y	DIRECT TO TRUCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
11/03/2026	QUBE	LUNA SPIRIT	178	DAY	107	N	GBLK, Q BLOCK AND O BLOCK	Y	Y	NIL	
12/03/2026	LINX	GRAND QUEST	26GQ02	DAY	107	N	C BLOCK AND Q BLOCK	Y	Y	NIL	
12/03/2026	QUBE	GAN JIANG KOU	011	EVENING	106	N	F BLOCK, H BLOCK AND M BLOCK	Y	Y	NIL	
13/03/2026	QUBE	NEW CENTURY 1	202	DAY	106	N	D BLOCK AND F BLOCK	Y	Y	NIL	
15/03/2026	QUBE	MARTORELL	183	DAY	107	N	EBLK AND C BLOCK	Y	Y	NIL	
15/03/2026	LINX	RHEA LEADER	139	EVENING	106	N	B BLOCK, D BLOCK, F BLOCK, H BLOCK AND I BLOCK	Y	Y	NIL	
18/03/2026	QUBE	TOSCA	EE601	DAY	107	N	107STRG, C BLOCK, Q BLOCK AND ESHED	Y	Y	NIL	
19/03/2026	QUBE	SOUTHERN HIGHWAY	097	DAY	107	N	EBLK, GBLK, A BLOCK, C BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	NIL	
19/03/2026	LINX	GRANDE NEW JERSEY	0226	DAY	106	N	H BLOCK	Y	Y	NIL	
19/03/2026	QUBE	ADRIA ACE	155	EVENING	105	N	H BLOCK AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
19/03/2026	QUBE	OCEAN MAKMUR	074	EVENING	103	N	DIRECT TO TRUCK	Y	Y	NIL	
20/03/2026	QUBE	EMERALD ACE	108	DAY	107	N	C BLOCK AND Q BLOCK	Y	Y	NIL	
22/03/2026	QUBE	GLOVIS CHALLENGE	001	DAY	107	N	A BLOCK, C BLOCK AND O BLOCK	Y	Y	NIL	
22/03/2026	QUBE	WISDOM ACE	100	EVENING	106	N	D BLOCK, F BLOCK AND N BLOCK	Y	Y	NIL	H BLOCK NOT UTILISED AS FULL
22/03/2026	QUBE	TORRENS	OO609	EVENING	105	N	F BLOCK, H BLOCK, M BLOCK AND PSHED	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
23/03/2026	QUBE	PAGANELLA	003	EVENING	107	N	EBLK, A BLOCK, C BLOCK AND O BLOCK	Y	Y	NIL	
24/03/2026	QUBE	GENJUINE ACE	104	EVENING	107	N	C BLOCK	Y	Y	NIL	
27/03/2026	QUBE	AAL HONG KONG	26005	DAY	106	N	F BLOCK, GSHED AND I BLOCK	Y	Y	NIL	
29/03/2026	QUBE	GLOBAL HIGHWAY	077	DAY	105	N	H BLOCK AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
30/03/2026	LINX	DIONE LEADER	099	DAY	107	N	Q BLOCK AND O BLOCK	Y	Y	NIL	
30/03/2026	QUBE	RESPONDER	N/A	EVENING	103	N	LAY UP ONLY	Y	Y	NIL	
30/03/2026	QUBE	BBC ICELAND	6024	EVENING	106	N	B BLOCK	Y	Y	NIL	WAS ONLY ABLE TO UTILISE AREAS THAT WOULD HOLD LARGE QUANTITIES OF CARGO
30/03/2026	QUBE	NORD LOTUS	N/A	DAY	103	N	LAY UP ONLY	Y	Y	NIL	
30/03/2026	LINX	VIKING PASSAMA	OK610	EVENING	105	N	F BLOCK, H BLOCK AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
31/03/2026	QUBE	APOLLON HIGHWAY	097	DAY	107	N	EBLK, GBLK, A BLOCK, C BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	NIL	

Legend - Berth # and Laydown

	Primary
	Secondary
	Tertiary

TOTAL VESSELS FOR MONTH	29	8
GREEN BERTH	27	5
ORANGE BERTH	2	3
RED BERTH	0	0
GREEN LAYDOWN	27	8
ORANGE LAYDOWN	2	0
RED LAYDOWN	0	0

NUMBER OF BERTHING DELAYS	2	0	SEE ATTACHED SHEETS SHOWING BERTH AND CONGESTION DELAYS
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	

VESSEL ETA'S									
NAME	DATE	ETA TIME	POB	ETD	BERTH	BSD - TREATMENT	PREVIOUS PORT	VOLUME	WINDOW
VIKING PAGLIA	2/03/2026	11:00	2/03/2026 11:56	3/03/2026 5:50	107	LOA 183 / BTB 32	BNE	604	
NEW ENRICH	2/03/2026	11:42	2/03/2026 14:10	12/03/2026 12:06	103	LOA 200 / BTB 171	PUS		
EUROPEAN HIGHWAY	3/03/2026	18:00	3/03/2026 18:09	4/03/2026 17:48	106	LOA 180 / BTB 22	BNE	977	
GRANDE HALIFAX - GRIMALDI	4/03/2026	10:00	4/03/2026 11:15	4/03/2026 19:45	107	LOA 200 / BTB 42	MEL	234	
PETER FABER	5/03/2026	8:00	5/03/2026 8:59	7/03/2026 0:25	105	LOA 78 / BTB 38	MEL	LAY UP ONLY	
NOBLE ACE	7/03/2026	4:00	7/03/2026 4:55	7/03/2026 19:48	106	LOA 200 / BTB 24	MEL	1197	
GRAND LEGACY - KLINE	7/03/2026	11:30	7/03/2026 11:56	7/03/2026 23:58	105	LOA 200 / BTB 25	BNE	872	
ANIARA	7/03/2026	16:15	7/03/2026 19:19	8/03/2026 16:09	107	LOA 237 / BTB 49	BNE	299	
XYG HONG KONG	8/03/2026	3:30	8/03/2026 4:21	10/03/2026 4:30	106	LOA 130 / BTB 116	MEL		
YANGTZE KEEPER	8/03/2026	5:00	8/03/2026 6:05	10/03/2026 21:42	105	LOA 180 / BTB 152	DAL		
NORD MISSOURI	8/03/2026	11:46	10/03/2026 6:47	12/03/2026 15:56	106	LOA 200 / BTB 171	GEX		
CRONUS LEADER	9/03/2026	4:12	9/03/2026 3:53	9/03/2026 23:00	107	LOA 200 / BTB 26	BNE	1332	
MAPLE GLORY	9/03/2026	4:48	12/03/2026 15:13	14/03/2026 22:30	103	LOA 180 / BTB 151	BNE		
LUNA SPIRIT	11/03/2026	4:30	11/03/2026 5:36	11/03/2026 15:25	107	LOA 180 / BTB 20	MEL	600	
GRAND QUEST	12/03/2026	6:54	12/03/2026 8:14	12/03/2026 21:18	107	LOA 179 / BTB 50	MEL	755	
GAN JIANG KOU	12/03/2026	12:30	12/03/2026 17:41	13/03/2026 3:58	106	LOA 200 / BTB 47	BNE	1024	
NEW CENTURY 1	13/03/2026	9:00	13/03/2026 11:30	13/03/2026 22:59	106	LOA 200 / BTB 26	BNE	1237	
MARTORELL	15/03/2026	6:00	15/03/2026 7:00	15/03/2026 16:54	107	LOA 200 / BTB 32	MEL	651	
RHEA LEADER	15/03/2026	11:30	15/03/2026 12:37	16/03/2026 19:01	106	LOA 200 / BTB 21	BNE	1088	
TOSCA	18/03/2026	5:00	18/03/2026 7:00	18/02/2026 18:08	107	LOA 200 / BTB 33	MEL	639	
SOUTHERN HIGHWAY	19/03/2026	5:00	19/03/2026 11:03	19/03/2026 21:51	107	LOA 188 / BTB 16	BNE	571	
GRANDE NEW JERSEY	19/03/2026	8:00	19/03/2026 12:54	20/03/2026 1:04	106	LOA 200 / BTB 32	MEL	371	
ADRIA ACE	19/03/2026	18:30	19/03/2026 21:33	20/03/2026 7:00	105	LOA 176 / BTB 27	MEL	470	
OCEAN MAKMUR	19/03/2026	19:18	20/03/2026 0:17	25/03/2026 0:34	103	LOA 200 / BTB 171		17/03-22/03/26 (10)	
EMERALD ACE	20/03/2026	8:00	20/03/2026 14:02	21/03/2026 8:00	107	LOA 200 / BTB 20	MEL	1534	
GLOVIS CHALLENGE	22/03/2026	4:30	22/03/2026 5:06	22/03/2026 17:59	107	LOA 200 / BTB 37	MEL	1341	
WISDOM ACE	22/03/2026	15:00	22/03/2026 15:44	22/03/2026 23:59	106	LOA 200 / BTB 24	MEL	274	
TORRENS	22/03/2026	16:00	21/03/2026 20:16	22/03/2026 19:50	105	LOA 200 / BTB 41	BNE	1174	
PAGANELLA - NYK	23/03/2026	10:00	23/03/2026 11:08	24/03/2026 6:49	107	LOA 183 / BTB 32	BNE	1366	
GENUINE ACE	24/03/2026	10:00	24/03/2026 11:08	24/03/2026 22:30	107	LOA 200 / BTB 23	MEL	289	
AAL HONG KONG	27/03/2026	4:00	27/03/2026 5:57	30/03/2026 11:42	106	LOA 194 / BTB 180	BNE		
GLOBAL HIGHWAY	29/03/2026	23:59	30/03/2026 1:39	30/03/2026 14:58	105	LOA 200 / BTB 23	ADL	432	
DIONE LEADER	30/03/2026	0:30	30/03/2026 3:23	30/03/2026 23:54	107	LOA 200 / BTB 21	BNE	674	
RESPONDER	30/03/2026	8:22	30/03/2026 3:23	2/04/2026 23:00	103	LOA 139 / BTB 76	NOU	LAY UP ONLY	
BBC ICELAND	30/03/2026	13:30	30/03/2026 14:32	1/04/2026 4:06	106	LOA 161 / BTB 146	PTL		
NORD LOTUS	30/03/2026	14:00	30/03/2026 18:58	2/04/2026 20:11	103	LOA 132 / BTB 111	KWI	LAY UP ONLY	
VIKING PASSAMA	30/03/2026	15:00	30/03/2026 16:54	31/03/2026 16:03	105	LOA 183 / BTB 32	BNE	1151	
APOLLON HIGHWAY	31/03/2026	23:00	31/03/2026 23:14	2/04/2026 6:58	107	LOA 200 / BTB 14	BNE	2048	

38,500T CLINKER

GLASS CONTAINERS

COOLING TOWERS

7,000T MAP

7,508T SODA ASH

55,000t WHEAT

TRANSFORMER

CABLE VESSELS

60 X WAGONS

CABLE VESSELS

STERN ON 12M MARK

ARRIVED 10/02

PK Apr											
DATE	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1/04/2026	QUBE	PALMELA	218	DAY	105	N	D BLOCK, F BLOCK AND N BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT EBNOUGH SPACE.
1/04/2026	QUBE	DREAM ANGEL	061	EVENING	105	N	D BLOCK, F BLOCK AND GEAR STORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT EBNOUGH SPACE.
1/04/2026	LINX	HOEGH SUNRISE	5	EVENING	107	Y	EBLK, 107CON, 107STRG, A BLOCK, B BLOCK AND ESHED	Y	Y	N	HOEGH PRIORITISED THE GRAND HERO. C BLOCK NOT UTILISED AS NOT ENOUGH SPACE.
1/04/2026	QUBE	EASTERN HIGHWAY	170	EVENING	105	Y	F BLOCK, H BLOCK AND GEARSTORE	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
2/04/2026	QUBE	GRACE	0426	DAY	103	Y	DIRECT TO TRUCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
2/04/2026	LINX	GRAND HERO	11	DAY	107	N	EBLK, GBLK, 107CON, A BLOCK, C BLOCK, Q BLOCK, O BLOCK, ESHED AND I BLOCK	Y	Y	N	
2/04/2026	QUBE	DREAM ORCHID	003	EVENING	105	Y	D BLOCK, R BLOCK, N BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT ENOUGH SPACE.
2/04/2026	QUBE	DUGONG ACE	059	NIGHT	105	Y	D BLOCK, F BLOCK, H BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. BERTHING DELAYED DUE TO BERTH CONGESTION
4/04/2026	QUBE	TREASURE	00611	EVENING	107	Y	GBLK, B BLOCK, D BLOCK AND ESHED	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION. B AND D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK.
5/04/2026	LINX	CSAV RIO NEVADO	26RN02	DAY	105	Y	B BLOCK, D BLOCK, F BLOCK, H BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
5/04/2026	QUBE	TORONTO	EF602	EVENING	107	Y	107CON, 107STRG, A BLOCK, B BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
6/04/2026	LINX	NEPTUNE LEADER	148	EVENING	107	Y	107STRG, Q BLOCK, O BLOCK, C BLOCK AND A BLOCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
8/04/2026	QUBE	OVERION	EE602	EVENING	107	N	EBLK, GBLK, 107STRG, Q BLOCK, O BLOCK, C BLOCK, A BLKOCK, ESHED AND LINKSPAN	Y	Y	N	
8/04/2026	QUBE	SALOME	EF603	EVENING	107	N	EBLK, GBLK, 107STRG, O BLOCK, ESHED AND LINKSPAN	Y	Y	N	
09/04/2026	LINX	GRANDE HALIFAX	0226	DAY	107	N	H BLOCK, F BLOCK, D BLOCK, PSHEED AND N BLOCK	Y	Y	N	
09/04/2026	QUBE	TRANS FUTURE 6	165	EVENING	107	N	EBLK, GBLK, 107STRG, Q BLOCK, O BLOCK, C BLOCK, D BLOCK, A BLOCK AND ESHED	Y	Y	N	D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK.
09/04/2026	QUBE	AFRICAN FINCH	34	EVENING	105	N	DIRECT TO TRUCK	Y	Y	N	
10/04/2026	QUBE	ULTA PASSION	0226	NIGHT	103	N	DIRECT TO TRUCK	Y	Y	N	
10/04/2026	LINX	LORD VISHNU	098	EVENING	107	N	C BLOCK	Y	Y	N	
10/04/2026	QUBE	HORIZON HIGHWAY	093	EVENING	106	N	D BLOCK, F BLOCK, H BLOCK, M BLOCK AND GEARSTORE	Y	Y	N	
10/04/2026	QUBE	ZHENSHI NAVIGATOR	2606	NIGHT	106	N	EXPORT ONLY	Y	Y	N	
14/04/2026	QUBE	EUROPEAN HIGHWAY	279	EVENING	106	N	F BLOCK, H BLOCK AND M BLOCK	Y	Y	N	
14/04/2026	LINX	HOEGH TROVE	183	NIGHT	107	N	EBLK, GBLK, 107STRG, Q BLOCK, C BLOCK AND ESHED	Y	Y	N	
15/04/2026	QUBE	RCC ASIA	028	EVENING	107	N	EBLK, 107STRG, C BLOCK, A BLOCK, O BLOCK AND ESHED	Y	Y	N	
16/04/2026	QUBE	VIKING PAGLIA	612	DAY	107	N	EBLK, 107STRG, ESHED AND A BLOCK	Y	Y	N	C BLOCK NOT UTILISED AS FULL.
16/04/2026	QUBE	GRAND CHAMPION	14	EVENING	105	N	D BLOCK, F BLOCK AND N BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT ENOUGH SPACE.
16/04/2026	LINX	MORNING MENAD	613	EVENING	106	N	107STRG, E SHED AND D BLOCK	Y	Y	N	D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK.
17/04/2026	LINX	POSITIVE LEADER	144	EVENING	106	N	D BLOCK	Y	Y	N	H BLOCK NOT UTILISED AS FULL.
17/04/2026	LINX	SAGITTARIUS LEADER	070	EVENING	105	N	F BLOCK, H BLOCK, R BLOCK, D BLOCK AND N BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
17/04/2026	QUBE	UNDINE	603	EVENING	107	N	107STRG, A BLOCK, C BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	N	
18/04/2026	QUBE	GLOVIS CARAVEL	045	EVENING	107	N	107STRG, A BLOCK, C BLOCK, O BLOCK AND ESHED	Y	Y	N	
19/04/2026	LINX	GRAND QUEST	03	EVENING	106	N	B BLOCK, D BLOCK AND F BLOCK	Y	Y	N	H BLOCK NOT UTILISED AS FULL.
19/04/2026	QUBE	STORM RIDER	3	EVENING	106	N	DIRECT TO TRUCK	Y	Y	N	
20/04/2026	LINX	SARA LEADER	059	EVENING	106	Y	B BLOCK, F BLOCK, H BLOCK, M BLOCK AND PSHEED	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
21/04/2026	QUBE	SWIFT ACE	148	EVENING	107	N	107STRG AND C BLOCK	Y	Y	N	
23/04/2026	LINX	DON CARLOS	615	EVENING	107	N	EBLK, C BLOCK, Q BLOCK, O BLOCK AND A BLOCK	Y	Y	N	
24/04/2026	QUBE	CHILEAN BULKER	2601	EVENING	106	N	L BLOCK AND K BLOCK	Y	Y	N	
24/04/2026	LINX	ASTERIA LEADER	040	NIGHT	105	Y	F BLOCK, H BLOCK AND GEARSTORE	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
25/04/2026	QUBE	TRANS FUTURE 5	165	EVENING	107	N	A BLOCK AND C BLOCK	Y	Y	N	
26/04/2026	QUBE	AAL BRISBANE	26002	DAY	106	Y	GSHEED	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
26/04/2026	QUBE	AL DANAHA	26031	DAY	103	Y	DIRECT TO TRUCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
27/04/2026	QUBE	NORTHERN HIGHWAY	163	EVENING	107	N	EBLK, Q BLOCK, B BLOCK AND ESHED	Y	Y	N	D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK.
28/04/2026	QUBE	PAGNA	046	EVENING	105	N	F BLOCK, H BLOCK AND GEARSTORE	Y	Y	N	
28/04/2026	QUBE	GAN JIANG KOU	012	EVENING	107	N	EBLK, 107STRG, A BLOCK, B BLOCK, C BLOCK, Q BLOCK AND ESHED	Y	Y	N	B BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK.
29/04/2026	QUBE	MARTORELL	184	DAY	105	N	D BLOCK, H BLOCK, R BLOCK AND N BLOCK	Y	Y	N	
29/04/2026	QUBE	VICTORIOUS ACE	087	DAY	107	N	EBLK, 107STRG, A BLOCK, C BLOCK AND ESHED	Y	Y	N	
29/04/2026	QUBE	TARAGO	604	EVENING	107	N	EBLK, GBLK, 107STRG, A BLOCK, C BLOCK AND ESHED	Y	Y	N	

Legend - Berth # and Laydown

	Primary
	Secondary
	Tertiary

	QUBE	LINX
TOTAL VESSELS FOR MONTH	33	14
GREEN BERTH	21	11
ORANGE BERTH	8	3
RED BERTH	0	0
GREEN LAYDOWN	12	10
ORANGE LAYDOWN	9	4
RED LAYDOWN	0	0
NUMBER OF BERTHING DELAYS	8	5
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0

SEE ATTACHED SHEETS SHOWING BERTH AND CONGESTION DELAYS

PRIORITISING GRAND HERO

BERTH 07/04/26

VESSEL ETA'S									
NAME	DATE	ETA TIME	POB	ETD	BERTH	BSD - TREATMENT	PREVIOUS PORT	VOLUME	WINDOW
PALMELA	1/04/2026	6:30	1/04/2026 7:36	1/04/2026 21:59	105	LOA 200 / BTB 56	MEL	1123	
DREAM ANGEL	1/04/2026	14:00	2/04/2026 0:08	2/04/2026 16:02	105	LOA 186 / BTB 29	MEL	562	
HOEGH SUNRISE	1/04/2026	14:30	4/04/2026 6:08	5/04/2026, 09:27	107	LOA 200 / BTB 29	MEL	980	
EASTERN HIGHWAY	1/04/2026	18:00	3/04/2026 20:44	4/04/2026 6:54	105	LOA 188 / BTB 16	BNE	642	
GRACE	2/04/2026	4:30	09/04/2026, 05:34	11/04/2026, 11:28	103			07/04-11/04/26 (10)	20,000T WHEAT
GRAND HERO - HOEGH	2/04/2026	7:00	2/04/2026 9:01	4/04/2026 3:55	107	LOA 200 / BTB 25	MEL	972	
DREAM ORCHID	2/04/2026	10:24	4/04/2026 8:36	04/04/2026, 22:54	105	LOA 186 / BTB 29	BNE	806	
DUGONG ACE	2/04/2026	19:00	05/04/2026, 00:56	05/04/2026, 22:07	105	LOA 200 / BTB 35	MEL	1176	
TREASURE	4/04/2026	10:00	05/04/2026, 11:22	06/04/2026, 13:34	107	LOA 200 / BTB 29	BNE	851	
CSAV RIO NEVADO	5/04/2026	4:30	05/04/2026, 23:50	08/04/2026, 02:55	105	LOA 183 / BTB 33	MEL	953	
TORONTO	5/04/2026	13:00	06/04/2026, 15:34	07/04/2026, 14:00	107	LOA 200 / BTB 41	BNE	250	
NEPTUNE LEADER	6/04/2026	13:00	07/04/2026, 16:10	07/04/2026, 16:10	107	LOA 183/ BTB 19	BNE	621	
OBERON	8/04/2026	16:00	08/04/2026, 14:14	09/04/2026, 07:14	107	LOA 237/ BTB 49	BNE	891	
SALOME	8/04/2026	12:00	09/04/2026, 07:14	09/04/2026, 23:00	107	LOA 265 / BTB 43	BNE	198	
GRANDE HALIFAX - GRIMALDI	9/04/2026	9:30	09/04/2026, 11:12	10/04/2026, 09:06	105	LOA 200 / BTB 42	BNE	1149	
TRANS FUTURE 6	9/04/2026	11:00	10/04/2026, 00:54	10/04/2026, 18:54	106	LOA 200 / BTB 17	BNE	1624	
AFRICAN FINCH	9/04/2026	19:00	10/04/2026, 11:26	16/04/2026, 12:54	105	LOA 180 / BTB 154	PDX		14,500T SODA ASH
ULTRA PASSION	10/04/2026	8:00	13/04/2026, 05:23	15/04/2026, 08:55	103	LOA 200 / BTB 171		10/04-13/04/26 (10)	20,000T BARLEY
LORD VISHNU	10/04/2026	12:00	10/04/2026, 22:19	12/04/2026, 07:16	107	LOA 180 / BTB 18	LCH	1379	DIRECT CALL
HORIZON HIGHWAY	10/04/2026	14:30	11/04/2026, 01:30	14/04/2026, 11:05	106	LOA 200 / BTB 23	BNE	1214	
ZHENSHI NAVIGATOR	10/04/2026	16:31	15/04/2026, 03:17	17/04/2026, 11:18	106	LOA 123 / BTB 103			CU & ZN CONC
EUROPEAN HIGHWAY	14/04/2026	11:00	14/04/2026, 11:05	15/04/2026, 01:05	106	LOA 180 / 22 BTB	BNE	450	
HOEGH TROVE	14/04/2026	19:00	14/04/2026, 20:06	15/04/2026, 14:46	107	LOA 200 / 29 BTB	MEL	561	
RCC ASIA	15/04/2026	15:00	15/04/2026, 16:38	16/04/2026, 05:00	107	LOA 200 / BTB 45	BNE	817	
VIKING PAGLIA	16/04/2026	5:00	16/04/2026, 07:10	16/04/2026, 17:57	107	LOA 183 / BTB 32	MEL	830	
GRAND CHAMPION	16/04/2026	17:00	16/04/2026, 14:38	17/04/2026, 05:59	105	LOA 200 / BTB 25	MEL	397	
MORNING MENAD	16/04/2026	10:15	16/04/2026, 20:19	17/04/2026, 18:00	107	LOA 176 / BTB 28	BNE	1145	
POSITIVE LEADER	17/04/2026	6:30	17/04/2026, 13:19	18/04/2026, 16:57	106	LOA 180 / BTB 20	BNE	650	
SAGITTARIUS LEADER	17/04/2026	10:00	17/04/2026, 10:53	18/04/2026, 15:55	105	LOA 200 / BTB 26	BNE	1434	
UNDINE	17/04/2026	11:00	17/04/2026, 20:17	18/04/2026, 20:00	107	LOA 228 / BTB 42	MEL	1115	
GLOVIS CARAVEL	18/04/2026	14:00	18/04/2026, 21:42	21/04/2026, 06:00	107	LOA 200 / BTB 28	ADL	1497	
GRAND QUEST	19/04/2026	13:00	19/04/2026, 14:09	21/04/2026, 07:07	106	LOA 179 / BTB 50	MEL	880	
STORM RIDER	19/04/2026	16:00	19/04/2026, 16:00	22/04/2026, 15:28	103	LOA 180 / BTB 152			7,500T KOCH
SARA LEADER	20/04/2026	10:00	21/04/2026, 11:40	22/04/2026, 14:30	107	LOA 200 / BTB 22	BNE	1227	
SWIFT ACE	21/04/2026	10:00	21/04/2026, 19:04	22/04/2026, 02:49	106	LOA 200 / BTB 23	ADL	205	
DON CARLOS	23/04/2026	11:00	23/04/2026, 17:00	24/04/2026, 22:10	107	LOA 228 / BTB 41	BNE	2156	
CHILEAN BULKER	24/04/2026	3:30	24/04/2026, 13:14	30/04/2026, 21:02	106	LOA 180 / BTB 152	BNE		CHINA STEEL
ASTERIA LEADER	24/04/2026	0:45	25/04/2026, 01:39	26/04/2026, 14:13		LOA 200 / BTB 21	BNE	867	
TRANS FUTURE 5	25/04/2026	7:30	25/04/2026, 11:42	26/04/2026, 11:58		LOA 200 / BTB 17		1371	
AAL BRISBANE	26/04/2026		01/05/2026, 05:49	6/05/2026 16:48		LOA / BTB			PROJECT CARGO
AL DANAH	26/04/2026	22:00	28/04/2026, 05:25	29/04/2026, 06:00		LOA 190 / BTB ??		15/04-25/04/26 (21)	WHEAT
NORTHERN HIGHWAY	27/04/2026	20:00	27/04/2026, 12:48	28/04/2026, 15:58		LOA 188 / BTB 16	BNE	836	
PAGNA	28/04/2026	9:40	28/04/2026, 10:49	28/04/2026, 21:51		LOA 183 / BTB 32	BNE	680	
GAN JIANG KOU	28/04/2026	10:00	28/04/2026, 20:04	29/04/2026, 08:02		LOA 200 / BTB 47		982	
MARTORELL	29/04/2026	3:00	29/04/2026, 03:55	30/04/2026, 04:00		LOA 200 / BTB 32	MEL	1741	
VICTORIOUS ACE	29/04/2026	7:00	29/04/2026, 09:48	30/04/2026, 05:04		LOA 200 / BTB 23	MEL	595	
TARAGO	29/04/2026	15:00	30/04/2026, 07:17	01/05/2026, 01:05		LOA 245 / BTB 81	BNE	171	

PK May							MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES	
DATE	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN				
1/05/2026	QUBE	AAL NANJING	26004	EVENING	105	Y	L BLOCK AND M BLOCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
1/05/2026	QUBE	GLOBAL GREEN	0426	DAY	103	N	DIRECT TO TRUCK	Y	Y	N	
1/05/2026	QUBE	MORNING CAROL	617	EVENING	107	N	GBLK, 1075TRG, A BLOCK AND C BLOCK	Y	Y	N	
2/05/2026	QUBE	MERIDIAN ACE	221	DAY	105	N	D BLOCK, H BLOCK AND N BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
2/05/2026	LINX	WOODY		EVENING	106	Y	EXPORT ONLY	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
2/05/2026	QUBE	MORNING MARGARETA	00616	NIGHT	105		F BLOCK AND M BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
3/05/2026	LINX	HOEGH BOREALIS	08	DAY	105	N	GBLK, 1075TRG, B BLOCK, C BLOCK, O BLOCK, Q BLOCK AND ESHED	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
3/05/2026	QUBE	TING JIANG KOU	007	DAY	107	Y	EBLK, 1075TRG, A BLOCK, C BLOCK, O BLOCK AND ESHED	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
4/05/2026	LINX	CAPRICORNUS LEADER	78	DAY	107	Y	C BLOCK AND Q BLOCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
5/05/2026	QUBE	HANYANG	20636	DAY	103	Y	DIRECT TO TRUCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
6/05/2026	QUBE	GENUINE ACE	105	DAY	107	N	1075TRG, A BLOCK AND ESHED	Y	Y	N	C BLOCK NOT UTILISED AS FULL
7/05/2026	LINX	BOHEME	OK618	DAY	107	N	EBLK, C BNLOCK, Q BLOCK AND O BLOCK	Y	Y	N	
8/05/2026	QUBE	TRANS FUTURE 7	166	EVENING	105	N	F BLOCK, H BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
8/05/2026	QUBE	LAKE ST ANNE	EE604	DAY	107	N	EBLK, 1075TRG, A BLOCK, C BLOCK, Q BLOCK, O BLOCK, ESHED AND I BLOCK	Y	Y	N	
9/05/2026	QUBE	EASTERN HIGHWAY	171	DAY	105	N	F BLOCK, R BLOCK AND 1055TRG	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT ENOUGH SPACE.
10/05/2026	LINX	DENEH LEADER	089	EVENING	107	N	GBLK, A BLOCK, B BLOCK AND ESHED	Y	Y	N	C BLOCK NOT UTILISED AS FULL
10/05/2026	LINX	GREEN WAVE	019	DAY	105	N	D BLOCK AND F BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT ENOUGH SPACE.
11/05/2026	LINX	DIONE LEADER	100	EVENING	107	Y	A BLOCK, C BLOCK, Q BLOCK AND O BLOCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
11/05/2026	QUBE	ADRIA ACE	156	DAY	107	Y	A BLOCK, C BLOCK AND D BLOCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION. D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK.
12/05/2026	QUBE	GRAND AURORA	016	EVENING	105	N	D BLOCK, F BLOCK, H BLOCK AND 1055TRG	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
13/05/2026	QUBE	THERMOPYLAE	EF605	EVENING	107	N	EBLK, 1047CON, 1075TRG, C BLOCK AND ESHED	Y	Y	N	
14/05/2026	QUBE	GRAVITY HIGHWAY	083	DAY	107	N	F BLOCK, H BLOCK, N BLOCK AND GEARSTORE	Y	Y	N	
14/05/2026	LINX	CSAV RIO NEVADO	26RN03	DAY	107	N	C BLOCK AND Q BLOCK	Y	Y	N	
15/05/2026	QUBE	SHEERNESS	9	DAY	103	N	DIRECT TO TRUCK	Y	Y	N	
15/05/2026	QUBE	SALVIA ACE	173	NIGHT	107	N	1075TRG, C BLOCK, Q BLOCK AND O BLOCK	Y	Y	N	
16/05/2026	QUBE	TRANS LEADER	024	EVENING	107	N	EBLK, A BLOCK, C BLOCK AND ESHED	Y	Y	N	
17/05/2026	QUBE	LIBERTY ACE	164	NIGHT	107	N	EBLK, 107CON, A BLOCK, C BLOCK AND ESHED	Y	Y	N	
17/05/2026	LINX	LORD VISHNU	099	NIGHT	106	N	F BLOCK, H BLOCK AND M BLOCK	Y	Y	N	
18/05/2026	LINX	PHOENIX LEADER	64	DAY	107	N	EBLK, 1047CON, LINKSPAN, A BLOCK, C BLOCK, D BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	N	D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK.
19/05/2026	LINX	HOEGH COPENHAGEN	??	DAY	107	N		Y	Y	N	
21/05/2026	QUBE	SOUTHERN HIGHWAY	145	EVENING	106	N	F BLOCK, H BLOCK AND M BLOCK	Y	Y	N	
21/05/2026	QUBE	ORCHID ACE	154	EVENING	107	N	EBLK, 1075TRG, 107CON, A BLOCK, C BLOCK, D BLOCK AND Q BLOCK	Y	Y	N	D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK.
21/05/2026	QUBE	CLIPPER ISADORA	0526	DAY	103	N	DIRECT TO TRUCK	Y	Y	N	
22/05/2026	QUBE	VIKING PAGLIA	00619	EVENING	105	N	F BLOCK, H BLOCK AND N BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
22/05/2026	LINX	RIGEL LEADER	030	DAY	107	N	A BLOCK, B BLOCK ABND O BLOCK	Y	Y	N	C BLOCK NOT UTILISED AS FULL
23/05/2026	QUBE	BBC AUSTRALIA	4003	EVENING	106	N	EXPORT ONLY	Y	Y	N	
23/05/2026	QUBE	GLOVIS CONDOR	012	EVENING	105	N	B BLOCK, D BLOCK, F BLOCK, R BLOCK AND N BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT ENOUGH SPACE.
24/05/2026	LINX	GRAND DAHLIA	14	EVENING	107	N	EBLK, 1075TRG, 107CON, C BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	N	
24/05/2026	LINX	POSITIVE LEADER	145	EVENING	107	Y	EBLK, C BLOCK, D BLOCK AND ESHED	Y	Y	N	60' OUT OF GAUGE MAFI TO LOAD - 107 ONLY.D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK.
24/05/2026	QUBE	ETERNAL ACE	129	NIGHT	107	Y	EBLK, A BLOCK, B BLOCK, C BLOCK AND O BLOCK	Y	Y	N	LOW BUSES TO DISCHARGE - 107 ONLY. B BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK
25/05/26	LINX	POSITIVE CHALLENGER	40	DAY	105	N	D BLOCK, F BLOCK, H BLOCK AND M BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
25/05/26	QUBE	AAL SHANGHAI	26005	EVENING	106	Y	B BLOCK, F BLOCK, GSHED, K BLOCK, L BLOCK AND PSBED	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION. B BLOCK ONLY SPACE AVAILABLE FOR LARGE AMOUNT OF CARGO.
25/05/26	LINX	GRANDE HALIFAX	0326	DAY	105	N	D BLOCK, F BLOCK, H BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
26/05/2026	QUBE	VIKING ADVENTURE	42	DAY	105	Y	D BLOCK, F BLOCK, H BLOCK, M BLOCK AND N BLOCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
27/05/2026	LINX	GRAND QUEST	??	EVENING	107	N		Y	Y	N	
27/05/2026	QUBE	LIBERTY	00621	DAY	105	N	D BLOCK, H BLOCK, R BLOCK AND N BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
28/05/2026	QUBE	TRANS FUTURE 6	166	DAY	107	N	EBLK, A BLOCK, C BLOCK, Q BLOCK AND O BLOCK	Y	Y	N	
29/05/2026	QUBE	THEMIS	EE605	NIGHT	107	N	EBLK, GBLK, 1075TRG, C BLOCK, Q BLOCK AND ESHED	Y	Y	N	
30/05/2026	QUBE	ELEKTRA	EE606	DAY	105	N	F BLOCK, H BLOCK, N BLOCK AND GEARSTORE	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
30/05/2026	QUBE	FIDELIO	EF606	DAY	107	N	EBLK, 107CON, 1075TRG, C BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	N	
30/05/2026	LINX	OPAL LEADER	052	EVENING	105	N	B BLOCK AND D BLOCK	Y	Y	N	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H BLOCK NOT UTILISED AS NOT ENOUGH SPACE.
30/05/2026	QUBE	IRIS ACE	107	DAY	107	Y	EBLK, A BLOCK, C BLOCK AND O BLOCK	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION
31/05/2026	LINX	PROMETHEUS LEADER	078	DAY	107	N	107CON, A BLOCK B BLOCK AND GSHED	Y	Y	N	C BLOCK NOT UTILISED AS FULL
31/05/2026	QUBE	HSL PERTH	0626	DAY	103	N		Y	Y	N	
31/05/2026	QUBE	GLOVIS CARAVEL	046	DAY	107	Y	107CON, A BLOCK, C BLOCK, Q BLOCK, O BLOCK AND ESHED	Y	Y	N	BERTHING DELAYED DUE TO BERTH CONGESTION

