

HARBOUR MASTERS DIRECTIONS

Sydney Harbour and Port Botany

In force from July 2025



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Dictionary

AIS means Automatic Identification System.

Air draft means the distance in metres from the highest point on the vessel to the waterline.

AMSA means Australian Maritime Safety Authority.

Berths and Channels document means the document regularly published on Port Authority website.

Botany Bay port limits means the waters of Botany Bay and all and all bays, rivers and their tributaries connected or leading to Botany Bay bounded by mean high water mark and by, as upstream boundaries, the eastern side of the Endeavour Bridge in Cooks River and the eastern side of the Captain Cook Bridge in Georges River together with that part of the Tasman Sea below mean high water mark enclosed by the arc of a circle of radius four nautical miles having as its centre the navigation light at Henry Head.

CASA means the Civil Aviation Safety Authority.

Combined length means the distance between the foremost part of the foremost vessel and the aftermost part of the aftermost vessels engaged in pushing or towing.

Container stack height means the distance in metres from the highest point of containers stacked on the deck to the waterline.

Dangerous goods has the same meaning as in the *Ports and Maritime Administration Regulation 2021 (NSW)*.

Dangerous goods incident has the same meaning as in the *Ports and Maritime Administration Regulation 2021 (NSW)*.

Dangerous Goods Management Guidelines for Ports in NSW means the guidelines published from time to time on Port Authority website.

Daylight means the period between sunrise and sunset.

Emergency service vessel means a vessel operated by emergency service organisation as defined in *State Emergency and Rescue Management Act 1989*.

Ferry service has the same meaning as in *Passenger Transport (General) Regulation 2017 (NSW)*.

Handle dangerous goods has the same meaning as in section 66 of the *Ports and Maritime Administration Regulation 2021 (NSW)*.

Harbour Master has the same meaning as in the *Marine Safety Act 1998 (NSW)*.

IMDG Code means the International Maritime Dangerous Goods Code.

IMO means the International Maritime Organisation.

ISGOTT means the *International Safety Guide for Tankers and Terminals* published by OCIMF.

Length means the distance between a vertical line passing through a point that is the foremost part of the bow and a vertical line passing through a point that is the aftermost part of the stern.

Marine incident has the same meaning as in the *Navigation Act 2012* of the Commonwealth.

OCIMF means the Oil Companies International Marine Forum.

Pollution incident has the same meaning as a reportable incident in the *Marine Pollution Act 2012 (NSW)*.

Port Authority means Port Authority of NSW.

Port Authority website means <https://www.portauthoritynsw.com.au>

Port Authority Vessel Booking System means Sydney Integrated Port System (ShIPS) or OnePort or any replacement system implemented by Port Authority at a future date.

Port officer means an employee of the Port Authority operations team responsible for oversight of field operations.

Recreational vessel means a vessel that is not for use in connection with a commercial, governmental or research activity. The same meaning as in the *Navigation Act 2012* of the Commonwealth.

Special recreational vessel has the same meaning as in the *Special Recreational Vessels Act 2019* of the Commonwealth.

Shifting means removal of a vessel from original to new position along a continuous uninterrupted stretch of berth.

SOLAS means the *International Convention for the Safety of Life at Sea*.

Sydney Harbour port limits means the waters of Sydney Harbour and of all tidal bays, rivers and their tributaries connected or leading to Sydney Harbour bounded by mean high water mark together with that part of the Tasman Sea below mean high water mark enclosed by the arc of a circle of radius four nautical miles having as its centre the navigation light at Hornby Lighthouse.

Tide means the height in metres of the waterline relative to Chart Datum.

VTS means Vessel Traffic Services has the same meaning as in *SOLAS Chapter V, Regulation 12*.

Wind Speed means the 10-minute mean wind speed measured from the weather station at Fort Denison (Sydney) or Molineaux Point (Port Botany) or from Port Authority's weather forecasting provider as appropriate.

1. Introduction

1.1. Harbour Masters Directions

The Harbour Master for Sydney Harbour and Port Botany is authorised to issue directions in relation to a particular vessel or a particular class of vessels within the relevant port boundary. This publication contains the standing directions of the Harbour Master, which will remain in force until amended, cancelled, or superseded. Additionally, this document also contains general information on marine operational matters within Sydney Harbour and Port Botany that is considered relevant to all port users.

