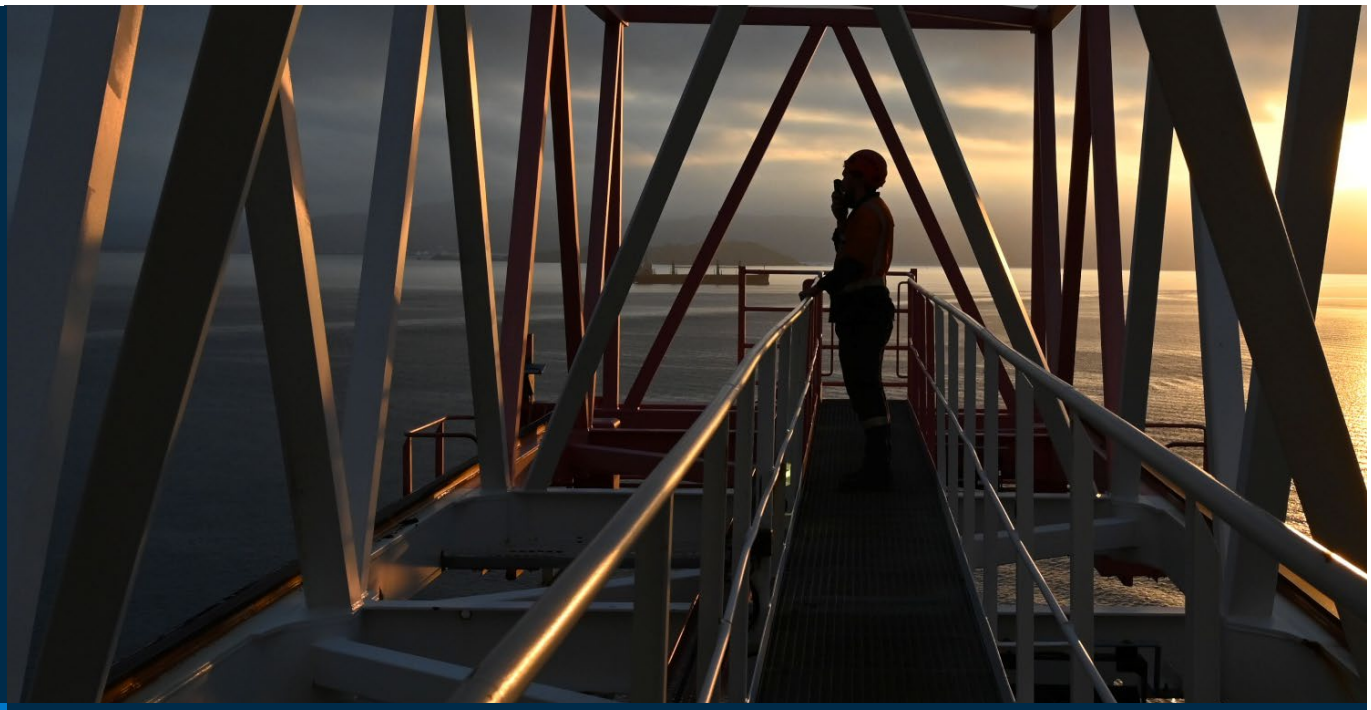


CentrePort Ltd General Tariff 2026/27

Effective 1 July 2026

CentrePort Wellington

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1. Centreport's Tariff terms

- **Wharfage** is a charge for the port's fixed infrastructure comprising roading, wharves and marshalling areas.
- **Storage** is the charge for storing cargo at the port. Free and chargeable storage periods apply.
- **Marine** charges are for services such as pilotage and towage provided to vessels calling at CentrePort on a single voyage basis.
- **Security Compliance** Levy charges cover compliance costs relating to MPI Biosecurity, New Zealand Customs container security and IMO-ISPS requirements.
- **Vessel GRT** is calculated based on the GRT disclosed in the Fair play Internet Ships Register. Unless otherwise noted.
- All prices exclude GST.
- Standard General Contractual Provisions for Services apply. See appendix A (page 13) or www.centreport.co.nz
- All rates are effective from 1 July 2026.
- CentrePort reserves the right to alter these charges at any time and provide one month written notice.
- All rates are quoted in New Zealand dollars.

