

The Infrastructure Provider – FAQ's

Q – Who is the Infrastructure Provider?

A – *Mobil Oil Australia Pty Ltd, Viva Energy Aviation Pty Ltd, Caltex Australia Petroleum Pty Ltd, BP Australia Pty Ltd are together the Infrastructure Provider.*

Q – What is the role of the Infrastructure Provider?

A – *The Infrastructure Provider invests in, operates and maintains the Fuel Facilities and provides the Services at Melbourne Tullamarine Fuel Facilities.*

Q – What is the scope of services provided by the Infrastructure Provider?

A – *The services are those related to the use of or access to the Fuel Facilities including services related to the scheduling, receipt, handling, measuring, storage, supply, distribution or withdrawal of Fuel to, in, through or from any part of the Fuel Facilities that facilitate the sale of Fuel to customers at the Airport.*

Fuel Facilities means the joint hydrant user installation at Melbourne Airport and includes the fuel farm, hydrant infrastructure, test rig and all other assets and equipment (including spare parts) reasonably necessary for the provision of the services as may be revised from time to time by works (including construction and demolition).

Simplified the Infrastructure Provider's service commences at the point in which a fuel supplier delivers product to the Fuel Facilities (either via truck or pipeline) and ends at the delivery to the hydrant pit connection or the refueller loading gantry by the Infrastructure Provider.

Q – Does the Infrastructure Provider also provide fuel at the Fuel Facilities?

A – *No. This is the responsibility of fuel suppliers.*

Q – What does a potential fuel supplier need to do to become a fuel supplier at Melbourne Airport?

A – *The process to becoming a fuel supplier is broken into 3 steps:*

- 1. Secure arrangements for continuous supply of jet fuel to JUHI;*
- 2. Become a user at Melbourne JUHI ([enquiry form](#)); and*
- 3. Secure arrangements for into plane services.*

Q – What types of infrastructure investments are required at the Fuel Facilities?

A – *Investments include and are not limited to Tanks, Truck Unloading Facilities, Pipeline Filter Water Separators and Valves, Hydrant Extensions and Modifications, Hydrant Pumps, Fire Protection Systems, Test Rig, Administrative Buildings, and Controls Systems.*

Q – What are some of the current investments being undertaken by the Infrastructure Provider?

A – *The Infrastructure Provider is currently undertaking a large investment program which includes:*

- 1. Two new tanks each of ~ 12ML size;*
- 2. Foxtrot Infill Hydrant Extension;*
- 3. Truck Unloading Pumps Upgrade; and*
- 4. Hydrant Pumping Upgrade.*

Q – What are some of the future projects for the Infrastructure Provider?

A – *Potential projects the Infrastructure Provider is considering include:*

- 1. Truck unloading Bay No. 4;*
- 2. Test Rig Upgrade; and*
- 3. Further Hydrant Extensions subject to direction by APAM.*

Many of the current and future investments undertaken by the Infrastructure Provider are required as contractual lease obligations

Open Access – FAQ's

Reference Tariffs

1. Q - How often are the Reference Tariffs set?

A – The Infrastructure Provider intends to set Reference Tariffs annually. As much advance notice as possible will be provided to all active users of the fuel facilities at Melbourne Airport prior to a change in Reference Tariffs taking place.

2. Q - How are the Reference Tariffs calculated?

A – The storage and distribution Reference Tariff is charged to all Jet Fuel offtake at the Delivery Point. The charge recovers the operating costs and includes a return on capital charged by the Infrastructure Provider for the investments in all the Fuel Facilities.

The two supply Reference Tariffs (via road or pipeline) are charged on Jet Fuel delivered by either node to the respective receipt point at the Fuel Facilities.

3. Q - Will the Reference Tariffs always increase?

A – The Reference Tariffs will change in line with changes in the operating costs and changes to the Fuel Facilities at Melbourne Airport.

4. Q - Who sets the Reference Tariffs?

A – The Infrastructure Provider.

5. Q - Is a non-equity charged the same Reference Tariff rates as an equity user?

A – Yes. The Reference Tariffs are equally applied to all users, with the Supply and Distribution Reference Tariff plus one of the two supply Reference Tariffs (via road or pipeline) being charged on Jet Fuel dependent on the respective receipt point at the Fuel Facilities.

Access Process – FAQ's

1. Q - Are the terms and conditions the same for all Users?

A – Yes.

2. Q - Why is there a need to sign a confidentiality agreement?

A – The Infrastructure Provider has developed a set of documentation specifically to access the Fuel Facilities at Melbourne Airport. The Infrastructure Provider requires applicants to treat this and any other information requested by the Applicant and provided by the Infrastructure Provider as confidential to maintain the intellectual property of the documentation.

3. Q - Why is the process long?

A – The process is designed to allow a potential Applicant sufficient time to review and lodge all documentation required to become a user of the Fuel Facilities. There is no timeframe set by the Infrastructure Provider in which an Applicant will need to lodge documents and the Infrastructure Provider commits to prompt turn of applicant enquiries throughout the process.

4. Q - Why is there an application fee to apply?

A – The fee covers the costs of processing the application and is fully offset for successful applicants against tariff charges incurred in the first 12 months. The fee covers the cost incurred by the Infrastructure Provider in assessing a potential Applicant's ability to qualify as a user of the Fuel Facilities.