TOTAL VESSELS FOR MONTH
QUBE 36
LINX 19

Legend - Berth # and Laydown

	Primary
	Secondary
	Tertiary

GREEN BERTH	26	14	
ORANGE BERTH	10	5	
RED BERTH	0	0	
GREEN LAYDOWN	30	13	
ORANGE LAYDOWN	6	6	
RED LAYDOWN	0	0	
NUMBER OF BERTHING DELAYS	8	4	SEE ATTACHED SHEETS SHOWING BERTH AND CONGESTION DELAYS
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	

VESSEL ETA'S										
NAME	DATE	ETA TIME	POB	ETD	BERTH	BSD - TREATMENT	PREVIOUS PORT	VOLUME	WINDOW	
AAL NANJING	1/05/2026	9:00	3/05/2026 22:41	6/05/2026 21:59	105	LOA 149 / BTB 135	HPH			ATB Pipes CLINKER
GLOBAL GREEN	1/05/2026	2:54	01/05/2026 04:18	9/05/2026 21:15	103	LOA 190 / BTB 182				
MORNING CAROL	1/05/2026	13:00	1/05/2026 14:12	2/05/2026 0:28	107	LOA 200 / BTB 40	BNE	1056		
MERIDIAN ACE	2/05/2026	2:00	2/05/2026 5:32	2/05/2026 21:44	105	LOA 200 / BTB 27	MEL	1090		
WOODY	2/05/2026	11:48	6/05/2026 21:17	14/05/2026 10:42	106	LOA 180 / BTB 152	NLT			BLUESCOPE Export 25000T
HOEGH BOREALIS	3/05/2026	3:00	3/05/2026 9:15	4/05/2026 5:00	107	LOA 200 / BTB 29	MEL	993		
MORNING MARGARETA	2/05/2026	20:00	2/05/2026 23:43	3/05/2026 20:54	105	LOA 180 / BTB 18	BNE	970		
TING JIANG KOU	3/05/2026	9:24	4/05/2026 7:32	5/06/2026 0:39	107	LOA 200 / BTB 30	BNE	892		
CAPRICORNUS LEADER	4/05/2026	11:00	5/05/2026 2:25	6/05/2026 6:39	107	LOA 200 / BTB 26	BNE	1476		
HANYANG	5/05/2026	19:48	10/05/2026 2:16	13/05/2026 14:12	103	LOA 180 / BTB 153				7,500 FERTILISER - IPL
GENUINE ACE	6/05/2026	10:00	6/05/2026 8:51	6/05/2026 19:00	107	LOA 200 / BTB 23	MEL	421		
BOHEME	7/05/2026	7:10	7/05/2026 8:40	8/05/2026 21:36	107	LOA 228 / BTB 42	SHG	1771		DIRECT CALL - INSPECTION REQUIRED
TRANS FUTURE 7	8/05/2026	12:30	8/05/2026 12:07	8/05/2026 23:57	105	LOA 200 / BTB 17	BNE	1207		
LAKE ST ANNE	8/05/2026	22:00	9/05/2026 2:20	9/05/2026 20:14	107	LOA 200 / BTB 44	MEL	808		
EASTERN HIGHWAY	9/05/2026	9:00	9/05/2026 9:48	9/05/2026 22:24	105	LOA 188 / BTB 16	BNE	414		
DENEK LEADER	10/05/2026	15:06	10/05/2026 17:07	11/05/2026 16:00	107	LOA 200 / BTB 22	BNE	1447		
GREEN WAVE	10/05/2026	20:00	10/05/2026 23:11	12/05/2026 7:06	105	LOA 200 / BTB 23	BNE	1564		
DIONE LEADER	11/05/2026	3:00	12/05/2026 13:24	13/05/2026 8:12	107	LOA 200 / BTB 21	BNE	958		
ADRIA ACE	11/05/2026	6:00	11/05/2026 20:51	12/05/2026 8:12	107	LOA 176 / BTB 27	ADL	941		
GRAND AURORA	12/05/2026	11:00	12/05/2026 11:47	13/05/2026 4:56	105	LOA 200 / BTB 25	BNE	1443		
THERMOPYLAE	13/05/2026	8:54	13/05/2026 10:10	14/05/2026 7:24	107	LOA 200 / BTB 50	BNE	187		
GRAVITY HIGHWAY	14/05/2026	1:00	14/05/2026 1:59	14/05/2026 15:54	105	LOA 200 / BTB 28	ADL	293		
CSAV RIO NEVADO	14/05/2026	7:00	14/05/2026 9:18	15/05/2026 0:30	107	LOA 183 / BTB 33	MEL	802		
SHEERNESS	15/05/2026	16:00	16/05/2026 5:08	20/05/2026 7:04	103	LOA 180 / BTB 155		15/05-18/05/26 (10)		30,000T WHEAT
SALVIA ACE	15/05/2026	19:00	15/05/2026 17:35	16/05/2026 7:29	107	LOA 186 / BTB 29	BNE	1118		
TRANS LEADER - COSCO	16/05/2026	18:00	16/05/2026 16:55	17/05/2026 6:34	107	LOA 180/ BTB 20	BNE	771		
LIBERTY ACE	17/05/2026	17:30	17/05/2026 17:42	18/05/2026 6:54	107	LOA 200 / BTB 20	MEL	185		
LORD VISHNU	17/05/2026	19:15	17/05/2026 20:19	18/05/2026 16:08	106	LOA 180/ BTB 18	BNE	420		
PHOENIX LEADER	18/05/2026	20:30	18/05/2026 21:33	19/05/2026 15:54	107	LOA 200 / BTB 26	BNE	1159		
HOEGH COPENHAGEN	19/05/2026	22:00	19/05/2026 23:29	21/05/2026 9:30	107	LOA 229 / BTB 44	MEL	1384		
SOUTHERN HIGHWAY	21/05/2026	5:00	21/05/2026 11:30	22/05/2026 1:55	106	LOA 188 / BTB 16	BNE	776		
ORCHID ACE	21/05/2026	12:00	21/05/2026 13:07	22/05/2026 12:30	107	LOA 200/ BTB 21	MEL	1851		
CLIPPER ISADORA	21/05/2026	21:00	22/05/2026 5:25	24/05/2026 17:05	103	LOA 200 / BTB 171	GRE			20,000T BARLEY
VIKING PAGLIA	22/05/2026	14:00	22/05/2026 15:16	23/05/2026 5:38	105	LOA 183 / BTB 32	BNE	1112		
RIGEL LEADER	22/05/2026	23:59	23/05/2026 5:11	23/05/2026 21:37	107	LOA 200/ BTB 24	BNE	1320		
BBC AUSTRALIA	23/05/2026	12:50	23/05/2026 14:05	30/05/2026 12:04	106	LOA 115 / BTB 99	BNE			ATB PIPES TRANSHIPMENT TO EDAN 56 PIPES (export)
GLOVIS CONDOR	23/05/2026	15:00	23/05/2026 18:49	25/05/2026 3:56	105	LOA 199/ 45 BTB	MEL	1675		
GRAND DAHLIA	24/05/2026	14:00	24/05/2026 15:07	25/05/2026 17:50	107	LOA 200/ BTB 25	MEL	1139		80' MAFI TO DISCHARGE - 107 ONLY
POSITIVE LEADER	24/05/2026	14:15	25/05/2026 19:41	26/05/2026 15:56	107	LOA 180 / BTB 20	BNE	624		60' OUT OF GAUGE MAFI TO LOAD - 107 ONLY
ETERNAL ACE	24/05/2026	23:00	26/05/2026 17:52	27/05/2026 8:00	107	LOA 200/ BTB 23	MEL	534		LOW BUSES TO DISCHARGE - 107 ONLY
POSITIVE CHALLENGER	25/05/2026	4:00	25/05/2026 5:55	26/05/2026 2:08	105	LOA 180 / BTB 20	BNE	729		
AAL SHANGHAI	25/05/2026	8:18	30/05/2026 13:40	3/06/2026 0:29	106	LOA 194 / BTB 180	BNE			TRANSFORMERS
GRANDE HALIFAX - GRIMALDI	25/05/2026	13:00	26/05/2026 8:33	27/05/2026 7:10	105	LOA 200/ BTB 42	BNE	1105		
VIKING ADVENTURE	26/05/2026	6:00	27/05/2026 9:56	28/05/2026 0:38	105	LOA 200/ BTB 42	BNE	1345		
GRAND QUEST	27/05/2026	12:00	27/05/2026 15:40	28/05/2026 5:58	107	LOA 179 / BTB 50	MEL	608		
LIBERTY	27/05/2026	23:00	28/05/2026 2:50	29/05/2026 6:10	105	LOA 200/ BTB 41	BNE	1634		
TRANS FUTURE 6	28/05/2026	6:30	28/05/2026 7:53	29/05/2026 18:15	107	LOA 200/ BTB 17	BNE	1369		
THEMIS	29/05/2026	19:45	29/05/2026 20:10	30/05/2026 7:59	107	LOA 200 / BTB 50	MEL	831		
ELEKTRA	30/05/2026	1:00	30/05/2026 2:27	30/05/2026 18:12	105	LOA 228 / BTB 42	MEL	707		
FIDELIO	30/05/2026	3:00	30/05/2026 9:55	31/05/2026 5:22	107	LOA 228 / BTB 44	BNE	269		
OPAL LEADER	30/05/2026	16:30	30/05/2026 19:56	3/06/2026 2:33	105	LOA 176 / BTB 27	SHG	2412		DIRECT CALL - OK TO DISCHARGE
PROMETHEUS LEADER	31/05/2026	5:24	31/05/2026 7:00	2/06/2026 6:58	107	LOA 190 / BTB 18	BNE	664		
IRIS ACE	30/05/2026	22:18	2/06/2026 8:55	2/06/2026 21:55	107	LOA 188 / BTB 23	MEL	802		
HSL PERTH	31/05/2026	11:42	1/06/2026 7:30	5/06/2026 21:44	103	LOA 200 / BTB 178	CGP			55,000T WHEAT
GLOVIS CARAVEL	31/05/2026	12:00	3/06/2026 0:06	3/06/2026 23:59	107	LOA 200 / BTB 28	BNE	1119		

PK Jun

DATE	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1/06/2026	LINX	MORNING CAMILLA	OK622	DAY	105	Y	D BLOCK, F BLOCK AND GEARSTORE	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. BERTHING DLEAYED DUE TO BERTH CONGESTION
2/06/2026	LINX	ASTERIA LEADER	041	DAY	106	Y	B BLOCK, D BLOCK AND F BLOCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION. H NOT UTILISED AS FULL
2/06/2026	QUBE	BULK EUROPA	1	DAY	106	Y	DIRECT TO TRUCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
3/06/2026	QUBE	NORTHERN HIGHWAY	164	DAY	105	N	D BLOCK, F BLOCK, H BLOCK AND GEARSTORE	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
4/06/2026	LINX	BYD ZHENGZHOU	605	DAY	107	N	A BLOCK, C BLOCK, Q BLOCK AND O BLOCK	Y	Y	NIL	
4/06/2026	QUBE	TANNHAUSER	EF6078	NIGHT	107	Y	EBLK, GBLK, C BLOCK AND ESHED	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
4/06/2026	QUBE	GRAND CHAMPION	015	EVENING	105	Y	D BLOCK, F BLOCK, H BLOCK AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. BERTHING DLEAYED DUE TO BERTH CONGESTION
7/06/2026	QUBE	SERENITY HIGHWAY	020	DAY	107	N	EBLK, 107CON, A BLOCK, B BLOCK, C BLOCK, D BLOCK, Q BLOCK AND ESHED	Y	Y	NIL	B AND D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK
8/06/2026	LINX	CAPRICORNUS LEADER	079	EVENING	105	N	D BLOCK F BLOCK, H BLOCK, N BLOCK AND GEARSTORE	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
8/06/2026	QUBE	VIKING DIAMOND	074	EVENING	107	N	107CON, LINKSPAN, C BLOCK, O BLOCK AND ESHED	Y	Y	NIL	
8/06/2026	QUBE	ZE A SERVANT	5	EVENING	106	Y	B BLOCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION. B BLOCK ONLY SPACE AVAILABLE FOR LARGE AMOUNT OF CARGO.
9/06/2026	QUBE	VIKING CORAL	001	EVENING	107	Y	C BLOCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
11/06/2026	LINX	MAO HONG	2603	EVENING	107	N	A BLOCK, C BLOCK, Q BLOCK AND O BLOCK	Y	Y	NIL	
12/06/2026	QUBE	GRAND MARK	003	EVENING	106	N	F BLOCK AND H BLOCK	Y	Y	NIL	
13/06/2026	QUBE	ZHENSHI NAVIGATOR	2606	DAY	106	N	EXPORT ONLY	Y	Y	NIL	
13/06/2026	QUBE	XIANH JIANG KOU	008	DAY	107	Y	GBLK, 107STRG, A BLOCK, B BLOCK, C BLOCK, D BLOCK AND ESHED	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION. B AND D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK
13/06/2026	LINX	HOEGH BERLIN	183	EVENING	107	N	EBLK, 107CON, A BLOCK, C BLOCK, Q BLOCK, ESHED, GSHED AND I BLOCK	Y	Y	NIL	
13/06/2026	QUBE	TRANS FUTURE 5	166	NIGHT	105	Y	F BLOCK, H BLOCK AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. BERTHING DLEAYED DUE TO BERTH CONGESTION
14/06/2026	LINX	SPICA LEADER	082	DAY	105	N	F BLOCK AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED. H NOT UTILISED AS FULL
14/06/2026	QUBE	POAVOSA WISDOM V111	125	DAY	103	Y	DIRECT TO TRUCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
14/06/2026	QUBE	AAL HONG KONG	26005	NIGHT	106	Y	F BLOCK, DSHED AND I BLOCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
15/06/2026	LINX	MORNING CAROL	OK623	O	107	Y	107CON, A BLOCK, C BLOCK, D BLOCK Q BLOCK AND ESHED	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
15/06/2026	QUBE	SINLAU BULKER	2601	EVENING	106	Y	K BLOCK, L BLOCK, GSHED AND PSHE	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
16/06/2026	LINX	CANOPUS LEADER	232	NIGHT	105	N	D BLOCK, F BLOCK, H BLOCK, R BLOCK AND N BLOCK	Y	Y	NIL	
16/06/2026	QUBE	PACIFIC FORTUNE	26003A	DAY	103	Y	DIRECT TO TRUCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
16/06/2026	QUBE	ADRIA ACE	157	NIGHT	107	Y	107CON, A BLOCK, C BLOCK, D BLOCK, Q BLOCK AND ESHED	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION. D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK
18/06/2026	QUBE	BLUE RIDGE HIGHWAY	178	EVENING	105	N	F BLOCK, H BLOCK, GEARSTORE AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
19/06/2026	QUBE	MIGNON	EE607	EVENING	107	N	EBLK, GBLK, 107STRG, A BLOCK, C BLOCK, O BLOCK AND ESHED	Y	Y	NIL	
19/06/2026	QUBE	VIKING OCEAN	029	EVENING	105	N	F BLOCK AND H BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
19/06/2026	LINX	AURIGA LEADER	128	DAY	107	Y	107CON, A BLOCK, B BLOCK, C BLOCK, Q BLOCK AND ESHED	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION. B BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK
20/06/2026	QUBE	SWIFT ACE	149	EVENING	105	N	B BLOCK, D BLOCK, H BLOCK AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
20/06/2026	LINX	MORNING CLARA	OK625	DAY	105	Y	D BLOCK, F BLOCK, H BLOCK AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
20/06/2026	QUBE	KAI YUAN KOU	002	EVENING	107	Y	A BLOCK B BLOCK, C BLOCK, D BLOCK AND Q BLOCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION. B AND D BLOCK UTILISED AS NOT ENOUGH SPACE IN C BLOCK
21/06/2026	QUBE	TAMERLANE	EF608	DAY	107	N	C BLOCK, Q BLOCK, ESHED AND I BLOCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
21/06/2026	QUBE	FIRMAMENT ACE	153	DAY	107	Y	107CON, A BLOCK, C BLOCK, O BLOCK, Q BLOCK AND ESHED	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
21/06/2026	QUBE	VIKING PAGLIA	OO626	DAY	106	Y	B BLOCK, I BLOCK, L BLOCK AND N BLOCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION. H NOT UTILISED AS FULL
23/06/2026	QUBE	CANADIAN HIGHWAY	164	DAY	106	Y	B BLOCK, D BLOCK, F BLOCK, H BLOCK, L BLOCK AND R BLOCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
23/06/2026	QUBE	SOUTHERN HIGHWAY	146	DAY	105	N	D BLOCK, F BLOCK, H BLOCK AND N BLOCK	Y	Y	NIL	BERTH 105 UTILISED AS BERTH 106 AND 107 OCCUPIED.
24/06/2026	QUBE	TRANS FUTURE 7	168	EVENING	107	N	A BLOCK, C BLOCK, Q BLOCK AND O BLOCK	Y	Y	NIL	
25/06/2026	QUBE	HUNAN	2603	DAY	103	N	DIRECT TO TRUCK	Y	Y	NIL	
26/06/2026	LINX	HOEGH TRADER	187	NIGHT	107	N	EBLK, GBLK, C BLOCK, O BLOCK, Q BLOCK, ESHED	Y	Y	NIL	
26/06/2026	LINX	VELVET	26004	EVENING	106	N	EXPORT ONLY	Y	Y	NIL	
27/06/2026	QUBE	MEDI LUNA	27003	DAY	103	Y	DIRECT TO TRUCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
29/06/2026	QUBE	JNS QILIN	1	EVENING	106	Y	DIRECT TO TRUCK	Y	Y	NIL	BERTHING DLEAYED DUE TO BERTH CONGESTION
30/06/2026	QUBE	LAKE QARAOUN	EE608	EVENING	107	N	107CON, A BLOCK, C BLOCK, O BLOCK, Q BLOCK AND ESHED	Y	Y	NIL	

Legend - Berth # and Laydown



	QUBE	LINX
TOTAL VESSELS FOR MONTH	32	13
GREEN BERTH	26	8
ORANGE BERTH	6	5
RED BERTH	0	0
GREEN LAYDOWN	27	10
ORANGE LAYDOWN	5	3
RED LAYDOWN	0	0

NUMBER OF BERTHING DELAYS	17	5	SEE ATTACHED SHEETS SHOWING BERTH AND CONGESTION DELAYS
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	

STERN @13MARK

BERTHING 15/05/26

SLOWED VESSEL

BERTHING 26/06/26

VESSEL ETA'S										
NAME	DATE	ETA TIME	POB	ETD	BERTH	BSD - TREATMENT	PREVIOUS PORT	VOLUME	WINDOW	
MORNING CAMILLA	1/06/2026	5:00	3/06/2026 4:22	4/06/2026 0:51	105	LOA 200 / BTB 26	BNE	1075		
ASTERIA LEADER	2/06/2026	3:18	3/06/2026 2:11	5/06/2026 0:01	107	LOA 200 / BTB 21	BNE	811		
BULK EUROPA	2/06/2026	16:45	5/06/2026 2:43	9/06/2026 14:54	106	LOA 180 / BTB 155	HMN			225 MODULAR ACCOMMODATION
WHITE BAY	3/06/2026	12:00	WENT TO OUTER HARBOUR DUE TO BERTH CONGESTION				BNE			7,000T UREA
NORTHERN HIGHWAY	3/06/2026	23:00	4/06/2026 2:51	5/06/2026 11:57	105	LOA 188 / BTB 16	BNE	484		
BYD ZHENGZHOU	4/06/2026	7:00	4/06/2026 9:31	5/06/2026 19:00	107	LOA 200 / BTB 36	MEL	1519		
TAUNNHAUSER	4/06/2026	10:00	5/06/2026 21:02	6/06/2026 22:19	107	LOA 200 / BTB 46	BNE	198		
GRAND CHAMPION	4/06/2026	22:00	5/06/2026 13:52	6/06/2026 1:57	105	LOA 200 / BTB 25	MEL	1006		
SERENITY HIGHWAY	7/06/2026	1:00	7/06/2026 6:23	8/06/2026 14:53	107	LOA 200 / BTB 45	YOK	2590		DIRECT CALL - OK TO DISCHARGE
CAPRICORNUS LEADER	8/06/2026	6:00	8/06/2026 9:00	10/06/2026 20:00	105	LOA 200 / BTB 26	BNE	1195		
VIKING DIAMOND	8/06/2026	6:00	8/06/2026 16:51	10/06/2026 15:04	107	LOA 167 / BTB 22	BNE	670		
ZEAL SERVANT	8/06/2026	7:00	9/06/2026 16:59	11/06/2026 6:55	106	LOA 147 / BTB 132	PMA			20 x ATB PIPES
VIKING CORAL	9/06/2026	15:00	10/06/2026 15:04	11/06/2026 1:58	107	LOA 167 / BTB 22	BNE	273		
MAO HONG	11/06/2026	13:30	11/06/2026 14:40	12/06/2026 14:00	107	LOA 169 / BTB 27	BNE	1127		
GRAND MARK	12/06/2026	15:00	12/06/2026 15:44	13/06/2026 8:25	106	LOA 199 / BTB 51	MEL	1428		
ZHENSHI NAVIGATOR	13/06/2026	9:06	13/06/2026 10:05	15/06/2026 20:11	106	LOA 123 / BTB 103				10,500T CU/ZINC
XIANG JIANG KOU	13/06/2026	9:30	15/06/2026 1:10	16/06/2026 14:54	107	LOA 200 / BTB 47		2935		
HOEGH BERLIN	13/06/2026	14:00	13/06/2026 14:19	14/06/2026 22:59	107	LOA 229 / BTB 44	MEL	1136		
TRANS FUTURE 5	13/06/2026	22:45	46192.41875	16/06/2026 20:30	105	LOA 200 / BTB 17	BNE	1482		
SPICA LEADER	14/06/2026	9:00	14/06/2026 4:19	14/06/2026 19:58	105	LOA 190 / BTB 18	BNE	120		
POAVOSA WISDOM V111	14/06/2026	8:06	15/06/2026 5:16	17/06/2026 20:55	103	LOA 169 / BTB 144	BNE	14/06-16/06/26 (10)		13,400T WHEAT
AAL HONG KONG	14/06/2026	7:54	15/06/2026 22:12	17/06/2026 14:23	106	LOA 194 / BTB 180				LOAD TBM PART & DISCHARGE STEEL AND TRANSFORMERS
MORNING CAROL	15/06/2026	5:45	16/06/2026 17:10	17/06/2026 19:00	107	LOA 200 / BTB 40	BNE	1432		
SINLAU BULKER	15/06/2026	10:10	17/06/2026 16:26	23/06/2026 1:25	106	LOA 180 / BTB 154				SWIRE BULK IMPORT STEEL
CANOPUS LEADER	16/06/2026	6:00	16/06/2026 22:33	18/06/2026 14:29	105	LOA 180 / BTB 18	BNE	1256		
PACIFIC FORTUNE	16/06/2026	10:31	18/06/2026 0:48	18/06/2026 19:00	103	LOA 139 / BTB 127				QUBE HOPPERS
ADRIA ACE	16/06/2026	20:00	17/06/2026 20:55	18/06/2026 18:06	107	LOA 176 / BTB 27	MEL	991		
BLUE RIDGE HIGHWAY	18/06/2026	15:00	18/06/2026 16:34	19/06/2026 5:57	105	LOA 180 / BTB 22	YOK	277		DIRECT CALL - OK TO DISCHARGE
MIGNON	19/06/2026	9:00	19/06/2026 12:15	20/06/2026 4:00	107	LOA 228 / BTB 42		947		
VIKING OCEAN	19/06/2026	9:00	19/06/2026 10:01	19/06/2026 22:59	105	LOA 167 / BTB 22	BNE	862		
AURIGA LEADER	19/06/2026	18:00	20/06/2026 6:01	21/06/2026 3:30	107	LOA 200 / BTB 20	BNE	1671		
SWIFT ACE	20/06/2026	10:30	20/06/2026 11:24	21/06/2026 0:51	105	LOA 200 / BTB 23	MEL	1090		
MORNING CLARA	20/06/2026	10:00	21/06/2026 2:41	23/06/2026 20:08	105	LOA 200 / BTB 20	BNE	1071		
KAI YUAN KOU	20/06/2026	14:30	22/06/2026 10:15	23/06/2026 8:02	107	LOA 200 / BTB 30	BNE	1663		
TAMERLANE	21/06/2026	3:00	21/06/2026 9:04	22/06/2026 7:38	107	LOA 245 / BTB 81	BNE	82		
FIRMAMENT ACE	21/06/2026	3:30	23/06/2026 9:46	24/06/2026 15:53	107	LOA 200 / BTB 21	MEL	729		
VIKING PAGLIA	21/06/2026	6:00	23/06/2026 6:00	23/06/2026 22:11	106	LOA 183 / BTB 32	BNE	363		
CANADIAN HIGHWAY	23/06/2026	0:47	24/06/2026 1:35	26/06/2026 7:03	106	LOA 200 / BTB 24	BNE	1811		
SOUTHERN HIGHWAY	23/06/2026	18:00	24/06/2026 2:54	25/06/2026 11:07	105	LOA 188 / BTB 16	BNE	543		
TRANS FUTURE 7	24/06/2026	7:30	24/06/2026 17:45	26/06/2026 16:52	107	LOA 200 / BTB 17	BNE	1376		
HUNAN	25/06/2026	20:30	26/06/2026 5:28	1/07/2026 18:04	103	LOA 180 / BTB 153	PTJ	25/06-28/06/26 (10)		30,400T WHEAT
HOEGH TRADER	26/06/2026	16:00	26/06/2026 20:22	27/06/2026 12:52	107	LOA 229 / BTB 44	MEL	490		
VELVET	26/06/2026	12:00	26/06/2026 14:12	30/06/2026 9:00	105 - 106	LOA 180 / BTB 152	PTJ			EXPORT SLAB
MEDI LUNA	27/06/2026	21:30	1/07/2026 20:32	4/07/2026 2:30	103	LOA 200 / BTB 171	BNE			5,000T UREA
JNS QILIN	29/06/2026	12:00	30/06/2026 13:42	5/07/2026 8:02	106	LOA 180 / BTB 155	HMN			287 X HOUSING MODULES
LAKE QARAOUN	30/06/2026	10:00	30/06/2026 11:43	1/07/2026 4:07	107	LOA 200 / BTB 44	MEL	991		

Attachment A

KPI 6

Allocation of first point of rest

Fisherman Islands

Jan 1 – Jun 30, 2026

JANUARY 2026

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	31/2100	QUBE	JASPER ARROW	142	DAY	1	NIL	A & C	YES	YES	NIL	
2	01/0400	LINX	MORNING MENAD	OK537	MID	3	NIL	E & M	YES	YES	NIL	
3	02/0600	LINX	HOEGH LONDON	118	EVE	1	NIL	A & C	YES	YES	NIL	
4	02/0800	QUBE	PLOVER ARROW	2508	EVE	3	NIL	NS, F2 & ONS	YES	YES	NIL	
5	04/0100	TML	CORAL CHIEF	2602N	MID	2	NIL	B	YES	YES	NIL	
6	04/0800	QUBE	BLUE RIDGE HIGHWAY	174	EVE	1	NIL	A & C	YES	YES	NIL	
7	04/0600	QUBE	KITE ARROW	2508	MID	3	8HRS	OS, NS & F1	YES	YES	NIL	Following departure of Plover Arrow
8	04/2200	LINX	DIONE LEADER	97	EVE	1	NIL	C & D	YES	YES	NIL	
9	06/0300	QUBE	SAIC ANJI SINCERITY	2	DAY	1	NIL	A, C & D	YES	YES	NIL	
10	05/2300	TML	BBC MARMARA	48	DAY	2	NIL	B	YES	YES	NIL	
11	04/2359	QUBE	AAL BRISBANE	25007	EVE	3	32HRS	OS, F1, J, H, WF3 & REEFER	YES	YES	NIL	
12	07/0100	QUBE	MORNING CAMILLA	OO538	EVE	1	NIL	A, C & D	YES	YES	NIL	
13	08/0300	TML	BBC OCEAN	253	DAY	2	NIL	B	YES	YES	NIL	
14	06/2200	QUBE	TRANS LEADER	21	EVE	1	24HRS	A, C & D	YES	YES	NIL	
15	07/1500	LINX	HOEGH COPEHAGEN	95	DAY	1	32HRS	A & C	YES	YES	NIL	
16	04/1200	LINX	BBC GDANSK	010N	DAY	2	NIL	B	YES	YES	NIL	
17	10/0340	QUBE	TITUS	EE519	EVE	1	NIL	A & C	YES	YES	NIL	
18	08/1400	TML	NPDL TAHITI	2602N	EVE	2	40HRS	B	YES	YES	NIL	
19	08/0600	QUBE	RUBY ACE	128	DAY	1	NIL	A & C	YES	YES	NIL	
20	11/0700	QUBE	THEMIS	EF520	EVE	3	NIL	E	YES	YES	NIL	
21	11/1800	LINX	KARIYUSHI LEADER	92	DAY	1	NIL	C	YES	YES	NIL	
22	11/1630	QUBE	MORNING POST	OK540	MID	1	24HRS	A, C & D	YES	YES	NIL	Following departure of Kariyushi Leader
23	14/0900	TML	HIGHLAND CHIEF	2603N	EVE	2	NIL	B	YES	YES	NIL	
24	14/1330	QUBE	PRIME ACE	95	MID	1	NIL	A & C	YES	YES	NIL	
25	14/2330	LINX	LORD VISHNU	96	DAY	3	NIL	E	YES	YES	NIL	
26	15/1330	LINX	SIRIUS LEADER	96	MID	1	NIL	A	YES	YES	NIL	
27	13/1800	LINX	OT IDEAAL	73N	DAY	2	NIL	B	YES	YES	NIL	
28	15/1800	QUBE	GENIUS HIGHWAY	84	EVE	1	NIL	A & C	YES	YES	NIL	
29	16/1100	TML	KAIFONG	2507	EVE	3	NIL	OS, AWN, F1, ONS & J	YES	YES	NIL	
30	19/0100	QUBE	MORNING CAROL	NZ501	EVE	1	NIL	C	YES	YES	NIL	
31	20/1500	LINX	YACHT EXPRESS	2601	DAY	3	NIL	UH	YES	YES	NIL	
32	21/0900	TML	TAKUTAI CHIEF	2603	EVE	2	NIL	B	YES	YES	NIL	
33	23/1600	TML	GREAT COSMOS	2507	DAY	3	32HRS	H, WF3,F,NS	YES	YES	NIL	
34	24/0300	QUBE	AZUL ACE	39	MID	1	16HRS	A & C	YES	YES	NIL	Following departure of Arabian Sea
35	23/2300	QUBE	ARABIAN SEA	OO541	DAY	1	NIL	A	YES	YES	NIL	
36	24/0800	LINX	BBC GDANSK	011N	EVE	2	NIL	B	YES	YES	NIL	
37	24/1500	LINX	SAGITTARIUS LEADER	68	EVE	1	16HRS	A, C & D	YES	YES	NIL	
38	26/0800	LINX	CSAV RIO NEVADO	25RN09	EVE	2	NIL	D	YES	YES	NIL	
39	27/0830	QUBE	CRYSTAL RAY	1	EVE	1	NIL	A, C & D	YES	YES	NIL	
40	26/2000	QUBE	TOMINI SOLANO	1	MID	3	24HRS	ONS & F2	YES	YES	NIL	
41	27/1630	LINX	NEW CENTURY 1	201	EVE	1	NIL	A & C	YES	YES	NIL	
42	29/0200	LINX	RHEA LEADER	138	DAY	1	NIL	A, C & D	YES	YES	NIL	
43	29/0500	TML	BBC MARMARA	49	DAY	2	NIL	B	YES	YES	NIL	
44	29/0900	QUBE	VIKING PAGLIA	OO601	DAY	1	24HRS	A & C	YES	YES	NIL	
45	30/0800	TML	BBC OCEAN	254	EVE	2	NIL	B	YES	YES	NIL	
46	30/2200	QUBE	MORNING CAPO	EE520	DAY	3	NIL	E	YES	YES	NIL	
47	29/1800	LINX	MORNING COURIER	OK602	EVE	1	NIL	C & D	YES	YES	NIL	

Legend - Berth # and Laydown

	Primary
	Secondary
	Tertiary

SUMMARY	LINX	QUBE	TML	COMMENT
TOTAL VESSELS FOR MONTH	16	21	10	
GREEN BERTH (Primary)	16	21	10	
ORANGE BERTH (Secondary)	0	0	0	
RED BERTH (Tertiary)	0	0	0	
GREEN LAYDOWN (Primary)	10	16	10	
ORANGE LAYDOWN (Secondary)	6	5	0	
RED LAYDOWN (Tertiary)	0	0	0	
NUMBER OF BERTHING DELAYS	2	7	2	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	0	

FEBRUARY 2026

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	30/1400	TML	NORFOLK	0601E	MID	3	16HRS	B	YES	YES	NIL	Awaiting departure of BBC Ocean
2	31/0600	LINX	OT IDEAAL	074N	MID	3	16HRS	H	YES	YES	NIL	Awaiting departure of Morning Capo
3	29/1000	LINX	HOEGH SUNLIGHT	6	DAY	1	64HRS	D & M	YES	YES	NIL	Awaiting departure of Morning Courier
4	31/1630	TML	CORAL CHIEF	2604N	EVE	2	16HRS	B	YES	YES	NIL	Awaiting departure of Norfolk
5	31/0800	QUBE	GAN JIANG KOU	10	EVE	1	88HRS	A	YES	YES	NIL	Awaiting departure of Hoegh Sunlight & Gale winds suspended pilotage for PCCs
6	03/0600	QUBE	AAL HONG KONG	26001	EVE	3	NIL	NS, OS, AWNING, F, ONS, J & H	YES	YES	NIL	
7	04/1500	TML	NPDL TAHITI	2604N	EVE	2	NIL	B	YES	YES	NIL	
8	03/0530	QUBE	ORCA ACE	63	DAY	1	40HRS	C & D	YES	YES	NIL	Awaiting departure of Gan Jiang Kou & Gale winds suspended pilotage for PCCs
9	03/0900	QUBE	BLUE RIDGE HIGHWAY	175	MID	1	56HRS	A & D	YES	YES	NIL	Awaiting departure of Orca Ace & Gale winds suspended pilotage for PCCs
10	06/1200	LINX	BBC GDANSK	012N	MID	2	NIL	B	YES	YES	NIL	
11	05/0200	QUBE	NORTHERN HIGHWAY	161	EVE	1	48hrs	A & C	YES	YES	NIL	Awaiting departure of Blue Ridge Hwy & Gale winds suspended pilotage for PCCs
12	06/2300	LINX	MERCURY LEADER	71	MID	GB	24HRS	A, C & D	YES	YES	NIL	Awaiting departure of Northern Hwy or Grain Berth availability
13	07/1800	QUBE	APOLLON HIGHWAY	96	DAY	3	16HRS	E, M & WF3	YES	YES	NIL	Awaiting departure of AAL Hong Kong
14	07/2300	QUBE	PARSIFAL	EF521	DAY	3	24HRS	E	YES	YES	NIL	Awaiting departure of Apollon Hwy
15	09/1500	LINX	TRANS FUTURE 7	164	DAY	2	NIL	A & C	YES	YES	NIL	
16	10/0630	LINX	GRAND QUEST	26GQ01	EVE	3	NIL	E & M	YES	YES	NIL	
17	10/0700	QUBE	TRANS LEADER	22	EVE	3	16HRS	E & M	YES	YES	NIL	Awaiting departure of Grand Quest
18	11/0200	QUBE	WALRUS ACE	62	DAY	1	NIL	A & C	YES	YES	NIL	
19	11/0900	TML	HIGHLAND CHIEF	2605N	EVE	2	NIL	B	YES	YES	NIL	
20	12/1330	LINX	DIONE LEADER	98	MID	1	NIL	A & C	YES	YES	NIL	
21	12/1800	QUBE	MORNING CHERRY	OO603	DAY	2	NIL	D & M	YES	YES	NIL	
22	13/1400	TML	BRIO FAITH	V216	MID	2	NIL	B	YES	YES	NIL	
23	12/1400	LINX	MORNING NINNI	OK604	EVE	1	24HRS	A, C & D	YES	YES	NIL	Awaiting departure of Dione Leader
24	14/1000	QUBE	PALMELA	217	EVE	3	NIL	E, L & M	YES	YES	NIL	
25	14/2345	QUBE	PENGUIN ARROW	2601	DAY	3	NIL	NS, ONS, F	YES	YES	NIL	
26	15/0300	LINX	HOEGH OSAKA	126	EVE	1	NIL	A & D	YES	YES	NIL	
27	15/1000	LINX	OT IDEAAL	75N	EVE	2	NIL	B	YES	YES	NIL	
28	18/0500	LINX	HOEGH TRAVELLER	54	DAY	1	NIL	A	YES	YES	NIL	
29	17/2300	TML	BBC MARMARA	50	DAY	2	NIL	B	YES	YES	NIL	
30	16/0245	TML	EDWARD OLDENDORFF	2601	EVE	3	56HRS	H, G, J ,F2 & REEFER	YES	YES	NIL	Awaiting departure of Penguin Arrow
31	18/1500	QUBE	OREGON HIGHWAY	161	MID	1	2HRS	A & C	YES	YES	NIL	Awaiting departure of Hoegh Traveller
32	18/0900	TML	TAKUTAI CHIEF	2605N	MID	2	NIL	B	YES	YES	NIL	
33	18/2100	LINX	ALTAIR LEADER	102	EVE	1	NIL	A & C	YES	YES	NIL	
34	19/1000	TML	BBC OCEAN	255	EVE	2	16HRS	B	YES	YES	NIL	Awaiting departure of Takutai Chief
35	18/1800	LINX	POSITIVE LEADER	142	DAY	1	NIL	A	YES	YES	NIL	
36	20/1345	QUBE	TAIPAN	EE521	DAY	3	NIL	E & WF3	YES	YES	NIL	
37	20/1800	QUBE	HORIZON HIGHWAY	92	EVE	1	8HRS	C	YES	YES	NIL	Awaiting departure of Positive Leader
38	21/0500	QUBE	BBC ROSARIO	1145080	EVE	2	NIL	UH	YES	YES	NIL	
39	21/1530	QUBE	PARADISE ACE	164	DAY	3	NIL	M	YES	YES	NIL	
40	21/1000	QUBE	DREAM ORCHID	2	DAY	1	NIL	C & D	YES	YES	NIL	
41	23/1615	QUBE	ANDROMEDA SPIRIT	180	MID	1	NIL	A & C	YES	YES	NIL	
42	20/1200	LINX	BBC GDANSK	013N	MID	2	NIL	B	YES	YES	NIL	
43	23/1700	LINX	TRANS FUTURE 6	164	DAY	1	NIL	A	YES	YES	NIL	
44	24/1200	QUBE	NABUCCO	EE522	MID	3	NIL	E & M	YES	YES	NIL	
45	24/0730	LINX	LORD VISHNU	97	DAY	1	16HRS	A & C	YES	YES	NIL	Awaiting departure of Trans Future 6
46	25/0930	TML	CORAL CHIEF	2606N	EVE	2	NIL	B	YES	YES	NIL	
47	24/1800	LINX	ARABIAN SEA	OK606	MID	3	NIL	E & M	YES	YES	NIL	
48	25/1300	QUBE	RUBY ACE	129	DAY	1	NIL	A, C & D	YES	YES	NIL	
49	27/1800	LINX	VIKING PAGLIA	OK607	DAY	1	NIL	A & C	YES	YES	NIL	