2. Containers

Wharfage	Per 20ft	Per 40ft
Full	$101.77	$150.24
Empty/restow	$38.20	$58.87
Transhipment (per lift)	$38.20	$58.87
Handling	**Per 20ft**	**Per 40ft**
Container movement on port - per move (full or empty)	$71.50	$71.50
Movement to/from MPI inspection or to/from fumigation facility	$123.90	$123.90
Power & Monitoring Charges per container per day *Includes one morning check between 0000hrs and 1159hrs and one afternoon check between 1200hrs and 2359hrs.	$46.90	$46.90
MPI Charges	**Per 20ft**	**Per 40ft**
External MPI Wash	$265.56	$293.36
Wheat Taping	$68.32	$68.32
Weighbridge	**Per 20ft**	**Per 40ft**
Per Weigh	$22.17	$22.17
Storage	**Number of days**	
Imports	First six days following ship discharge – No charge	
Exports	Seven days prior to ship load – No charge	
Free storage commences on the day following the completion of ship's discharge for imports. Chargeable storage is payable by the named customs broker, unless other arrangements are made, at the expiry of the free storage period and is calculated per calendar day. * DG Hazardous Goods Free Storage days as per Government regulated dwell times		
Hazardous goods are subject to specific terms and conditions as detailed on the Dangerous Goods page on our website		
Chargeable Period Per Day or Part thereof	**Per 20ft**	**Per 40ft**
Imports	$67.38	$134.71
Exports	$67.38	$134.71

Auxiliary Charges	Per 20ft	Per 40ft
Movement to/from Inspection or to/from fumigation facility This covers the physical movement of the container to/from (2 moves) the inspection or fumigation areas	$123.90	$123.90
External MPI Wash Covers underside or external wash using stands (if required) - includes depot labour and movement to/from (2 moves)	$262.48	$293.36
Wheat Taping As required by MPI – Labour used to Tape Wheat Container Doors	$68.32	$68.32
AP Check - External As required by MPI through the BACC, Covers inspection and logging of inspection into the MPI Container Inspections portal – Lifts if required charged separately	$77.25	$77.25
MPI Inspections – Doorstops AS required by MPI through the BACC conduct inspection by MPI, escorted, organised and supervised by CPL AP Forman. – Lifts if required charged separately	$77.25	$77.25
NZC Inspections – Contraband AS required by New Zealand Customs Service conduct inspection by NZC, escorted, organised and supervised by CPL AP Forman. Lifts if required charged separately to the relevant shipping line at tariff	$77.25	$77.25
Mis declared VGM weight Over 500kgs and/or over the allowable maximum weight of the container	$3,500 per container	
Security & Insurance levy		
Security levy - Full containers (per unit)	$4.04	
Insurance levy - Full containers (per unit)	$28.33	

3. Breakbulk

3.1 Logs

Logs	Per JASM3
Wharfage	$5.95
Storage	Separate Individual Arrangements
Book end levy	$0.45
Environment levy	$0.82
Security levy	$0.27
Insurance levy	$0.48
Gantry levy	$0.36
Weighbridge – per weigh	$22.17

CentrePort Limited's (CPL) 'Standard Conditions for Land Based Services' shall apply to all aspects of log movements through CentrePort Wellington (the Port).

The 'Aged Stock Report' will be used to calculate log storage if required and is subject to individual licences to occupy.

3.2 General Provisions for Logs

- CentrePort Limited shall have access to the Log Marshalling Operator's records to secure such data as is necessary for CentrePort Ltd to assist in the management and control of the movement of logs through the Port. CentrePort Ltd undertakes not to disclose or use this information for purposes other than those associated with the management of logs from the Port.
- The Exporter shall provide CentrePort Ltd with a forecast Shipping Schedule on a monthly basis for CentrePort and the Log Marshalling Operator's planning purposes.
- CentrePort Limited has licensed C3 Limited and Qube Limited as the Log Marshalling Operators with whom the Exporter will be required to separately contract its log marshalling requirements.
- CentrePort Limited reserves the right to replace or to appoint additional Log Marshalling Operators.
- CentrePort Limited reserves the right to review these special terms and conditions if required in respect to Port operational matters.

