Melbourne International RoRo & Automotive Terminal Pty Ltd
ABN: 43 163 814 364

Webb Dock West
Port Melbourne VIC 3207
www.mirrat.com.au

30/04/2025

MIRRAT 2025/26 Tariff Review

Dear Terminal User,

As per clause 6, Schedule 1 of MIRRAT's section 87B Undertaking with the Australian Competition and Consumer Commission (ACCC), the published FY 2025/2026 tariff review process is complete. The outcomes of this review will be implemented effective **from July 1st, 2025.**

Our pricing model was developed in consultation with an independent economist. It considers several market forces, including volume forecasts, operational costs, and overheads, to calculate a tariff that allows us to earn a fair and reasonable rate of return on our investment in Melbourne while providing a sustainable service to the industry.

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.

MIRRAT's tariffs have remained static since July 2022, and whilst our fee structure has remained static, we have continued to invest in the terminal while costs continue increasing. MIRRAT's cost base is essentially fixed, and critical inputs such as rent, rates, land tax, and insurance have all increased at a rate that requires us to adjust tariffs.

With this in mind, effective July 1st, we seek an average increase of 4.1%.

The Stevedore Access Charge (SAC) will increase by 3%. The Facility Access Charge (FAC) and the Receival and Delivery Charge (R&D) will rise by 4.5%.
We have invested over $3.3M to improve lighting and reduce emissions.

Tariff Increase

Cargo Type	FAC Increase (%)	FAC Change	SAC Increase (%)	SAC Change	R&D Increase (%)	R&D Change
Wheeled Vehicles	4.5 %	$ 0.17 per cbm	3.0%	$ 0.42 per unit	N/A	N/A
BBulk/General	4.5%	$ 0.36 per r/t	3.0%	$ 0.12 per r/t	4.5%	$ 0.26 per r/t

The rise in SAC will contribute to recovering over AUD$ 3M in new equipment we have invested in, increasing operational capacity and supporting Stevedore productivity.

The increase in FAC will help recover this capital spending and offset a 15% jump in property-related expenses, representing over 75% of the total cost base.

R&D will increase to recoup rising labour costs.

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MIRRAT

A full copy of the tariff schedule containing the proposed increases is available on our website **www.mirrat.com.au** for review.

In accordance with Schedule 5 clause 2.2 of the AAT section 87B Undertaking signed 9th of April 2025 the next review is scheduled for March 3rd, 2026

MIRRAT has appointed Frontier Economics Pty Ltd as our Independent Price Expert (IPE).

Any objections with reasoning should be submitted to MIRRAT via email **jed.smith@mirrat.com.au** and Frontier Economics Pty Ltd **warwick.davis@frontier-economics.com.au** no later than the 17th of May 2025. The IPE will then assess the proposed tariffs.

Further information regarding our Price Dispute Resolution process can be found on our website.

A full copy of the purposed tariff schedule containing the purposed tariffs accompanies this notice.

Full copies of both the MIRRAT and the AAT section 87B Undertakings can be found on the MIRRAT website.

Regards,

Jed Smith