Legend - Berth # and Laydown

- Primary
- Secondary
- Tertiary

SUMMARY	LINX	QUBE	TML	COMMENT
TOTAL VESSELS FOR MONTH	18	21	10	
GREEN BERTH (Primary)	17	21	10	
ORANGE BERTH (Secondary)	1	0	0	
RED BERTH (Tertiary)	0	0	0	
GREEN LAYDOWN (Primary)	11	11	10	
ORANGE LAYDOWN (Secondary)	6	10	0	
RED LAYDOWN (Tertiary)	0	0	0	
NUMBER OF BERTHING DELAYS	5	9	4	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	0	

MARCH 2026

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	01/0330	QUBE	EUROPEAN HIGHWAY	278	EVE	1	NIL	C & D	YES	YES	NIL	
2	02/1500	LINX	CSAV RIO NEVADO	26RN01	MID	1	NIL	A & C	YES	YES	NIL	
3	02/1500	LINX	OT IDEAAL	076N	MID	2	NIL	B	YES	YES	NIL	
4	04/1545	QUBE	GRAND LEGACY	17	EVE	1	NIL	A	YES	YES	NIL	
5	05/0100	QUBE	ANIARA	EF601	EVE	3	NIL	E	YES	YES	NIL	
6	05/1400	TML	NPDL TAHITI	2606N	EVE	2	NIL	B	YES	YES	NIL	
7	06/1000	LINX	GRANDE HALIFAX	126	EVE	1	NIL	A	YES	YES	NIL	
8	07/0100	LINX	CRONUS LEADER	124	DAY	1	NIL	A & C	YES	YES	NIL	
9	09/0900	QUBE	NOBLE ACE	100	EVE	1	NIL	A & C	YES	YES	NIL	
10	09/1000	QUBE	GAN JIANG KOU	11	EVE	2	NIL	A & C	YES	YES	NIL	
11	10/1000	TML	BBC MARMARA	51	EVE	3	NIL	REEFER	YES	YES	NIL	
12	10/2200	LINX	NEW CENTURY 1	202	EVE	1	NIL	A & C	YES	YES	NIL	
13	11/0930	TML	HIGHLAND CHIEF	2607N	EVE	2	NIL	B	YES	YES	NIL	
14	11/1300	LINX	BBC GDANSK	014N	MID	3	NIL	H	YES	YES	NIL	
15	13/0400	QUBE	LUNA SPIRIT	178	DAY	1	NIL	A	YES	YES	NIL	
16	13/0500	LINX	RHEA LEADER	139	DAY	2	NIL	A	YES	YES	NIL	
17	17/0700	QUBE	SOUTHERN HIGHWAY	142	DAY	1	NIL	A	YES	YES	NIL	
18	17/0600	LINX	OT IDEAAL	077N	DAY	2	NIL	B	YES	YES	NIL	
19	17/0300	QUBE	MARTORELL	183	DAY	3	NIL	E & F2	YES	YES	NIL	
20	17/0615	QUBE	BBC TORNIO	8005	EVE	3	NIL	UH	YES	YES	NIL	
21	18/0500	QUBE	STAR KIRKENES	2601	DAY	3	NIL	NS, AWNING, F, J & ONS	YES	YES	NIL	
22	18/0900	TML	TAKUTAI CHIEF	2607N	EVE	2	NIL	B	YES	YES	NIL	
23	18/1500	QUBE	TORRENS	OO609	EVE	1	NIL	A	YES	YES	NIL	
24	20/0400	QUBE	TOSCA	EE601	EVE	1	NIL	A & C	YES	YES	NIL	
25	21/0100	LINX	PAGANELLA	3	DAY	1	NIL	A & D	YES	YES	NIL	
26	20/1830	LINX	GRAND QUEST	26GQ02	DAY	2	NIL	C	YES	YES	NIL	
27	21/0800	LINX	GRANDE NEW JERSEY	226	DAY	1	16HRS	D	YES	YES	NIL	Awaiting departure of Paganella
28	19/1700	QUBE	AAL HONG KONG	26003	MID	3	48HRS	OS, ONS, F, OTP, G, H, NS & REEFER	YES	YES	NIL	Awaiting departure of Star Kirkenes
29	21/1830	QUBE	ADRIA ACE	155	MID	1	16HRS	D	YES	YES	NIL	Awaiting departure of Grande New Jersey
30	22/1600	QUBE	EMERALD ACE	108	DAY	1	8HRS	A, D & M	YES	YES	NIL	Awaiting departure of Adria Ace
31	23/0600	TML	NORFOLK	0506E	DAY	2	NIL	B	YES	YES	NIL	
32	24/0900	QUBE	WISDOM ACE	100	EVE	1	NIL	A & C	YES	YES	NIL	
33	24/1030	QUBE	GLOVIS CHALLENGE	1	DAY	1	8HRS	A & C	YES	YES	NIL	Awaiting departure of Wisdom Ace
34	25/0600	TML	CORAL CHIEF	2608N	DAY	2	NIL	B	YES	YES	NIL	
35	25/0700	LINX	DIONE LEADER	99	DAY	1	16HRS	A, C, D & M	YES	YES	NIL	Awaiting departure of Glovis Challenge
36	22/2230	TML	AFRICAN ROLLER	2601	DAY	3	72HRS	OS, AWNING & F	YES	YES	NIL	Awaiting departure of AAL Hong Kong
37	25/1600	LINX	BBC GDANSK	015N	DAY	2	NIL	B	YES	YES	NIL	
38	25/0400	LINX	VIKING PASSAMA	OK610	EVE	1	56HRS	A	YES	YES	NIL	Awaiting departure of Dione Leader
39	26/2100	QUBE	APOLLON HIGHWAY	97	DAY	1	48HRS	A, C & D	YES	YES	NIL	Awaiting departure of Viking Passama
40	27/1230	QUBE	EASTERN HIGHWAY	170	DAY	3	NIL	E	YES	YES	NIL	Awaiting departure of African Roller
41	29/2230	QUBE	DREAM ORCHID	3	EVE	1	8HRS	A	YES	YES	NIL	Awaiting departure of Apollon Hwy

Legend - Berth # and Laydown

	Primary
	Secondary
	Tertiary

SUMMARY	LINX	QUBE	TML	COMMENT
TOTAL VESSELS FOR MONTH	14	20	7	
GREEN BERTH (Primary)	14	20	7	
ORANGE BERTH (Secondary)	0	0	0	
RED BERTH (Tertiary)	0	0	0	
GREEN LAYDOWN (Primary)	11	16	7	
ORANGE LAYDOWN (Secondary)	3	4	0	
RED LAYDOWN (Tertiary)	0	0	0	
NUMBER OF BERTHING DELAYS	3	6	1	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	0	

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY FILLED	MACHINERY ISSUES	NOTES
1	31/1700	TML	BRIO FAITH	V17	MID	3	NIL	G & REEFER	YES	YES	NIL	
2	01/0100	QUBE	GLOBAL HIGHWAY	77	DAY	1	NIL	A & C	YES	YES	NIL	
3	01/1000	TML	NPDL TAHITI	2608N	EVE	2	NIL	B	YES	YES	NIL	
4	01/1200	TML	JNS QILIN	2603	DAY	3	NIL	NS, J, H AND REEFER	YES	YES	NIL	
5	01/0500	QUBE	TREASURE	OO611	DAY	1	16HRS	A & C	YES	YES	NIL	Awaiting departure of Global Hwy
6	31/1800	TML	BBC MARMARA	52	DAY	2	32HRS	B	YES	YES	NIL	Awaiting departure of NPDL Tahiti
7	02/1600	TML	BBC AUSTRALIA	136S	DAY	2	8HRS	B	YES	YES	NIL	Awaiting departure of BBC Marmara
8	03/0100	QUBE	TORONTO	EF602	DAY	1	NIL	A & C	YES	YES	NIL	
9	03/0700	QUBE	PALMELA	218	EVE	1	24HRS	A & C	YES	YES	NIL	Awaiting departure of Toronto
10	03/1000	LINX	NEPTUNE LEADER	148	DAY	1	NIL	D & M	YES	YES	NIL	
11	05/0600	LINX	OT IDEAAL	078N	EVE	2	NIL	B	YES	YES	NIL	
12	05/0500	QUBE	SALOME	EF603	DAY	3	NIL	E	YES	YES	NIL	
13	05/1900	LINX	GRAND HERO	11	DAY	1	NIL	D	YES	YES	NIL	
14	06/1630	LINX	GRANDE HALIFAX	226	EVE	1	NIL	A & C	YES	YES	NIL	
15	07/0100	LINX	TRANS FUTURE 6	165	DAY	2	NIL	A,C,D & M	YES	YES	NIL	
16	07/1200	QUBE	HORIZON HIGHWAY	93	EVE	1	16HRS	A,C & D	YES	YES	NIL	Awaiting departure of Grande Halifax
17	07/1430	QUBE	DUGONG ACE	59	EVE	2	16HRS	A,D & M	YES	YES	NIL	Awaiting departure of Trans Future 6
18	09/1600	LINX	CSAV RIO NEVADO	26RN02	MID	1	NIL	A,C,D & M	YES	YES	NIL	
19	09/1300	TML	HIGHLAND CHIEF	2609N	EVE	2	NIL	B	YES	YES	NIL	
20	09/2200	QUBE	KITE ARROW	2602	MID	3	NIL	NS,H,G,F	YES	YES	NIL	
21	10/1700	QUBE	OBERON	EE602	DAY	1	NIL	A & C	YES	YES	NIL	
22	11/0145	QUBE	EUROPEAN HIGHWAY	279	MID	1	8HRS	A,C,D & M	YES	YES	NIL	Awaiting departure of Oberon
23	11/0900	LINX	BBC GDANSK	016N	EVE	2	NIL	B	YES	YES	NIL	
24	11/0800	QUBE	RCC ASIA	28	EVE	1	NIL	E	YES	YES	NIL	
25	14/0300	LINX	MORNING MENAD	OK613	EVE	1	NIL	A & C	YES	YES	NIL	
26	13/1200	TML	BBC OCEAN	257	EVE	2	NIL	B	YES	YES	NIL	
27	14/1500	LINX	SAGITTARIUS LEADER	70	EVE	3	NIL	E,W	YES	YES	NIL	
28	15/0200	LINX	POSITIVE LEADER	144	DAY	1	NIL	A,D	YES	YES	NIL	
29	15/1000	TML	TAKUTAI CHIEF	2609N	EVE	2	NIL	B	YES	YES	NIL	
30	17/0215	LINX	HOEGH TROVE	183	DAY	2	NIL	E,W	YES	YES	NIL	
31	17/1500	LINX	SARA LEADER	59	MID	1	NIL	A & C	YES	YES	NIL	
32	18/1230	QUBE	GRAND CHAMPION	14	MID	1	NIL	D	YES	YES	NIL	
33	18/1200	QUBE	SWIFT ACE	148	DAY	1	8HRS	D & M	YES	YES	NIL	Awaiting departure of Grand Champion
34	18/0200	QUBE	VIKING PAGLIA	OO612	DAY	2	NIL	A,C & D	YES	YES	NIL	
35	17/0900	TML	TS FLOWER	TML	DAY	3	16HRS	REEFER, NS,H,J	YES	YES	NIL	Awaiting departure of Hoegh Trove
36	19/0100	LINX	SIEM COPERNICUS	34	EVE	1	24HRS	A	YES	YES	NIL	Awaiting departure of Swift Ace
37	19/1400	LINX	OT IDEAAL	79N	MID	2	NIL	B	YES	YES	NIL	
38	17/1200	TML	CHILEAN BULKER	2601	DAY	3	56HRS	OS,NS,F	YES	YES	NIL	Awaiting departure of TS Flower
39	20/0800	QUBE	UNDINE	EE603	DAY	1	16HRS	A & C	YES	YES	NIL	Awaiting departure of Siem Copernicus
40	19/2230	QUBE	DON CARLOS	OK615	DAY	3	24HRS	E,W	YES	YES	NIL	Awaiting availability of Berth 4
41	21/1445	TML	BBC MARMARA	53	EVE	2	NIL	B	YES	YES	NIL	
42	20/0630	QUBE	AAL BRISBANE	26004	EVE	3	40HRS	NS,J,H,OTP,B	YES	YES	NIL	Awaiting departure of Chilean Bulker
43	20/0230	LINX	ASTERIA LEADER	40	DAY	1	48HRS	A & C	YES	YES	NIL	Awaiting departure of Undine
44	21/1300	LINX	TRANS FUTURE 5	165	DAY	1	24HRS	A, C & D	YES	YES	NIL	Awaiting departure of Asteria Leader
45	21/1800	LINX	KARIYUSHI LEADER	59	DAY	2	24HRS	A, C, D & M	YES	YES	NIL	Awaiting departure of BBC Marmara
46	24/0600	TML	CORAL CHIEF	2610N	DAY	2	NIL	B	YES	YES	NIL	
47	22/1530	QUBE	GLOVIS CARAVEL	45	EVE	1	40HRS	A & C	YES	YES	NIL	Awaiting departure of Trans Future 5
48	22/1800	LINX	GRAND QUEST	26GQ03	MID	3	40HRS	E	YES	YES	NIL	Awaiting departure of AAL Brisbane
49	23/0700	QUBE	NORTHERN HIGHWAY	163	DAY	1	24HRS	A, C, D & M	YES	YES	NIL	Awaiting departure of Glovis Caravel
50	25/0600	TML	BBC AUSTRALIA	137A	EVE	2	NIL	B	YES	YES	NIL	
51	24/0900	QUBE	PAGNA	46	EVE	3	NIL	M & W	YES	YES	NIL	
52	24/0730	QUBE	GAN JIANG KOU	12	DAY	1	24HRS	A, C, D & M	YES	YES	NIL	Awaiting departure of Northern Hwy
53	25/0900	LINX	BBC GDANSK	017N	DAY	2	16HRS	B	YES	YES	NIL	Awaiting departure of BBC Australia
54	25/1000	QUBE	TARAGO	EF604	DAY	1	24HRS	A & D	YES	YES	NIL	Awaiting departure of Gan jiang Kou
55	28/1200	QUBE	AAL NANJING	26004	EVE	3	NIL	UH	YES	YES	NIL	
56	29/0600	QUBE	MORNING CAROL	OO617	DAY	1	NIL	A	YES	YES	NIL	
57	30/1100	QUBE	MORNING MARAGERTA	OO616	EVE	1	NIL	A & C	YES	YES	NIL	
58	30/1000	TML	NPDL TAHITI	2610N	EVE	2	NIL	B	YES	YES	NIL	

Legend - Berth # and Laydown

- Primary
- Secondary
- Tertiary

SUMMARY	LINX	QUBE	TML	COMMENT
TOTAL VESSELS FOR MONTH				
GREEN BERTH (Primary)	19	25	14	
ORANGE BERTH (Secondary)	0	0	0	
RED BERTH (Tertiary)	0	0	0	
GREEN LAYDOWN (Primary)	12	15	14	
ORANGE LAYDOWN (Secondary)	7	10	0	
RED LAYDOWN (Tertiary)	0	0	0	
NUMBER OF BERTHING DELAYS	6	3	4	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	0	

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	30/1900	QUBE	TING JIANG KOU	7	MID	3	NIL	E	YES	YES	NIL	
2	01/1200	QUBE	VICTORIOUS ACE	87	MID	1	NIL	A	YES	YES	NIL	
3	01/1300	QUBE	MARTORELL	184	DAY	1	8HRS	A, C & D	YES	YES	NIL	Awaiting departure of Victorious Ace
4	01/2300	LINX	CAPRICORNUS LEADER	9	DAY	2	NIL	D & M	YES	YES	NIL	
5	03/1300	LINX	MICRONESIAN OCEAN	05NW	MID	3	NIL	B	YES	YES	NIL	
6	03/1700	LINX	OT IDEAAL	080N	MID	2	NIL	B	YES	YES	NIL	
7	04/0800	QUBE	MERIDIAN ACE	221	DAY	1	NIL	C & M	YES	YES	NIL	
8	05/1300	QUBE	BBC HUDSON	8107	MID	3	NIL	OOS, ONS & OTP	YES	YES	NIL	
9	05/1530	LINX	TRANS FUTURE 7	166	DAY	1	8HRS	A & C	YES	YES	NIL	Awaiting departure of Meridian Ace
10	06/0900	TML	HIGHLAND CHIEF	2611N	EVE	2	NIL	B	YES	YES	NIL	
11	06/0245	QUBE	EASTERN HIGHWAY	171	DAY	1	24HRS	A & C	YES	YES	NIL	Awaiting departure of Trans Future 7
12	06/1200	TML	BBC HUDSON	401	DAY	2	16HRS	B	YES	YES	NIL	Awaiting departure of Highland Chief
13	05/2330	LINX	HOEGH BOREALIS	8	DAY	3	24HRS	E	YES	YES	NIL	Awaiting departure of BBC Hudson
14	07/1700	TML	BRIO FAITH	V218	MID	2	NIL	B	YES	YES	NIL	
15	05/2013	LINX	DENEb LEADER	89	DAY	1	40HRS	A & C	YES	YES	NIL	Awaiting departure of Eastern Hwy
16	07/1200	LINX	GREEN WAVE	19	DAY	3	16HRS	E, W & NS	YES	YES	NIL	Awaiting departure of Hoegh Borealis
17	08/1800	LINX	DIONE LEADER	100	DAY	1	NIL	A & C	YES	YES	NIL	
18	08/2030	QUBE	GENUINE ACE	105	EVE	2	32HRS	M	YES	YES	NIL	Awaiting departure of Brio Faith
19	09/1830	QUBE	GRAND AURORA	16	DAY	1	NIL	D & M	YES	YES	NIL	
20	09/1200	QUBE	THERMOPYLAE	EF605	DAY	3	8HRS	M	YES	YES	NIL	Awaiting departure pf Genuine Ace
21	10/1000	LINX	BBC GDANSK	018N	EVE	2	NIL	B	YES	YES	NIL	
22	11/0600	QUBE	LAKE SAINT ANNE	EE604	EVE	1	NIL	A & C	YES	YES	NIL	
23	11/0800	TML	BBC MARMARA	54	MID	2	8HRS	B	YES	YES	NIL	Awaiting departure of BBC Gdansk
24	12/0800	QUBE	SALVIA ACE	152	EVE	1	NIL	A	YES	YES	NIL	
25	13/1700	TML	TAKUTAI CHIEF	2611N	MID	2	NIL	B	YES	YES	NIL	
26	13/1600	QUBE	ADRIA ACE	156	MID	3	NIL	E	YES	YES	NIL	
27	14/0900	LINX	BOHEME	OK618	EVE	3	NIL	E, NS, G & W	YES	YES	NIL	
28	14/0600	QUBE	TRANS LEADER	24	EVE	1	NIL	A & C	YES	YES	NIL	
29	15/1000	LINX	LORD VISHNU	99	EVE	1	NIL	C	YES	YES	NIL	
30	16/1800	LINX	PHOENIX LEADER	64	MID	1	NIL	C & D	YES	YES	NIL	
31	16/1500	QUBE	AAL SHANGHAI	26005	MID	3	NIL	OS, ONS, J & F1	YES	YES	NIL	
32	17/1000	TML	BBC AUSTRALIA	138A	EVE	2	NIL	B	YES	YES	NIL	
33	19/0100	QUBE	SOUTHERN HIGHWAY	145	DAY	1	NIL	A & C	YES	YES	NIL	
34	19/0300	LINX	OT IDEAAL	081N	DAY	2	NIL	B	YES	YES	NIL	
35	19/0040	LINX	RIGEL LEADER	30	DAY	1	16HRS	A	YES	YES	NIL	Awaiting departure of Southern Hwy
36	19/0800	TML	BBC HUDSON	402	EVE	2	24HRS	B	YES	YES	NIL	Awaiting departure of OT Ideaal
37	19/0600	QUBE	VIKING PAGLIA	OO619	DAY	3	16HRS	E	YES	YES	NIL	Awaiting departure of AAL Shanghai
38	20/1000	QUBE	LIBERTY ACE	164	DAY	1	16HRS	A	YES	YES	NIL	Awaiting departure of Rigel Leader
39	20/1500	QUBE	STAR JAPAN	2603	DAY	3	8HRS	NS, H & F	YES	YES	NIL	Awaiting departure of Viking Paglia
40	21/1300	TML	CORAL CHIEF	2612N	MID	2	NIL	B	YES	YES	NIL	
41	21/2030	LINX	POSITIVE LEADER	145	DAY	1	NIL	C	YES	YES	NIL	
42	22/0030	LINX	POSITIVE CHALLENGER	40	EVE	1	16HRS	A	YES	YES	NIL	Awaiting departure of Positive Leader
43	21/2230	LINX	GRANDE HALIFAX	326	DAY	3	24HRS	E	YES	YES	NIL	Awaiting departure of Star Japan
44	23/2200	QUBE	VIKING ADVENTURE	42	DAY	1	NIL	D	YES	YES	NIL	
45	23/2300	LINX	HOEGH COPENHAGEN	97	DAY	3	NIL	E & W	YES	YES	NIL	
46	24/0800	LINX	BBC GDANSK	019N	EVE	2	NIL	B	YES	YES	NIL	
47	24/1700	LINX	CSAV RIO NEVADO	26RN03	MID	1	NIL	D & M	YES	YES	NIL	
48	25/1100	QUBE	LIBERTY	OO621	EVE	1	NIL	A & C	YES	YES	NIL	
49	25/1700	QUBE	FIDELIO	EF606	DAY	3	NIL	E	YES	YES	NIL	
50	26/0030	LINX	TRANS FUTURE 6	166	EVE	1	8HRS	A & C	YES	YES	NIL	Awaiting departure of Liberty
51	26/2100	QUBE	GLOVIS CONDOR	12	DAY	1	NIL	A, C, D & M	YES	YES	NIL	
52	28/0330	LINX	PROMETHEUS LEADER	78	DAY	1	NIL	A, C & D	YES	YES	NIL	
53	28/1730	QUBE	ETERNAL ACE	129	MID	1	NIL	A	YES	YES	NIL	
54	28/1400	TML	GREAT AGILITY	2603	MID	3	NIL	J, NS, F1, OS & REEFER	YES	YES	NIL	
55	28/1800	QUBE	GLOVIS CARAVEL	46	EVE	1	NIL	A & C	YES	YES	NIL	
56	29/1830	LINX	GRAND QUEST	26GQ04	MID	3/4	NIL	W	YES	YES	NIL	
57	28/2000	LINX	MORNING CAMILLA	OK622	DAY	1	24HRS	D	YES	YES	NIL	Awaiting departure of Glovis Caravel
58	29/0800	LINX	ASTERIA LEADER	41	MID	1	32HRS	A, C & M	YES	YES	NIL	Awaiting departure of Morning Camilla
59	29/1900	LINX	HOEGH TARGET	62	EVE	3	24HRS	E & L	YES	YES	NIL	Awaiting departure of Hoegh Target

Legend - Berth # and Laydown

- Primary
- Secondary
- Tertiary

SUMMARY	LINX	QUBE	TML	COMMENT
TOTAL VESSELS FOR MONTH				
GREEN BERTH (Primary)	26	24	9	
ORANGE BERTH (Secondary)	0	0	0	
RED BERTH (Tertiary)	0	0	0	
GREEN LAYDOWN (Primary)	17	18	9	
ORANGE LAYDOWN (Secondary)	9	6	0	
RED LAYDOWN (Tertiary)	0	0	0	
NUMBER OF BERTHING DELAYS	11	7	3	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	0	

JUNE 2026

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	31/2000	QUBE	THEMIS	EE605	DAY	1	NIL	M	YES	YES	NIL	
2	01/0400	QUBE	ELEKTRA	EE606	EVE	3	NIL	E & M	YES	YES	NIL	
3	01/1215	QUBE	NORTHERN HIGHWAY	164	MID	1	NIL	A	YES	YES	NIL	
4	01/1200	LINX	OT IDEAAL	82N	MID	2	NIL	B	YES	YES	NIL	
5	02/0100	QUBE	TANNHAUSER	EF607	DAY	3	NIL	E	YES	YES	NIL	
6	01/2300	TML	BBC HUDSON	403	DAY	2	24HRS	B	YES	YES	NIL	Awaiting departure of OT Ideaal
7	02/2030	QUBE	NORD LOTUS	5	DAY	3	NIL	UH	YES	YES	NIL	
8	04/0100	QUBE	VIKING DIAMOND	74	DAY	1	NIL	A	YES	YES	NIL	
9	04/0600	QUBE	IRIS ACE	107	EVE	4	NIL	W & H	YES	YES	NIL	
10	04/1400	TML	HIGHLAND CHIEF	2613N	EVE	2	NIL	B	YES	YES	NIL	
11	05/0230	QUBE	VIKING CORAL	1	DAY	1	NIL	A & C	YES	YES	NIL	
12	04/1300	LINX	OPAL LEADER	52	DAY	4	NIL	E	YES	YES	NIL	
13	05/2100	LINX	CAPRICORNUS LEADER	79	DAY	1	NIL	C	YES	YES	NIL	
14	06/1000	QUBE	HUANG HE KOU	12	MID	1	8HRS	C, D & M	YES	YES	NIL	Awaiting departure of Capricornus Leader
15	06/1400	TML	NORFOLK	2603E	DAY	3	16HRS	B	YES	YES	NIL	Awaiting departure of Nord Lotus
16	07/1430	LINX	BYD ZHENGZHOU	2605	DAY	1	NIL	A, C, B & D	YES	YES	NIL	
17	07/1300	QUBE	GRAND CHAMPION	12	EVE	3	NIL	L & M	YES	YES	NIL	
18	07/0900	LINX	BBC GDANSK	020N	EVE	2	24HRS	B	YES	YES	NIL	Awaiting departure of Grand Champion
19	08/1200	TML	SINLAU BULKER	2601	EVE	3	NIL	NS & F1	YES	YES	NIL	
20	08/0900	LINX	MAO HONG	2603	EVE	1	16HRS	A, C & D	YES	YES	NIL	Awaiting departure of BYD Zhengzhou
21	10/0500	QUBE	SERENITY HIGHWAY	20	EVE	1	NIL	A & C	YES	YES	NIL	
22	10/0900	TML	TAKUTAI CHIEF	2613N	EVE	2	NIL	B	YES	YES	NIL	
23	10/1200	QUBE	XIANG JIANG KOU	8	EVE	1	16HRS	A, C & D	YES	YES	NIL	Awaiting departure of Serenity Hwy
24	10/1830	LINX	TRANS FUTURE 5	166	DAY	3	24HRS	E & W	YES	YES	NIL	Awaiting departure of Sinlau Bulker
25	10/0430	LINX	SPICA LEADER	82	DAY	1	40HRS	C	YES	YES	NIL	Awaiting departure of Xiang Jiang Kou
26	11/1500	QUBE	PENGUIN ARROW	2603	MID	3	24HRS	OS, NS, OOS, J & H	YES	YES	NIL	Awaiting departure of Trans Future 5
27	11/2000	LINX	MORNING CAROL	OK623	DAY	1	24HRS	A & C	YES	YES	NIL	Awaiting departure of Spica Leader
28	14/0300	LINX	CANOPUS LEADER	232	DAY	1	NIL	A, C & M	YES	YES	NIL	
29	13/2300	TML	BRIO FAITH	V219	DAY	2	NIL	B	YES	YES	NIL	
30	14/1900	QUBE	GRAND MARK	3	MID	1	NIL	A, C & D	YES	YES	NIL	
31	14/0900	TML	BBC AUSTRALIA	55	DAY	2	16HRS	B	YES	YES	NIL	Awaiting departure of Brio Faith
32	14/PM	TML	BBC HUDSON	404	DAY	2	NIL	B	YES	YES	NIL	
33	16/1300	LINX	HOEGH BERLIN	138	MID	1	NIL	A & C	YES	YES	NIL	
34	17/0200	QUBE	VIKING OCEAN	29	DAY	3	NIL	E & W	YES	YES	NIL	
35	16/1500	LINX	AURIGA LEADER	128	EVE	1	16HRS	A & C	YES	YES	NIL	Awaiting departure of Hoegh Berlin
36	17/0900	TML	CORAL CHIEF	2614N	EVE	2	NIL	B	YES	YES	NIL	
37	16/2130	QUBE	KAI YUAN KOU	2	DAY	1	24HRS	A, C, D & M	YES	YES	NIL	Awaiting departure of Auriga Leader
38	18/1130	LINX	MORNING CLARA	OK625	MID	3	NIL	E, W & M	YES	YES	NIL	
39	19/0100	QUBE	TAMERLANE	EF608	DAY	1	NIL	C	YES	YES	NIL	
40	19/1430	QUBE	CATTLEYA ACE	111	EVE	1	NIL	A	YES	YES	NIL	
41	19/0800	QUBE	VIKING PAGLIA	OO626	EVE	3	NIL	M	YES	YES	NIL	
42	19/1300	QUBE	AAL HONG KONG	26005	DAY	3	8HRS	OS, NS, OTP, F & ONS	YES	YES	NIL	Awaiting departure of Viking Paglia
43	20/0100	QUBE	ADRIA ACE	157	EVE	1	NIL	A & C	YES	YES	NIL	
44	20/1800	QUBE	CANADIAN HIGHWAY	164	DAY	1	NIL	A & C	YES	YES	NIL	
45	20/2000	QUBE	SOUTHERN HIGHWAY	146	DAY	3	NIL	E, M & W	YES	YES	NIL	
46	22/0830	LINX	TRANS FUTURE 7	168	EVE	1	NIL	E & W	YES	YES	NIL	
47	21/1500	QUBE	MIGNON	EE607	EVE	3	NIL	A, C & D	YES	YES	NIL	
48	22/0700	LINX	OT IDEAAL	083N	MID	2	NIL	B	YES	YES	NIL	
49	23/0800	QUBE	SWIFT ACE	149	DAY	1	NIL	A, C & D	YES	YES	NIL	
50	24/0900	TML	CAPITAINE TUPAIA	2614	EVE	2	NIL	B	YES	YES	NIL	
51	24/1100	TML	DARYA GOMTI	2601	MID	3	NIL	NS, AWN, J ONS & H	YES	YES	NIL	
52	25/2200	QUBE	FIRMAMENT ACE	153	DAY	1	NIL	A	YES	YES	NIL	
53	26/0100	LINX	BBC GDANSK	021N	DAY	2	NIL	B	YES	YES	NIL	
54	28/1300	LINX	LORD VISHNU	100	MID	1	NIL	A & C	YES	YES	NIL	
55	29/0900	TML	BBC HUDSON	405	EVE	2	NIL	B	YES	YES	NIL	
56	29/0100	LINX	HOEGH TRADER	187	MID	1	16HRS	C	YES	YES	NIL	Awaiting departure of Lord Vishnu
57	29/0600	LINX	NEPTUNE LEADER	151	EVE	1	24HRS	A & C	YES	YES	NIL	Awaiting departure of Hoegh Trader

Legend - Berth # and Laydown

- Primary
- Secondary
- Tertiary

SUMMARY	LINX	QUBE	TML	COMMENT
TOTAL VESSELS FOR MONTH				
GREEN BERTH (Primary)	19	26	12	
ORANGE BERTH (Secondary)	0	0	0	
RED BERTH (Tertiary)	0	0	0	
GREEN LAYDOWN (Primary)	15	15	12	
ORANGE LAYDOWN (Secondary)	4	11	0	
RED LAYDOWN (Tertiary)	0	0	0	
NUMBER OF BERTHING DELAYS	8	5	3	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	0	

Attachment A

KPI 6

Allocation of first point of rest

Appleton Dock

Jan 1 – Jun 30, 2026

APD Jan

NUMBER	ETA	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	30/12/2025	QUBE	MANDARIN ARROW	2506	EVE	D	N	D SHED, C PAD	N/A	N/A	N	7700T STEEL CARGOES
2	12/01/2026	QUBE	PLOVER ARROW	2508	EVE	E	N	E SHED, E YARD	N/A	N/A	N	13000T STEEL CARGOES
3	16/01/2026	QUBE	TOMINI SOLANO	001	EVE	E	N	E YARD	N/A	N/A	N	2000T STEEL CARGOES
4	20/01/2026	QUBE	MITO	10524	DAY	D	N	DTT	N/A	N/A	N	207 BESS UNITS
5	27/01/2026	QUBE	AAL HONG KONG	26001	DAY	E	N	A YARD, B PAD	N/A	N/A	N	4500T MIXED CARGO
6	27/01/2026	QUBE	STAMINA	002	DAY	D	N	LOAD	N/A	N/A	N	25300T SHREDDERD STEEL SCRAP
TOTAL VESSELS FOR MONTH										QUBE	LINX	
NUMBER OF BERTHING DELAYS										0	0	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET										0	0	

APD Feb

[illegible]

APD Mar

TOTAL VESSELS FOR MONTH
NUMBER OF BERTHING DELAYS
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET

APD Apr

NUMBER	ETA	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	1/04/2026	QUBE	AAL HONG KONG	26003	EVE	C	N	C PAD	N/A	N/A	N	500T STEEL CARGO
2	2/04/2026	QUBE	STAR KIRKENES	2601	DAY	D	N	D SHED, C PAD	N/A	N/A	N	12600T STEEL CARGO
3	5/04/2026	QUBE	BBC FINLAND	2022	DAY	C	N	C PAD, D SHED	N/A	N/A	N	2600T STEEL CARGO
4	8/04/2026	QUBE	JNS QILIN	2603	DAY	C	N	C PAD, D SHED	N/A	N/A	N	500T STEEL CARGO
5	13/04/2026	QUBE	AFRICAN ROLLER	2601	EVE	D	N	D SHED, E YARD	N/A	N/A	N	10500T STEEL CARGO
6	19/04/2026	QUBE	KITE ARROW	2602	DAY	D	N	D SHED, C PAD, E YARD	N/A	N/A	N	13000T STEEL CARGO
7	30/04/2026	QUBE	BBC HUDSON	8107	DAY	C	N	DTT	N/A	N/A	N	22 BBLK UNITS
TOTAL VESSELS FOR MONTH										7	0	
NUMBER OF BERTHING DELAYS										0	0	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET										0	0	