3.3 Vehicles *

Wharfage	Per Unit
Used	$49.93
New	$47.61
Storage	**Per Unit**
Per unit per day – first 7 calendar days no charge, thereafter	$65.74
Cleaning**	**Per Unit**
Exterior Steam Clean	$163.14
Vacuum	$149.76
Truck interior clean	$149.76
Truck exterior steam clean	$213.95 per hour or part thereof
Excavator exterior steam clean	$247.11 per hour or part thereof
MPI Vehicle Ramping Inspection	$42.65
Insurance Levy	**Per Unit**
Per Vehicle	$4.12

*Cars, Caravans, Trailers, buses, trucks, excavators, boats etc.

**Vehicles are cleaned to remove quarantine risk material. The standard of cleaning is to MPI requirements only and is not a grooming service. CentrePort provides an MPI-accredited cleaning facility.

3.4 Bulk Goods

Wharfage	Tariff
Fuel discharge (per kiloLitre) at Seaview Wharf (Incl. insurance levy)	$13.12
Fuel discharge (per kiloLitre) at Aotea Quay	$5.25
Fuel discharge (per kiloLitre) at Burnham Wharf	$6.84
Bulk liquids (per kilolitre) Incl. petroleum, chemicals, and other bulk liquids, excl fuel	$10.35
Bulk cement (per tonne weight)	$4.61

Bulk dry (per tonne weight) Including wheat, fertilizer, soda ash Excludes environmental and berth clean-up costs	$6.21
General cargo - per manifest tonne/m^3, whichever is the greater	$6.21
Storage	**Tariff**
Steel – per tonne per day after 5 days	$6.35
All other goods – per manifest tonne/m^3, whichever is greater (covered) after 5 days	$7.91
All other goods – per manifest tonne/m^3, whichever is greater (open) after 5 days	$6.33
Security & Insurance Levy	**Tariff**
Security levy - General and bulk cargoes not otherwise stated, per tonne/m3, whichever is the greater	$0.27
Insurance levy - General and bulk cargoes not otherwise stated, per tonne/m3, whichever is the greater	$0.73

- Subject to capacity and sufficient notice, a storage arrangement is negotiable prior to receipt of cargo. Rates will reflect the specific storage needs of the customer.

4. Marine

4.1 GRT Based Charges

The following table is of marine charges for tankers, general cargo or container vessels calling at CentrePort on a single voyage basis.

CentrePort's marine charges are International Gross Registered Tonnage (GRT) based and cover port and navigation dues, pilotage, towage services, lines services and an initial 24 hours berthage.

Berths are offered at CentrePort's discretion and include Thorndon Container Wharf (TCW), Aotea Quay (AQ) Wharf, Burnham Wharf, and Seaview Wharf.

GRT Minimum	Tariff	Additional Rate ($ Per Each Extra GRT to Next Step)	GRT Maximum
More than 500 GRT or 40 metres	$1,922.70	$3.8454	-
500+	By Quotation	By Quotation	2,999
3,000	$11,537.22	$0.4544	4,999
5,000	$12,446.77	$0.5930	7,999
8,000	$14,225.54	$1.7752	14,999
15,000	$26,672.33	$1.5013	19,999
20,000	$34,179.30	$1.0472	39,999
40,000+	$55,123.40	$1.0470	-

*Additional berthage is charged in 12-hour periods

4.2 Small Vessel Tariff

The following tables are of marine charges vessels under the greater of 500 GRT or 40 metres Length Overall (LOA) calling at CentrePort on a single voyage basis, except where noted.

Casual call – where the vessel owner does not have a signed Small Vessel Agreement LOA	Tariff per day
0 to 40 metres and under 500 GRT	$800.93
More than 40 metres, or over 500 GRT	Refer table for tariff for more than 500 GRT or 40 metres

Vessel owner has a signed vessel Agreement (minimum term of 2 months) LOA	Tariff per month	Tariff per day
0 to 20 metres	$1,223.23	$240.81
20 to 25 metres	$1,630.97	$280.60
25 to 30 metres	$2,019.79	$331.46
30 to 40 metres	$2,347.15	$407.96
More than 40 metres, or over 500 GRT	Refer table for tariff for more than 500 GRT or 40m	

