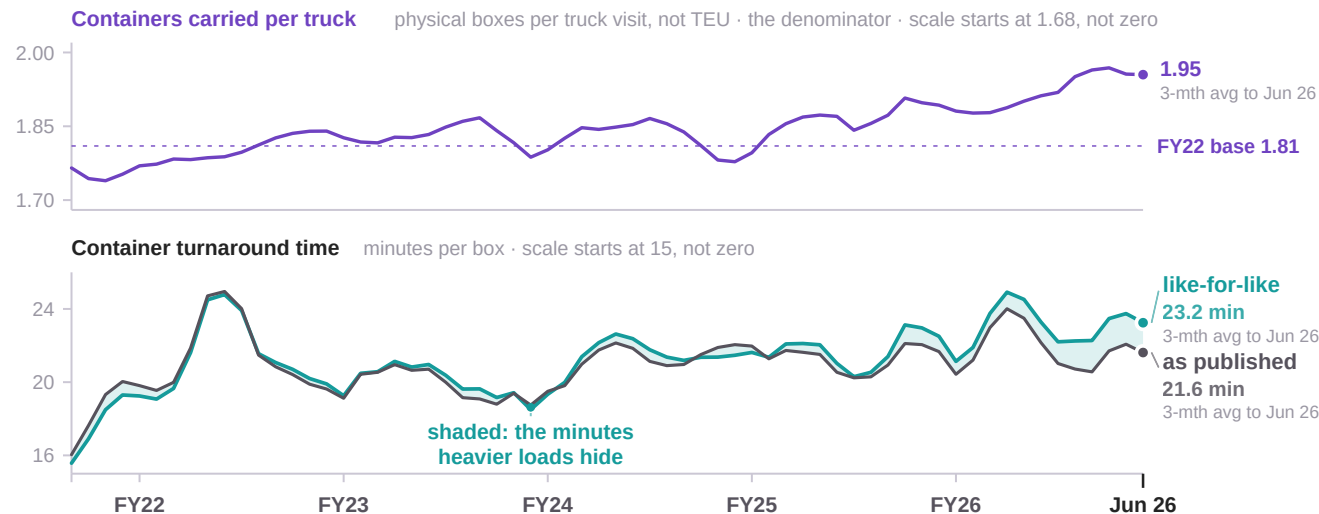


Melbourne's published landside metric says **nothing changed**. Strip out bigger truck loads and terminal service is **9% slower** than FY22.

The ACCC defines container turnaround time as truck turnaround time divided by containers per truck, and warns it "can fall if stevedores service trucks faster or if trucks carry more containers and stevedores service the trucks at the same rate". It names the problem and does not measure it. Victoria publishes all three numbers monthly, so it can be measured. Nothing here is fitted: divide the published turnaround minutes by the published containers per truck and you get the published headline figure back, exactly, in every one of 198 terminal-months. The third number is the first two divided, so this is the framework's own arithmetic rather than a model of it.

Container turnaround time at the Port of Melbourne, as published and holding truck loads constant

Both panels share the same timeline, Mar 21 to Jun 26. Three-month rolling means, volume weighted across DP World, Patrick and VICT. The top panel is the denominator of the bottom one: divide turnaround minutes by containers per truck and you get the published figure.



OBSERVATIONS

- They are the same measure.**
 - The teal line is truck turnaround divided by **FY22** containers per truck, so the two coincide through FY22 by construction and separate as loads get heavier.
 - The shaded area is the difference the published figure never shows.
- The gap is now 1.3 minutes.**
 - FY26 average: **21.8 min** as published, **23.2 min** as published, 6% higher.
 - Reported minutes rose 3% since FY22. Like for like they rose **9%**.
 - Chart labels are 3-month averages to June 2026, so they differ from these FY figures. Every figure is an average of monthly values, so dividing one by another will not land exactly on the third. Expect about a tenth of a minute either way.
- Carriers paid for the difference.**
 - Boxes per truck rose 6%, from an FY22 average of 1.81 to 1.93 in FY26.
 - The denominator is a property of the truck, not the terminal, so the change happened on the carrier side of the gate. The metric credits it to the terminals.
 - Backloading is not the explanation: 22.4% of trucks in FY22, 23.4% in FY26, monthly $r = 0.25$. The source does not say what else changed.