APD May

NUMBER	ETA	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	2/05/2026	QUBE	DA XIN	73	DAY	D	N	F YARD, SUBSTATION	N/A	N/A	N	16 BBLK UNITS, 100 CONTAINERS
2	4/05/2026	QUBE	CHILEAN BULKER	2601	DAY	D	N	D SHED, C PAD	N/A	N/A	N	6500T STEEL CARGO
3	11/05/2026	QUBE	AAL BRISBANE	26004	DAY	C	N	C PAD, D SHED, A YARD	N/A	N/A	N	500T STEEL CARGOES, 2 CONTAINERS
4	24/05/2026	QUBE	MAASGRACHT	2604	DAY	D	N	D SHED EAVES	N/A	N/A	N	18 BBLK UNITS
5	25/05/2026	QUBE	EEMSLIFT DAFNE	2029	DAY	E	N	EXPORT	N/A	N/A	N	35 BBLK UNITS, 3 CONTAINERS
6	26/05/2026	QUBE	NOMADIC MILDE	102E	EVE	D	N	D SHED, D SHED EAVES	N/A	N/A	N	2500T STEEL COILS, 30 TIMBER PACKS
TOTAL VESSELS FOR MONTH										6	0	
NUMBER OF BERTHING DELAYS										0	0	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET										0	0	

APD Jun

NUMBER	ETA	STEVEDORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	2/06/2026	QUBE	STAR JAPAN	2603	EVE	E	N	ESHED, E YARD	N/A	N/A	N	1000T STEEL CARGO
2	5/06/2026	QUBE	AAL SHANGHAI	26005	DAY	C	N	C PAD, A YARD	N/A	N/A	N	320 BBLK UNITS, 16 CONTAINERS
3	22/06/2026	QUBE	PENGUIN ARROW	2603	EVE	D	N	D SHED, C PAD	N/A	N/A	N	12500T STEEL CARGO
4	24/06/2026	QUBE	GREAT PROFIT	2605	NIGHT	C	N	C PAD, A YARD	N/A	N/A	N	600 BBLK UNITS, 5 CONTAINERS
5	25/06/2026	QUBE	SINLAU BULKER	2601	DAY	E	N	ESHED, E YARD	N/A	N/A	N	10500T STEEL CARGO
TOTAL VESSELS FOR MONTH										5	0	
NUMBER OF BERTHING DELAYS										0	0	
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET										0	0	

Attachment A

KPI 6

Allocation of first point of rest

Webb Dock West

Jan 1 – Jun 30, 2026

WDW Jan

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	1/01/2026 14:00	QUBE	VIKING PASSAMA	OO539	MID	BERTH 1	NIL	E	YES	YES	NIL	
2	2/01/2026 14:00	QUBE	MORNING CAMILLA	OO538	MID	BERTH 1	NIL	A	YES	YES	NIL	
3	3/01/2026 9:00	LINX	HOEGH COPENHAGEN	95	EVE	BERTH 3	NIL	O	YES	YES	NIL	
4	3/01/2026 9:00	QUBE	TRANS FUTURE 6	163	MID	BERTH 2	NIL	N	YES	YES	NIL	
5	5/01/2026 9:00	QUBE	JASPER ARROW	142	EVE	BERTH 1	NIL	B	YES	YES	NIL	
6	6/01/2026 9:00	QUBE	TITUS	EE519	EVE	BERTH 1	NIL	F	YES	YES	NIL	
7	8/01/2026 9:00	QUBE	BLUE RIDGE HIGHWAY	174	EVE	BERTH 1	NIL	H	YES	YES	NIL	
8	8/01/2026 21:00	LINX	PRIME ACE	95	DAY	BERTH 2	NIL	M	YES	YES	NIL	
9	9/01/2026 14:00	LINX	SIRIUS LEADER	96	DAY	BERTH 3	NIL	P	YES	YES	NIL	
10	10/01/2026 2:00	LINX	DIONE LEADER	97	DAY	BERTH 1	NIL	E	YES	YES	NIL	
11	10/01/2026 14:00	QUBE	EUROPEAN HIGHWAY	276	EVE	BERTH 2	NIL	L	YES	YES	NIL	
12	13/01/2026 2:00	QUBE	TRANS LEADER	21	DAY	BERTH 1	NIL	B	YES	YES	NIL	
13	14/01/2026 6:00	LINX	CSAV RIO NEVADO	25RN09	DAY	BERTH 1	NIL	A	YES	YES	NIL	
14	14/01/2026 16:00	LINX	RUBY ACE	128	EVE	BERTH 2	NIL	I	YES	YES	NIL	
15	16/01/2026 16:30	LINX	KARIYUSHI LEADER	92	MID	BERTH 2	NIL	N	YES	YES	NIL	
16	17/01/2026 14:00	QUBE	THEMIS	EF520	EVE	BERTH 1	NIL	F	YES	YES	NIL	
17	19/01/2026 3:00	QUBE	ARABIAN SEA	OO541	EVE	BERTH 1	NIL	H	YES	YES	NIL	
18	18/01/2026 23:00	LINX	AZUL ACE	39	EVE	BERTH 2	NIL	M	YES	YES	NIL	
19	19/01/2026 23:00	LINX	MORNING POST	O3540	DAY	BERTH 3	NIL	Q	YES	YES	NIL	
20	21/01/2026 6:00	LINX	LORD VISHNU	96	EVE	BERTH 1	NIL	A	YES	YES	NIL	
21	21/01/2026 3:00	LINX	CRYSTAL RAY	1	EVE	BERTH 2	NIL	L	YES	YES	NIL	
22	22/01/2026 14:00	QUBE	AAL SHANGHAI	26001	EVE	BERTH 1	NIL	E	YES	YES	NIL	
23	23/01/2026 23:00	LINX	HOEGH SUNLIGHT	6	MID	BERTH 3	NIL	R	YES	YES	NIL	
24	23/01/2026 12:00	QUBE	MORNING CAROL	NZ501	EVE	BERTH 2	NIL	I	YES	YES	NIL	
25	24/01/2026 3:00	QUBE	VIKING PAGLIA	OO601	EVE	BERTH 1	NIL	B	YES	YES	NIL	
26	26/01/2026 14:00	QUBE	MORNING CAPO	EE520	MID	BERTH 1	NIL	F	YES	YES	NIL	
27	28/01/2026 8:00	LINX	ORCA ACE	63	MID	BERTH 1	NIL	H	YES	YES	NIL	
28	30/01/2026 8:00	LINX	GRAND QUEST	26GQ01	EVE	BERTH 3	NIL	O	YES	YES	NIL	
29	31/01/2026 6:00	LINX	SAGITTARIUS LEADER	68	DAY	BERTH 1	NIL	A	YES	YES	NIL	

Legend - Berth # and Laydown

BERTH 1
BERTH 2
BERTH 3

TOTAL VESSELS FOR MONTH

BERTH 1
BERTH 2
BERTH 3

NUMBER OF BERTHING DELAYS

NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET

LINX	QUBE	TOTAL
15	14	29
5	11	16
5	3	8
5	0	5
0	0	0
0	0	0

WDW Feb

NUMBER	DATE	STEVE- DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	1/02/2026 12:00	QUBE	NEW CENTURY 1	201	EVE	BERTH 2	NIL	N	YES	YES	NIL	
2	3/02/2026 17:00	LINX	RHEA LEADER	138	MID	BERTH 1	NIL	E	YES	YES	NIL	
3	5/02/2026 6:00	LINX	MORNING COURIER	O3602	EVE	BERTH 3	NIL	O	YES	YES	NIL	
4	6/02/2026 7:00	LINX	WALRUS ACE	62	MID	BERTH 2	NIL	M	YES	YES	NIL	
5	7/02/2026 5:30	QUBE	MORNING CHERRY	OO603	EVE	BERTH 1	NIL	H	YES	YES	NIL	
6	8/02/2026 8:00	LINX	PALMELA	217	MID	BERTH 3	NIL	P	YES	YES	NIL	
7	8/02/2026 18:00	QUBE	GAN JIANG KOU	10	DAY	BERTH 2	NIL	I	YES	YES	NIL	
8	9/02/2026 8:00	LINX	PROMINENT ACE	181	DAY	BERTH 2	NIL	L	YES	YES	NIL	
9	9/02/2026 17:00	LINX	HOEGH OSAKA	126	MID	BERTH 1	NIL	A	YES	YES	NIL	
10	10/02/2026 5:00	QUBE	BLUE RIDGE HIGHWAY	175	EVE	BERTH 1	NIL	B	YES	YES	NIL	
11	11/02/2026 9:00	QUBE	NORTHERN HIGHWAY	161	EVE	BERTH 3	NIL	Q	YES	YES	NIL	
12	11/02/2026 15:30	LINX	HOEGH TRAVELLER	54	DAY	BERTH 2	NIL	K	YES	YES	NIL	
13	12/02/2026 12:00	QUBE	APOLLON HIGHWAY	96	DAY	BERTH 1	NIL	F	YES	YES	NIL	
14	12/02/2026 18:00	LINX	MERCURY LEADER	71	DAY	BERTH 3	NIL	R	YES	YES	NIL	
15	14/02/2026 3:00	QUBE	PARSIFAL	EF521	DAY	BERTH 1	NIL	E	YES	YES	NIL	
16	13/02/2026 2:00	QUBE	TAIPAN	EE521	DAY	BERTH 2	NIL	N	YES	YES	NIL	
17	14/02/2026 6:00	QUBE	TRANS FUTURE 7	165	DAY	BERTH 1	NIL	H	YES	YES	NIL	
18	15/02/2026 4:00	QUBE	TRANS LEADER	22	EVE	BERTH 3	NIL	O	YES	YES	NIL	
19	17/02/2026 11:00	LINX	DIONE LEADER	98	DAY	BERTH 2	NIL	M	YES	YES	NIL	
20	17/02/2026 22:00	LINX	PARADISE ACE	164	DAY	BERTH 3	NIL	P	YES	YES	NIL	
21	18/02/2026 2:00	LINX	ANDROMEDA SPIRIT	180	EVE	BERTH 3	NIL	Q	YES	YES	NIL	
22	19/02/2026 6:00	LINX	MORNING NINNI	O3604	EVE	BERTH 2	NIL	I	YES	YES	NIL	
23	17/02/2026 17:30	QUBE	AAL BRISBANE	TBA	DAY	BERTH 1	NIL	A	YES	YES	NIL	
24	19/02/2026 19:00	QUBE	NABUCCO	EE522	EVE	BERTH 2	NIL	L	YES	YES	NIL	
25	20/02/2026 2:00	LINX	RUBY ACE	129	EVE	BERTH 3	NIL	R	YES	YES	NIL	
26	23/02/2026 5:00	QUBE	OREGON HIGHWAY	161	DAY	BERTH 1	NIL	B	YES	YES	NIL	
27	24/02/2026 1:00	LINX	ALTAIR LEADER	102	DAY	BERTH 1	NIL	E	YES	YES	NIL	
28	25/02/2026 13:00	QUBE	HORIZON HIGHWAY	92	MID	BERTH 2	NIL	K	YES	YES	NIL	
29	24/02/2026 23:00	LINX	POSITIVE LEADER	142	EVE	BERTH 1	NIL	F	YES	YES	NIL	
30	25/02/2026 22:00	LINX	CSAV RIO NEVADO	26RN01	DAY	BERTH 3	NIL	O	YES	YES	NIL	
31	26/02/2026 7:00	QUBE	DREAM ORCHID	2	MID	BERTH 1	NIL	H	YES	YES	NIL	
32	28/02/2026 4:30	QUBE	TRANS FUTURE 6	164	DAY	BERTH 1	NIL	G	YES	YES	NIL	

Legend - Berth # and Laydown

BERTH 1
BERTH 2
BERTH 3

TOTAL VESSELS FOR MONTH

	LINX	QUBE	TOTAL
	16	16	32
BERTH 1	4	9	13
BERTH 2	5	5	10
BERTH 3	7	1	8
NUMBER OF BERTHING DELAYS	0	0	0
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	0

WDW Mar

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	1/03/2026 17:07	LINX	LORD VISHNU	97	MID	BERTH 1	NIL	E	YES	YES	NIL	
2	2/03/2026 10:38	LINX	GRANDE HALIFAX	126	EVE	BERTH 3	NIL	O	YES	YES	NIL	
3	3/03/2026 2:25	LINX	ARABIAN SEA	O3606	DAY	BERTH 1	NIL	F	YES	YES	NIL	
4	4/03/2026 1:25	LINX	NOBEL ACE	100	EVE	BERTH 1	NIL	H	YES	YES	NIL	
5	4/03/2026 13:20	LINX	VIKING PAGLIA	O3607	MID	BERTH 2	NIL	N	YES	YES	NIL	
6	6/03/2026 3:45	QUBE	EUROPEAN HIGHWAY	278	DAY	BERTH 1	NIL	A	YES	YES	NIL	
7	7/03/2026 23:05	LINX	LUNA SPIRIT	178	EVE	BERTH 3	NIL	P	YES	YES	NIL	
8	9/03/2026 10:37	QUBE	GRAND LEGACY	17	DAY	BERTH 2	NIL	M	YES	YES	NIL	
9	10/03/2026 4:22	LINX	GRAND QUEST	26GQ02	DAY	BERTH 3	NIL	Q	YES	YES	NIL	
10	10/03/2026 3:45	QUBE	ANIARA	EF601	DAY	BERTH 1	NIL	B	YES	YES	NIL	
11	11/03/2026 11:11	LINX	CRONUS LEADER	124	EVE	BERTH 1	NIL	E	YES	YES	NIL	
12	13/03/2026 1:00	LINX	MARTORELL	183	DAY	BERTH 2	NIL	I	YES	YES	NIL	
13	15/03/2026 13:00	QUBE	GAN JIANG KOU	11	EVE	BERTH 3	NIL	R	YES	YES	NIL	
14	15/03/2026 6:00	QUBE	NEW CENTURY 1	202	DAY	BERTH 2	NIL	L	YES	YES	NIL	
15	15/03/2026 17:00	QUBE	TOSCA	EE601	DAY	BERTH 1	NIL	F	YES	YES	NIL	
16	17/03/2026 8:00	LINX	GRANDE NEW JERSEY	226	EVE	BERTH 1	NIL	H	YES	YES	NIL	
17	17/03/2026 3:00	LINX	ADRIA ACE	155	EVE	BERTH 1	NIL	A	YES	YES	NIL	
18	16/03/2026 17:30	LINX	EMERALD ACE	108	MID	BERTH 2	NIL	K	YES	YES	NIL	
19	18/03/2026 3:00	LINX	GLOVIS CHALLENGE	1	MID	BERTH 1	NIL	B	YES	YES	NIL	
20	18/03/2026 8:00	LINX	RHEA LEADER	139	EVE	BERTH 2	NIL	N	YES	YES	NIL	
21	20/03/2026 3:00	LINX	WISDOM ACE	100	EVE	BERTH 3	NIL	O	YES	YES	NIL	
22	21/03/2026 3:00	QUBE	SOUTHERN HIGHWAY	142	DAY	BERTH 2	NIL	M	YES	YES	NIL	
23	22/03/2026 3:00	LINX	GENUINE ACE	104	EVE	BERTH 2	NIL	I	YES	YES	NIL	
24	20/03/2026 3:00	QUBE	GLOBAL HIGHWAY	77	DAY	BERTH 1	NIL	E	YES	YES	NIL	
25	24/03/2026 3:00	QUBE	TORRENS	OO609	DAY	BERTH 3	NIL	P	YES	YES	NIL	
26	25/03/2026 10:00	LINX	ANDROMEDA SPIRIT	181	EVE	BERTH 3	NIL	Q	YES	YES	NIL	
27	26/03/2026 2:00	LINX	PAGANELLA	3	DAY	BERTH 1	NIL	F	YES	YES	NIL	
28	26/03/2026 10:00	LINX	PALMELA	218	MID	BERTH 2	NIL	L	YES	YES	NIL	
29	29/03/2026 15:00	LINX	HOEGH SUNRISE	5	EVE	BERTH 1	NIL	H	YES	YES	NIL	
30	29/03/2026 15:00	QUBE	DREAM ANGEL	61	EVE	BERTH 2	NIL	L	YES	YES	NIL	
31	30/03/2026 23:00	LINX	DUGONG ACE	59	EVE	BERTH 2	NIL	N	YES	YES	NIL	
32	30/03/2026 10:20	LINX	GRAND HERO	11	DAY	BERTH 3	NIL	R	YES	YES	NIL	

Legend - Berth # and Laydown

BERTH 1
BERTH 2
BERTH 3

TOTAL VESSELS FOR MONTH

	LINX	QUBE	TOTAL
TOTAL VESSELS FOR MONTH	22	10	32
BERTH 1	9	4	13
BERTH 2	7	4	11
BERTH 3	6	2	8
NUMBER OF BERTHING DELAYS	0	0	0
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	0

WDW Apr

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	1/04/2026 11:35	LINX	DIONE LEADER	99	EVE	BERTH 1	NIL	A	YES	YES	NIL	
2	2/04/2026 4:22	LINX	VIKING PASSAMA	EE602	DAY	BERTH 2	NIL	N	YES	YES	NIL	
3	2/04/2026 4:42	LINX	CSAV RIO NEVADO	26RN02	EVE	BERTH 3	NIL	P	YES	YES	NIL	
4	5/04/2026 23:12	QUBE	EASTERN HIGHWAY	170	DAY	BERTH 3	NIL	Q	YES	YES	NIL	
5	5/04/2026 8:40	QUBE	OBERON	EE602	DAY	BERTH 1	NIL	B	YES	YES	NIL	
6	6/04/2026 20:52	QUBE	DREAM ORCHID	3	MID	BERTH 2	NIL	M	YES	YES	NIL	
7	8/04/2026 6:35	QUBE	TREASURE	OO611	DAY	BERTH 2	NIL	L	YES	YES	NIL	
8	9/04/2026 8:36	QUBE	TORONTO	EF602	DAY	BERTH 1	NIL	F	YES	YES	NIL	
9	10/04/2026 3:45	LINX	NEPTUNE LEADER	148	DAY	BERTH 2	NIL	I	YES	YES	NIL	
10	11/04/2026 12:43	LINX	HOEGH TROVE	183	DAY	BERTH 3	NIL	Q	YES	YES	NIL	
11	11/04/2026 12:00	QUBE	SALOME	EF603	EVE	BERTH 1	NIL	E	YES	YES	NIL	
12	11/04/2026 22:27	LINX	GRANDE HALIFAX	226	DAY	BERTH 2	NIL	K	YES	YES	NIL	
13	12/04/2026 13:26	QUBE	TRANS FUTURE 6	165	EVE	BERTH 1	NIL	H	YES	YES	NIL	
14	13/04/2026 9:06	LINX	VIKING PAGLIA	OO612	DAY	BERTH 3	NIL	R	YES	YES	NIL	
15	13/04/2026 14:07	LINX	GRAND CHAMPION	14	MID	BERTH 1	NIL	C	YES	YES	NIL	
16	14/04/2026 4:47	LINX	LORD VISHNU	98	DAY	BERTH 2	NIL	N	YES	YES	NIL	
17	15/04/2026 2:46	QUBE	UNDINE	EE603	DAY	BERTH 1	NIL	A	YES	YES	NIL	
18	15/04/2026 3:45	LINX	GLOVIS CARAVEL	45	DAY	BERTH 3	NIL	O	YES	YES	NIL	
19	16/04/2026 5:28	QUBE	HORIZON HIGHWAY	93	DAY	BERTH 1	NIL	B	YES	YES	NIL	
20	16/04/2026 13:00	QUBE	EUROPEAN HIGHWAY	279	EVE	BERTH 2	NIL	M	YES	YES	NIL	
21	17/04/2026 1:40	LINX	GRAND QUEST	26GQ03	DAY	BERTH 1	NIL	F	YES	YES	NIL	
22	17/04/2026 1:40	QUBE	RCC ASIA	28	MID	BERTH 2	NIL	L	YES	YES	NIL	
23	19/04/2026 14:40	LINX	MORNING MENAD	OK613	EVE	BERTH 2	NIL	I	YES	YES	NIL	
24	20/04/2026 8:00	LINX	SAGITTARIUS LEADER	70	EVE	BERTH 2	NIL	K	YES	YES	NIL	
25	20/04/2026 12:00	LINX	POSITIVE LEADER	144	EVE	BERTH 1	NIL	E	YES	YES	NIL	
26	21/04/2026 1:04	LINX	AQUAMARINE ACE	154	DAY	BERTH 1	NIL	C	YES	YES	NIL	
27	23/04/2026 3:00	LINX	ANDROMEDA SPIRIT	181	EVE	BERTH 1	NIL	A	YES	YES	NIL	
28	23/04/2026 23:13	LINX	MARTORELL	184	EVE	BERTH 2	NIL	N	YES	YES	NIL	
29	24/04/2026 16:37	LINX	SARA LEADER	59	DAY	BERTH 1	NIL	H	YES	YES	NIL	
30	24/04/2026 12:00	LINX	VICTORIOUS ACE	87	DAY	BERTH 3	NIL	P	YES	YES	NIL	
31	26/04/2026 5:30	LINX	DON CARLOS	OK613	DAY	BERTH 1	NIL	B	YES	YES	NIL	
32	27/04/2026 14:00	QUBE	TRANS FUTURE 5	165	DAY	BERTH 2	NIL	M	YES	YES	NIL	
33	27/04/2026 5:30	LINX	MERIDIAN ACE	221	DAY	BERTH 3	NIL	Q	YES	YES	NIL	
34	28/04/2026 2:00	LINX	ASTERIA LEADER	40	MID	BERTH 1	NIL	E	YES	YES	NIL	
35	30/04/2026 2:00	QUBE	NORTHERN HIGHWAY	163	DAY	BERTH 1	NIL	A	YES	YES	NIL	
36	29/04/2026 17:00	LINX	HOEGH BOREALIS	8	MID	BERTH 2	NIL	I	YES	YES	NIL	
37	30/04/2026 8:00	QUBE	PAGNA	46	DAY	BERTH 1	NIL	E	YES	YES	NIL	
38	30/04/2026 12:00	LINX	ADRIA ACE	156	DAY	BERTH 3	NIL	R	YES	YES	NIL	
39	1/05/2026 14:00	QUBE	GAN JIANG KOU	12	EVE	BERTH 2	NIL	L	YES	YES	NIL	

Legend - Berth # and Laydown

BERTH 1
BERTH 2
BERTH 3

TOTAL VESSELS FOR MONTH

BERTH 1
BERTH 2
BERTH 3

NUMBER OF BERTHING DELAYS

NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET

LINX	QUBE	TOTAL
24	15	39
9	8	17
8	6	14
7	1	8
0	0	0
0	0	0

APD May

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	2/05/2026 14:00	QUBE	TARAGO	EF604	MID	BERTH 1	NIL	E	YES	YES	NIL	
2	3/05/2026 13:00	QUBE	MORNING CAROL	OO617	MID	BERTH 3	NIL	Q	YES	YES	NIL	
3	4/05/2026 0:15	LINX	GENUINE ACE	105	DAY	BERTH 2	NIL	N	YES	YES	NIL	
4	5/05/2026 6:00	QUBE	MORNING MARGARETA	OO616	DAY	BERTH 1	NIL	H	YES	YES	NIL	
5	6/05/2026 2:00	QUBE	LAKE SAINT ANNE	EE604	DAY	BERTH 1	NIL	E	YES	YES	NIL	
6	6/05/2026 10:00	QUBE	TING JIANG KOU	6	EVE	BERTH 2	NIL	L	YES	YES	NIL	
7	6/05/2026 20:00	QUBE	GRAVITY HIGHWAY	83	EVE	BERTH 3	NIL	R	YES	YES	NIL	
8	8/05/2026 0:30	LINX	CAPRICORNUS LEADER	78	DAY	BERTH 1	NIL	A	YES	YES	NIL	
9	8/05/2026 3:00	QUBE	MORNING CAROL	OO617	DAY	BERTH 2	NIL	M	YES	YES	NIL	
10	10/05/2026 6:00	QUBE	TRANS FUTURE 7	166	EVE	BERTH 1	NIL	B	YES	YES	NIL	
11	10/05/2026 14:00	LINX	BOHEME	OK618	EVE	BERTH 2	NIL	I	YES	YES	NIL	
12	11/05/2026 4:38	LINX	CSAV RIO NEVADO	265RN03	EVE	BERTH 1	NIL	E	YES	YES	NIL	
13	11/05/2026 11:00	QUBE	EASTERN HIGHWAY	171	MID	BERTH 2	NIL	N	YES	YES	NIL	
14	13/05/2026 0:01	LINX	DENEB LEADER	89	DAY	BERTH 1	NIL	H	YES	YES	NIL	
15	13/05/2026 18:00	LINX	GREEN WAVE	19	DAY	BERTH 2	NIL	M	YES	YES	NIL	
16	14/05/2026 14:00	LINX	DIONE LEADER	100	DAY	BERTH 1	NIL	E	YES	YES	NIL	
17	14/05/2026 23:00	LINX	LIBERTY ACE	164	DAY	BERTH 3	NIL	O	YES	YES	NIL	
18	15/05/2026 14:00	LINX	HOEGH COPENHAGEN	97	EVE	BERTH 1	NIL	E	YES	YES	NIL	
19	15/05/2026 20:00	QUBE	THERMOPYLEA	EE605	MID	BERTH 2	NIL	L	YES	YES	NIL	
20	17/05/2026 23:00	LINX	SALVIA ACE	152	DAY	BERTH 3	NIL	P	YES	YES	NIL	
21	18/05/2026 12:00	LINX	ORCHID ACE	154	MID	BERTH 1	NIL	H	YES	YES	NIL	
22	19/05/2026 6:00	QUBE	TRANS LEADER	24	MID	BERTH 2	NIL	N	YES	YES	NIL	
23	20/05/2026 1:00	LINX	LORD VISHNU	99	DAY	BERTH 2	NIL	M	YES	YES	NIL	
24	20/05/2026 8:00	LINX	GLOVIS CONDOR	12	MID	BERTH 1	NIL	A	YES	YES	NIL	
25	21/05/2026 10:00	LINX	PHOENIX LEADER	64	EVE	BERTH 3	NIL	Q	YES	YES	NIL	
26	21/05/2026 14:00	LINX	ETERNAL ACE	129	MID	BERTH 2	NIL	I	YES	YES	NIL	
27	21/05/2026 18:00	LINX	GRAND DAHLIA	14	MID	BERTH 1	NIL	B	YES	YES	NIL	
28	23/05/2026 11:00	QUBE	SOUTHERN HIGHWAY	145	EVE	BERTH 2	NIL	L	YES	YES	NIL	
29	24/05/2026 13:00	QUBE	VIKING PAGLIA	OO619	EVE	BERTH 1	NIL	E	YES	YES	NIL	
30	25/05/2026 9:00	LINX	GRAND QUEST	26GQ04	DAY	BERTH 2	NIL	N	YES	YES	NIL	
31	25/05/2026 3:00	LINX	RIGEL LEADER	30	DAY	BERTH 3	NIL	P	YES	YES	NIL	
32	25/05/2026 16:00	LINX	HOEGH TARGET	62	MID	BERTH 1	NIL	A	YES	YES	NIL	
33	26/05/2026 15:00	QUBE	THEMIS	EE605	MID	BERTH 2	NIL	M	YES	YES	NIL	
34	27/05/2026 10:00	LINX	POSITIVE CHALLENGER	1	EVE	BERTH 1	NIL	B	YES	YES	NIL	
35	27/05/2026 16:00	QUBE	ELEKTRA	EE606	MID	BERTH 3	NIL	O	YES	YES	NIL	
36	27/05/2026 17:00	LINX	IRIS ACE	107	MID	BERTH 2	NIL	I	YES	YES	NIL	
37	28/05/2026 11:00	LINX	POSITIVE LEADER	145	EVE	BERTH 1	NIL	H	YES	YES	NIL	
38	28/05/2026 18:00	LINX	GRANDE HALIFAX	326	MID	BERTH 2	NIL	N	YES	YES	NIL	
39	29/05/2026 14:00	QUBE	VIKING ADVENTURE	42	EVE	BERTH 1	NIL	E	YES	YES	NIL	
40	30/05/2026 14:00	QUBE	LIBERTY	OO621	MID	BERTH 3	NIL	R	YES	YES	NIL	
41	31/05/2026 6:00	QUBE	TRANS FUTURE 6	166	DAY	BERTH 2	NIL	L	YES	YES	NIL	

Legend - Berth # and Laydown

BERTH 1
BERTH 2
BERTH 3

TOTAL VESSELS FOR MONTH

BERTH 1
BERTH 2
BERTH 3

NUMBER OF BERTHING DELAYS

NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET

LINX	QUBE	TOTAL
23	18	41
11	6	17
8	8	16
4	4	8
0	0	0
0	0	0

APD Jun

NUMBER	DATE	STEVE-DORE	VESSEL	VOYAGE	STARTING SHIFT	BERTH #	BERTH DELAY	LAYDOWN	MACHINERY REQUEST RECEIVED	MACHINERY REQUEST FILLED	MACHINERY ISSUES	NOTES
1	31/05/2026 10:00	LINX	BYD ZHENGZHOU	1	DAY	BERTH 1	NIL	E	YES	YES	NIL	
2	1/06/2026 17:00	QUBE	FIDELIO	EF606	EVE	BERTH 2	NIL	N	YES	YES	NIL	
3	2/06/2026 8:00	LINX	GRAND CHAMPION	12	EVE	BERTH 3	NIL	Q	YES	YES	NIL	
4	4/06/2026 2:00	LINX	PROMETHEUS LEADER	78	DAY	BERTH 2	NIL	M	YES	YES	NIL	
5	5/06/2026 10:30	LINX	MORNING CAMILLA	OK622	MID	BERTH 2	NIL	L	YES	YES	NIL	
6	5/06/2026 21:00	LINX	GLOVIS CARAVEL	46	DAY	BERTH 3	NIL	R	YES	YES	NIL	
7	6/06/2026 23:00	QUBE	NORTHERN HIGHWAY	164	DAY	BERTH 2	NIL	I	YES	YES	NIL	
8	2/06/2026 20:00	QUBE	AAL HONG KONG	26005	DAY	BERTH 1	NIL	A	YES	YES	NIL	
9	8/06/2026 14:00	LINX	ASTERIA LEADER	82	EVE	BERTH 2	NIL	N	YES	YES	NIL	
10	8/06/2026 12:00	QUBE	TANNHAUSER	EF607	DAY	BERTH 1	NIL	B	YES	YES	NIL	
11	9/06/2026 21:30	LINX	ANDROMEDA SPIRIT	183	DAY	BERTH 3	NIL	P	YES	YES	NIL	
12	9/06/2026 15:00	LINX	GRAND MARK	3	DAY	BERTH 2	NIL	M	YES	YES	NIL	
13	10/06/2026 8:00	QUBE	HUANGHEKOU	12	EVE	BERTH 1	NIL	E	YES	YES	NIL	
14	10/06/2026 14:00	LINX	HOEGH BERLIN	138	EVE	BERTH 3	NIL	O	YES	YES	NIL	
15	11/06/2026 23:00	QUBE	VIKING DIAMOND	74	EVE	BERTH 1	NIL	A	YES	YES	NIL	
16	12/06/2026 9:00	LINX	CAPRICORNUS LEADER	79	EVE	BERTH 2	NIL	L	YES	YES	NIL	
17	12/06/2026 15:00	QUBE	VIKING CORAL	1	DAY	BERTH 1	NIL	H	YES	YES	NIL	
18	14/06/2026 6:00	LINX	MAO HONG	2603	EVE	BERTH 3	NIL	R	YES	YES	NIL	
19	14/06/2026 6:00	LINX	ADRIA ACE	157	EVE	BERTH 2	NIL	M	YES	YES	NIL	
20	16/06/2026 1:00	LINX	CATTLEYA ACE	111	DAY	BERTH 2	NIL	N	YES	YES	NIL	
21	16/06/2026 7:00	LINX	SPICA LEADER	82	EVE	BERTH 1	NIL	I	YES	YES	NIL	
22	17/06/2026 0:01	QUBE	MIGNON	EE607	DAY	BERTH 2	NIL	L	YES	YES	NIL	
23	18/06/2026 2:30	QUBE	TRANS FUTURE 5	166	DAY	BERTH 1	NIL	E	YES	YES	NIL	
24	18/06/2026 6:30	LINX	SWIFT ACE	149	EVE	BERTH 2	NIL	M	YES	YES	NIL	
25	18/06/2026 23:00	LINX	FIRMAMENT ACE	153	DAY	BERTH 2	NIL	N	YES	YES	NIL	
26	19/06/2026 6:00	LINX	MORNING CAROL	OK623	DAY	BERTH 1	NIL	A	YES	YES	NIL	
27	20/06/2026 1:00	QUBE	CANOPUS LEADER	232	DAY	BERTH 1	NIL	H	YES	YES	NIL	
28	20/06/2026 14:30	QUBE	BLUE RIDGE HIGHWAY	178	MID	BERTH 2	NIL	N	YES	YES	NIL	
29	21/06/2026 14:30	QUBE	VIKING OCEAN	29	EVE	BERTH 1	NIL	E	YES	YES	NIL	
30	22/06/2026 16:30	LINX	AURIGA LEADER	128	MID	BERTH 3	NIL	P	YES	YES	NIL	
31	23/06/2026 3:00	LINX	HOEGH TRADER	187	DAY	BERTH 1	NIL	B	YES	YES	NIL	
32	23/06/2026 15:00	QUBE	TAMERLANE	EF608	MID	BERTH 2	NIL	M	YES	YES	NIL	
33	24/06/2026 21:00	QUBE	KAI YUAN KOY	2	MID	BERTH 2	NIL	I	YES	YES	NIL	
34	25/06/2026 6:00	LINX	MORNING CLARA	OK623	DAY	BERTH 1	NIL	A	YES	YES	NIL	
35	25/06/2026 14:00	QUBE	VIKING PAGLIA	OO626	DAY	BERTH 1	NIL	H	YES	YES	NIL	
36	26/06/2026 14:00	QUBE	SOUTHERN HIGHWAY	146	DAY	BERTH 2	NIL	N	YES	YES	NIL	
37	27/06/2026 6:00	QUBE	LAKE QARAOUN	EE608	DAY	BERTH 1	NIL	E	YES	YES	NIL	
38	28/06/2026 6:00	QUBE	TRANS FUTURE 7	168	DAY	BERTH 2	NIL	O	YES	YES	NIL	
39	29/06/2026 6:00	LINX	GRAND QUEST	26GQ05	EVE	BERTH 3	NIL	R	YES	YES	NIL	
40	29/06/2026 14:00	LINX	PALMELA	220	MID	BERTH 2	NIL	P	YES	YES	NIL	
41	27/06/2026 23:00	QUBE	AAL ANTWERP	26004	MID	BERTH 1	NIL	F	YES	YES	NIL	

