

Schedule 3 - Declared Rail Transport Services and Reference Tariffs

Declared Rail Transport Services

Important

The South Dynon Terminal is not a licensed waste facility (as per the Environment Protection Act 2017 and the Environment Protection Regulations 2021).

Regulated waste containers cannot be stored on-site for any period.

While regulated waste containers may be held on rail and transferred direct (rail to road and vice versa), placing a regulated waste container on the ground would trigger a breach.

Declared Rail Transport Service 1: Establishment and Ongoing Provision of Terminal Services

The establishment service is provided on a one-off fee basis and includes:

- (a) Agreement execution and account establishment;
- (b) Establishment of an IT system interface between the Access Seeker and Pacific National.

Declared Rail Transport Service 2: Train Management Services - Trains of up to 1500 metres

In respect of trains of up to 1500 metres, train processing services comprise:

- (a) **Shunting:** Break up of trains on arrival of up to four shunts to place onto loading roads or marshalling yard, removal of red cards and marshalling of train for departure. Pacific National will provide locomotive(s) and crew for the shunting of trains.
- (b) **Truck in-gate process:** - Process to collect customer booking information, weigh the truck/trailer to obtain accurate container weight, integration of electronic information, inventory management of the container and notification by the Access Holder of the nature and description of any Dangerous Goods (which must be provided 12 hours prior to the arrival of the Dangerous Goods).
- (c) **Attaching and detaching locomotives:** Coordination in detaching locomotives on arrival and coordination of the attaching of outgoing locomotives before departure. Locomotives are to be crewed by the Access Holder.
- (d) **Truck out-gate process:** Completion of the truck visit to the terminal, matching of release numbers to container numbers and integration of electronic information for ending possession of the container.
- (e) **Ongoing administration:** related to the management of Access Holder;
- (f) **Customer interface:** Interfacing with Access Holder's customers as required.

Declared Rail Transport Service 3: Additional Shunting: comprises shunting on an hourly basis, in addition to that provided as part of Declared Rail Transport Service 2, with the locomotive and crew provided by Pacific National.

Declared Rail Transport Service 4: Container Lifting

- (a) **Single Top Lift (per container, per lift):** is a direct top-lift (any size container) from
 - A train directly onto a truck.
 - A truck directly onto a train. Or
 - A truck or train onto the ground in preparation for storage.
- (b) **Additional Top Lift (per container, per lift):** is a direct top-lift (any size container) from the ground onto a truck or train.

- (c) **Single Bottom Lift (per container, per lift):** is a direct bottom-lift (any size container) from
- A train directly onto a truck.
 - A truck directly onto a train. Or
 - A truck or train onto the ground in preparation for storage.
 - From the ground to a train or a truck

Declared Rail Transport Service 5: Vehicle Access Fee

The charge per vehicle (by TEU capacity) entering the terminal to collect, or deliver, freight.

Declared Rail Transport Service 6: Container Management

- (a) **Container Storage Fees** (per TEU, per day)
- 1 to 2 days after the Free Storage Period
 - 3+ days after the Free Storage Period

Free Storage Period Free commences on the day of container arrival at the Terminal and continues until the end of the next Terminal Working Day.

Note: The South Dynon Terminal is closed between 16:30 Saturday and 08:00 Sunday. The period that the South Dynon Terminal is closed is considered part of the Free Storage Period, except for Dangerous Goods.

- (b) **Container Door Security Fee – Container Seal** (per container)

If a container or freight is identified with doors or some other structure not secured in accordance with the requirements described in 'Container Door Security' requirements of Pacific National's Freight Loading Manual (FLM), Pacific National will secure the container or freight with the number and type of seals it considers appropriate having regard to the nature of the container or freight and charge the Customer a Container Door Security Fee.

- (c) **Late Cancellation Fee**

The Customer will be charged a Late Cancellation Fee for any Booking that is cancelled after the cancellation times nominated in the service schedule for that service.

Declared Rail Transport Service 7: Dangerous Goods Management

Management of Dangerous Goods in the terminal or on wagons in line with the Australian Dangerous Goods Code.

Important

For general Dangerous Goods consignments, a minimum of 12 hours' notice is required prior to the arrival or departure of the scheduled service.

For Security Sensitive Ammonium Nitrate (SSAN) or High-Consequence Dangerous Goods (HCDG) materials, or Schedule 15 MHF Substances may only be transferred direct from road transport to train, or train to road transport.

The Terminal is not licensed to store HCDG materials.

HCDG containers must not be placed on the ground.

- (a) **Dangerous Goods Non-Collection Charge** (per Container plus any additional costs)

Dangerous Goods containers which are not collected on the day they are first made available at their destination Terminal:

- will incur a Non-Collection Charge and applicable Dangerous Goods Storage charges.
- may result in Pacific National contravening Dangerous Goods storage and handling legislation. Pacific National may be obliged to notify the appropriate government

authority upon such failure. The Customer will indemnify and reimburse on demand Pacific National and any of its Related Bodies Corporate against all liability, loss, costs and expenses (including legal fees, costs and disbursements on the higher of a full indemnity basis and a solicitor and own client basis, determined without taxation, assessment or similar process and whether incurred by or awarded against Pacific National) arising from or incurred in connection with complying with directives or notices issued by any government authority, including, but not limited to, fines, charges or penalties imposed by them.