These directions do not limit the power of the Harbour Master to give additional specific directions in any instance. The Master of any vessel within the port shall comply with these standing directions and any direction that may be given by the Harbour Master or person appointed to exercise the functions of the Harbour Master. A Master of a vessel who, without reasonable justification, refuses or fails to comply with a direction given by a Harbour Master may be found guilty of an offence.

Furthermore, a person who, without reasonable justification, obstructs a Harbour Master (or any person acting under the direction of a Harbour Master) exercising any function under the Marine Safety Act 1998 (NSW) may be found guilty of an offence.

Note: See Marine Safety Act 1998 (NSW) for more information.

1.2. Updates to Harbour Masters Directions

This publication is reviewed and updated regularly, with the latest published version available on Port Authority's website, which will supersede any previous versions. For this reason, any printed or saved versions of this document should be considered uncontrolled.

1.3. Disclaimer

The information contained in this publication has been compiled by Port Authority for use by port users. It is the responsibility of port users to ensure they comply with the directions and requirements within this document and any applicable laws and regulations. Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, Master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation, or of any neglect or precaution, which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

Information contained in this publication is based on information available as of the date of the document. Although every care has been taken to ensure that this information is correct, no warranty, express or implied, is given regarding the accuracy of all contents. Port Authority shall not be responsible, in law or otherwise, for any errors in, or omissions from this publication of whatever nature and howsoever occurring, including any loss or damage resulting from or caused by any inaccuracy produced herein.

2. General

2.1. Incidents and Emergencies

Port Authority of New South Wales provides 24-hour emergency response for port related marine incidents for both Sydney Harbour and Botany Bay. Please report port related marine incidents by radio to Sydney VTS on:

- VHF Channel 12 for Botany Bay
- VHF Channel 13 for Sydney Harbour

Any incident resulting in a threat to either life or property should be reported immediately to Emergency Services by calling Triple Zero (000).

Incidents requiring a non-urgent response can be reported via:

- Phone: +61 2 9296 4999
- Email: enquiries@portauthoritynsw.com.au

Marine Incidents

The Master or owner of a vessel participating in Sydney VTS involved in a marine incident must report the incident to Sydney VTS as soon as possible after becoming aware of the incident.

The Master or owner of a vessel involved in a marine incident must provide the information requested by the Harbour Master in respect to the marine incident.

A copy of an incident alert or notification form sent to AMSA will meet the requirement for notification to Sydney VTS.

Dangerous Goods Incidents

The responsible person for reporting a dangerous goods incident must report the incident to Sydney VTS as soon as possible after becoming aware of the incident.

Note: The responsible person for reporting a dangerous goods incident is set out in the Ports and Maritime Administration Regulation 2021 (NSW).

Pollution Incidents

The Master of a vessel must report a pollution incident to Sydney VTS without delay.

Security Incidents

All security incidents must be reported to Sydney VTS immediately. It is a breach of Australian Maritime Law to withhold any information in relation to security incidents.

2.2. Vessel Traffic Services

VTS Authority

Port Authority is authorised by AMSA to operate Sydney VTS in accordance with IMO Resolution A.1158(32) and IALA Guidelines and Recommendations. Sydney VTS provides the following services 24 hours a day, 7 days a week, year-round:

- Providing timely and relevant information on factors that may influence ship movements and assist onboard decision-making
- Monitoring and managing ship traffic to ensure the safety and efficiency of ship movements
- Responding to developing unsafe situations.

Note: See Navigation Act 2012 of the Commonwealth and Marine Order 64

VTS Area

Sydney VTS area is divided into two sectors (*see Appendix 1*):

- **Sydney Harbour** – From Sydney Harbour Port Limits to Longnose Point excluding Middle Harbour west of Dobroyd Head
- **Botany Bay** – From Botany Bay Port Limits to a line from Bonna Point to the Georges River Channel Pile.