Legend - Berth # and Laydown

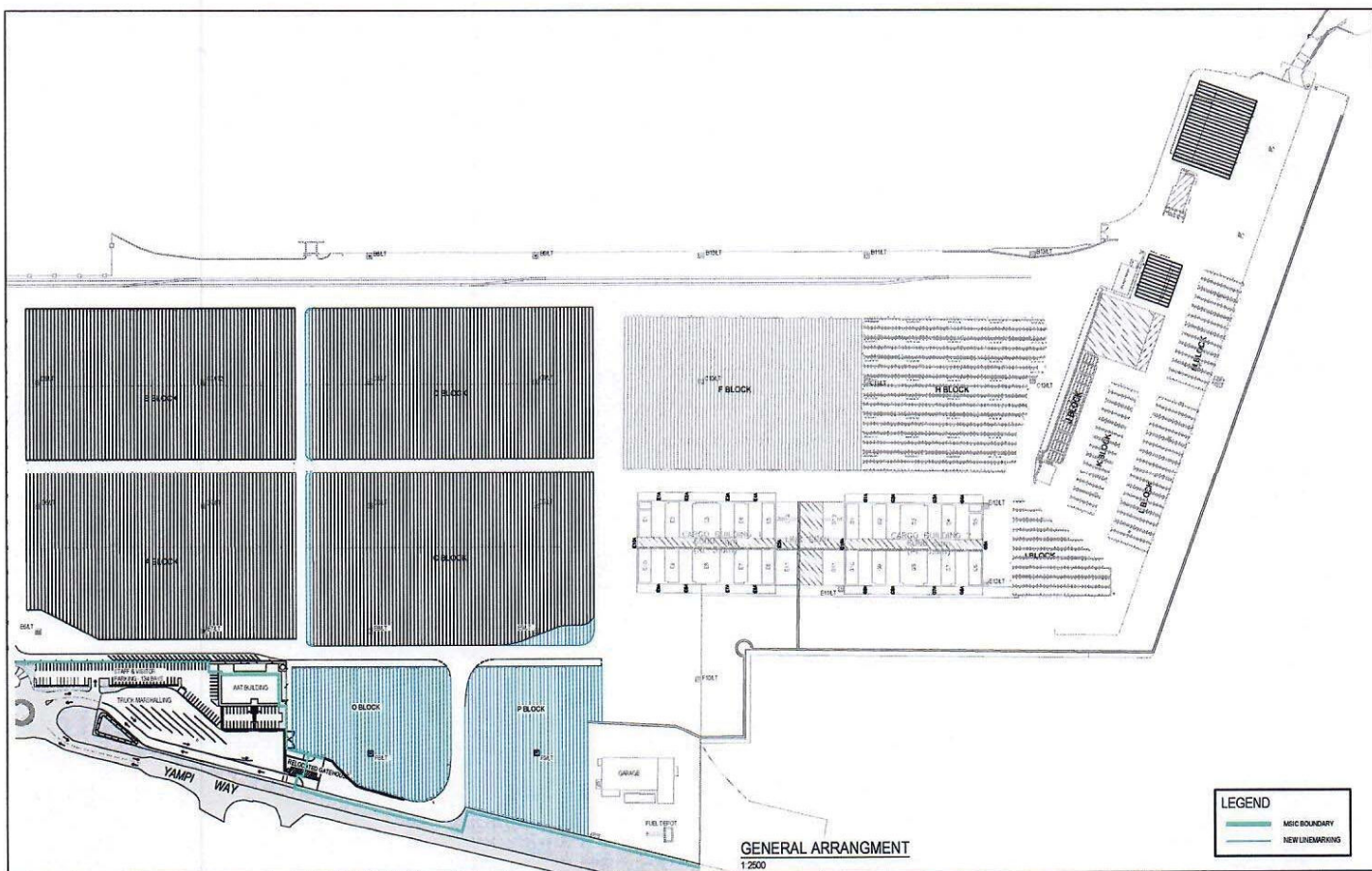
BERTH 1
BERTH 2
BERTH 3

TOTAL VESSELS FOR MONTH

NUMBER OF BERTHING DELAYS
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET

	LINX	QUBE	TOTAL
TOTAL VESSELS FOR MONTH	22	19	41
BERTH 1	5	11	16
BERTH 2	10	8	18
BERTH 3	7	0	7
NUMBER OF BERTHING DELAYS	0	0	0
NUMBER OF MACHINERY ISSUES/REQUESTS NOT MET	0	0	0

PART B – TERMINAL LAYOUT – Fisherman Islands, Port Kembla, Appleton Dock, Webb Dock West

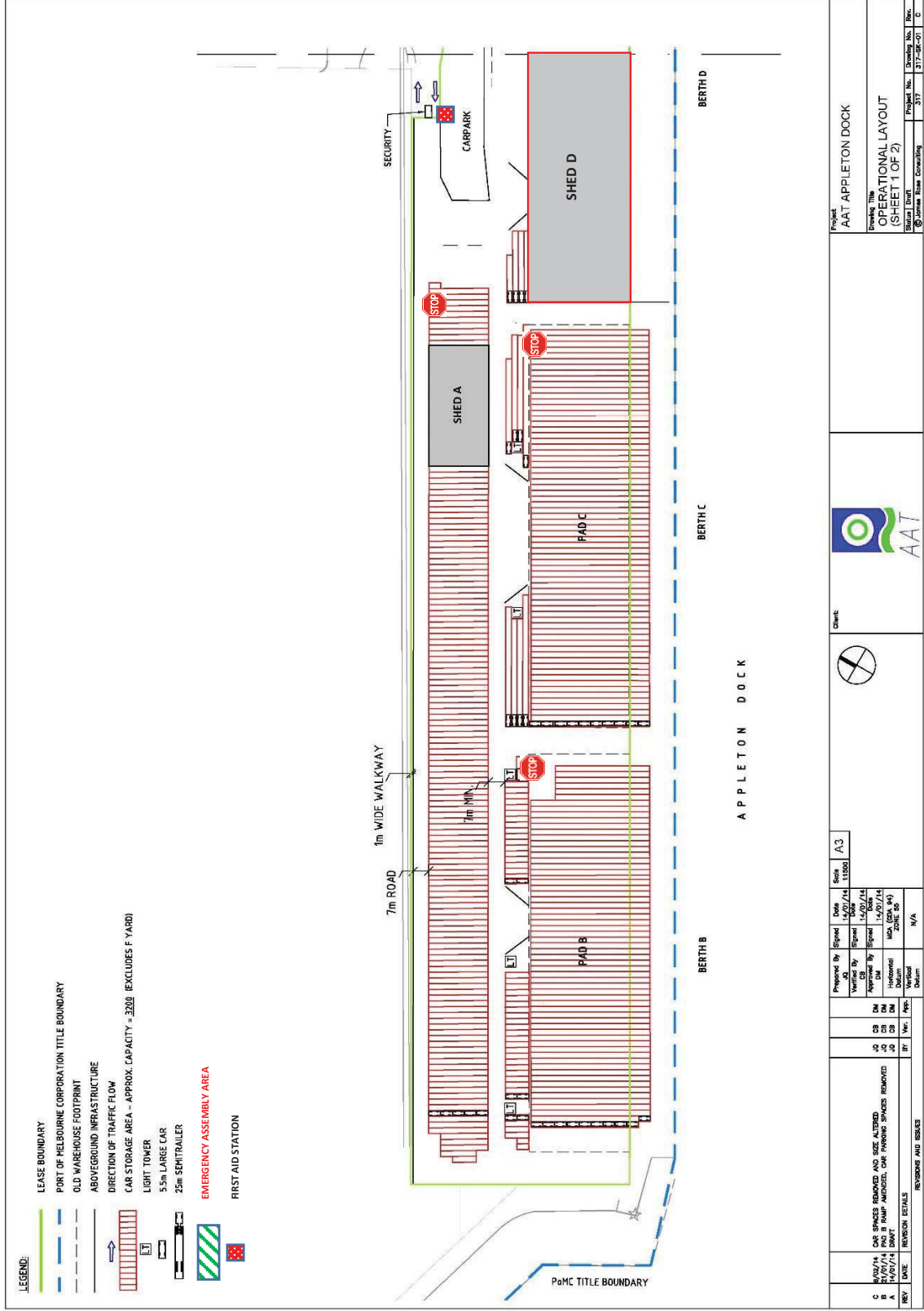


GENERAL ARRANGEMENT
1:2500

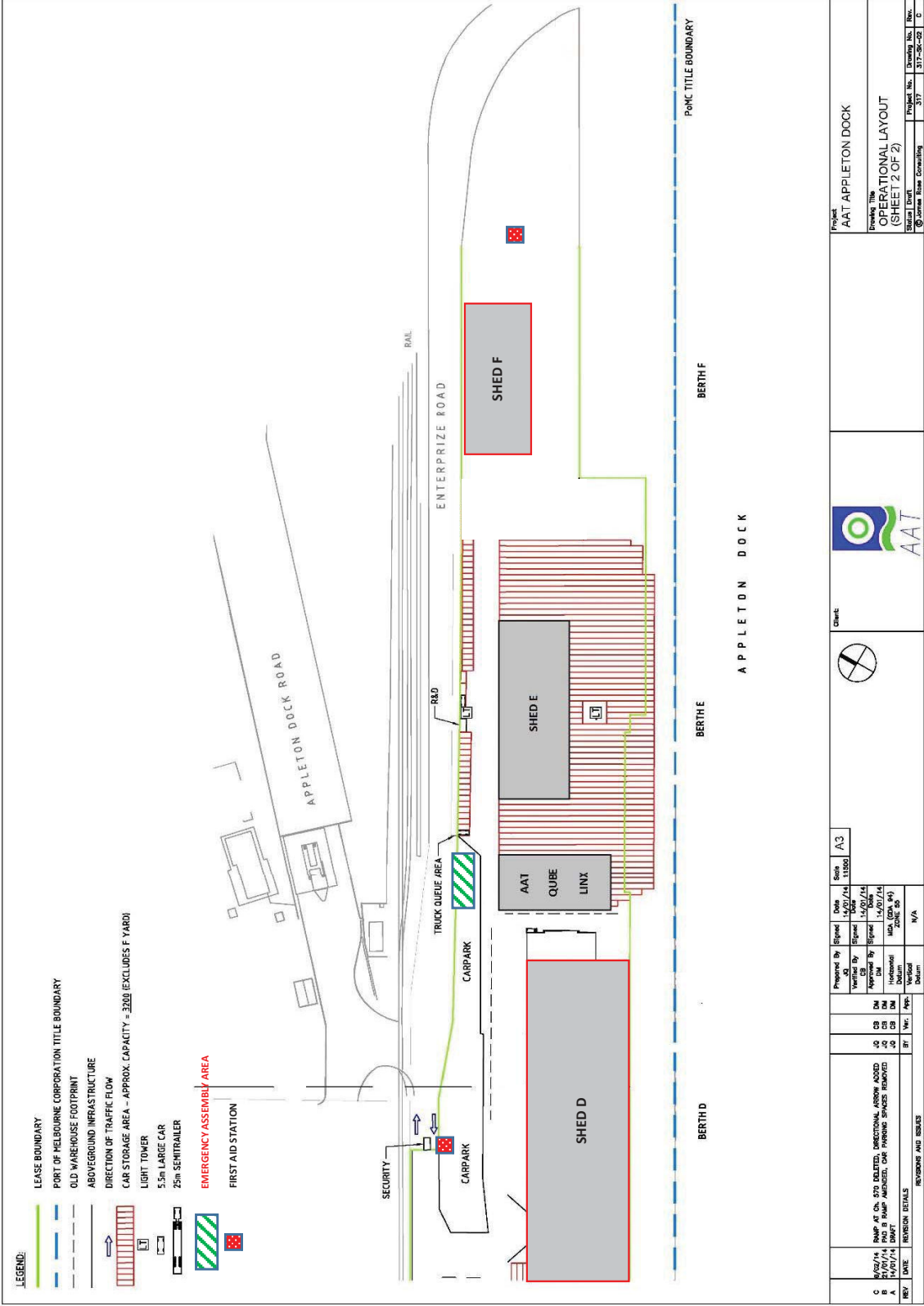
LEGEND	
	MSC BOUNDARY
	NEW UNDEMURING

									Prepared By PL			Signed DM			Date 31/10/19			Scale 1:2500			A3						Client:						Project											
									Verified By DM			Signed DM			Date 31/10/19																		James Rose Consulting ABN 64 175 064 511			AAT PORT KEMBLA TERMINAL REDEVELOPMENT								
									Approved By PL			Signed DM			Date 31/10/19												Unit F21.1-15 Barr Street BALMAIN NSW 2041 PH 02 9555 8588 FAX 02 9555 8599 mail@jamesrose.com.au www.jamesrose.com.au			Drawing Title GENERAL ARRANGEMENT														
									Horizontal Datum						N/A																													
									Vertical Datum						AND																													
									BY			VER			APP																													
									REVISIONS AND ISSUES																																			
									REV			DATE			REVISION DETAILS																													
									B			31/10/19			REVISED FOR CLIENT COMMENTS																													
									A			18/10/19			DRAFT FOR CLIENT REVIEW																													

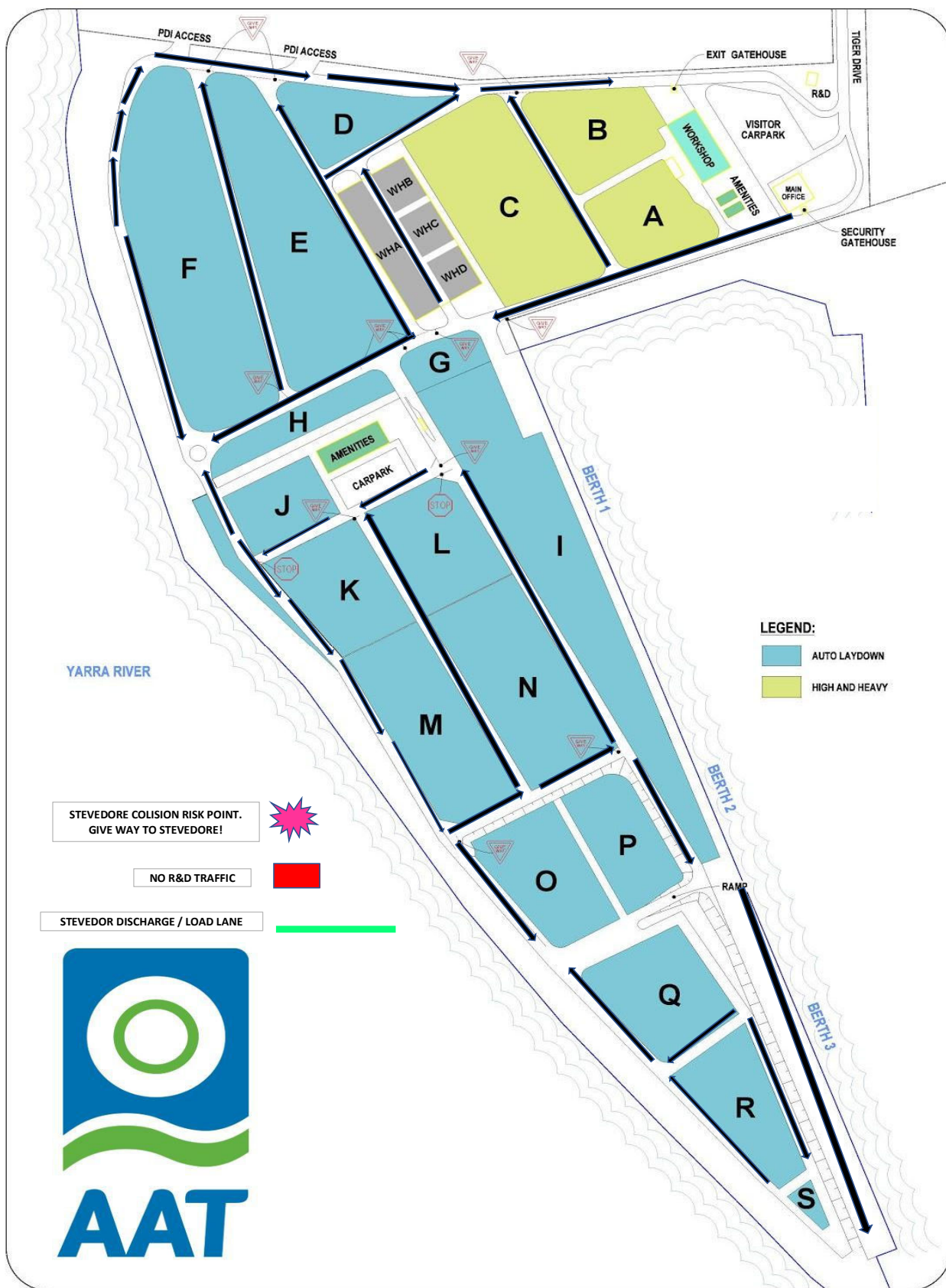
AAT APPLETON DOCK – SITE PLAN

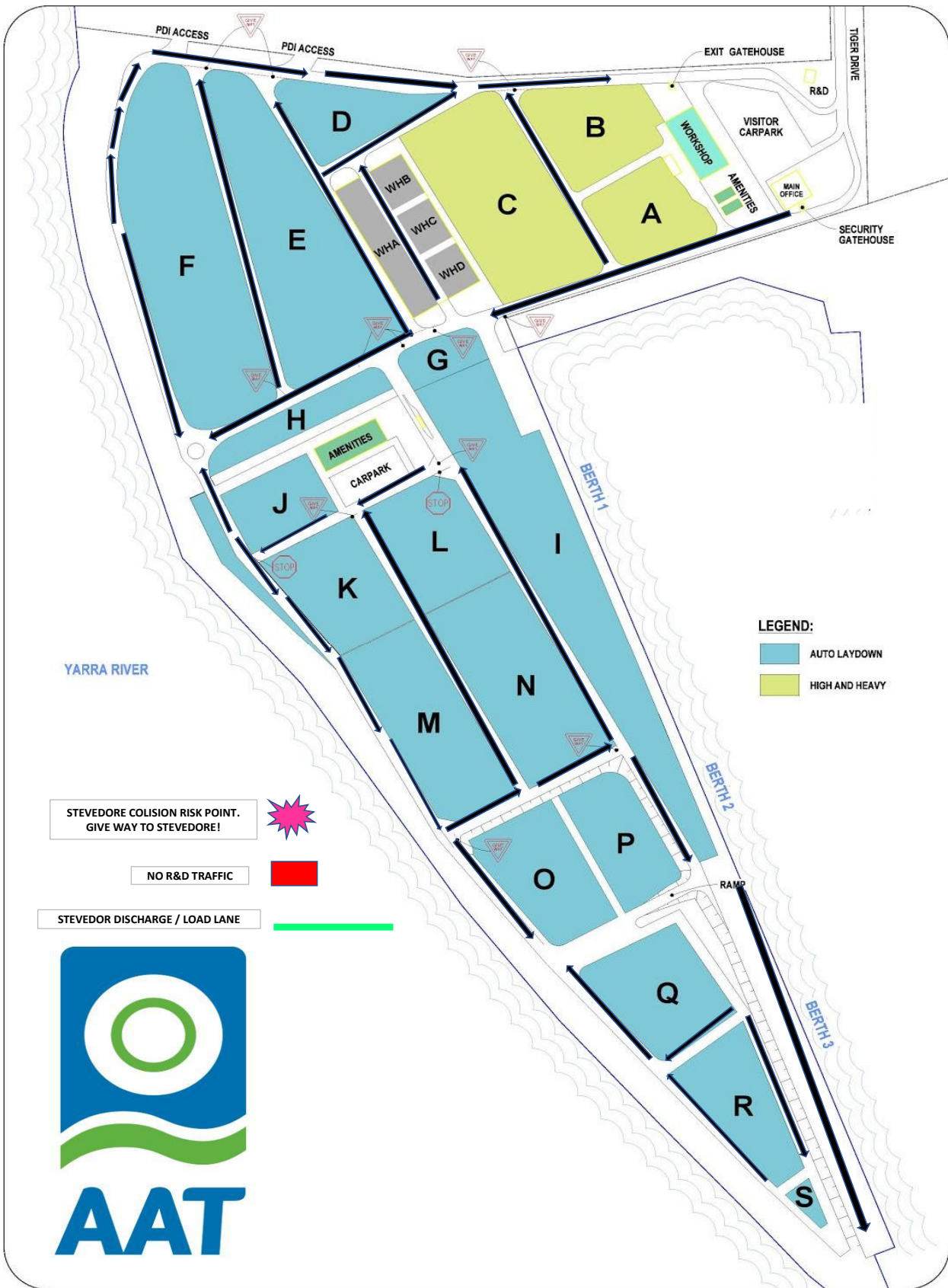


AAT APPLETON DOCK – SITE PLAN



AAT Webb Dock West





PART C: TERMINAL USERS IN WHICH QUBE OR A QUBE RELATED ENTITY HAS AN INTEREST

Qube or a Qube Related Entity has a direct or indirect interest greater than or equal to 20% in the following Terminal Users who provided Stevedoring Services or PDI Operator Services at the following Terminals during the period covered by this Compliance Report:

Port Kembla Terminal

Qube Ports Pty Ltd ACN 123 021 492

Prixcar Services Pty Ltd ACN 007 063 505

Brisbane Terminal

Qube Ports Pty Ltd ACN 123 021 492

Prixcar Services Pty Ltd ACN 007 063 505

28th August, 2026

To Whom It May Concern,

Re: Clause 8.1(e)(iv) – Details of Any Identified Non-Compliance with the Undertaking

On behalf of AAT, we confirm that there were no identified instances of non-compliance with the Undertaking during the current reporting period.

Accordingly, AAT has no matters of non-compliance to report under clause 8.1(e)(iv).

Should you require any further information or clarification in relation to this matter, please do not hesitate to contact me.

Yours sincerely,

Vincent Macheda

General Manager, Company Secretary & Compliance Officer

P: +61 3 8698 6915 | F: +61 3 8698 6985 | M: 0434 074 605

E: Vincent.Macheda@aaterminals.com.au | W: <http://www.aaterminals.com.au>

Attachment D

**PRICE RELATED OBJECTION
NOTICES
MARCH 2026**



24 March 2026

Mr Warwick Davis
Frontier Economics Pty Ltd
Ground Floor
395 Collins Street
Melbourne VIC 3000

via email: warwick.davis@frontier-economics.com.au

CONFIDENTIAL

Dear Mr Davis,

Objection to Australian Amalgamated Terminals (AAT) Proposed 2026-27 Tariff Schedule

The FCAI is the peak industry body for the Australian importers and distributors of passenger motor vehicles, sports utility vehicles, light commercial vehicles, motorcycles and off highway vehicles. FCAI members supply about 98% of new vehicles to the Australian market each year.

FCAI members import over 1.2 million new vehicles into Australia each year.¹ They are major users of AAT terminals and have a direct and significant commercial interest in the fees and charges levied on RoRo services at AAT's terminals at Webb Dock West, Port Kembla and Fisherman Islands.

The FCAI is lodging this notice on behalf of its members. A complete list of FCAI members is provided in Attachment 1 to this objection notice.

Proposed AAT 2026-27 Tariff Schedules

By notice dated 3 March 2026, Mr Vincent Macheda, General Manager, AAT notified the FCAI of the proposed 2026-27 Tariff Schedules to apply at AAT's terminals at Webb Dock West, Appleton Dock, Port Kembla and Fisherman Islands.

The FCAI has reviewed the Tariff Schedules including the preceding explanatory pages that set out *inter alia* what changes to the tariffs have been proposed.

FCAI's objection to proposed 2026-27 tariff schedule on behalf of its members

On behalf of its members, the FCAI wishes to lodge an objection to a number of elements within the proposed 2026-27 Tariff Schedules, as listed below.

Objection		Terminals Affected
1	The designation of certain services as Charges and Other Tariffs	Webb Dock West, Port Kembla, Fisherman Islands
2	The imposition of a new Receival and Delivery Charge on wheeled and tracked vehicles loaded/discharged from RoRo vessels	Webb Dock West, Port Kembla, Fisherman Islands

¹ VFACTS National Report, New Vehicle Sales, December 2025.



	Objection	Terminals Affected
3	The change in the number of free storage days from 96 hours to three business days (which includes Saturday)	Webb Dock West
4	The imposition of storage fees on quarantine held cargo	Webb Dock West

The reasons for the FCAI's objections to the proposed changes to the 2026-27 Tariff Schedules are set out below.

1. The designation of certain services as Charges and Other Tariffs

AAT have amended each terminal Tariff Schedule to include a column that sets out whether each tariff is considered a *Charge* (and so regulated under the Undertaking²) or an *Other Tariff* (and so not regulated).³ Parties can challenge the proposed designations (in accordance with the Price Dispute Resolution Process) if they believe AAT has wrongly designated a Charge as not regulated.⁴

The FCAI notes that most services have been designated as Other Tariffs, with only specific Facilities Access Charges, Stevedoring Access Charges and Receiving and Delivery Charges being designated as Charges. All Quarantine Services Fees and Wharf Storage Fees have been designated as Other Tariffs.

The FCAI disputes the designation of All Quarantine Services Fees and Wharf Storage Fees as Other Tariffs. The FCAI believes that Quarantine Services and Wharf Storage should be designated as Charges.

The FCAI's objection to the proposed designations is based on the following:

- all Quarantine Services Fees and Wharf Storage Fees have for many years been included in the regulated tariff schedules of both AAT (at Fisherman Islands, Port Kembla and Webb Dock West) and (previously) MIRRAT (at Webb Dock West) enabling FCAI and its members to challenge price increases and/or the application of the fees;
- the FCAI has had cause in previous years to challenge proposed adjustments to Quarantine Services Fees and Wharf Storage Fees through the annual tariff schedule review process utilising the Independent Price Expert. On occasions, FCAI's objections have resulted in adjustments being made to proposed fee levels; and
- there is no reasonable commercial substitute for the AAT Quarantine Services and Wharf Storage readily available to FCAI members.

The Undertaking defines *Charge(s)* and notes:

For the purposes of this definition, fees or charges payable by a Service Provider for a service are not compulsory where there is a competitive substitute for the relevant service. For example, fees applicable to standard storage and vehicle washing services are not Charges if other competitive alternatives are readily available servicing the Terminal including where a Service Provider has their own facility for providing those services.⁵

² Undertaking to the Australian Competition and Consumer Commission Given under section 87B of the *Competition and Consumer Act 2010* (Cth) by Australian Amalgamated Terminals Pty Ltd ACN 098 458 229, Melbourne International RoRo & Auto Terminal Pty Ltd ACN 163 814 364 and Qube Holdings Limited ACN 149 723 053.

³ Australian Amalgamated Terminals Notice and proposed 2026-27 Tariff Schedule, page 4.

⁴ Australian Amalgamated Terminals Notice and proposed 2026-27 Tariff Schedule, page 5.

⁵ Undertaking to the Australian Competition and Consumer Commission Given under section 87B of the *Competition and Consumer Act 2010* (Cth) by Australian Amalgamated Terminals Pty Ltd ACN 098 458 229, Melbourne International RoRo & Auto Terminal Pty Ltd ACN 163 814 364 and Qube Holdings Limited ACN 149 723 053, page 40.



The FCAI believes that Quarantine Services and Wharf Storage meet the exclusionary condition in the above definition. They are not services for which other competitive alternatives are readily available to FCAI members, and so as a result, FCAI members are effectively obliged to use the services offered by AAT at the terminals.

It is extremely challenging (and generally not commercially viable) for FCAI members to seek alternative quarantine services outside of the AAT terminals for the following reasons:

- vehicles subject to the quarantine services have to be transported from the terminal to the alternative provider. To do so, the vehicles have to be transported in enclosed carriers which are not readily available and can carry only 1-3 vehicles per load (depending upon the size of the vehicle). Most car carriers are an open frame design (due to build costs and ease of load/unload access) and so the number of fully enclosed vehicles available to FCAI members is extremely limited;
- the movement of the vehicles off the terminal would also be subject to a number of timing difficulties given the need to source and secure alternate providers, amend cleaning declarations and obtain movement declaration issuance;
- AAT will impose demurrage charges on vehicles that are not subject to AAT Quarantine Services immediately following the expiration of the free time period. It is generally not possible to move all vehicles from the terminal in covered vehicles within the relatively short free time allocation;
- AAT will impose demurrage charges on vehicles not subject to their Quarantine Services immediately at the expiration of the free time allocation. A port discharge could easily consist of 1,000 vehicles. At 1-3 vehicles per truck, transporting the vehicles off the terminal will take several days, if not weeks. Effectively this means that FCAI members will be subject to demurrage charges if they elect not to use AAT for the provision of Quarantine Services, as they will not be able to move a shipment of cars off the port in covered vehicles before the expiration of this period. Practically, FCAI members incur significant additional costs (AAT demurrage, covered carrier transport costs, etc) and delays in getting their vehicles to market if they seek to use the services of an alternative provider.

The commercial constraints noted above explain why the vast majority of vehicles are treated at the terminal by the terminal operator. Removal of vehicles for external service provision generally occurs only in exceptional circumstances.

2. The imposition of a new Receival and Delivery Charge on wheeled and tracked vehicles loaded/discharged from RoRo vessels

AAT have proposed that a new Receival and Delivery Charge apply at each of Fisherman Islands, Port Kembla and Webb Dock West. The new Receival and Delivery Charge will apply to wheeled vehicles discharged from RoRo vessels and varies between the terminals as follows:

- Fisherman Islands: \$7.24 per unit;
- Port Kembla: \$4.30 per unit;
- Webb Dock West: \$3.65 per unit.

The rationale for the imposition of the new charge is explained by AAT as follows:

As part of more rigorously accounting for the cost of providing our regulated services, AAT has identified that we have failed historically to reflect several of our capital costs, and particularly the value of our premises costs, in our Charges. This is particularly relevant for those Charges for services that involve significant use of land or capital equipment, such as the Facilities Access Charge (FCA) and Receival and Delivery (R&D) Charges.⁶

⁶ Australian Amalgamated Terminals Notice and proposed 2026-27 Tariff Schedule, page 2.



The FCAI is concerned at the imposition of the R&D Charge on the following bases:

- with regard to AAT's rationale for the introduction of the R&D Charge referencing significant land use – it is the FCAI's view that this would be encompassed in any demurrage charges;
- with regard to AAT's rationale for the introduction of the R&D Charge referencing capital equipment – the FCAI notes that RoRo does not utilise capital equipment (presumably cranes and forklifts) in the discharge of vehicles from vessels;
- the FCAI is concerned that the proposed R&D Charges not duplicate any or any part of existing fees and charges. For example, the FCAI has no visibility as to whether labour and security costs are already encompassed in part in other existing charges; and
- the differentiation in the proposed R&D across the terminals is significant (Fisherman Islands is over double the Webb Dock West rate) and unexplained. The differing rates do not appear to align with the volume of new vehicles that pass through the terminal.⁷

The FCAI notes that the imposition of the new R&D Charge is not insignificant to the industry at an estimated initial cost of over \$4.5 million per financial year.

3. The change in the number of free storage days from 96 hours to three business days (which includes Saturday) at Webb Dock West

The proposed Tariff Schedule for Webb Dock West provides that FCAI members will have three Business Days free storage time following arrival at the terminal before the imposition of Wharf Storage Fees.⁸ Previously the applicable free time was 96 hours.

AAT's reason for the change in free time from 96 hours to three Business Days is as follows:

At Webb Dock West, the number of free storage days has changed from 4 calendar days to 3 business days, to align with the approach at the other AAT Terminals and to enhance the efficient operation of the Terminal – particularly to encourage the timely processing of vehicles through the Terminal.⁹

The FCAI argues that the proposed 25% decrease in free time at Webb Dock West is effectively a price increase. It is not acceptable that such a measure is taken simply to 'align with other AAT Terminals' given the variety of different fees and conditions that currently apply at the terminals – including the proposed new R&D Charge.

The FCAI further notes that the designation of Saturday as a Business Day in the Tariff Schedule is inconsistent with the ordinary meaning of the term 'Business Day' and the relevant definition in the AAT General Terms. The FCAI understands that weekends and public holidays were initially included in the definition of 'working days' as a response to extreme congestion that affected East Coast ports in 2023 (refer Attachment 2). This situation no longer exists and the ports are no longer experiencing the significant congestion that affected terminal operations, berthing and queuing vessels at that time. The FCAI requests that Business Day (as defined in the General Terms and in general usage) be applied consistently in the Tariff Schedule and that Saturday and public holidays be treated accordingly. The FCAI further requests that this terminology be applied across all terminals subject to the AAT General Terms.

⁷ VFACTS National Report indicates that in 2025 the following volumes of new vehicles were sold in each State and Territory: ACT – 16,917; NSW – 367,947; NT – 10,503; Qld – 259,903; SA – 78,811; Tas – 19,892; Vic – 323,768; WA – 132,067.

⁸ Webb Dock West Automotive Terminal (formerly MIRRAT) Tariff Schedule, pages 3 and 5.

⁹ Australian Amalgamated Terminals Notice and proposed 2026-27 Tariff Schedule, page 2.



4. The imposition of storage fees on quarantine held cargo (Webb Dock West)

AAT have amended Schedule 4 of the Webb Dock West Tariff Schedule to enable the imposition of demurrage charges on held cargo, as follows:

Unless otherwise agreed in writing with AAT, the following storage fees are payable on all cargo (including all Quarantine and Customs held cargo) stored at the Terminal for any period outside the free storage periods referred to in Schedule 1.

Wharf Storage Fees do not apply in respect of Quarantine held cars where those cars are undertaking the Standard Clean by AAT (per Schedule 5) in respect of any period prior to such cleaning occurring. From the time the car is cleaned and released from Quarantine, Wharf Storage Fees will apply. For the avoidance of doubt, standard Wharf Storage Fees under this Schedule 4 will apply in the following circumstances:

- (a) During the period that Cars are held to facilitate Other Quarantine Services including but not limited to fumigation, salt ringing, insecticide flushing, wet downs or any other treatment type¹⁰*

The rationale for the demurrage charge change listed by AAT is as follows:

Following a concern raised by a user in 2026, the position in relation to wharf storage fees at Webb Dock West has also been clarified for vehicles requiring quarantine cleaning.¹¹

The FCAI objects to the proposed implementation of demurrage on held cargo. The imposition of demurrage in this manner effectively introduces a new charge on FCAI members. Traditionally if cargo was held for quarantine and directed for treatment by the terminal operator a demurrage fee was not applied – a longstanding practice recognised by previous independent pricing reviews.¹² FCAI strongly disagrees that the changed demurrage arrangement is simply a clarification of the application of the storage fees.

In summary:

- the note to the proposed demurrage charges adds an important and contentious condition in that it allows for the imposition of demurrage fees on held cargo;
- the FCAI believes that permitting the terminal operator to impose a demurrage fee on a vehicle in circumstances where the terminal operator manages the treatment process is fundamentally flawed. The FCAI believes that it is not reasonable for the terminal operator to impose demurrage on held vehicles given the terminal operator largely controls the amount of time the held cargo remains in demurrage before being directed to the treatment process;
- previous attempts by the (then) terminal operator to impose a demurrage fee on held vehicles have been rejected by the Independent Pricing Expert.¹³

The FCAI refers to a further earlier attempt to introduce a demurrage fee on held cargo in the 2025-26 Webb Dock West Tariff Schedule. While an objection to the proposed charge was initially lodged by the FCAI, it was withdrawn on the basis the proposal was discontinued by AAT. In withdrawing its objection, the FCAI did not believe it had agreed to the removal of demurrage fees only when vehicles were being treated for seed

¹⁰ Webb Dock West Automotive Terminal (formerly MIRRAT) Tariff Schedule, page 5.

¹¹ Australian Amalgamated Terminals Notice and proposed 2026-27 Tariff Schedule, page 2.

¹² *In the past if cargo was held for quarantine and directed for treatment a demurrage fee was not applied.* Dr John Fallon, Melbourne International RoRo & Auto Terminal Pty Ltd Independent Price Expert Determination, 19 June 2023, page 3.

¹³ Dr John Fallon, Melbourne International RoRo & Auto Terminal Pty Ltd Independent Price Expert Determination, 19 June 2023, page 3.



decontamination (cleaned) while allowing for demurrage fees to be payable pending any other form of quarantine treatment.

The FCAI further notes that the terms *quarantine held*, *treatment* and *cleaning* tend to be used interchangeably by the FCAI and AAT. The FCAI's 2025 notice of objection to the Independent Price Expert referred to both the treatment and cleaning of vehicles (refer Attachment 3). AAT's *Authority to Treat* form refers to *quarantine held cargo that requires treatment under the Biosecurity Act*; to Quarantine Services (treatment and cleaning services) as treatment options to remove contamination in preparation for the final biosecurity inspection; and a note to the quarantine service table that sets out cleaning charges refers to AAT notifying the cargo representative prior to treatment commencement.

The FCAI contends that the imposition of demurrage charges on held cargo in the manner described in the 2026-27 Tariff Schedule for Webb Dock West is not justified given:

- the condition effectively imposes an additional charge that has not been justified by AAT in any way;
- a similar charge was rejected the last time this matter was considered by the Independent Price Expert in June 2023;
- the amount of time a vehicle remains in demurrage prior to being treated by the terminal operator is within the effective control of the terminal operator; and
- as noted earlier in this objection notice, the ability for FCAI members to move vehicles off the terminal for cleaning is extremely limited and time consuming. It is generally not commercially feasible for FCAI members to seek alternative quarantine services outside of the terminal.