- All costs incurred by Pacific National as a result of an Incident caused by the Access Holder will be charged to the Access Holder in addition to the Incident Charge.

(b) **Dangerous Goods Storage Fee** (per TEU per day – in addition to the Non-Collection Charge)

Dangerous Goods containers are charged a Storage Fee commencing on the day they are first made available at their destination. There is no Free Storage Period for Dangerous Goods.

(c) **SSAN/HCDG Dangerous Goods Fee** (additional to the standard Dangerous Goods Fee)

An additional SSAN/HCDG Dangerous Goods Fee is chargeable to the Access Holder for Security Sensitive Ammonium Nitrate (SSAN) or High-Consequence Dangerous Goods (HCDG) materials.

Declared Rail Transport Service 8: Rolling Stock Storage

- (a) Locomotive storage - Provision of track space for locomotives during the loading/unloading process.
- (b) Wagon storage - Storage of any wagons not required for the outgoing service or any lay-over sets in line with the Access Holder's timetable.

Declared Rail Transport Service 9: Inductions

- (a) Truck driver induction - Truck driver inductions for any drivers not currently registered with Pacific National.
- (b) Locomotive driver induction - Access Holder train driver inductions, yard familiarisation and Safety Interface Agreement procedures.

Declared Rail Transport Service 10: Incident Charge

In addition to the Incident Charge, all costs incurred by Pacific National as a result of an Incident caused by the Access Holder will be charged to the Access Holder.

Declared Rail Transport Service 11: Administrative Services

- (a) Administration services will be charged if additional manual administration is required by the Access Seeker.

Declared Rail Transport Services – Reference Tariffs

Services	Unit	Maximum Prices FY26
Declared Rail Transport Service 1: Operator establishment fee	Per hour	\$121.09

Services	Unit	Maximum Prices FY26
Declared Rail Transport Service 2 Train Processing Services:		
- Trains up to 900m long	Per train	\$ 5,211.00
- Trains from 900m to 1,200m long	Per train	\$ 5,880.00
- Trains from 1,200m to 1,500m long	Per train	\$ 6,576.00
Declared Rail Transport Service 3 Additional Shunting	Per hour	\$ 627.41
Declared Rail Transport Service 4 Container Lifting:		
(a) Single Top Lift per TEU	Per TEU	\$ 87.58
(b) Additional Top Lift per TEU	per TEU	\$ 87.58
(c) Single Bottom Lift per TEU	per TEU	\$ 131.37
Declared Rail Transport Service 5 Vehicle Access Fee	Per TEU	\$ 10.00
Declared Rail Transport Service 6 Non-Dangerous Goods Container Management:		
(a) Container Storage (after Free Storage Period)		
(i) 1 to 2 days	Per TEU, per day	\$ 176.30
(ii) 3+ days	Per TEU, per day	\$ 363.85
(b) Container Door Security Fee	Per container	\$ 54.32
(c) Late Cancellation Fee	Per TEU	\$ 155.80
Declared Rail Transport Service 7 Dangerous Goods Container management		
(a) Dangerous Goods Non-Collection Charge	Per container, plus costs	\$ 312.62
(b) Dangerous Goods Storage Charge (In addition to the Non-Collection Charge)	Per TEU, per day	\$ 155.80
(c) SSAN/HCDG Dangerous Goods Fee (In addition to other Dangerous Goods Fees)	Per container	\$ 77.90
Declared Rail Transport Service 8 Rolling Stock Storage		
(a) Locomotive Storage	Per 100 metres per hour	\$ 2.78
(b) Wagon Storage	Per 100 metres per hour	\$ 2.78

Services	Unit	Maximum Prices FY26
Declared Rail Transport Service 9 Personnel Inductions		
(a) Truck driver induction	Per induction course of up to a maximum of four attendees	\$ 195.17
(b) Locomotive driver induction	Per induction course of up to a maximum of four attendees	\$ 555.58
Declared Rail Transport Service 10 Incident Charge	Per hour of Terminal downtime (plus incurred costs)	\$ 7,745.79
Declared Rail Transport Service 11 Administrative service	Per hour	\$ 97.37

Notes:

- The prices offered comply with the Pricing Principles set out in the Victorian Rail Access Guidelines namely that:

When setting prices for Freight Services, an Access Provider must have regard to the following matters:

- The need for prices to be consistent for Access Seekers and users with common freight requirements.
- The need for prices to be consistent for Access Seekers and users who are provided Declared Rail Transport Services using rail infrastructure in the same geographic zones.
- The need to minimise administrative requirements and costs imposed on Access Seekers, Access Providers and the Department of Transport and Planning.

- Reference Tariffs will be subject to a fee variation effective from 1 July in each year (commencing with 1 July 2026) in accordance with the following formula:

$$R_n = R_o \times \text{CPI}_n / \text{CPI}_o$$

where:

- R_n = The Reference Tariff per Declared Rail Transport Service to apply from 1 July of the applicable year.
- R_o = The Reference Tariff per Declared Rail Transport Service applying on 30 June of the year prior to the applicable year.
- CPI_n = CPI (all Groups Index Number, Melbourne) for December in the year prior.
- CPI_o = CPI (all Groups Index Number, Melbourne) for December two years prior to the applicable year.