4.3 Marine Security & Insurance Levy

Levy	Per Ship Call
Security Compliance Levy	$461.00
Insurance Levy	$833.00

4.4 Additional Marine Services

Service	Tariff
ASD Tug, per hour (including crew) – In Harbour	$9,647.00
ASD Tug, per hour (including crew) – Out of Harbour Limits, defined as South of Ward Island. Subject to Maritime New Zealand (MNZ) request and/or approval.	$14,470.00
Launch (Te Haa), per hour (including crew)	$4,629.00
Launch (Tarakena), per hour (including crew)	$3,803.00
Pilotage Hire per task	By Quotation
Additional Tug Charges for vessels using tugs at Seaview or Burnham Tanker Terminals	**Charged Per Task**
Per GRT	$0.10
Pilot detained onboard a vessel (for any reason) Return flights, accommodation and expenses recovered at cost.	$5,150.00 per 24 hours or part thereof
Additional Berthage After the initial 24hrs*	**Tariff**
Hours 0 – 24	See section 4.1
Hours 25 – 48 of berthage	$0.149 per GRT/per 24hr period
Hours 49 - 96 of berthage	$0.538 per GRT/per 24hr period

Hours 97 and above of berthage	$1.077 per GRT/per 24hr period
Dead Vessel, arrested vessel, detained vessel - First day charge to apply as per section 4.1, thereafter up to 28 days, thereafter POA. *Additional berthage is charged in 12-hour periods	$0. 811 per GRT/per 24hr period
Marine Services on Statutory holidays at customer's request – regardless of GRT	**Tariff**
Per Movement	$2,605.90
Cancel Call Charge	**Tariff**
Where resources have been ordered and turned to. Defined as physically leaving the tug or pilot berth.	$6,061.55
Bunker Only Vessel on a Berth Via Bunker Barge and/or via pipeline	70% of MSC
Bunker Only Vessel at Anchor Via Bunker Barge	50% of MSC
Movement to Stream – Logs, Scrap, Containers to await berth from pilotage area to stream	15% of MSC
Movement from Stream to Berth – Logs, Scrap, Containers	90% of MSC
Movement to/from berth to/from the stream for operational requirements i.e. berth is needed for cruise	20% of MSC
Movement of Log vessel from AQ1 to alternative berth for lashing or lack of cargo	20% of MSC
Berthage of a Log Vessel longer than 4 days due to load size. For Loads over 30,000 JAS, when loading with 3 gangs for more than 96hrs	50% discount of the 96+hr rate
Navy Vessels	Price on Application – Separate Tariff to Apply
Moving vessels between terminals and berths (based on GRT)	By quotation
Tariff for Out of Port Marine Activities	
Separate commercial arrangements apply to marine operations deemed out of the norm from standard harbour activities involving CentrePort (CPL) tugs and/or pilot launch. Those normal activities are as defined as assisting a vessel under its own power onto and off a CPL berth, which is using the approved shipping channel within the standard pilotage area. The terms, conditions, and charges for use are available on request and would be covered by a standard BIMCO agreement, also available on request.	

5. Tariffs for supplementary services

Provision of Gangway	Various gangways available by arrangement – Price on application
Fuel – Bunkering	
Vessel Loading Bunkers – per tonne	$1.68
Water Supply	
Connection fee	$184.76
Per cubic metre	$9.77
Includes hire of hose, connection, and disconnection	
Garbage Collection (and Incineration) *	
Minimum garbage collection charge (3 drums)	$528.09
Each drum after the first 3 - per drum or equivalent of approximately 32kgs	$180.29
Skips available through private contractor only direct by customer. Discounts may be available on application for large quantities. Government emissions trading and national waste levies are additional. *Cruise ships must organise all quarantine waste removal directly with the ship's agent.	
Forklift and Driver	
7 tonnes per hour	$283.13
16 tonnes per hour	$339.76
Reach Stacker	$484.62
Security Staff*	
Per hour per person	$72.17
Statutory Holiday rates per hour per person	$144.35
*Where security is provided outside of a quoted tariff for passenger or special vessels security or traffic/crowd control	
Security Barrier Arm Damage and/or replacement	$4,750.00 per event
Shore Power	
Connection fee	$161.61
Consumption charge (per kwh)	$0.29
Vessel Shuttle Buses - Cruise	
Bespoke arrangements to be agreed by vessel	Price on application
Cruise Passenger Levy	
Passenger Levy for Cruise – per passenger	$20.00