Summary

In summary, the FCAI requests that the Independent Price Expert:

- reject the proposed designation of Charges and Other Tariffs in the manner proposed by AAT. The FCAI requests that Quarantine Services Fees and Wharf Storage Fees continue to be included in the Tariff Schedules;
- not approve the proposed reduction in free time at Webb Dock West from 96 hours to three Business Days;
- reject the designation of Saturday and public holidays as Business Days (or working days) in the absence of significant congestion on the terminals;
- reject the inclusion of the new condition that AAT proposes in relation to demurrage charges that would permit demurrage be charged on held cargo awaiting treatment for biosecurity contamination.

I hope the above information is of assistance to you. The FCAI would be pleased to provide any further information that the Independent Price Expert may require.

Yours sincerely

Dianne O'Hara
Director Industry Operations



Attachment 1: Listing of FCAI members (and brands)



Ateco Automotive Pty Ltd

- Maserati
- LDV
- Ram Trucks Australia
- Renault Australia

BMW Group Aust Ltd

- MINI

BMW Motorrad

BRP Australia Pty Ltd

- Can-Am

BYD Australia Pty Ltd

- Denza

Chery Motor Australia Pty Ltd

- Omoda Jaecoo

Ducati Australia and New Zealand

Ferrari Australasia Pty Ltd

Ford Motor Company of Australia Pty Ltd

GAC International Australia

Geely Auto Australia Pty Ltd

GM Holden Ltd

GWM Aust and NZ

- Haval Motors Australia

Harley-Davidson Australia Pty Ltd

Honda Australia Pty Ltd

Honda MPE (Aust) Pty Ltd

Hyundai Motor Company Australia Pty Ltd

- Genesis

Inchcape

- Deepal
- Foton
- Peugeot
- Subaru Australia Pty Ltd

Isuzu Australia Limited

Isuzu UTE Australia Pty Ltd

Iveco Trucks Australia Limited

Jaguar Land Rover Australia Pty Ltd

Jameel Mobility Wholesale & Distribution Company

Kawasaki Motors Pty Ltd

KGM Australia

KIA Motors Australia

KTM Australia

- Husqvarna
- GasGas
- MV Agusta

Lexus Australia

LTS Auto Holdings Pty Ltd

- JAC Motors

Mahindra Automotive Australia Pty Ltd

Mazda Australia

Mercedes Benz Australia Pacific Pty Ltd

Mitsubishi Motors Australia Ltd

Nissan Motor Co Australia Pty Ltd

Peter Stevens Importers Pty Ltd

- Aprilia
- Moto Guzzi
- Triumph
- Vespa
- Piaggio

Polaris Industries Australia & New Zealand

- Indian Motorcycle

Porsche Cars Australia

SAIC Motor Australia Pty Ltd

- MG
- IM Motors

Stellantis Australia

- Abarth
- Alfa Romeo
- Chrysler
- Fiat
- Jeep
- Leapmotor

Suzuki Australia Pty Ltd

Suzuki Motorcycles Australia

Toyota Motor Corp Australia Ltd

Volkswagen Group Australia Pty Ltd

- Audi Australia
- Cupra
- Skoda
- Bentley
- Lamborghini

Volvo Car Australia

Xpeng Motors Australia Pty Ltd

Yamaha Motor Australia Pty Ltd

Zeekr Intelligent Technology Aust. Pty Ltd

Zero Motorcycles BV



Attachment 2: AAT Notice dated 5/05/23, *AAT Storage Arrangements for Cars, wheeled and Tracked Vehicles*

To: AAT Valued Customers

5/05/2023

Subject: AAT Storage Arrangement for Cars, Wheeled and Tracked Vehicles

AAT currently is experiencing extended berthing delays for PCC and RoRo vessels at our Port Kembla (PK) and Fisherman Islands (FI) facilities. The delays are attributed to exceedingly high imports, high discharge volumes on individual vessels, extending berthing time along with yard capacity as the large discharge impacts the entire supply chain. The current situation has resulted in significant berthing queue within excesses of 10 vessels awaiting a berth at both PK and FI.

The seed contamination issue that created congestion and impacted terminals across the country has been largely contained at AAT sites and is no longer contributing to berthing or yard congestion. The recent indicators suggest that the number of seed contaminated vehicles is in decline which is evident in lower Biosecurity held vehicle numbers reported than in previous months.

However, vessel discharge volumes are significantly larger, increasing from an average of 900 cars movements per vessel, up to a peak of circa 5500 on a single vessel. Discharge volume averages are now reported at double the long-term average. The impact of these larger single vessel volumes is evident in the significant congestion issues as the terminals endeavor to clear the facility to create the laydown yard space for the following vessel. PDI operators are also impacted as the large volume of deliveries strains available capacity.

The addition of new shipping lines in the market and subsequent arrival of new vessels, along with the impact of end of financial year is expected to further increase volumes. Delivering cars out of the terminal and creating space is our biggest challenge and has been for many years. This issue is further compounded over weekends and public holidays when cargo delivery is significantly reduced.

On this basis, AAT is forced to change our storage arrangements to promote the delivery of cars, wheeled and tracked vehicles from our terminal. AATs existing policy includes 3 free days storage from vessel departure but currently excludes weekends and public holidays.

From 1st June 2023, **weekends and public holidays will now be included as a working day**. Given there are no terminal restrictions, cars, wheeled and tracked vehicles are available for collection at our sites 24/7, which is consistent with, stevedoring, shipping and port operations which all operate 24/7, we will now require the rest of the supply chain to also participate on this basis to clear the terminals faster. At the expiry of the free three days storage period, storage charges will become applicable regardless of day of the week.

AAT recognises some PDI operators currently work nights and weekends to move cargo and we appreciate their effort and the close working arrangements with our operational staff. Whilst this does provide some relief, the sheer volume combined with lost deliver days over weekends and the recent Easter, ANZAC and Labour Day public holidays, yard congestion and vessel queues continue to grow at significant cost to the industry.

We thank you for your understanding.

Regards

Antony Perkins



Attachment 3: FCAI correspondence dated 16 May 2025, *Objection to MIRRAT Proposed Price Increase – July 2025*



16 May 2025

Mr Warwick Davis
Frontier Economics Pty Ltd
Ground Floor
395 Collins Street
Melbourne VIC 3000

via email: warwick.davis@frontier-economics.com.au

CONFIDENTIAL

Dear Mr Davis,

Objection to MIRRAT Proposed Price Increase – July 2025

The FCAI is the peak industry body for the Australian importers and distributors of passenger motor vehicles, sports utility vehicles, light commercial vehicles, motorcycles and off highway vehicles. FCAI members supply about 98% of new vehicles to the Australian market each year.

FCAI members are listed at <https://www.fcai.com.au/about-fcai/member-manufacturers/>.

Proposed MIRRAT 2025/26 tariff

By notice dated 30 April 2025, Head of Commercial and Stakeholder Management at MIRRAT, Mr Jed Smith, notified the FCAI of the proposed 2025/26 tariff to apply to the Melbourne International RoRo and Auto Terminal. The tariff schedule indicated the following:

Wharf Demurrage Fees

Cargo Type	Tariff (AUD)
<i>Wheeled Vehicles < 20 CBM</i>	<i>\$62.78 per unit</i>
<i>Wheeled Vehicles 20 - 50 CBM</i>	<i>\$89.93 per unit</i>
<i>Wheeled Vehicles > 50 CBM</i>	<i>\$2.25 per cbm</i>

A note to the above 2025-26 table of proposed demurrage charges states:

Charges are payable on all cargo (including all Quarantine and Customs held cargo) left undelivered after 96 hours for imported cargo. (our emphasis added)

The FCAI has noted the reasons listed as supporting the proposed price increase in the MIRRAT correspondence, and requests a review of the proposed increases to demurrage fees (including the increases that will result from the abovementioned note).

FCAI's objection to proposed 2025/26 tariff on behalf of its members

The FCAI objects to the 2025/26 demurrage charges proposed by MIRRAT on the following bases:



- the proposed demurrage charges represent a 7.0% – 7.14% increase to the 2024/25 demurrage charges, well above the average increase of 4.1% sought by MIRRAT in relation to terminal operations, and well above the 2.4% annual CPI increase to end of March 2025¹; and
- the note to the proposed charges indicating that from 1 July 2025 demurrage will apply to held cargo is effectively a price increase (in addition to the 7% increase) that is unreasonable given the management of held cargo is effectively controlled by the terminal operator.

Increase in demurrage charges

The proposed 2025/26 MIRRAT tariff schedule outlines the following percentage increases to demurrage fees:

Cargo Type	Proposed 2025/26 Tariff (AUD)	% increase over 2024/25 demurrage charges
Wheeled Vehicles < 20 CBM	\$62.78 per unit	7.01
Wheeled Vehicles 20 - 50 CBM	\$89.93 per unit	7.00
Wheeled Vehicles > 50 CBM	\$2.25 per cbm	7.14

The reasons outlined by MIRRAT for the increased demurrage fees are as follows:

Inbound volumes of passenger vehicles over the past 12 months have trended above the 5-year historical average, driven by consumer demand and OEMs/vehicle importers strategically positioning stock ahead of impending regulatory changes. While volumes have been relatively strong historically, this financial year, we have experienced a decline in inbound cargo being processed through the terminal compared to last year.

The outlook for FY26 will continue with this same theme of softening volumes. MIRRAT forecasts a decline in inbound cargo through FY26 driven by weakening market conditions. Economic pressures such as high interest rates and inflation are expected to dampen consumer spending, reducing demand for new vehicles. Additionally, the new automotive market is experiencing increased saturation, with several new OEMs/imports set to enter the market over the next 12 months, leading to consumers holding onto their current cars longer.

The FCAI does not agree with the MIRRAT analysis which appears to be at odds with industry expectations, actual import volumes and expert forecasts. The past two years have seen record inbound volumes of new passenger vehicles.

Annual new vehicle volumes for the period since 2020 are listed below.²

Year	Number of New Vehicles (Australia)	Number of New Vehicles (Victoria)
2025 (YTD 30 April 2025)	373,438	99,203
2024	1,185,563	318,724
2023	1,165,055	313,127
2022	1,034,070	274,326
2021	1,006,510	261,067
2020	882,401	217,111

¹ CPI was 3.8% in the 12 months to end of June 2024.

² VFACTS data (including EVC data for 2024-25)



While the FCAI recognises that record volumes of new vehicles into Australia cannot continue to occur year on year, forecast new vehicle sales (as per S&P Global Mobility) are listed below. The data shows continuing strong new vehicles volumes in out years. Like other industry commentators, the FCAI does not anticipate that new vehicle volumes will fall below one million vehicles per annum in the near future.

Year	Forecast Number of New Vehicles ³
2025	1,076,890
2026	1,061,327
2027	1,060,188

The FCAI also disputes the analysis offered by MIRRAT in regard to dampening consumer demand. The past few years of high inflation, rising interest rates and cost of living concerns has not resulted in any material reduction in consumer demand for new motor vehicles. The FCAI understands that household consumption growth has started to recover and underlying inflation is expected to ease further in coming quarters.⁴ The addition of (predominantly Chinese) brands into Australia gives new vehicle consumers more choice in their selection of models and is not expected to lead to consumers holding onto their current vehicles longer. For example, BYD first entered the Australian market in 2023 and sold more than 20,000 units in 2024. Within 24 months, BYD has become a top 20 brand by volume in a market that has more than 50 distinct brands available.

Further, the FCAI notes that new vehicle import volumes is not the only way in which MIRRAT recovers its costs. In recent years Wallenius Wilhelmsen (specifically MIRRAT) has maintained and increased EBITDA through activities including washing and demurrage.

Terminal volumes decreased 4 percent year over year. However, EBITDA for FY 2023 was USD 98 million compared to USD 63 million in 2022. The EBITDA growth was mainly attributable to extensive de-seeding activity in Australia, including washing and demurrage.⁵

Similarly, in its 2024 annual report, Wallenius Wilhelmsen reported in respect of its entire terminal operations:

Terminal revenue was USD 283 million, a 4 percent increase from 2023. EBITDA for 2024 was USD 102 million compared to USD 98 million in 2023.⁶

For logistics services, adjusted EBITDA increased 13 percent, as revenue increases exceed the increase in costs resulting in a higher average margin.⁷

Auto revenue for the full year ended at USD 566 million, an 11 percent increase from 2023. Auto EBITDA for the full year ended at USD 82 million, a 30 percent increase from 2023, thanks to 11 percent revenue growth and operational efficiencies.⁸

In summary, the FCAI contends the proposed increases of 7.00%, 7.01% and 7.14% for demurrage for wheeled vehicles < 20CBM, 20-50 CBM and > 50 CBM respectively are not justified by reference to:

- the annual CPI of 3.8% up to end of June 2024 and 2.4% in the 12 months to end of March 2025;

³ S&P Global Mobility, SBPT Forecast, March 2025.

⁴ Reserve Bank of Australia - Statement on Monetary Policy – February 2025, <https://www.rba.gov.au/publications/smp/2025/feb/outlook.html>

⁵ <https://www.walleniuswilhelmsen.com/storage/images/WWAnnualReport2023.pdf>, page 33.

⁶ https://www.walleniuswilhelmsen.com/storage/images/Investor-relations/WAWI_2024-Annual-report.pdf, page 28.

⁷ https://www.walleniuswilhelmsen.com/storage/images/Investor-relations/WAWI_2024-Annual-report.pdf, page 22.

⁸ https://www.walleniuswilhelmsen.com/storage/images/Investor-relations/WAWI_2024-Annual-report.pdf, page 28.



- the past and anticipated volumes of new motor vehicles expected to be processed through the terminal which are not anticipated to see significant downward movement, particularly given population growth;
- the lack of evidence offered by MIRRAT for its assertion that consumers will hold their current vehicles for longer; and
- the lack of reference by MIRRAT to its associated sources of revenue (including demurrage and cleaning services) when considering a reasonable rate of return.

Note to demurrage charges

The note to the proposed demurrage charges adds an important and contentious condition to the proposed charges in that they allow for the imposition of demurrage fees on held cargo. Currently if cargo is held for quarantine and directed for treatment by MIRRAT a demurrage fee is not applied.

The FCAI notes that MIRRAT's previous attempt to impose a demurrage fee on held vehicles was rejected by the Independent Pricing Expert.⁹

The FCAI believes that permitting the terminal operator to impose a demurrage fee on a vehicle in circumstances where the terminal operator manages, schedules and controls the cleaning process is fundamentally flawed. The FCAI is aware that earlier this year some FCAI members were informed cleaning of their vehicles could not commence for periods of up to two-three weeks. Had the proposed MIRRAT demurrage on held vehicles regime been in place, this would have imposed a significant and unjustified expense on car importers. The FCAI believes that it is not reasonable for the terminal operator to impose demurrage on held vehicles given the terminal operator effectively controls the amount of time the held cargo remains in demurrage before being directed to the cleaning process.

The ability for FCAI members to move vehicles off the terminal for cleaning is extremely limited and time consuming. It is challenging for FCAI members to seek alternative quarantine services outside of the terminal for the following reasons:

- vehicles subject to the quarantine services have to be transported from the terminal to a very limited number (one) of alternative providers. To do so, the vehicles have to be transported in enclosed carriers and so are transported 2-3 vehicles per load. There are a very limited number of fully enclosed carriers in Melbourne;
- the movement of the vehicles off the terminal would also be subject to the time constraints applicable at the port. The FCAI understands that the MIRRAT booking system limits the volume that can be moved;
- MIRRAT will impose demurrage charges on vehicles that are not subject to MIRRAT quarantine services immediately following the expiration of the 96 free hours. A port discharge could easily consist of 1,000 units. At 2-3 vehicles per truck, transporting the vehicles off the terminal will necessarily take some days and so it is generally not possible to move all vehicles from the port in covered vehicles within the 96 hour time frame.

The FCAI contends that the imposition of demurrage charges on held cargo is not justified given:

- the condition effectively imposes an additional charge that has not been justified by MIRRAT in any way;
- a similar charge was rejected by the IPE in June 2023; and
- the amount of time a vehicle remains in demurrage prior to being cleaned by the terminal operator is within the effective control of the terminal operator.

Summary

In summary, the FCAI requests that the IPE:

⁹ Dr John Fallon, *Melbourne International RoRo & Auto Terminal Pty Ltd Independent Price Expert Determination*, 19 June 2023, page 3.



- review the proposal by MIRRAT to increase the demurrage fees at the terminal for wheeled vehicles by 7.0% - 7.14%;
- reject the inclusion of the new condition that MIRRAT proposes in relation to demurrage charges that would permit demurrage be charged on held cargo.

I hope the above information is of assistance to you. The FCAI would be pleased to provide any further information that the IPE may require.

Yours sincerely

Dianne O'Hara

Dianne O'Hara
Director Industry Operations

Our ref: **ATH:20240937**
Your ref:

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24 March 2026

Mr Warwick Davis
Frontier Economics Pty Ltd
Ground Floor, 395 Collins Street
Melbourne, VIC 3000

By Email: Warwick.davis@frontier-economics.com.au

Dear Mr Davis

Notice of Objection to the Australian Amalgamated Terminals (AAT) 2026-27 Tariff Schedule

1 Background

- 1.1 We act for an Australian entity whose business entails regular use of the facilities operated by Australian Amalgamated Terminals (**AAT**), including the Port of Brisbane, Port Kembla and the recently acquired Webb Dock West Automotive Terminal.
- 1.2 We refer to the notice and proposed 2026-27 Tariff Schedule (**Tariff**) issued by AAT on 3 March 2026.
- 1.3 We further refer to section 3.1 of Schedule 5 of the undertaking to the Australian Competition and Consumer Commission (**ACCC**) given by AAT, Melbourne International RoRo & Auto Terminal Pty Ltd and Qube Holdings Limited (**Undertaking**), under section 87B of the *Competition and Consumer Act 2010*.
- 1.4 In accordance with section 3.1 of Schedule 5 of the Undertaking, our client seeks to formally lodge this Objection Notice with respect to a number of Charges as defined in the Undertaking (**Charges**), as well as other fees, charges, tariffs or duties which have not been defined as Charges by AAT.
- 1.5 The Undertaking provides that AAT must comply with the Price Dispute Resolution process in Schedule 5 to the Undertaking to determine any disputes by any Dispute Applicant in relation to *"the introduction of any new fee, charge, tariff or duty however so described"*.
- 1.6 A Dispute Applicant is defined as *"a person with a genuine direct or indirect economic interest in the terms and conditions of use of the Terminal and includes users of a Terminal, importers and exporters (and/or their industry representative bodies)."*

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- 1.7 Our client specialises in freight forwarding and cargo brokering and frequently utilises AAT facilities to conduct its business operations.
- 1.8 The services our client provides range from door-to-door to port-to-port shipping. It facilitates transportation routes from Brisbane, Port Kembla and Melbourne, ending at Fremantle.
- 1.9 Our client's coastal shipments comprise a diverse range of cargo, including passenger cars, trucks, buses, boats on trailers, caravans, and construction machinery. These units are shipped to Fremantle for further distribution to various inland destinations across Western Australia. Our client's business does not involve exporting cargo overseas.
- 1.10 Our client's shipping services operate on a regular basis with quick transit times. These services present a more efficient and cost-effective alternative to transporting vehicles by road.
- 1.11 Beyond shipping, our client also arranges for the collection and delivery of vehicles, ensuring an end-to-end solution for road transportation needs across the country.

2 Our client's standing to raise an Objection Notice

- 2.1 In our view, based on the above description of our client's business operations, our client clearly falls within the scope of a Dispute Applicant as defined by the Undertaking.
- 2.2 As the Independent Price Expert would be aware, our client has made previous attempts to challenge the 'vehicle export handling fee' imposed by AAT at various terminals it operates.
- 2.3 However, these actions have not led to the desired outcome of having the fee reviewed as the IPE and AAT were of the view that the 'vehicle export handling fee' did not fall within the definition of a Charge under the Undertaking.
- 2.4 We note that prior to the amended Undertaking being adopted in 2025 due to the acquisition of MIRRAT by AAT, previous undertakings given to the ACCC did not contain a mechanism to challenge the designation of a new fee, charge, duty or tariff as not being a Charge.
- 2.5 As a result of this stance, the export handling fee introduced at Port Kembla and Brisbane in 2023, and in Melbourne in 2025 was unable to be successfully challenged and reviewed under the Price Dispute Resolution mechanism in the Undertaking.
- 2.6 The introduction of the 'vehicle export handling fee' has been the subject of extensive complaints and correspondence to the ACCC on behalf of our client and other entities we have acted for previously.
- 2.7 We refer to previous submissions to the ACCC made on behalf of our client and other entities in relation to the acquisition of MIRRAT by AAT. We can provide the IPE with confidential versions of these submissions to the ACCC, which are not to be shared with any other party.

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- 2.8 Those submissions provide further details regarding the lack of justification and reasonableness of the 'vehicle export handling fee', and the ongoing detrimental effects upon our client's operations and financial position.

3 Relevant fees, charges, tariff and duties

- 3.1 We note that the scope of this Objection Notice will be broader than only the 'vehicle export handling fee' previously identified in our previous correspondence with the IPE.
- 3.2 Our client has identified a number of other fees, charges, tariffs and duties in the Tariff which in its view are either unjustified, unreasonable or disproportionate to the service allegedly being provided by AAT on account of that expense.
- 3.3 Below we have set out the Charges, as well as the fees, charges, tariffs and duties identified by our client and explained why they are being disputed and the negative impacts they are having on our client's business.
- 3.4 Please note that where an item is already defined as a Charge, our client objects to the Charge. Where an item is defined as an 'other tariff', our client's position is that the 'other tariff' should be characterised as a Charge and there be able to be challenged under the Price Dispute Resolution mechanism in the Undertaking.

Item	Description	Category	Charge (C) or Other Tariff (OT)	AUD (\$)	Reason for Objection
Late Receival Gate Passes	A fee applied to cargo that arrives at the terminal after the designated cut-off time, requiring a special authorisation for entry.	Port of Brisbane - Schedule 3 - Receival and Delivery Charge	C	\$40.96 per car	The terminal operator performs no additional administrative or operational tasks to process a late gate pass beyond the standard receival procedure. The fee is not cost-justified, as there is no incremental resource expenditure incurred.
Administrative Charge	For amendments to incorrect export receival advice/pre receival advice information	Port of Brisbane - Schedule 3 - Receival and Delivery Charge	OT	\$91.48 per instance	The charge is excessive and disproportionate to the clerical effort required for minor data amendments. It does not reflect a reasonable fee for service and appears to act as a penalty rather than cost recovery.

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Yard Move	A fee applied when cargo or a vehicle must be relocated within the terminal.	Port of Brisbane - Schedule 5 – Quarantine Service Fees	OT	\$83.88 per move	The requirement for a yard move is driven by the terminal operator's internal logistical requirements rather than a request for service by the client. Carriers and stevedores routinely park vehicles in locations specifically designated by AAT; any subsequent relocation is for the operator's own operational efficiency. Furthermore, the fee is commercially non-competitive, as the cost for a short internal transfer is equal to the market rate for a 50km external line-haul move. Consequently, the charge is both operationally unjustified and priced well above a reasonable cost-recovery basis.
Yard Jump Start	A service fee for providing battery assistance to a vehicle that is unable to start under its own power while within the terminal yard	Port of Brisbane - Schedule 5 – Quarantine Service Fees	OT	\$155.49 per start	The charge is excessive relative to the simple nature of the service. Additionally, there are ongoing concerns regarding the operator's standard of care during these procedures and a lack of recourse for damage caused by improper jump-start techniques.
Wharf Storage Fees	Fees charged for the storage of undelivered cargo left at the terminal	Port of Brisbane – Schedule 6 – Wharf Storage Fees	OT	Day 1 to 3 - \$85.29 Day 4 onwards - \$147.10	The proposed storage fees are commercially disproportionate and lack a transparent cost-basis. Despite Brisbane having lower underlying industrial land values compared to other states, the proposed rates are the highest. Furthermore, the escalation in the daily rate

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					from Day 4 onwards is predatory and functions as an unreasonable penalty rather than a cost-recovery mechanism.
Second Hand Cars Handling Fee	A separate handling fee for imported second hand vehicles.	Port of Brisbane - Schedule 7 – Service Fees	OT	\$123.44 per import car	The fee lacks a functional basis as third-party providers, rather than the terminal operator, conduct the inspections. Under the ROCIP scheme, where only 5% of units are inspected, a blanket fee on all units is discriminatory and should, at most, apply only to the small percentage of vehicles actually inspected.
Export Handling Fee	The export handling fee is a service fee for preparing and handling export cargo.	Port of Brisbane - Schedule 7 – Service Fees	OT	\$123.44 per car, wheel ed or tracke d unit	There is no identifiable difference in the operational handling of new versus used vehicles for export. As the terminal operator's workload remains unchanged, this fee represents a charge for which no additional service or value is provided.
Late Receival Gate Passes	A fee applied to cargo that arrives at the terminal after the designated cut-off time, requiring a special authorisation for entry.	Port Kembla – Schedule 3 – Receival and Delivery Charge	C	\$304.29 per instan ce or load of gener al cargo/ RoRo cargo \$58.51 per car	The terminal operator performs no additional administrative or operational tasks to process a late gate pass beyond the standard receival procedure. The fee is not cost-justified, as there is no incremental resource expenditure incurred.

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Administrative Charge	For amendments to incorrect export receival advice/pre receival advice information	Port Kembla – Schedule 3 – Receival and Delivery Charge	OT	\$89.40	The charge is excessive and disproportionate to the clerical effort required for minor data amendments. It does not reflect a reasonable fee for service and appears to act as a penalty rather than cost recovery.
Car Inspection	A fee for the physical examination of a vehicle to verify its condition, identity, or compliance with safety and biosecurity standards.	Port Kembla – Schedule 5 – Quarantine Services Fees	OT	\$88.67 per unit	Our client seeks formal verification that this inspection fee will not be levied against used import units. It is our client's position that such a charge would constitute a duplication of existing services, as used vehicles are already subject to comprehensive biosecurity and identity verification protocols upon discharge.
Yard Move	A fee applied when cargo or a vehicle must be relocated within the terminal.	Port Kembla - Schedule 5 – Quarantine Service Fees	OT	\$55.47 per move	The requirement for a yard move is driven by the terminal operator's internal logistical requirements rather than a request for service by the client. Carriers and stevedores routinely park vehicles in locations specifically designated by AAT; any subsequent relocation is for the operator's own operational efficiency. Furthermore, the fee is commercially non-competitive, as the cost for a short internal transfer is equal to the market rate for a 50km external line-haul move. Consequently, the charge is both operationally unjustified and priced well above a reasonable cost-recovery basis.

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Yard Jump Start	A service fee for providing battery assistance to a vehicle that is unable to start under its own power while within the terminal yard	Port Kembla - Schedule 5 – Quarantine Service Fees	OT	\$115.91 per start	The charge is excessive relative to the simple nature of the service. Additionally, there are ongoing concerns regarding the operator's standard of care during these procedures and a lack of recourse for damage caused by improper jump-start techniques.
Day 1 to 3 of storage	Fees charged for the storage of undelivered cargo left at the terminal	Port Kembla – Schedule 6 – Wharf Storage Fees	OT	\$36.49 per unit per day	The proposed increase exceeds a reasonable annual adjustment and lacks sufficient cost-based justification. Our client submits that any price escalation should be capped at the prevailing CPI rate, resulting in a maximum charge of \$35.17 (plus GST).
Day 4 onwards	Fees charged for the storage of undelivered cargo left at the terminal	Port Kembla – Schedule 6 – Wharf Storage Fees	OT	\$56.24 per unit per day	The proposed daily rates and the sharp escalation from Day 4 are excessive and exceed reasonable CPI adjustments. Furthermore, storage fees should not accrue where delays are caused by government regulatory impediments (ABF/DAFF) beyond the importer's control.
Second Hand Cars Handling Fee	A separate handling fee for imported second hand vehicles.	Port of Kembla - Schedule 7 – Service Fees	OT	\$55.22 per import car	The fee lacks a functional basis as third-party providers, rather than the terminal operator, conduct the inspections. Under the ROCIP scheme, where only 5% of units are inspected, a blanket fee on all units is discriminatory and should, at most, apply only to the small

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					percentage of vehicles actually inspected.
Export Handling Fee	The export handling fee is a service fee for preparing and handling export cargo.	Port of Kembla - Schedule 7 – Service Fees	OT	\$120.64 per car, wheeled or tracked unit	There is no identifiable difference in the operational handling of new versus used vehicles for export. As the terminal operator's workload remains unchanged, this fee represents a charge for which no additional service or value is provided.
Late Receival Fee	A charge applied to cargo that is delivered to the terminal after the officially coordinated cut-off time.	Webb Dock West – Schedule 3 – Receival & Delivery Charge	C	\$88.54 per unit	The imposition of a late receival fee is not supported by a corresponding increase in operational activity or resource expenditure by the terminal operator. Given that the physical receipt and processing of the cargo remains identical to a standard delivery, the fee lacks a cost-recovery basis and appears to function as an arbitrary penalty rather than a fee for a distinct service.
Administrative Charge	For amendments to incorrect export receival advice/pre receival advice information	Webb Dock West - Schedule 3 - Receival and Delivery Charge	OT	\$93.39 per instance	The charge is excessive and disproportionate to the clerical effort required for minor data amendments. It does not reflect a reasonable fee for service and appears to act as a penalty rather than cost recovery.
Wheeled Vehicles < 20CBM storage fee	Fees charged for the storage of undelivered cargo left at the terminal	Webb Dock West – Schedule 4 – Wharf Storage Fees	OT	\$63.43 per unit per day	The proposed storage rate for wheeled vehicles under 20CBM is commercially excessive and lacks a transparent cost-based justification. The fee significantly exceeds reasonable cost-recovery

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					levels for the provision of standing room and does not appear to reflect the actual land-use costs or operational overheads incurred by the terminal.
Second Hand Wheeled Vehicles < 25 CBM	These tariffs are charged for the inspection and treatment of cargo to ensure compliance with local government biosecurity and quarantine regulations.	Webb Dock West – Schedule 5 – Quarantine Services Fees	OT	\$518.81 per unit	The proposed tariff is grossly excessive and lacks a functional cost basis. In Melbourne, the terminal operator performs no additional labour or administrative tasks for these units, as importers are mandated to engage third-party providers to conduct the actual biosecurity inspections. Furthermore, for vehicles processed under ROCIP, only a 5% random audit is required by DAFF. Applying a significant, uniform fee to 100% of these shipments is inherently discriminatory and does not reflect a fee-for-service model. Any such charge should, at most, be strictly limited to the 5% of units that actually undergo physical inspection.
Second Hand Wheeled Vehicles > 25 CBM	These tariffs are charged for the inspection and treatment of cargo to ensure compliance with local government biosecurity and quarantine regulations.	Webb Dock West – Schedule 5 – Quarantine Services Fees	OT	\$622.57 per unit	The proposed tariff is grossly excessive and lacks a functional cost basis. In Melbourne, the terminal operator performs no additional labour or administrative tasks for these units, as importers are mandated to engage third-party providers to conduct the actual biosecurity inspections. Furthermore, for vehicles processed under ROCIP, only a 5% random audit is

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					required by DAFF. Applying a significant, uniform fee to 100% of these shipments is inherently discriminatory and does not reflect a fee-for-service model. Any such charge should, at most, be strictly limited to the 5% of units that actually undergo physical inspection.
Movement to/from designate inspection/ washing area		Webb Dock West – Schedule 5 – Quarantine Services Fees	OT	\$74.09 per move	The proposed fee for internal movement to and from designated inspection or washing areas is commercially unreasonable and disproportionate to the service provided. By way of comparison, the market rate for a full-scale external transport of a vehicle via truck to a third-party wash bay is approximately \$80.00. Given that this terminal charge applies to a significantly less resource-intensive internal driving movement over a minimal distance, it lacks a transparent cost-recovery basis.
Inspection Fee	A fee for the physical examination of a vehicle to verify its condition, identity, or compliance with safety and biosecurity standards.	Webb Dock West – Schedule 5 – Quarantine Services Fees	OT	\$98.42 per move	This fee is misaligned with the terminal operator's role, as statutory compliance is overseen by government authorities, and vehicle identification is already performed by the stevedore during discharge. It represents a duplication of existing processes.

RIGBY COOKE LAWYERS

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Yard Jump Start	A service fee for providing battery assistance to a vehicle that is unable to start under its own power while within the terminal yard	Webb Dock West - Schedule 8 – Service Fees	OT	\$124.80 per unit	The charge is excessive relative to the simple nature of the service. Additionally, there are ongoing concerns regarding the operator's standard of care during these procedures and a lack of recourse for damage caused by improper jump-start techniques.
Export Handling Fee	The export handling fee is a service fee for preparing and handling export cargo.	Webb Dock West - Schedule 8 – Service Fees	OT	\$118 per unit	There is no identifiable difference in the operational handling of new versus used vehicles for export. As the terminal operator's workload remains unchanged, this fee represents a charge for which no additional service or value is provided.
Second Hand Cars Handling Fee	A separate handling fee for imported second hand vehicles.	Webb Dock West - Schedule 8 – Service Fees	OT	\$62.40 per unit	The fee lacks a functional basis as third-party providers, rather than the terminal operator, conduct the inspections. Under the ROCIP scheme, where only 5% of units are inspected, a blanket fee on all units is discriminatory and should, at most, apply only to the small percentage of vehicles actually inspected.

4 Introduction of the Receival and Delivery Charge

- 4.1 Our client also strongly opposes the proposed introduction of a Receival and Delivery (R&D) Charge for wheeled and tracked vehicles as it constitutes an unreasonable duplication of existing fees.
- 4.2 Historically, the costs associated with the handling and processing of automotive cargo have been recovered through the port charges already levied on the shipping lines.

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Your ref:

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- 4.3 As the terminal operator provides no additional or distinct service to justify this new tariff, the charge represents a 'double recovery' of costs for functions already captured under the existing pricing structure.
- 4.4 Furthermore, the operator has failed to provide a transparent breakdown of the incremental costs specifically associated with automotive R&D that would necessitate an additional per-unit levy, making the R&D charge commercially unjustified.

5 Further issues with storage fees

- 5.1 Our client submits it is an industry principle that storage should not accrue while cargo is subject to a mandatory government or quarantine impediment (such as 'flushing' or Brown Marmorated Stink Bug (**BMSB**) treatments).
- 5.2 The current practice of levying storage fees while vehicles are held for biosecurity processing is inconsistent with the 'free time' objectives of the Tariff Schedule.
- 5.3 Furthermore, there is a lack of national consistency in how 'free time' is calculated. While Brisbane correctly commences the three-day free period only after a quarantine inspection is completed, the practices in Melbourne and Port Kembla prematurely trigger storage charges before the cargo is even available for collection.
- 5.4 Our client seeks a uniform rule across all ports ensuring that storage does not accrue until 72 hours after the cargo has been cleared of all regulatory impediments.

If you require any further information and documents or wish to discuss any aspect of this Objection Notice, please do not hesitate to contact us.

Yours faithfully

A blue ink signature, appearing to be 'A. Hudson', written in a cursive style.

Andrew Hudson
Partner

A blue ink signature, appearing to be 'A. Uskhopov', written in a cursive style.

Alexander Uskhopov
Associate



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SAL2026-009

23 March 2026

Mr Warwick Davis
Frontier Economics Pty Ltd

Via email: warwick.davis@frontier-economics.com.au
Cc: Vincent.Macheda@aaterminals.com.au
mergersru@accc.gov.au
hugo.dunkley@accc.gov.au

Dear Mr Davis

RE: Price dispute – objection notice to Australian Amalgamated Terminals’ notice and proposed 2026-27 Tariff Schedule as issued by AAT in accordance with clause 5 of Schedule 1 and clause 2.2 of Schedule 5 of the AAT Undertaking

Shipping Australia is an industry association that represents the participants in Australia’s international supply chain. We have over 70 members, which includes large ocean shipping lines, shipping agents and companies that generally provide services to the maritime industry in Australia.

Objection 1: lack of disclosure in calculation of charge

Transparency, predictability, and structured consultation are essential to maintaining confidence in the regulatory framework. Cost recovery principles require transparency, efficiency, and proportionality.

Without access to the underlying cost model or revenue projections, members are unclear whether the increase reflects genuine cost pressures, reform-related expenditure, or structural changes in service delivery arrangements.

Objections are raised on the basis that the cost justification used to determine the increases has not been adequately disclosed.