Compulsory Participation in VTS

Participation in Sydney VTS is compulsory for all vessels, other than those listed below, subject to any contrary order by the Harbour Master given to the Master or owner of the vessel declaring participation in VTS to be compulsory:

- Vessel less than 30 meters in length*
- Seaplane
- A vessel engaged in ferry service which is using an AIS to send and receive identifying information
- Emergency service vessel.

** A vessel engaged in towing or pushing, with a combined length of 30 meters or more, is required to participate in VTS.*

VTS Permissions

Participating vessels must seek permission from VTS to enter and depart from port boundaries, and to move or anchor within the VTS coverage area.

VTS Reporting

Participating vessels must report to Sydney VTS when passing a designated reporting point in the VTS sector (see Appendix 3 and 5). The designated reporting points are indicated in the table below:

Table 1 – VTS Designated Reporting Points

Location	Reporting Point	Position
Port Botany VTS sector	Henry Head	A line extending from Endeavour Lighthouse on Henry Head south-westwards to Inscription Point Light.
	Molineaux Point	A line extending southwards from Molineaux Point to the No.2 Beacon in the entrance channel.
Sydney Harbour VTS sector	Line Zulu	A line extending from Outer North Head Light and Macquarie Light.
	Sea Buoy (Junction Bell)	A line extending from the Middle Head Buoy through the Junction Buoy to the Lady Bay Buoy.
	Bradleys Head	A line extending from Bradleys Head Light tower southeasterly through the safe watermark and then southeasterly to Point Piper.
	Fort Denison	A line extending from Kurraba Point through Fort Denison to Mrs Macquarie's Point.
	Longnose Point	A line extending between Manns Point and Longnose Point.

Transiting VTS Areas	Wedding Cake Island	A line extending east between Wedding Cake Island and the VTS limit.
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Communication

Contact details for Sydney VTS are noted in the below table:

Table 2 – VTS Contact Details

Call Sign	Sydney VTS
VHF	Channel 12 Port Botany VTS Sector Channel 13 Sydney Harbour VTS Sector
Email	sydneyvts@portauthoritynsw.com.au
Telephone	+61 (02) 9296 4999

Vessels must maintain a VHF radio watch on the relevant VHF channel for communication with VTS when navigating within the VTS area when conducting operations in a berth or at an anchorage mentioned in the *Berths, Channels & Promulgated Depths* document, unless otherwise authorised by the Harbour Master.

Standard Marine Communication Phrases (SMCP) should be adhered to as closely as possible in communications with VTS.

Sailing Races VTS Notification

A Sailing Officer or Event Organiser intending to hold a sailing event/race must notify Sydney VTS on VHF channel 13 (Sydney Harbour) or channel 12 (Botany Bay), thirty minutes prior to commencement of an event/race with the following details:

- Sailing Club and Race Officer contact
- Course location
- Number of participating vessels.

Navigational Information Broadcast

Sydney VTS regularly broadcasts the following information:

Table 3 – VTS Broadcast Schedule

Type of information	Time	VHF Ch
Port Botany - Navigation warnings, weather, tidal and shipping movement information	0005,0205,0405,0605,0805,1005,1205,1405,1605,1805,2005,2205	12
Sydney Harbour - Navigation warnings, weather, tidal and shipping movement information	0105,0305,0505,0705,0905,1105,1305,1505,1705,1905,2105,2305	13

Navigational Warning Request and Broadcast

A request may be made to Sydney VTS via VHF radio or telephone for a navigation warning to be broadcasted. Contact details of the person making the request will be required.

In addition, a person/vessel requesting a navigation warning must:

- Maintain a radio watch on VHF Ch 12 or 13 as appropriate
- If the requested broadcast relates to a vessel fitted with AIS, ensure that the AIS remains operational for the duration of the navigation warning
- Ensure that VTS has up-to-date and accurate information relating to the requested broadcast.

2.3. Arrival at the Port

A vessel required to participate in Sydney VTS must submit the following notifications to Sydney VTS before arrival:

Table 4 – VTS Arrival Notification

Timing	How To Notify	Information
24-12 hours before arrival booked time*.	Email	Pre-Arrival/Departure Declaration Form (Form 20).
Passenger Ships ONLY – No later than 1500 the day before pilot on board.	Email	Pre-Arrival/Departure Declaration Form (Form 21).
2 hours from the pilot boarding ground	VHF radio Ch 12	Estimated time of arrival at pilot boarding ground.
5 miles from the pilot boarding ground	VHF radio 12 or 13 as advised	Estimated time of arrival at pilot boarding ground.