Re-invoicing Fee	
At the customer's request and when CentrePort is not at fault	$87.55
Compliance Documentation Reviews, Crane Permits, SWMS	
Normal Standard Business Hours per permit Weekdays 7am – 5pm	$156.56
Outside Standard Business Hours per permit 5pm – 7am weekdays, 5pm Friday – 7am Monday and statutory holidays.	$257.50
Review of Safe Working Method Statements (SWMS) SWMS reviews apply to work carried out by third parties during normal business hours - Weekdays 7am - 5pm	$437.75 per review
Spill response	
Security Team	$180.25per hour
Replacement for the spill material	Recovered at cost + 10%
Use of any Port assets Eg Forklifts, Pilot Launch	Charged at Tariff
Emergency Bunker Recover Surcharge – Subject to monthly review	
Per non-Container vessel	$1,500.00 per vessel
Per container – Per full Per empty Per Transshipment each way	 $25.00 $10.00 $12.50

*Above rates apply to Security Level 1 (In relation to the International Ship and Port Facility Security Code (ISPS Code)).

At Security Levels 2 and 3 of the ISPS Code, additional security-specific services required by any vessel may incur additional charges.

This charge covers full berth preparation and provision of berth security and traffic co-ordinating services. Extra ship requirements are readily accommodated but may be subject to further charges.

6. Appendix A

Land-based Services terms and conditions A.K.A General Conditions of service

These general contractual provisions apply between CentrePort Limited ("CPL") and each customer who uses CPL's relevant services at CentrePort Wellington.

CPL may vary these provisions at any time by reasonable notice. If any other provision is to apply or prevail over these provisions, it must be agreed to in writing by CPL in each case.

6.1 Provisions of CentrePort's Service

CPL will provide those land-based port services to the customer at CentrePort Wellington which are agreed with the customer to be provided. CPL's services may involve:

a) berthage of the customer's vessels
b) loading and discharging the customer's vessels
c) handing of relevant cargo and containers; and
d) transport of relevant cargo and containers between the wharf and the marshalling area.

Where any berthage is involved, the master of the customer's relevant vessel will change berths, or vacate any allocated berth and moor the vessel in the harbour, as and when directed by CPL.

6.2 Charges/Payments

CPL's applicable Pricing Schedule (available from CPL on request) will determine the charges payable by the customer for relevant services. The Customer will pay CPL in cash in full prior to vessel departure or, where no vessel is involved, then within 7 days after the date of CPL's relevant invoice. The customer will, if demanded by CPL, pay CPL interest on overdue amounts at the rate of 15% per annum, calculated on a daily basis.

6.3 Customer Obligations

The customer will:

a) safely and properly navigate, manage, and operate its vessel while at CentrePort Wellington.
b) ensure its vessel, equipment, master, crew, subcontractors, and other representatives, while at CentrePort Wellington, comply with:

I. CPL's security, operational and documentation rules, procedures, and directions (particularly in relation to the handling of dangerous items, hazardous substances, health and safety and environmental protection); and
II. best industry standards and operating practice.

c) ensure all relevant cargo and containers are:
I. properly packed, labelled, and secure
II. in every way safe for carriage by sea, road, or rail
III. do not exceed their rated gross capacity
IV. in a fit and proper condition to be handled, or otherwise dealt with, in the normal course of business by the equipment and operating procedures used by CPL
V. comply with all applicable New Zealand law.

d) notify CPL in writing:
I. prior to or on arrival at the relevant wharf gate, about export cargo, which is dangerous, hazardous or requires any special care
II. at least 48 hours prior to its vessel's arrival, about import (including transhipment) cargo, which is dangerous, hazardous, or requires special care.

e) ensure itself and its representatives comply with all New Zealand law
f) promptly make good any damage or loss to CPL or anyone else to the extent caused or contributed to at CentrePort Wellington by the customer or any of its representatives, subcontractors, or visitors.