Members would like disclosure on:

- the basis and cost justification used to determine the magnitude of increases for breakbulk cargo
- whether AAT has undertaken an impact assessment on breakbulk operators and project cargo supply chains
- A detailed breakdown of the specific cost components underpinning the proposed increase
- Quantification of accumulated costs and revenues over a five-year period
- Revenue projections before and after adjustment

Objection 2: the amount by which it is proposed that the charges be increased

Our members note that CPI-based annual adjustments are generally accepted but that the proposed fee increases are considerably above inflation. Members have specifically commented adversely in relation to:

- **Receival and delivery**
 - Members object to the new R&D Charge on RoRo units from next year.
- **Melbourne**
 - that the Facility Access Charges are rising by up to 59%.
 - general and breakbulk cargo is to increase by approximately 24–25%.
- **Brisbane**
 - general / breakbulk cargo will increase by approximately 21–22%.
- **Port Kembla**
 - general cargo: increase of approximately 35%, primarily driven by a near doubling of the R&D (receival and delivery) component; it is noted and accepted that the published R&D tariff represents a worst-case scenario and that in practice the terminal may charge approximately 50% of the listed rate if approvals are obtained prior to discharge, however, the headline tariff nevertheless represents a substantial escalation.

Generally, it is also noted that the lay-up rate adjustment is comparatively modest at 3.76%, which further highlights the magnitude of the increases applied specifically to breakbulk handling. In contrast, in contrast, containers will rise by about 2% to 3% in line with typical adjustments.

We would therefore like to raise a Price Dispute with you in accordance with the process in the AAT Undertaking given to the ACCC.

As the membership organisation of the international ocean shipping industry (including marine service providers) which has been instructed to raise this Price Dispute by our members – which are direct users of AAT’s services – and we therefore consider we have a genuine economic interest in this matter.

Please do not hesitate to contact us if you would like to discuss this matter.

Yours sincerely,



Capt Melwyn Noronha
CEO, Shipping Australia

Mr Warwick Davis

24 March 2026

Frontier Economics Pty Ltd

395 Collins Street, Melbourne Vic 3000

Dear Mr. Davis

Our members have recently reviewed the 2026/2027 tariff structure proposed by AAT.

There are concerns and questions around the quantum of the increases. AAT appear to acknowledge that past regulated charges did not fully include their real capital costs as justification for the increases.

The relevant tariffs are as follows:

Melbourne

Facility Access charge

	2025- 2026	2026- 2027	% change
steel cargo	\$21.76	\$31.36	44.12%

	2025- 2026	2026- 2027	% change
General cargo	\$16.74	\$24.13	44.15%

This is approximately a \$10.00 increase per revenue tonne.

Brisbane

Facility Access Charge

	2025- 2026	2026- 2027	% change
General cargo	\$12.57	\$16.23	29.12%

Receival and Delivery Charge

	2025- 2026	2026- 2027	% change
General cargo	\$7.43	\$10.00	34.59%



This is approximately \$6.00 per revenue tonne.

To put these increases into perspective since 2022-2023 tariffs:

Melbourne

Facility Access charge

Steel cargo 387% increase in 4 years

General cargo 275% increase in 4 years

Brisbane

Facility Access Charge

General cargo 97% increase in 4 years

Receival and delivery charge

General cargo 58% increase in 4 years

The Australian Steel Association (ASA) is an industry body that represents steel importers and traders.

As there are no viable alternatives to discharge steels at Brisbane and Melbourne such dramatic increases will impact both volumes and margins – ironically AAT requires volume to cover their costs but appear to be pricing in such a way that will reduce volumes. In the previous cycle of tariff increases AAT used the reduction in volume as justification for above inflation increases i.e. total costs divided by reduced volumes= increased prices.

The ASA is of the opinion that the pricing being imposed would not be reasonably possible if there was available competition. There is little detail provided around the increased costs and the ASA would like to seek clarity accordingly for all members.

Your sincerely

A handwritten signature in black ink, appearing to read 'David Buchanan', is written over the typed name.

David Buchanan

CEO Australian Steel Association.



Determination 2 – Changes to Charges



Prepared for AAT and objectors | 15 June 2026

1 Introduction and summary

This determination is made by the Independent Price Expert¹ under the Price Dispute Resolution Process in Schedule 5 of the section 87B undertaking given to the Australian Competition and Consumer Commission (**Undertaking**).²

This is the second determination made in relation to AAT's 2026-27 tariff changes and concerns only proposed Changes to Charges, rather than the classification issues addressed in Determination 1.

The second determination concerns objections to proposed Changes to Charges notified by AAT for FY2027. I have received Objection Notices from the FCAI, Rigby Cooke Lawyers on behalf of a client, Shipping Australia Limited and the Australian Steel Association. In broad terms, the issues raised required me to consider whether the objectors had the requisite economic interest under Schedule 5 and whether the proposed Changes were reasonable and appropriate having regard to clause 3.4, including in particular AAT's building block cost model, the treatment of lease costs, the rate of return, cost allocation and the resulting implications for FAC and R&D Charges.

A summary of my determination is as follows.

- Each objector has established the requisite genuine direct or indirect economic interest for the purposes of Schedule 5 to the Undertaking.
- Under the Undertaking, proposed Changes are accepted where they are reasonable and appropriate, and varied where necessary so that the resulting Charges do not exceed the level I consider reasonable and appropriate having regard to clause 3.4.
- The proposed introduction of a new R&D Charge for wheeled and tracked vehicles is accepted.
- The proposed changes to existing R&D Charges for general cargo are accepted.
- The proposed changes to R&D - late receipt gate pass and late receipt fees are accepted.
- The proposed change to the included storage days with the FAC at Webb Dock West is accepted.
- The proposed FAC increases should be varied to 23.5% for general cargo at Brisbane (*original proposal* 29.6%), 40.3% for general and steel cargo at Appleton Dock (*OP* 46.8%), 6.9% for general cargo at Port Kembla (*OP* 12.8%), and 31.3% for FAC at Webb Dock West (*OP* 59.9%).

¹ Under the Undertaking, the Independent Price Expert is appointed by the Terminal Operator, subject to the ACCC's approval.

² Australian Amalgamated Terminals Pty Ltd ACN 098 458 229, Melbourne International RoRo & Auto Terminal Pty Ltd ACN 163 814 364 and Qube Holdings Limited ACN 149 723 053, Undertaking given to the Australian Competition and Consumer Commission under section 87B of the Competition and Consumer Act 2010 (Cth), dated 9 April 2025.



Before moving on to the Determination, I wish to make a few comments about the Undertaking process.

The Undertaking requires the Independent Price Expert to make a determination within a compressed timeframe. In this case, the period from the latest date for raising a Price Dispute, 24 March, to the latest date for making a determination, 15 June, is around 10 to 12 weeks. This timing enables any determined Charges to take effect from 1 July, but it also necessarily limits the time available for consultation, testing of evidence and further information gathering.

This is materially shorter than many economic regulatory review processes, which often include staged consultation, draft decisions and further submissions before a final decision. Those processes can assist in narrowing issues and testing stakeholder positions. The process under the Undertaking is necessarily more limited.

That has been a particular challenge for the FY2027 determinations. I have been required to determine both the services captured by the Undertaking disputes process and the reasonableness of proposed changes to Charges based on a full building block review of costs. This has also required detailed consideration of the appropriate treatment of long-lived leases over land, which is not commonly significant in regulatory contexts and has not been straightforward to resolve within that timeframe.

I recognise that AAT and users may not regard all issues as finally resolved for future years. The determination applies to Charges for FY2027 only, and future review processes may allow the parties to provide further evidence and submissions on contentious matters.

2 The Undertaking and the price dispute resolution process

2.1 The objectives of the Undertaking

As I understand the Undertaking, it is directed to the particular competition concerns identified by the ACCC in relation to the vertical integration of terminal operation with downstream automotive stevedoring, PDI and related services.

The competition concerns include the risk that AAT, MIRRAT or Qube could favour Qube Related Entities, or otherwise disadvantage downstream rivals, through access terms, service quality, information flows, berthing or related operational decisions. They may also include the potential use of Charges for Access Services in a way that could adversely affect downstream competition. However, the Undertaking should not be understood as a general price-control regime directed to monopoly pricing in the abstract.

In that context, the Price Dispute Resolution Process forms part of the Undertaking's broader non-discriminatory open access framework: it provides a mechanism for assessing whether Changes to Charges for Access Services are reasonable and appropriate, including by reference to efficient costs and the other matters in clause 3.4, in order to support the Undertaking's objective of addressing preferential treatment and foreclosure concerns.

2.2 Price dispute resolution process

In broad terms, the Price Dispute Resolution Process operates as follows:

- The Terminal Operator publishes a proposed rate card and gives notice of the proposed Charges and any proposed Changes to Charges (including reasons) on or before 3 March each year.



- A Dispute Applicant that objects to a proposed Change to a Charge may raise a Price Dispute by giving an Objection Notice to the Terminal Operator and the Independent Price Expert by 24 March.
- Where an Objection Notice is received, the Terminal Operator must publish it, and the disputed Change (or disputed new tariff) cannot be implemented until I make a determination.
- I must provide my determination and supporting reasons to the Terminal Operator, the Dispute Applicant(s) and the ACCC by 31 May (or, if an extension is reasonably required, no later than 15 June).
- Unless otherwise specified, any Change approved or determined through this process takes effect from 1 July and applies for the relevant Financial Year.

For this determination, I sought an extension of one week to 5 June. This reflected a request for more time by an objector, and the need to provide more time for my review of the materials, as the issues raised by AAT and objectors required a detailed analysis of the approach and inputs into the charge-setting process.

2.3 Role of the IPE

My role is confined to the functions conferred by Schedule 5. In particular, where an Objection Notice has been lodged, I must determine:

1. whether the Dispute Applicant holds a genuine direct or indirect economic interest in the disputed Charge or disputed new tariff; and
2. where the dispute concerns a proposed Change to a Charge, whether the proposed Change is reasonable and appropriate having regard to the principles in clause 3.4 of Schedule 5 (and any applicable pricing principles and conditions under a Terminal Licence, to the extent not inconsistent with the Undertaking).

In making these determinations I act as an expert and not as an arbitrator; my decision is final and binding under the Undertaking.

Consistent with Schedule 5, I will base my determination on the information provided by the Terminal Operator and the Dispute Applicant(s), together with any additional information I reasonably require and request from the parties.

I will have regard to the matters identified in clause 3.4, including (among other things):

- whether the proposed Charges are expected to generate revenue at least sufficient to meet the efficient costs of providing the Access Services, while allowing a reasonable rate of return commensurate with commercial risks;
- the treatment of lease and other input costs; reasonably expected volumes and associated risks; depreciation and asset lives;
- the allocation of costs having regard to actual or likely use by different users;
- the justification for existing Charges; and
- whether proposed Changes are consistent with CPI Inflation.

For ease of reference, an extract of clause 3.4 is set out in Annex A.

Finally, I note that confidentiality claims will be addressed in accordance with the Undertaking, including in the provision of reasons and supporting material to the parties and the ACCC.



2.4 The scope of the disputes

I have already made a first determination in which I determined that there were no Charges that AAT had incorrectly defined as Other Tariffs according to the Undertaking. Therefore, the scope of Changes to Charges considered will be, as designated by AAT as Charges:

- Facilities Access Charges (**FAC**) charges
- Stevedore Access Charges (**SAC**) charges (but noting that there were no objections to SAC)
- Receival and Delivery (**R&D**) charges.

3 Information provided by the parties

3.1 AAT's tariff schedule

Under Schedule 5, AAT is required to provide detailed reasons for any proposed Change to Charges, including identifying all Changes and providing detailed reasons for each Change, as part of its notice of proposed Charges (clause 2.3(d)).

In its notice dated 3 March 2026, AAT stated (in summary) that it had developed a more robust cost-based approach to setting regulated Charges, including a regulatory-style cost model (using a building block method) and clearer designation of Charges versus other tariffs.

AAT said it had identified historical under-recovery of certain capital costs, particularly premises costs, in its existing Charges and that this was a key driver of the proposed step-change increases to the Facility Access Charge (FAC) and Receival and Delivery (R&D) Charges.

AAT also stated that it introduced a new category of Receival and Delivery Charge for wheeled and tracked vehicles to allocate relevant entry/exit processing costs more equitably across cargo types. Other Charges were proposed to increase by CPI.

3.2 Summary of reasons for objections

The Objection Notices raise concerns about both the quantum and structure of the proposed Changes to Charges. In Shipping Australia's case, the objection is framed broadly as a challenge to the scale and justification of materially above-CPI increases, including increases to Facility Access Charges and Receival and Delivery Charges at multiple terminals, as well as the introduction of a new Receival and Delivery Charge for RoRo units.

A summary of the objections is as follows:

- **R&D Charge for wheeled and tracked vehicles (new Charge):**
 - The FCAI objects to the imposition of a new per-unit R&D Charge for wheeled and tracked vehicles and says the rationale given by AAT is not adequately explained, including concerns about potential duplication with existing charges (including demurrage / other port charges), whether the relevant RoRo task actually uses capital equipment as suggested, and why the rate differs materially across terminals.
 - Shipping Australia similarly objects to the introduction of an R&D Charge on RoRo units. It submitted that wheeled vehicles are self-propelled and self-loaded and therefore do not utilise terminal equipment for receival and delivery in the same way as other cargo. It contended that costs associated with the receival and delivery of wheeled vehicles, including space, scanning, systems and management, have historically been recovered through FAC and that, if AAT now seeks to recover such costs through a new R&D Charge,



a corresponding and material reduction in FAC would ordinarily be expected in order to avoid duplication in cost recovery

- Rigby Cooke also objects to the introduction of an R&D Charge for wheeled and tracked vehicles, characterising it as duplicative and not supported by a transparent incremental cost explanation.
- **R&D Charge for general cargo and related breakbulk services:** Shipping Australia objects to the size of the increases in receival and delivery charges affecting breakbulk/general cargo services, including the introduction of the new RoRo charge and large increases in existing R&D charges at some terminals, and to the absence of disclosure of the underlying model, accumulated costs and revenues, and forward-looking volume and revenue assumptions used to translate costs into tariffs.
- **R&D Late receival gate passes / late receival fee:** Rigby Cooke objects to the level of late receival gate pass charges and late receival fees (and the increase in those charges), contending they are not cost-justified given the terminal allegedly performs no material additional administrative or operational tasks beyond standard receival processes, and raising proportionality concerns about penalty-like pricing.
- **Change to storage days for FAC:** The FCAI argues that the proposed decrease in free storage time bundled with the FAC service at Webb Dock West is effectively a price increase for FAC services. Additionally, it argues that the designation of Saturday as a Business Day is inconsistent with the ordinary meaning of the term 'Business Day'.
- **FAC charges:** Shipping Australia objects to FAC charges rising by up to 59% in Melbourne (which I understand to be a reference to Webb Dock West as proposed FAC charges increase by 59% at Webb Dock West, not Appleton Dock) and references are also made in respect of increases to FAC charges applicable to general and breakbulk cargo specifically at Brisbane and Port Kembla. The Australian Steel Association objects to the magnitude of the increases to FAC for general cargo at Appleton Dock and Brisbane, and, at Appleton Dock, steel cargo.

3.3 Further information supplied by AAT

On 30 April 2026, AAT provided me with further information on its costing methodology. This included a submission explaining the charges and the approach adopted to development of the model, including an expert report from a consultant (Mr Jeff Balchin of Incenta Economic Consulting) and a statement from Mr Patrick Smith, MD of AAT in support of a number of elements of the model, including the basis for asset and cost allocation to services.

Building block cost model

AAT notes that it engaged Incenta to develop a “building block cost model” to determine required Changes to Charges for 2026-27. The model is designed to ensure that Charges are set at a level that recovers the efficient costs of providing regulated services. Mr Smith further states that this kind of cost model will also provide a more predictable and longer-term view of the likely price path for regulated tariffs (which will hopefully reduce future disputes).

Building block models are a standard feature of economic (price or revenue) regulation in Australia. The cost ‘blocks’ consist of economic costs that would be expected to be recovered by an efficient supplier; that is:

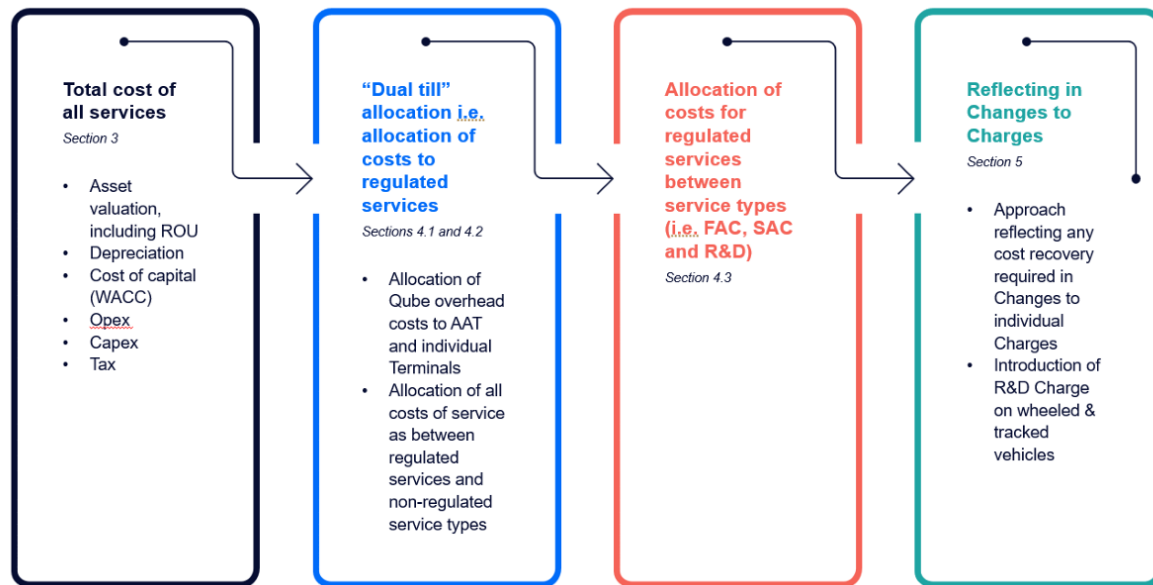
- Its operating costs
- A return of the capital employed in the business, to account for the depreciation of its fixed assets



- A return on the capital employed to account for the opportunity costs of funds
- An allowance for corporate income tax.

AAT provides a further description of its model in its submission, which explains the relationship between costing, separation of costs between regulation and unregulated services, the allocation of costs between regulated services, and the development of charges.

Figure 1 AAT's description of costing and Charges



Development of charges and changes to Charges

The cost model allocates operating and capital costs to services (including FAC, SAC and R&D) on a causal basis and then applies a weighted average cost of capital and depreciation profile to determine total revenue required by service type.

The cost model has also been designed to allow some flexibility in key input assumptions. Aside from the usual input assumptions (for example, relating to the rate of return), there are three key modelling decisions:

- The approach taken to the current value of assets for regulatory purposes (and whether this should reflect past depreciation based on historic cost, current cost or tilted annuity approaches)
- Whether the land leases should be capitalised or recovered as operating expenditure.

For FY27, the estimates produce a revenue shortfall in each of the four terminals, with that shortfall allocated to service categories as per Table 1.

[illegible]

Source: Incenta/AAT's Template Pricing Model

I observe at this point that AAT's cost model suggests that significant increases in Charges could be justified, particularly for FAC and R&D, if I was to accept all the proposed costings.

The revenue requirement for each service is subsequently converted into tariffs by dividing by forecast throughput, with AAT adopting a 2% growth assumption in cargo volumes for this purpose. AAT has noted, however, that this assumption is above recent observed automotive volume trends at its terminals.³

The outcome of this approach is a set of service-specific charges that reflect the allocation of different cost drivers across activities. In particular, land and premises costs are recovered through FAC, and more variable handling and processing costs through R&D.

Within this framework, AAT has implemented a number of changes to the tariff structure to align charges with the underlying cost allocation. Most notably, it has introduced a new R&D charge for wheeled and tracked vehicles, on the basis that these cargoes require processing and handling activities that were not previously being captured in the charging structure.

In addition, AAT has amended certain non-price parameters of the tariff schedule which affect how charges are applied in practice. In particular, at Webb Dock West the period of free storage embedded within the FAC has been reduced from four calendar days to three business days, with AAT explaining that this change is intended to align practices across terminals and encourage more timely cargo processing.

3.4 Further consultation with objectors and AAT

Objectors were provided the opportunity for further consultation, that included the availability of redacted AAT documents. One objector received the redacted documents and subsequently provided a submission (5 June). Other objectors provided clarifications and further information following from my email of 14 April sent to all parties identifying my preliminary understanding of the issues raised and the process to be followed.

On 5 June I provide a draft determination to AAT and the ACCC. AAT sought further time (within the available extension period to 15 June) to provide a further submission to address incorrect

³ Mr Patrick Smith's (AAT) statement indicates that actual automotive volume trends at AAT's Terminals over the last 10 years from FY2015 to FY2025 have declined by 2%, paragraph 34.



assumptions in my modelling changes and to provide more context to its proposed approach (including further detailed information relating to its lease rentals and escalation clauses). I have taken account of that further information in reaching this determination and, in certain key respects, it has changed the position I expressed in the draft determination, as I explain below.

4 Approach to the determination

In this section, I set out my views on the main methodological issues in the calculation by AAT of Charges.

4.1 Assessment of the general approach and use of a building block model

Building block model

It is evident that AAT's approach to the pricing of all of its services, including the development of changes to Charges, derives from the application of its building block model. The review of this cost model has therefore been a key focus of my review.

I conclude that a properly specified building block model is capable of meeting the criteria in clause 3.4 because it provides a structured way to translate the costs of providing Access Services into a service-level revenue requirement, and then into Charges. That is because a building block model:

- incorporates operating expenditure and terminal lease and other input costs; depreciation and a return on a capital base using a WACC commensurate with commercial risks and asset lives that are reasonable; and forecasts of reasonably expected volumes (including, where relevant, any differentiation between committed and uncommitted volumes and associated risks) to convert revenue requirements into unit charges.
- supports the allocation of shared and overhead costs to individual Charges in a way that reflects actual or likely use by different users (including facilities and equipment), and
- provides a coherent basis for assessing whether proposed Changes are consistent with CPI Inflation.

Where the inputs into the building block model reflect efficient costs, the outcome can be efficient Charges.

I also note that, on the whole, the model is transparent, well set out and provides for a suitable amount of flexibility in input assumptions. Where I preferred alternative inputs, I was generally able to accommodate these within the model structure.

Costing approach produces separate terminal Charges

The modelling approach derives Charges separately for each terminal, rather than applying a single common cost base or uniform terminal-wide uplift. Each terminal has its own cost inputs, including terminal-specific lease costs, operating costs, asset values, asset lives, service mix and forecast volumes. This means that the estimated efficient costs, and therefore the resulting Charges or required Changes to Charges, can and do differ substantially by terminal. Those differences are not inherently anomalous, given the significant underlying differences between the terminals, including land size, land value, cargo volumes, the composition and intensity of terminal use, and the nature and value of other fixed assets employed at each site.



Scope of the model and the Determination

AAT's building block model includes inputs that are relevant to deriving all service charges, including those that have not been objected to. As a consequence, my findings with respect to certain key inputs (e.g. the return on capital) are likely to have broader application to all Charges. I note, however, that my determination is limited to Charges in an Objection Notice, and that:

- I may accept, reject or vary the proposed Change to the Charge, and
- My determination cannot result in a Charge that is less than the current Charge or higher than the proposed Charge.⁴

4.2 Assessment of the key inputs into the building block model

I have identified the following key inputs to review for the purposes of ensuring Charges reflect efficient costs of providing the Access Services, while allowing a reasonable rate of return commensurate with commercial risks:

- The calculation of the opening capital asset value, on which depreciation and return on capital charges are based
- The rate of return that is applied to the capital base (the weighted-average cost of capital, or WACC)
- The base level of operating expenditure and the inflators applied to operating expenditure
- The treatment of long-term leases for land
- Cost allocation between services that are a Charges and those that are Other Tariffs including allocation of overhead costs and allocation factors for individual terminal costs
- Cost allocation between SAC, FAC and R&D services
- Forecasts of service volumes, noting that AAT has assumed two per cent annual volume growth for each of the regulated services.

I will proceed by outlining AAT's approach on these issues, and then provide my views on the likelihood of the proposed approach producing estimates of efficient costs of services.

4.3 The opening asset values at each of the terminals

AAT's approach

Roll forward approach

AAT's opening regulatory asset base (RAB) for each terminal (Port Kembla, Brisbane, Appleton Dock and Webb Dock West) has been established using a "roll-forward" approach based on actual capital costs (or, for leased assets, an implicit capital cost at lease commencement) and then depreciating those values forward to the start of FY 2027.

In broad terms, AAT/Incenta's approach is to:

1. Commence with original cost for owned assets (from AAT's fixed asset register) and the present value⁵ of forecast lease payments for leased land and improvements (treated as right-of-use assets);

⁴ Clauses 3.3(a)(iii) and 3.3(b) of Schedule 5.

⁵ Discounted at the cost of debt applicable at the time the lease was signed.



2. Allocate assets between regulated and unregulated services and then between service categories; and
3. Apply depreciation profiles that are intended to produce an efficient time-path for prices, with the same depreciation methods and inputs used consistently to both derive the opening FY 2027 values and the FY 2027 depreciation allowance.

Treatment of leased assets in the opening RAB

A key feature is the inclusion of leased land and leased improvements in the RAB as right-of-use assets, rather than treating rent as operating expenditure. That treatment is proposed on the basis that this is the most practicable way to provide a return commensurate with the risks AAT bears under long-term, largely fixed payment obligations.

For the purposes of deriving an asset value, AAT/Incenta applies different depreciation methods to different asset classes:

- For leased assets and (where relevant) land improvements, Incenta applies tilted annuity depreciation (with a tilt linked to long-run demand growth) on the basis that these costs are largely fixed and the method is designed to generate an approximately constant price path per unit of demand in real terms over time.
- For plant and equipment, Incenta applies straight-line depreciation with inflation indexation, reflecting shorter asset lives, ongoing replacement, and the view that this approach is most likely to deliver broadly stable real prices for those assets.

AAT/Incenta notes that the same methods and inputs are applied throughout the life of the assets and are used both to roll-forward the asset values to the opening FY 2027 RAB and to calculate depreciation from FY 2027 onwards.

At a terminal level, the main practical implications of this approach are as follows:

- Port Kembla: the opening RAB comprises (a) right-of-use values for leased land and any leased improvements (derived from the present value of forecast lease payments, discounted using a debt-like rate at lease commencement) and (b) owned land improvements, buildings and plant/equipment valued at historical cost and rolled forward. Incenta notes Port Kembla is a key example where AAT has funded land improvements directly (rather than via rent), so those improvements sit in the fixed asset register and are depreciated using the relevant method for their class.
- Brisbane: the opening RAB is dominated by right-of-use assets because (as Incenta notes) many land improvements are lessor-funded and reflected in rent; accordingly, a larger share of the capital base is captured through capitalised lease values, with plant and equipment and any AAT-funded improvements forming the balance.
- Appleton Dock: the opening RAB reflects a mix of leased land/improvements (capitalised as right-of-use assets) and AAT-owned assets; Incenta notes the lease structure and timing (including more recent lease commencement) affects the starting right-of-use value, but the roll-forward approach ensures the FY 2027 opening values reflect cumulative depreciation under the selected profiles.
- Webb Dock West: the opening RAB includes a substantial right-of-use component for the terminal lease and associated improvements together with owned fixed assets (including plant and equipment) rolled forward from historical cost.

My views on opening asset values for fixed assets

The central valuation issue is historic depreciation



AAT has elected to reset its pricing approach for the 2026-27 financial year using a new costing model. While this can offer greater pricing certainty and so a significant benefit for both itself and users, it raises a particularly difficult task of setting an appropriate value for the assets in which AAT has already invested.

The task of regulatory asset valuation to produce a “regulated asset base” or RAB is difficult because there is a clear trade-off between the value that best promotes the efficient use of assets (which is very low) and the continued efficient investment in assets (which is higher, and should provide for an opportunity for the firm to recover the costs of efficient investments).

I note that the approach taken by AAT/Incenta does not rely on business purchase prices or asset revaluation exercises, and this is generally appropriate. Rather, asset values are derived using estimates of efficient asset costs and depreciation of those assets.

Nonetheless, a critical issue remains. Where the opening asset base for FY 2027 is derived by rolling forward historical asset values, the choice of historic depreciation method that is applied affects the remaining asset value.

Different depreciation methods can increase or decrease remaining asset values

Because the FY 2027 opening asset base is the cumulative result of past depreciation, different depreciation profiles imply different remaining asset values today, and therefore different capital charges (return on and of capital) going forward. This effect is most important for older assets that are already significantly depreciated.

For example, the use of “tilted annuity” depreciation is, by design, more “back-loaded” than straight-line depreciation, meaning it pushes more costs for recovery into later years. It may be suitable for largely fixed-cost assets in a growing-demand setting, as it allows similar unit charges over time by more closely matching cost recovery with expected demand. However, tilted annuity depreciation (when applied with a positive tilt) will produce a higher written-down asset value at a given point in time compared to other methods such as historic cost depreciation (whether indexed or unindexed).

This matters for the present determination because it affects the level of costs AAT seeks to recover through Charges over remaining asset lives: a higher opening asset value mechanically increases the revenue requirement and so is not neutral for AAT’s proposed changes to Charges. Put differently, the depreciation methodology choice implicitly determines how much of past investment is treated as already recovered versus still to be recovered from users, and therefore goes directly to the level of Charges sought in FY 2027 and beyond.

For fixed assets other than operating leases, my view is that indexed historic cost provides a reasonable and appropriate depreciation method. Indexed historic cost depreciation:

- reduces the RAB by an equivalent amount each year in real terms, unlike straight line depreciation which fixes reductions in nominal historic cost terms and produces higher cost recovery in early years; and
- avoids the more pronounced back-loading of cost recovery that can arise under a tilted annuity approach, which may be problematic for long-lived assets if not much is known about historic cost recovery.

My views on the treatment of operating leases

AAT’s justification for capitalising leases

AAT’s position is that its terminal leases are not incidental operating inputs, but represent the principal means by which it secures long-term access to the land and improvements required to provide Access Services. On that view, a long-term lease commitment has economic



characteristics that are similar to an owned asset: it involves a substantial, largely fixed financial commitment undertaken to obtain control over the use of a terminal site over an extended period.

AAT suggests that there is therefore a coherent basis for considering lease capitalisation where treating lease payments only as operating expenditure would not adequately reflect the fixed commitment, operating leverage and investment risk borne by AAT, or would create a materially different regulatory treatment between leasing and ownership. This is particularly relevant where lease obligations account for a substantial share of the assets used to provide regulated services and where future investment in terminal capacity may also depend on AAT entering into similar long-term lease commitments.

I accept that these submissions identify a material issue for this determination, in that terminal leases are not merely incidental operating inputs for AAT. It follows that the treatment of those commitments must be capable of providing AAT with a reasonable opportunity to recover efficient terminal lease costs and to earn a reasonable return commensurate with the commercial risks involved. However, that does not mean that clause 3.4 requires any particular measure of the right-of-use asset, or AAT's preferred historical roll-forward valuation, to be adopted for present purposes.

Lease capitalisation can be appropriate

I have considered two approaches to the treatment of lease commitments in the present context:

- The first is to capitalise lease payments at the same rate as the return is provided (a net present value neutral basis) such that the expected present value of revenues is sufficient, but not more than sufficient, to meet AAT's lease obligations. This approach has an economic logic where the allowed rate of return otherwise reflects the systematic risk of the business, including the operating leverage arising from fixed lease commitments. This was the approach I initially pursued in the draft determination. However, having considered AAT's submissions, I accept that the assumption relating to the allowed rate of return is important in the present case. AAT's lease obligations are large relative to its total asset base, and there is a substantial risk in relying on an assumption that the estimated WACC based on comparator companies that do not have similar lease liabilities already captures all the relevant lease-related risk.
- A second approach is to capitalise lease payments in a manner consistent with applicable accounting standards and include the resulting right-of-use assets within the capital base to which the WACC is applied. This approach might be preferred as it reflects that long-term lease commitments can, in some respects, be analogous to ownership of the underlying asset. Both involve fixed commitments associated with access to an asset, either through ongoing lease payments or through recovery of an upfront capital outlay via depreciation and a return on capital. These fixed commitments can increase operating leverage and, in turn, the risk borne by equity holders. When the asset is owned, a return is provided on assets to compensate for that risk, and a similar return may be necessary to compensate for the risk of leased assets.⁶ However, this approach still requires care in selecting the value of the lease asset to be included in the capital asset base. Accounting recognition of a right-of-

⁶ Owners of assets may bear residual value risk, including the risk that the asset has a lower value than expected at the end of its economic life or is not fully recoverable if demand falls. Lessees do not usually bear that same residual value risk in the underlying asset, but may face other risks, including fixed payment obligations over the lease term, renewal or re-contracting risk, and the risk that lease commitments become misaligned with future demand or revenue. Measuring the relative magnitude of those risks, and the extent to which they are systematic rather than diversifiable, is inherently difficult.



use asset is relevant, but it is not determinative of the value to be adopted under clause 3.4. In particular, where an opening capital asset base is being established for the first time, it is necessary to consider whether the proposed valuation method does not produce compensation beyond that commensurate with AAT's commercial risks.

I also think it is relevant to note that the second approach is now more consistent with financial reporting frameworks and regulatory practice in some contexts:

- AASB16 formalised lease capitalisation accounting by requiring lessees to recognise most leases as right-of-use assets with corresponding lease liabilities, in order to better reflect the economic substance of long-term lease commitments and improve comparability between firms that lease assets and firms that own them.
- A number of regulators of network businesses in Australia and New Zealand (including the Australian Energy Regulator and the Commerce Commission) have allowed lease capitalisation into the RAB, which allows for such assets to earn a WACC return. It must also be emphasised, however, that operating leases are of relatively minor significance to most network businesses, and the difference in allowed remuneration under expensing or lease capitalisation is not material – which is not the case here.

This distinction is important in applying those precedents to AAT. In many network utility contexts, capitalised leases are a relatively small supplement to a much larger stock of owned fixed assets that already earns a WACC return. The choice between expensing and capitalising leases therefore tends to have only a limited effect on the overall revenue requirement. AAT is materially different. Its long-term terminal lease commitments are a very large component of the costs of providing Access Services, whether treated as operating expenditure or capitalised as right-of-use assets.

The consequences of the chosen treatment of leases are therefore amplified in both directions: an approach that under-compensates lease-related risk could materially impair cost recovery and investment incentives, while an approach that over-compensates that risk could materially increase Charges above the level required by clause 3.4. For that reason, I consider lease capitalisation to be reasonable and appropriate in principle for AAT, but that it should be applied in a way that avoids material under- or over-recovery of lease costs, and does not provide compensation beyond that commensurate with AAT's commercial risks.

The timing of lease valuations for pricing purposes

AAT proposes to set an opening asset value for FY2026 for each of its terminals:

- by rolling forward the calculated value derived from historical lease commitments, initially valued at the time the lease was entered into (2008 Port Kembla, 2012 Fishermans Island, 2026 Appleton Dock, and 2019 Webb Dock West), and
- depreciating that lease value using a back-loaded depreciation method (a tilted annuity⁷).

While a forward looking approach was considered – valuing the remaining lease commitments from today – Incenta's view was that valuing in this way has flaws, including that it could introduce a disconnect between interest rates factored into rent payments at the commencement of the lease and the discount rate now. Incenta also suggests that rental payments can be structured differently over time and this should not affect prices.

⁷ A tilted annuity is a way of spreading asset costs over time so that more of the cost is recovered in later years and less in earlier years. In a depreciation setting, this means the asset value is written down more slowly at first and more quickly later. This can be useful where demand is expected to grow over time, because it helps keep the charge per unit more stable across the life of the asset.



I accept that it is not unreasonable for AAT's long-term lease commitments to be recognised in the capital base. The more difficult question is the value at which those commitments should be recognised for the purposes of assessing Charges under clause 3.4. In considering that question, I have had regard to:

- AAT's proposed historical roll-forward valuation,
- a forward-looking valuation based on remaining lease commitments, and
- the most recent valuations of the relevant lease assets.