THE SAME PORT, THE SAME FOUR YEARS

3% slower

Published turnaround time

Victoria VPMF, Melbourne, FY22 to FY26 averages. Reported as broadly flat.

9% slower

The service behind it

Same source and window, holding truck loads at FY22. Every box takes 9% longer.

+61%

Terminal access charge

ACCC Table 3.2. Melbourne import charge averaged across DP World, Patrick and VICT: \$141 in FY22 to \$226 in FY26. Up 29% in real terms to FY25, the latest deflator.

25

Increases since April 2017

ACCC count of separate rises in Melbourne import terminal access charges, to July 2024. The first took DP World from \$3.50 to \$32.50 in one step.

All four are Port of Melbourne. The first three share the same FY22 to FY26 window: turnaround from Victoria, charges from ACCC Table 3.2 stepped into financial years. The fourth is the ACCC's own count of rate rises and runs from April 2017 to July 2024.



Melbourne's terminal access charge rose 61% while the service it pays for got 9% slower.

Read this honestly

This is the terminals' own data.

Every figure here is reported voluntarily by DP World, Patrick and VICT to the Victorian framework. This shows what the published metric conceals about itself. It is not an independent measure of what happened on the ground.

The real number is worse than this.

Turnaround here is measured gate in to job complete. Queuing before the gate and delays leaving are excluded by construction, which is the criticism CTAA put to the Productivity Commission in February 2022. The 9% is a floor.

The charge is an unweighted mean.

ACCC Table 3.2 gives every dated rate for all three Melbourne operators, but not their market shares, so the three are averaged equally. FY26 rates ran \$214 to \$233. The ACCC independently measures containers per truck visit at Melbourne (Figure C.16) at 1.81 in FY22 and 1.90 in FY25, against 1.81 and 1.87 here.

Notes: 1) Container turnaround time = truck turnaround time / containers per truck. Checked row by row: the division reproduces the published figure with no residual in all 198 terminal-months, confirming it is derived rather than separately measured. The identity is exact per terminal per month. Once terminals and months are averaged together it holds only approximately, because an average of ratios is not the ratio of averages, so figures here will not reconcile to the last decimal if you divide one average by another. 2) Containers are physical boxes, not TEU. Cross-check: dividing the source's TEU per truck by its containers per truck gives 1.52 to 1.62 TEU per box, matching the ACCC's independently published Melbourne figure of 1.59 TEU per lift in FY25. 3) The like-for-like line is truck turnaround time divided by the FY2022 volume-weighted containers per truck of 1.81 boxes. 4) One weighting rule throughout: within a month, terminals are weighted by estimated timeslots used, since terminal throughput is not published; across months, financial years are weighted by truck count. The FY22 base above is that same rule applied to FY22, so the dashed base line on the chart and the FY22 average quoted in the text are one number, not two. 5) Chart lines are a three-month rolling mean; the financial-year figures in the text are not. 6) Charges: ACCC CSMR 2024-25 Table 3.2, Melbourne import terminal access charges, stepped into months and averaged by financial year across DP World, Patrick and VICT. Melbourne EBITDA margins (Figure C.5) were about 19% in FY18 and about 40% in FY25, the highest of the east coast ports. National context, not shown above: landside is now 49.5% of stevedoring revenue (\$1.15bn), terminal access charges alone were \$642m in FY25 and \$3.19bn since FY18 against \$1.25bn of aggregate industry investment, and real revenue per lift reached \$423.11, a 24-year high, while real cost per lift rose 2%. 7) Source data used unmodified; the like-for-like series and all percentage changes are calculated by Data Duality.

Source: State of Victoria (Department of Transport and Planning), Voluntary Performance Monitoring Framework, Jan 2021 to Jun 2026, licensed under CC BY 4.0 · ACCC Container Stevedoring Monitoring Report 2024-25 and supplementary tables · ACCC CSMR 2024-25 Table 3.2 and Figures C.5 and C.16 · Derived figures calculated by Data Duality, 9 September 2026.

data.duality.com.au