6.4 Damaged Containers/Security

CPL is not obliged to:

a) inspect for, or to report to anyone, any damage to any cargo or container, but will use its reasonable endeavours (without any liability) to take appropriate steps to protect the contents of a noted damaged container and refer such to the customer; or
b) ensure that any cargo or container is properly or adequately secure on any method of transportation.

6.5 Failure To Remove Cargo/Containers

If the customer does not remove any cargo or container from any wharf or other relevant place within the time allotted for free storage by CPL, then CPL may handle, transport, store or otherwise deal with such at every risk and expense of the customer, without any recourse to CPL.

6.6 Labour Relations

The customer will not directly or indirectly involve itself in any employment or labour matters at CentrePort Wellington involving any of CPL's employees, subcontractors, or other representatives. This will be exclusively done by CPL.

6.7 CentrePort's Liability

Category of item damaged/lost	CPL's maximum liability per event/ claim or series of events/claims	Excess first deductible by CPL per event/claim
Any vessel and/or equipment	Lesser of: 1. reasonable cost of repair 2. market value 3. $200,000 maximum aggregate	$1,000
Containers	Lesser of: 1. reasonable cost of repair 2. market value 3. $7,500 (refrigerated) $4,000 (insulated) $1,000 (other); or 4. $100,000 maximum aggregate	$300
Cargo a) In a closed or sealed container b) On board a vessel c) Elsewhere	a) $5,000 per item up to aggregate of $200,000 b) $750 per manifest tonne up to aggregate of $200,000 c) $1,000 per manifest tonne up to aggregate of $200,000	$300
Ancillary equipment (e.g., clip-on refrigeration units, refrigeration towers, trailers, and chassis)	Lesser of: 1. reasonable cost of repair 2. market value 3. $7,000	$300

1. All above amounts are in NZ$ and include GST (if any). With respect to cargo, CPL's liability will be the lesser of the above specified limits of liability or the maximum liability of the customer in terms of the relevant contract of carriage.
2. CPL must receive written notice of each claim from the customer, in respect of cargo, within 10 days after the actual or intended delivery date, and in respect of anything else, within 30 days after the date the damage or loss occurred, otherwise CPL will have no liability. Where such notice has been given, CPL will only be liable for physical damage or loss caused by the negligence of CPL or its representatives exceeding the above stated relevant excess amount up to the above

stated maximums of liability. In any event, CPL's maximum aggregated liability to the customer is always limited to NZ$2,000,000.

3. In any event, CPL will not be liable (in contract or tort, including negligence) to the customer or anyone else for:
   (a) anything that happens to any person, any economic loss (including loss of profits or income), any indirect/consequential or special damage or loss, or any related cost (including legal and lawyer/client costs). This includes where any services is not available, is not promptly or properly performed, or is changed, for any reason; or
   (b) the extent of any damage, loss or cost caused or contributed to by the customer or any of its representatives or visitors.
4. CPL will not be liable for any unavailability of, or any failure or delay in performance of, any service if it is due to a cause beyond its control (including actual or threatened strikes, lockouts, go-slows or other industrial action, unavailability or unserviceability of facilities or equipment, or incorrect labelling or packaging of cargo or containers).
5. CPL, its representatives, and subcontractors are to enjoy the benefit of each limitation of liability, indemnity and other provision in each of the customer's contracts of carriage, bills of lading and other documents. The customer will include a provision in its documentation (e.g. bills of lading) relevant to cargo and containers transported by its vessels to the effect that CPL, its representatives and subcontractors are to benefit from, and may enforce, any limitation of liability and indemnity the customer may enjoy.
6. The customer will indemnify and protect CPL and its representatives from any direct and indirect claim, damage, loss and cost to the customer or anyone else to the extent that such is excluded, or exceeds the limits on liability, as provided in this document.
7. These limitations of liability and indemnities are also intended for the benefit of, and to be enforceable by, each of CPL's directors and other representatives.
8. Disputes - If a party believes that there is a dispute, that party will notify the other in writing giving details of the dispute. The dispute will then be promptly referred to senior representatives of each party for resolution, and if they do not resolve the dispute within 10 working days, it will be submitted to arbitration in Wellington if requested by either party.
9. New Zealand law governs. New Zealand courts have non-exclusive jurisdiction

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