The conceptual basis for AAT's historical roll-forward approach is that it values lease assets consistently from the commencement of each lease and applies the same depreciation method over the life of the asset. That promotes internal consistency within the building block model and avoids treating lease commitments differently simply because the current price-setting process begins part-way through the life of the leases. However, the approach also depends on assumptions about the appropriate historical depreciation profile and, therefore, about the extent to which costs should be treated as having been recovered in earlier years:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

These findings do not make a tilted annuity inappropriate in principle as it enables fixed costs to be recovered over time in a way that produces a smoother real unit price path. The difficulty is that, in this determination, this profile of cost recovery is set *ex post*. I do not have full information about the prices charged, revenues earned, or commercial expectations applying in earlier periods to assess directly whether the implied historical cost recovery path is the most appropriate one for present regulatory purposes.

For example, in making a Determination it would be better to test in detail the most appropriate value for the tilt in the tilted annuity – should it be the average of historic growth (and over what period), or based on a future forecast of growth? Should it vary by terminal? The tilt factor applied materially affects the starting capital asset value for FY2027⁹, and it is unclear whether it is appropriate to apply AAT's future forecast of 2% annual demand growth to the implied

⁸ <https://qube.com.au/wp-content/uploads/2024/05/Qube-Enters-Into-Agreement-to-Acquire-MIRRA.pdf>. This may be relevant to 'Charges providing a reasonable rate of return on the amount of funds invested' criterion in clause 3.4, insofar as it provides a cross-check on the relationship between the implied asset value and more recent market-based indicators of value. I do not treat the acquisition price as determinative, recognising that acquisition values may differ from regulatory asset values for a range of reasons (including expectations about future earnings, synergies or commercial factors). However, the magnitude of the difference reinforces the need for caution in relying on valuation approaches that depend on unverified assumptions about historical cost recovery.

⁹ For example, the application of AAT's model to different tilt rates at Webb Dock West produces the following variations in the capital asset base at FY2027:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



historical cost recovery profile, where the available evidence indicates that past volume growth has been slower, with:

- Actual national automotive growth is said to have been 0.89% per annum over the period FY2015 to FY2025.
- Actual automotive volume trends at AAT's Terminals over the last 10 years from FY2015 to FY2025 have declined by 2% (potentially implying that a negative tilt may have been appropriate over that period).

This issue is all the more significant as it does not appear that past prices were set under a consistent regulatory-type model.

If AAT were able to provide evidence that past prices and revenues were consistent with the cost recovery path implied by its tilted annuity approach, that would provide stronger support for adopting its proposed historical roll-forward valuation. In the absence of that evidence, I consider it appropriate to treat the historical roll-forward valuation as one relevant indicator of reasonable lease asset value, rather than as determinative.

Forward looking valuation approaches

I have also considered values derived from a forward-looking capitalisation approach, based on scheduled lease payments to the end of each lease and a proxy for AAT's current borrowing rate. This approach has the advantage of focusing on the present value of AAT's remaining lease obligations at the point at which those obligations are being assessed for the purposes of this price-setting process. It is not dependent on reconstructing historical cost recovery and therefore provides a check on the value of lease commitments that remain to be recovered. Such methods also preserve investment incentives as new leases would be incorporated at their commencement. At the same time, it may not fully capture all of the information reflected in the original lease valuation and historical cost recovery framework adopted by AAT.

Alternative approach based on most recent valuation

It is my understanding from the Incenta report that AAT has more recently valued lease assets, including for the introduction of AASB16 in 2019 (Port Kembla and Fishermans Island) and when it acquired MIRRAT (May 2025). In my view, it might be reasonable to use these as starting points for the valuation, because those valuations are closer to the point at which the lease assets are being brought into a regulatory-style capital base and are less dependent on reconstructing an assumed pattern of historical depreciation and cost recovery from the original lease commencement dates. That approach would still recognise AAT's remaining lease commitments and allow a return on the resulting right-of-use asset value, but would reduce the risk that the opening value embeds back-loaded recovery assumptions that cannot be verified using the material before me. Such valuations can therefore provide a robust foundation for assessing efficient asset costs and, in turn, pricing.

I have constructed such valuations from material provided to me by AAT. I have not sought to replicate AAT's valuations, but have used the same underlying payment profile and using a proxy for the borrowing rates (a benchmark cost of debt) at which each lease was last valued or recognised by AAT (as does Incenta when valuing leases). The valuations are produced at the point at which each lease was last valued or recognised by AAT. I understand this was 2019 for Fishermans Island and Port Kembla for AASB16 compliance (using a proxy borrowing rate of 3.70%), May 2025 for Webb Dock West (5.81%) and 31 December 2025 for Appleton Dock (5.93%)¹⁰.

¹⁰ All figures from the Incenta report.



Using these values produces higher costs than the forward looking valuation, due to the effect of lower discount rates (all three terminals) and for Webb Dock West, one year of backloaded depreciation. I note that the 2019 valuations are based on a borrowing-rate proxy from a period of unusually low interest rates – indeed, below the long-term risk-free rate of 5 per cent. Incenta uses a long-run borrowing rate of more than 7 per cent for the tilted annuity calculation and cautions against allowing short-term interest rate conditions to unduly determine the long-term profile of cost recovery. On that basis, the 2019 proxy borrowing rate should be recognised as abnormally low in historical context.

Effect of alternative lease treatments on annual FAC costs

In my view, each of the three valuation approaches have some merit in that they contribute relevant information for pricing purposes. Each approach provides a different perspective on the reasonable value of the lease assets: the historical roll-forward approach emphasises consistency over the full lease term; the forward-looking approach emphasises remaining obligations and avoids relying heavily on historical recovery assumptions; and the most recent valuation approach provides a reference point closer to the time at which the lease assets are being brought into a regulatory-style capital base. I therefore take all three approaches into account when considering AAT's specific Charge proposals in Section 5.

Below I show the differences in the calculated first year annual cost of service, by terminal, using the different approaches of:

1. AAT's proposed capitalisation approach, which estimates the capitalised value of lease obligations when entered in to (by terminal) and depreciates that value over time using a tilted annuity.
2. Estimating the present value of lease payments using a forward looking approach on remaining lease payments at proxies for current borrowing rates.
3. Estimating the present value of lease payments at the last valuation or recognition date by AAT.

Forecast revenues at current prices is shown for reference.



[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]				

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]				

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]				

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]				

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
------------	------------	------------	------------	------------

[REDACTED]

The different methods give a material range of values, with some higher and some lower than AAT's calculated values. This is perhaps not surprising as it reflects the quite different financial conditions at various times; for example, the mandatory introduction of AASB 16 in 2019 occurred during a period of historically low interest rates following the global financial crisis, when corporate borrowing costs were low by historical standards.¹¹ This was also relevant to the initial 2018 Webb Dock West lease capitalisation, with the proxy borrowing rate below both long term cost of debt and risk free rates. In more recent times, borrowing costs have reverted closer to historic averages, while under AAT's approach rates were higher again for Port Kembla and Fishermans Island lease valuations.

Drawing these matters together:

- I accept for the purposes of this determination that AAT's land leases can be capitalised and that a WACC return can reasonably be applied to the resulting right-of-use asset value.
- In forming my view on the reasonable and appropriate value of those lease assets, I have had regard to AAT's proposed historical roll-forward valuation, a forward-looking valuation of remaining lease commitments, and the most recent valuation of the relevant lease assets.
- Each of these approaches can provide useful information about reasonable and appropriate asset values. However, they do so from different perspectives and, except in the case of Appleton Dock where the values are the same, produce different outcomes in both relative order and absolute value.
- I therefore do not treat any single valuation approach as determinative at this stage. Rather, I intend to take account of all three approaches, and the reasons for the differences between them, when considering AAT's specific Charge proposals in Section 5.

¹¹ In 2019 the rate on 10 year Commonwealth Government Securities was below 2%, against an average of close to 5 per cent since 1996.



4.4 Rate of return (WACC)

AAT's approach

AAT's proposed rate of return is derived by applying a conventional regulatory WACC framework of the kind routinely used by Australian economic regulators when implementing building block models. In summary, AAT (through its consultant, Incenta) estimates a nominal "vanilla" WACC by:

1. estimating the cost of equity using the Sharpe–Lintner CAPM (risk-free rate, a market risk premium, and an equity beta derived from an assumed asset beta and benchmark gearing);
2. estimating the cost of debt from observed yields on BBB-rated corporate debt with an allowance for debt raising costs; and
3. combining the cost of equity and cost of debt using benchmark leverage assumptions (with the value of imputation credits dealt with through the tax allowance rather than embedded in the WACC).

This approach, including the use of standard AER/ACCC-style parameter choices for the market-wide inputs, is orthodox and readily capable of producing a return "commensurate with the commercial risks involved" for the purposes of clause 3.4(a)(ii). The principal point of contention is not the framework, but the calibration of systematic risk through the asset beta.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

¹² CEPA, Port of Melbourne – Review of Gearing and Beta, 21 Nov 2023.

¹³ In particular, the regressions presented explain very little of the variation in the data and the coefficients are not statistically significant.



- [REDACTED]

[REDACTED]

[REDACTED]

4.5 Operating expenditure (base and inflators)

AAT's approach

AAT's forecast of operating expenditure is based on its actual operating expenditure for the first six months of FY 2026 and forecast for the remainder of the year. Operating expenditure is split 12 categories, of which 11 are directly attributable to each terminal. The remaining category is shared and common costs (labelled as "allocation of head office costs" in the building block model). Shared and common costs have been allocated based on relative revenue shares.

Forecasts of future operating expenditures have been reached by inflating the FY 2026 costs by CPI plus 1 per cent.

My views on Opex

AAT's approach to reaching base operating expenditure is reasonable. The categories provided make intuitive sense based on my understanding of the activities at these terminals.

The allocation of some shared and common costs to the terminals is acceptable. This incorporates both AAT's head office costs and costs for services to AAT by Qube Logistics and Qube Holdings. I accept that relative revenue shares is a reasonable basis to allocate these shared costs.

Forecasting future operating expenditures at CPI plus 1 per cent is based on a range of AAT expectations including volume growth and wage increases. My view is that the estimate is not unreasonable, but that it would be worth revisiting this over time to better estimate (1) how costs change with volume growth and (2) whether AAT is consistently under- or over-performing against the forecasts.

¹⁴ Incenta report, paragraphs 158 to 163.



4.6 Cost allocation: Charges vs Other Tariffs (including overheads and terminal allocation factors)

AAT's approach

AAT has undertaken an analysis to split terminal costs between regulated and unregulated services (and hence those covered by Charged vs Other Tariffs). It used the following factors to capture the relative use of terminals:

- Labour usage – proportion of labour hours attributable to each service type, on a bottom up basis
- Area usage – proportion of terminal area used to supply each service area
- Machinery usage – relative use of machinery
- Fixed asset usage – relative use of all fixed assets including machinery and equipment
- Revenue share - proportion of revenue earned from regulated and unregulated services

Details of the allocator applied for each operating expenditure category and asset costs were provided.

My views on cost allocation between captured and non-captured services

AAT have provided clear information on the basis of allocation by operating expenditure category. I am comfortable with the choice of allocators for each operating expenditure category. For example, it makes sense for the “salary, wages and on-cost” category to be allocated based on labour usage. Equally, it makes sense for “rent, rates and taxes” to be allocated based on area usage.

Similarly, AAT provided clear information on allocating asset costs between regulated and unregulated services, noting this is only applied to shared assets. I accept the approach of allocating shared leasehold assets on the basis of area usage and plant and equipment based on usage of each asset type.

The allocators themselves have been developed by AAT. A certain amount of judgement is inevitable in developing these allocators. For example, determining proportion of labour hours attributable to each service type is going to require some judgement. I have reviewed the reasonableness of the approach, rather than how individual allocator proportions were reached, and am broadly satisfied with the approach.¹⁵

4.7 Cost allocation: FAC, SAC and R&D

AAT's approach

Costs allocated to regulated services are then further allocated between FAC, SAC and R&D. This allocation is undertaken on a terminal-by-terminal basis. The following summarises the purpose of each charge:

¹⁵ I do note that security costs have been wholly allocated to regulated services. The reasoning provided by AAT is that security is fully dedicated to regulated services. The implication here is that no security would be required if there were only unregulated services at the terminals. It is not clear if this is true. However, I can accept that security costs may be largely attributed to regulated services and selecting a different allocator such as terminal areas wouldn't make a material difference to the results.



- FAC – charged for access to and use of the terminal/infrastructure when delivering and collecting cargo
- SAC – charged to stevedores for handling and processing cargo through a terminal
- R&D – charged for processing cargo as it enters and exits the terminal.

High level explanation of allocation of operating cost categories across FAC, SAC and R&D have been provided.

For assets costs, leased property assets have been wholly allocated to FAC while all other assets (plant and equipment) have been split 50:50 between SAC and R&D. AAT have not provided specific rationale for this approach but it does not seem unreasonable.

My views on cost allocation between Charges

AAT have provided a reasonable justification for splitting regulated services operating costs across FAC, SAC and R&D. While AAT have not provided specific rationale for the approach for asset costs, they do not seem unreasonable. I am mindful that the split between regulated and unregulated is more material as it impacts the total regulated costs to be recovered, rather than the split of these regulated costs.

4.8 Forecast service volumes (2% annual volume growth assumption)

AAT's approach

AAT has forecast that regulated services volumes will grow at 2% per annum. AAT has provided a view that this is more likely to overstate rather than understate the potential for volume growth, pointing to subdued automotive sales growth forecasts, actual national automotive growth of 0.89% per annum over the period FY2015 to FY2025, and Mr Smith's statement that actual automotive volume trends at AAT's terminals declined by 2% over the same period.

AAT has stated that it sees the 2% growth assumption as conservative, because overstating future demand would reduce the per unit price if actual demand is lower. It also states that this is an approach it will keep under review.

My views on volumes

I agree with AAT's view that the evidence seems to support a lower growth rate. I am mindful that adopting a lower volume growth rate would have two effects:

- It would reduce the volumes that costs are divided by to produce per unit service charges
- If it is accepted as a depreciation methodology, it would change the 'tilt' in the tilted annuity calculation, which AAT has aligned with forecast service growth (to provide a consistent real per unit charge over time).

Given that we are at the start point of this new building block pricing regime, the tilt in the tilted annuity calculation has the more substantive impact on prices. A tilt based on a higher volume growth rate has the relative impact of lowering costs to be recovered in early years of the model and then increasing costs to be recovered in later years. That is, a higher volume growth rate lowers charges in FY27.

I note that this volume growth rate was part of the justification for selecting inflation of CPI plus 1%. As with the inflation rate, actual volume growth rates should be closely monitored in future years and forecasts updated reflecting newer information.



4.9 The translations of BBM costs to prices

Mr Smith states¹⁶ that:

- The Incenta model indicates a shortfall between forecast revenue and costs for:
 - FAC at each of the Terminals; and
 - SAC at Appleton Dock
 - R&D charges at Brisbane, Port Kembla and Webb Dock West.
- AAT has therefore proposed adjustments to Charges for each of these services. Adjustments have been applied uniformly within each service category; for example, all kinds of R&D Charges have been increased by the same percentage, although that percentage differs by terminal.

With respect to the application of the new R&D charge to automotive cargo (wheeled vehicles), Mr Smith notes that:

- Historically, the R&D Charge has been applied to a limited number of cargo types, such as general cargo and heavy or project cargoes, but was not levied on automotive cargo.
- The change is proposed as R&D is said to be a labour-intensive service category and the allocation of R&D costs to automotive cargo was determined by reference to the proportion of labour time spent on automotive-related work at each Terminal. For example, at Port Kembla, there is a team of approximately 20 staff involved in R&D activities, with roughly 20 per cent of their time allocated to automotive-related work – this means that 20 per cent of the R&D cost pool has been recovered through the new R&D Charge on vehicles at Port Kembla.
- Equivalent assessments were undertaken at each of the other Terminals, with the specific allocations to the new R&D Charge for wheeled and tracked vehicles reflecting the nature of operations relevant to the R&D Charge mix at each site.

5 Matters for determination

I confirm that, in determining whether a Change to a Charge is reasonable and appropriate, I have had regard to each of the principles in Schedule 5 and clause 3.4.

5.1 Genuine economic interest

Under the Undertaking, a *Dispute Applicant* is a person with a “genuine direct or indirect economic interest in the terms and conditions of use of the Terminal” and expressly includes users of a Terminal, importers and exporters (and/or their industry representative bodies). Further, an Objection Notice must set out the genuine economic interest the Dispute Applicant claims to hold in respect of Charges. The objectors include:

- Shipping Australia Limited, an industry representative body that states it has raised the dispute on instructions from members who are direct users of AAT’s services.
- Rigby Cooke Lawyers, acting on behalf of a client that specialises in freight forwarding and cargo brokering and frequently utilises AAT facilities to conduct its business operations. The services its client provides range from door-to-door to port-to-port shipping. It facilitates transportation routes from Brisbane, Port Kembla and Melbourne, ending at Fremantle.

¹⁶ Mr Patrick Smith (AAT), paras 68-69.



- FCAI, the peak industry body for Australian importers and distributors of passenger motor vehicles, objected on behalf of its members that are major users of AAT terminals for RoRo services.
- Australian Steel Association, an industry representative body acting on behalf of steel importers and traders.

Having considered the Objection Notices and further information provided, I am satisfied that each objector has established a genuine direct or indirect economic interest in the relevant Charges for the purposes of Schedule 5. In the case of Shipping Australia, FCAI and the Australian Steel Association, I am satisfied that each is acting as an industry representative body for members or constituents affected by the relevant Charges. In the case of Rigby Cooke, I am satisfied that the client on whose behalf it acts has the requisite economic interest.

5.2 The proposed reduction in free storage days for FAC charge (included storage)

The tariff schedules indicate that the FAC generally includes a period of free storage of three business days for both imports and exports. At Webb Dock West, however, the previous arrangement provided for four days of free storage for imports (and five days for exports), whereas the proposed tariff would reduce the import allowance to three business days and provide that Saturday is to be treated as a business day.

I accept that a reduction in the period of free storage may, in principle, have an economic effect similar to an increase in the overall price of FAC for those users who incur storage charges. That is because a shorter free storage allowance increases the likelihood that a vehicle remaining in the terminal beyond the revised period will attract a Wharf Storage Fee. In that sense, the proposed change may affect the overall bundle of charges associated with use of the terminal, notwithstanding that Wharf Storage Fees were treated in Determination 1 as Other Tariffs rather than Charges.

The evidence before me indicates, however, that the practical significance of this effect is limited. The additional information provided by AAT shows that, on an annualised basis, only about 1 per cent of total vehicles, [REDACTED] attracted storage charges, and that the average storage duration across all vehicles was approximately 0.04 days. These figures suggest that, although the reduction in free storage may increase storage revenue at the margin, the incidence of storage charges across total vehicle throughput is low and the average storage exposure per vehicle is minimal.

Accordingly, while I consider this change to be relevant context in assessing the reasonableness of the Webb Dock West arrangements, I do not consider the material presently before me to indicate that the reduction in free storage days gives rise to a substantial implicit decrease in the level of service associated with the Facility Access Charge which would otherwise need to be taken into account in the determination of the Facility Access Charge. Its principal effect appears to fall on the relatively small subset of vehicles that remain in storage beyond the free period, rather than on vehicle users more generally.

I accept the proposed Change to the Charge as reasonable and appropriate having regard to the matters in clause 3.4 of Schedule 5 to the Undertaking.

5.3 The new charges for R&D applicable to wheeled vehicles

The key issues for the proposed new R&D charges are:



- Would the new charge result in an over-recovery of the efficient costs of R&D services at the relevant terminals?
- Is there a reasonable cost justification for charging for wheeled vehicles, including both incremental and common usage costs across different kinds of traffic?

Drawing on my earlier findings, I am satisfied that the proposed introduction of an R&D Charge for wheeled and tracked vehicles is reasonable and appropriate. Even on my preferred input assumptions, the building block model indicates a material shortfall between forecast R&D revenues and the efficient costs allocated to R&D services at the relevant terminals. Extending the R&D charging structure to cargo that makes use of those services is therefore consistent with recovering efficient costs without over-recovery.

I am also satisfied that AAT has provided a reasonable basis for applying the charge to wheeled and tracked vehicles. AAT's model allocates R&D costs by reference to the activities and labour involved in processing cargo as it enters and exits the terminal. On that basis, it is reasonable that wheeled vehicles bear an appropriate share of those costs, including common costs, rather than those costs being recovered only from other cargo categories. Although the allocation involves some judgement, I consider the overall approach sufficiently grounded in use of R&D services to support the proposed change.

R&D revenues and costs for FY2027, \$

Country	Year	Population (millions)	Urban population (millions)	Urban population (% of total)
Algeria	2000	24.0	10.0	41.7
Algeria	2001	24.0	10.0	41.7
Algeria	2002	24.0	10.0	41.7
Algeria	2003	24.0	10.0	41.7
Algeria	2004	24.0	10.0	41.7
Algeria	2005	24.0	10.0	41.7
Algeria	2006	24.0	10.0	41.7
Algeria	2007	24.0	10.0	41.7
Algeria	2008	24.0	10.0	41.7
Algeria	2009	24.0	10.0	41.7
Algeria	2010	24.0	10.0	41.7
Algeria	2011	24.0	10.0	41.7
Algeria	2012	24.0	10.0	41.7
Algeria	2013	24.0	10.0	41.7
Algeria	2014	24.0	10.0	41.7
Algeria	2015	24.0	10.0	41.7
Algeria	2016	24.0	10.0	41.7
Algeria	2017	24.0	10.0	41.7
Algeria	2018	24.0	10.0	41.7
Algeria	2019	24.0	10.0	41.7
Algeria	2020	24.0	10.0	41.7

I have also considered Shipping Australia's submission that some costs associated with wheeled vehicles, including space, scanning, systems and management, have historically been recovered through FAC, and that any reallocation of those costs to a new R&D Charge should ordinarily be accompanied by a corresponding reduction in FAC. That submission raises a legitimate issue as to the internal consistency of the charging structure. However, the question for this determination is whether the new R&D Charge would result in recovery materially above the efficient costs of the relevant services. On the material before me, I am not satisfied that the introduction of the new charge gives rise to material duplication or over-recovery once the overall allocation of costs across FAC and R&D is considered.

I accept the proposed Change to the Charge (as a new Charge) as reasonable and appropriate having regard to the matters in clause 3.4 of Schedule 5 to the Undertaking.

5.4 Changes to FAC Charges

Scope of the FAC objections

As noted, objections to changes in FAC Charges were received from Shipping Australia (Webb Dock West and in relation to general cargo at Brisbane and Port Kembla), and from the Australian Steel Association in relation to general and steel cargo at Brisbane and Appleton Dock.

The issue for determination is whether the proposed FAC changes are reasonable and appropriate having regard to clause 3.4, including whether they are expected to generate revenue sufficient to meet the efficient costs of providing FAC services, while allowing a reasonable rate of return on the amount of funds invested commensurate with the commercial risks involved. As explained in section 4.3, the treatment of terminal lease costs is central to that assessment. AAT's proposed FAC increases are driven substantially by the recovery of land and premises costs through FAC. I have accepted that AAT's long-term lease commitments should be recognised in the capital base, but not at the historical roll-forward values proposed by AAT.

However, there is also the issue of the approach I should take where (i) FAC charges are specified within the tariff schedule as a broad category but with specific fees for different cargo types and handling methods and (ii) not all FAC charge fees have been objected to. I first look at this element.



The relevance of overall FAC cost recovery

Under Schedule 5, the task of the IPE is to determine whether the proposed Change to the relevant Charge is reasonable and appropriate having regard to clause 3.4 and the jurisdiction of the IPE is therefore confined to Charges that are the subject of an objection.

As noted, there is an argument that each individual tariff line item for FAC constitutes a discrete Charge for a distinct category of Access Services, such that each item is capable of constituting a separate “Charge” for the purposes of Schedule 5. An objection to an FAC tariff item is accordingly an objection to that specific Charge. That said, where an objection notice was directed generally at FAC Charges, I think it is reasonable to interpret the objection broadly (so long as the objector is a likely user or user representative for that service). This is relevant to Webb Dock West.

In this context, a difficulty may arise as:

- the FAC Charges relate to closely connected services and are informed by common underlying costs, including premises and land costs. Indeed, this is how the cost model determines costs – of facilities access costs, disaggregated by terminal but not by specific tariffs. While disaggregated in the tariff schedule, the FAC charges collectively contribute to recovery of the costs of facility access services.
- in applying clause 3.4, it seems appropriate to have regard, where relevant, to the level of cost recovery associated with those services as a whole.
- the disaggregated structure of the FAC, combined with an objection-based dispute process, gives rise to the possibility that:
 - a proposed Change to one FAC tariff item is rejected or varied;
 - Changes to other FAC tariff items proceed unchallenged; and
 - in aggregate, FAC Charges may exceed the efficient costs of providing the relevant facilities access services.

Taking an approach that ignored broader cost recovery when approving a tariff item as reasonable and appropriate does not seem appealing. However, nor does rejecting a proposed tariff item based on likely increases in tariff items that have not been objected to.

Terminal-level cost benchmarks for FAC

To determine whether the proposed changes to Charges are reasonable, I first take the approach of considering a reasonable estimate of FAC costs and current revenues, by terminal. In the table below, I show the maximum FAC changes under the different methods that, if applied to all tariff items, would produce revenues equal to the cost estimates for facilities access services.

These estimates should be understood as terminal-level benchmarks. Where the proposed increase to an objected FAC tariff item exceeds the increase required to recover the estimated efficient FAC cost pool for that terminal, I do not consider the proposed increase reasonable and appropriate to the extent of the excess. Conversely, where the proposed increase is no higher than that benchmark, the terminal-level cost evidence does not indicate over-recovery.



FAC price increases for cost recovery for FY2027, %, alternative valuation assumptions

Valuation approach / lease treatment	Port Kembla	Brisbane	Appleton Dock	Webb Dock West
AAT proposal – lease capitalisation @ CoD lease commencement, tilted annuity depreciation of ROU assets ¹	12.8%	29.6%	46.8%	59.9%
- As above, with lower asset beta ■■■■	6.9%	23.5%	40.3%	52.4%
Forward looking lease capitalisation (start 2026), tilted annuity depreciation, @current CoD ²	13.4%	5.5%	40.3%	23.2%
Forward looking lease capitalisation (various start years), tilted annuity depreciation, @last valuation/recognition CoD ²	34.7%	48.8%	40.3%	31.3%

Notes: (1) Incenta model (2) my calculations, asset beta = ■■■■

The table shows that, on any of the lease treatments considered, some increase in FAC is supported by the cost evidence. This is particularly so at Appleton Dock, where AAT faces a substantial increase in terminal rental charges and those charges are a major component of the cost of providing facilities access services, and Webb Dock West. The valuations for the other terminals are more variable, reflecting the longer-lived nature of the leases, differences in discount rates, and the assumptions relating to past cost recovery.

For the reasons given in section 4.3, I have had regard to AAT's historical roll-forward valuation, a forward-looking valuation based on remaining lease commitments, and the most recent valuation of the relevant lease assets in assessing the reasonable and appropriate level of FAC Charges. Each approach provides relevant information, but each also reflects a different valuation perspective for the estimation of efficient cost and produces different outcomes. I have therefore not treated any single approach as determinative across all terminals. Instead, I have considered the results of each approach, and the reasons for the differences between them, when forming my view on the FAC increases that are reasonable and appropriate.

For the first three terminals, I consider that AAT's proposed changes to Charges should only be varied to accommodate a lower asset beta to derive the return on capital. For those terminals, I have not identified sufficient evidence in the alternative lease valuation approaches to justify a further reduction to AAT's proposed lease values for FY2027; the main adjustment required is therefore to the allowed return, through the lower asset beta discussed above.

In reaching my conclusion for Webb Dock West, I have placed greater weight on the more recent valuation benchmark and the forward-looking evidence of remaining lease obligations, while also treating AAT's historical roll-forward valuation as a relevant cross-check. The more recent valuation is closer in time to the current pricing exercise and uses a borrowing-rate proxy closer to long-term averages than the rate used for the earlier lease valuation. A forward-looking assessment based on the present value of remaining lease payments also provides a direct measure of the lease obligations that remain to be recovered through Charges. In my view, those matters are particularly relevant to the application of clause 3.4, which requires me to have regard to AAT's terminal lease costs, as the Terminal Operator and provider of the relevant Access Services, together with efficient input costs, depreciation based on a reasonable



methodology, and a reasonable rate of return commensurate with commercial risks. I therefore consider that the historical roll-forward valuation should be treated with caution for Webb Dock West, particularly because it reflects financing conditions and cost recovery assumptions associated with an earlier point in time and because the resulting asset value is materially affected by back-loaded depreciation assumptions. Nevertheless, I have considered the historical roll-forward valuation together with the other valuation evidence because each provides useful information about the same underlying lease commitments.

Finally, I note that this expert determination process applies only to the disputed Changes to Charges for the relevant financial year. It does not determine, or guarantee, the path of future Charges and AAT can amend its methodology over time. However, I think it is worth highlighting that where a tilted annuity approach is applied consistently over the remaining life of the relevant leases, the resulting price path would generally be expected to produce Charges that largely track CPI over time, subject to updated information on costs, volumes and other relevant assumptions.

Reasonable and appropriate FAC increases

Applying the terminal-level FAC cost benchmarks above, and recognising the limits of my role in relation to the objected Charges, my findings are:

- To vary the proposed changes for general cargo at Brisbane to an increase of 23.5%
- To vary the proposed changes for general and steel cargo at Appleton Dock to an increase of 40.3%
- To vary the proposed changes at Port Kembla for general cargo to an increase of 6.9%
- To vary the proposed changes for FAC at Webb Dock West to an increase of 31.3%.

I am not purporting to re-set FAC tariff items that were not the subject of an objection. The consequence is that there may remain some risk that changes to non-objected FAC tariff items could affect aggregate FAC cost recovery. That risk arises from the objection-based structure of Schedule 5. In this determination, I have addressed that risk by using terminal-level FAC cost recovery as a benchmark for the objected FAC items, but I have not treated that benchmark as giving me a general power to vary non-objected Charges.

No material duplication with the new R&D charge

I also make one further comment with regard to Shipping Australia's submission that, if costs associated with wheeled vehicle processing are now to be recovered through a new R&D Charge, there should be a corresponding reduction in FAC in order to avoid double recovery. I accept that this is a relevant issue, particularly at Webb Dock West where the interaction between FAC settings and the new wheeled vehicle R&D Charge may be contentious. In my view, however, that concern is properly analysed as part of the broader question of whether AAT's cost allocation between FAC and R&D is coherent and does not result in recovery above efficient costs across those service categories. For the reasons set out above, I am not of the view that the proposed FAC settings involve material duplication of costs now proposed to be recovered through the new R&D Charge.

I determine that, having regard to the matters in clause 3.4 of Schedule 5 to the Undertaking, the proposed FAC increases are varied so that they do not exceed 23.5% for general cargo at Brisbane, 40.3% for general cargo and steel cargo at Appleton Dock, 6.9% for general cargo at Port Kembla, and 31.3% at Webb Dock West.



5.5 Changes to R&D Charges for general cargo

Objections in relation to R&D changes to Charges were received in relation to all terminals. Shipping Australia's objection is framed more broadly as an objection to the scale of materially above-CPI increases affecting breakbulk/general cargo services, including both the introduction of the new R&D charge for RoRo units and the increases in existing R&D charges for general cargo at relevant terminals. The issue for determination is whether the proposed changes to the R&D Charges would result in recovery materially above the efficient costs of providing R&D services at the relevant terminals.

Drawing on the same reasoning as in section 4.3, I am satisfied that the proposed changes to the R&D Charges affecting general cargo and related breakbulk services are reasonable and appropriate. My review of the building block model indicates that, even on my preferred input assumptions, there remains a material shortfall between forecast R&D revenues and the efficient costs allocated to R&D services at the relevant terminals. In those circumstances, increases in the existing R&D Charges, and the extension of the charging structure to wheeled and tracked vehicles, are consistent with recovering efficient costs of the service and do not indicate over-recovery. The additional information provided is sufficient to show that the proposed increases reflect the overall R&D revenue requirement derived from AAT's cost model rather than an unsupported or arbitrary uplift.

I accept the proposed Change to the Charge for R&D general cargo as reasonable and appropriate having regard to the matters in clause 3.4 of Schedule 5 to the Undertaking.

5.6 R&D Late receival gate pass / late receival fees

The objection to late receival gate passes at Brisbane and Port Kembla and the late receival fee at Webb Dock West was received by Rigby Cooke. The fees increased by around 35% at Brisbane, 96% at Port Kembla, and 30% at Webb Dock West. The basis of the objections was as follows:

- The terminal operator performs no additional administrative or operational tasks to process a late gate pass beyond the standard receival procedure. The fee is not cost-justified, as there is no incremental resource expenditure incurred.
- The imposition of a late receival fee is not supported by a corresponding increase in operational activity or resource expenditure by the terminal operator. Given that the physical receipt and processing of the cargo remains identical to a standard delivery, the fee lacks a cost-recovery basis and appears to function as an arbitrary penalty rather than a fee for a distinct service.

The changes are not discussed specifically in the documents I have received, but are rather captured within the general changes proposed for R&D Charges. That is, each kind of R&D Charge is increased by the same amount for each terminal.

I have established with AAT that the amounts of revenue recovered from such fees are of the order of \$60,000 year across the three sites per year, with around 300 instances of fees levied (based on a doubling of July – Dec 2025 figures). Given that I have found that increases in R&D charges may be justified with respect to overall recovery of efficient terminal costs, I accept the proposed Change.

I accept the proposed Change to the Charge for R&D late receival and gate pass fees as reasonable and appropriate having regard to the matters in clause 3.4 of Schedule 5 to the Undertaking.



5.7 Other matters

I have also considered the further matters raised by Rigby Cooke in its letter of 5 June 2026, including the submission that its client provides coastal services and should not bear charges that reflect activities associated with import or export cargo, such as customs, quarantine, biosecurity or other border-related processes. I understand the concern to be that a flat charging structure may require coastal users to contribute to costs associated with services they do not use. Those matters are relevant to my role only to the extent that they bear on whether the proposed Changes to Charges are reasonable and appropriate under clause 3.4, including the allocation of costs having regard to actual or likely use of the Terminal by different users. I have taken those matters into account in that way. However, to the extent the submission raises broader concerns about the scope of the Undertaking, the classification of services, or whether the Undertaking should require a different charging structure for coastal users, those matters go beyond my role in this price dispute process and may be matters that the objector could raise with the ACCC.

Warwick Davis

Independent Price Expert

15 June 2026



Annex A: Extract of Schedule 5 clause 3.4

In determining whether a Change to a Charge is reasonable and appropriate, the Independent Price Expert will have regard to the following principles:

(a) that Charges should:

- i. be set so as to generate expected revenue for Access Services that is at least sufficient to meet the efficient costs of providing the Access Services;
- ii. include a reasonable rate of return on the amount of funds invested commensurate with the commercial risks involved; and
- iii. in the case of Webb Dock West, also comply with the requirements in clause 3.5.

(b) that Charges should be set taking into account:

- i. Terminal lease costs and all efficient input costs;
- ii. An appropriate allocation of AAT's relevant overhead costs;
- iii. reasonably expected volumes over the period used to calculate the proposed increase in the Charge including where appropriate, any split between committed / uncommitted volume and associated risks;
- iv. depreciation of, and a return on, the prudent level of capital invested by a Terminal Operator at the Terminal, where:
 - (A) depreciation is based on a reasonable depreciation methodology and reasonably anticipated asset lives;
 - (B) the rate of return is a reasonable rate of return commensurate with the commercial risks involved including having regard, without limitation, to AAT's weighted average cost of capital; and
 - (C) the prudent level of capital must not include any investments or proposed investments which arise or are proposed after the Commencement Date at the Terminal that disproportionately benefit a Qube Entity based on their actual or likely use of the Terminal (for clarity, investments will not disproportionately benefit a Qube Entity where costs are allocated, and relevant charges are determined, on a basis that allocates the cost of that investment based on usage of the relevant assets);
- v. the interests of all users for which the proposed Charges relates, including the extent to which the proposed Charges reflect actual or likely use of the Terminal by different users, including use of facilities and equipment;
- vi. the reasonableness and appropriateness of, and justification for, the existing Charges for the supply of the Access Services;
- vii. whether any Change is consistent with CPI Inflation; and
- viii. where applicable, any additional pricing principles and conditions imposed under a Terminal Licence, to the extent that those pricing principles and conditions are not inconsistent with the terms of the Undertaking and in particular this clause 3.4.

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