Note: Additional information may be requested from time to time, as determined by the Harbour Master or Sydney VTS.

A vessel's engines, thrusters and steering gear must be tested no more than 12 hours before entering port limits and the outcome declared on the vessel's pre-arrival declaration.

** The booked time for an arriving vessel is defined as the scheduled Pilot on Board (POB) time. To assist with achieving port safety and efficiency outcomes, the services required to facilitate the on-time arrival of a vessel must be at the designated meeting points to facilitate the safe entry of the vessel into the Port.*

2.4. Departure from the Port

A vessel required to participate in Sydney VTS must submit the following notification to Sydney VTS before departure:

Table 5 – VTS Departure Notification

Timing	How To Notify	Information
12-6 hours before departure booked time*.	Email	Pre-Arrival/Departure Declaration Form (Form 20) for under keel clearance calculations.

Note: Additional information may be requested from time to time, as determined by the Harbour Master or Sydney VTS.

** The booked time for a departing vessel is defined as the time that the vessel will achieve last line. To assist with achieving port safety and efficiency outcomes, the services required to facilitate the on-time departure of the vessel must attend the vessel's location to achieve last line at the booked time.*

Vessel Masters should ensure that the vessel is ready in all aspects to depart the berth at the booked time. This includes all relevant formalities with the terminal and agencies being completed prior to the booked time to enable the ship's complement and the attending Pilot to prepare for the departure manoeuvre.

2.5. Booking Guidelines

Port Authority Vessel Booking System

To assist vessel agents and port service providers to coordinate vessel movements, Port Authority operates its vessel booking system which is an internet-based computer system that:

- Co-ordinates vessel movement schedules and bookings, allowing port service providers to confirm their availability to provide services in a real time environment

- Allows Stevedores, government agencies and associated industries to view schedules and related information.

Use of the Port Authority's vessel booking system is a compulsory requirement for all vessel agents and port service providers.

Vessel Agents are required to be registered with Port Authority's Vessel Booking System to book the movement of vessels in Sydney Harbour and Port Botany and are responsible for checking and monitoring the system to ensure that all vessel information always remains current.

Port Service providers are required to be registered with Port Authority's Vessel Booking System to confirm services provision for booked vessel movements in Sydney Harbour and Port Botany and are responsible for checking and monitoring the system to ensure their status for movements always remains current.

Vessel Arrivals

Estimated time of Arrivals (ETAs) and Notification of Arrivals (NOAs) can be placed in Port Authority's Vessel Booking System at any time, with agents encouraged to place the ETA in the system as far in advance as possible.

Booked movements can be placed in the vessel booking system up to 48 hours in advance and at a minimum of 2 hours prior. The following vessels may be booked more than 48 hours in advance:

- Tankers – Tidal or Daylight restricted
- Passenger ships.

Note: These vessels only maintain their slot for the initial booking.

Vessel Departures

Estimated time of Departure (ETDs) can be placed in Port Authority's Vessel Booking System at any time, with agents encouraged to place the ETA in the system as far in advance as possible.

Booked movements can be placed in the vessel booking system once the vessel is alongside and has commenced cargo (or if AMSA detained, only once the detention has been lifted) with minimum notice of 2 hours prior. The following vessels may be booked for departure prior to being alongside:

- Tankers – Tidal or Daylight restricted
- Passenger ships.

Note: These vessels only maintain their slot for the initial booking.

To ensure best use of resources required for berthing and unberthing vessels, it is requested that terminals and vessel masters ensure cargo works and pre-departure formalities are completed 30 minutes prior to the booked time and the vessel is ready to sail in all aspects.

Allocation of Services

Allocation of services (the processing of the booked movement) will only take place a maximum of 18 hours prior to the movement. As previously stated, movements may be booked at a minimum of 2 hours' notice, with confirmation of the movement time and allocation of services subject to the availability of pilotage, towage, and mooring services. Whilst the minimum notice period is 2 hours, Agents/Masters are requested to provide as much notice as practicable.

Vessel Movement Priority

Vessels will normally be assigned an order of priority based on the vessels booking in the Port Authority vessel booking system and the vessel's actual arrival time at the port. The following vessels may be

considered as a priority over other vessels in the case of multiple vessels competing for the same vessel movement slot and available resources:

- Vessels with a restricted navigation window as per the Port Authority's predicted Under Keel Clearance System
- Vessels with a restricted navigation window as per pilotage operations procedures
- Passenger vessels as per the Port Authority cruise booking system.

Scheduling Priority for Cruise Ship Arrivals

An inbound cruise ship scheduled for arrival at the White Bay Cruise Terminal will be given priority for pilot boarding over a vessel scheduled for arrival at the Overseas Passenger Terminal in the following circumstances:

- Their scheduled pilot boarding times are within 30 minutes from each other
- For a vessel scheduled for White Bay Cruise terminal, there are no tidal restrictions for passing under Sydney Harbour Bridge
- There are no curfew restrictions for the vessel at the Overseas Passenger Terminal.

Re-commencement of Shipping Following Suspension

When re-commencing shipping movements after a suspension of shipping (e.g. weather event), the Harbour Master or delegate may determine an order of shipping for the initial 24 hours that allows for the safe and efficient outcomes for the entire port.

2.6. Draft, Trim, and Propeller Immersion

For vessels requiring Pilot or vessels with a Master who is the holder of a relevant Marine Pilotage Exemption Certificate, unless otherwise authorised by the Harbour Master, the following conditions apply:

- Propeller to be fully immersed
- Draft forward to be a minimum of 2% of the vessel's length
- Trim must not exceed 2% of the vessel's length
- Trim must not be by the head.

2.7. Pilotage

Pilotage Provider

Port Authority is the pilotage provider in Sydney Harbour and Botany Bay.

Compulsory Pilotage

Pilotage is compulsory in Sydney Harbour and Port Botany in respect to all vessels, other than those listed below unless otherwise authorised by the Harbour Master:

- Vessel with a Master who is the holder of a relevant Marine Pilotage Exemption Certificate (MPEC)
- Vessel with a Master who is the holder of a relevant Certificate of Local Knowledge (COLK)
- Vessel less than 35 meters in length*
- Recreational vessel**
- Vessel in respect of which an order is in effect exempting it from pilotage
- Seaplane

** A vessel engaged in towing or pushing, with a combined length between 35 meters and 80 meters will require the master to hold either a COLK, MPEC or engage a Marine Pilot.*

*** Foreign vessels and regulated Australian vessels will not be considered recreational vessels in relation to compulsory pilotage.*

*** Special recreational vessels will be subject to qualification requirements for temporary COLK as per the requirements of Harbour Master.*

Pilot Boarding Ground

The pilot boarding ground is located within the Port Botany and Sydney Harbour port limits. Port Botany pilot boarding ground is the primary boarding ground and is used for both Sydney Harbour and Port Botany unless otherwise authorised by the Harbour Master.

Table 6 – Pilot Boarding Ground Coordinates

Pilot Boarding Ground	Information
Port Botany	4.15 nautical miles east of Cape Solander 34° 01.02'S 151° 18.88'E
Sydney Harbour	4 nautical miles east of Hornby Light 33° 50.05'S 151° 21.68'E

Pilot Transfer Arrangements and Minimum Safety Criteria

Pilot boarding arrangements must be rigged in accordance with SOLAS Regulation V/23 and IMO Resolution A.1045(27), including manropes unless otherwise agreed with the attending pilot. The pilot ladder must meet the following Port Authority mandated minimum safety criteria:

- The pilot ladders **shall comply** with the **ISO standard 799-1:2019** (as amended) and shall be certified by the manufacturer accordingly.
- **Maximum permissible age of pilot ladders – 30 months from the date of manufacture** unless the ladder has been subjected to the ladder and step attachment strength test (as prescribed in ISO 799-1:2019) at not more than 30-month intervals
- **Maximum permissible age of the manropes** (Grade 1 manila rope, diameter 28 to 32 mm) to be use with pilot ladders – **12 months from the date of manufacture**
- Vessel operators to provide ship-specific guidance to the vessel's crew on:
 - Storage, care, inspection and maintenance of the pilot ladders, manropes and all the other associated equipment including combination (pilot assist) ladders
 - Rigging and securing of the pilot ladders and combination ladder arrangement, the acceptable securing method for pilot ladders mounted on reels, acceptable material, and sizes for securing ropes
- All Pilot ladders manropes and associated equipment are to be used exclusively for marine transfers and to be marked 'For Marine Transfers only'
- Original certificates issued by the certifying authority for all pilot ladders, manropes, securing and lifting arrangements to be retained onboard.

For updated information on Pilot Transfer Arrangements and Minimum Safety Criteria, please refer to: [Sydney Harbour Master's Instructions | Port Authority of NSW](#)

Master-Pilot Information Exchange

The Master of a vessel and attending Pilot much exchange information in accordance with IMO Resolution A.960(23).

Manning During Pilotage

During pilotage, the Master, one Deck Officer, and one helmsman must be in attendance on the bridge, unless otherwise agreed with the attending pilot.

During mooring operations, one qualified deck officer must attend each mooring station on board, unless otherwise agreed with the attending Pilot.

Certificate of Local Knowledge (COLK)

Unless the Harbour Master directs otherwise, Certificates of Local Knowledge are required for Masters of commercial vessels with length between 35 to 80 meters.

Information about applications for a COLK is available on the Port Authority website.

Note: Refer also to the Marine Safety Act 1998 (NSW) Marine Safety Regulation 2016 (NSW), and the NSW Marine Pilotage Code.

Marine Pilot Exemption Certificate (MPEC)

The Marine Pilot Exemption Certificate is designed for Masters of vessels with length greater than 80 meters, which is beyond the limitations of a COLK.

Information about applications for a MPEC is available on the Port Authority website.

Note: Refer also to the Marine Safety Act 1998 (NSW) Marine Safety Regulation 2016 (NSW), and the NSW Marine Pilotage Code.

2.8. Towage

Towage Requirements

A vessel must use the number and type of tugs set out in the Towage Tables published on the Port Authority Website unless otherwise authorised by the Harbour Master.

Vessel Masters should be aware that the tugs used in Sydney Harbour and Port Botany are rated up to 75 tonnes bollard pull capacity. Tug positioning plans should be in accordance with the vessel's Safety Management System and should account for the bollard pull capacity of the allocated tugs.

Towage Requirements for Other Berths, Areas, or Operations

For vessels with a displacement of 7,500 tonnes or more, towage requirements for berths, areas, or operations not specified in this document or the towage tables will be assessed in consultation with the Harbour Master.

Use of a Licenced Towage Provider

Vessels with a displacement of 7,500 tonnes or more, which requires pilotage and the use of tugs, must use tugs operated by a towage provider who is the holder of an unrestricted towage licence issued by the Port Authority.

Vessels with a displacement <7,500 tonnes which requires pilotage and the use of tugs, must use tugs operated by a towage provider who is the holder of at least a restricted towage licence issued by the Port Authority.

Bow Thruster Assessment

A piloted vessel's bow thruster will be assessed and approved at regular intervals to determine its suitability for the port operating environment and hence the most suitable towage allocation requirements. The assessment will be noted through the Port Authority Vessel Booking System and any assessment will be conducted in accordance with Port Authority procedures.

Note: A vessel's bow thruster must be fully immersed to be considered operable and efficient.

Classification of Tugs

Harbour tugs are classified in accordance with the table below:

Table 7 – Classification of Tugs

Class of Tug	Type of Propulsion	Minimum Bollard Pull Capacity (tonne) Ahead or Astern
Z Escort notated	Omnidirectional	As per escort towage regime
Z	Omnidirectional	≥55
A	Omnidirectional	≥45 and <55
B	Omnidirectional	≥30 and <45
C	Conventional	≥10 and <30

2.9. Escort of Vessels

All piloted vessels >100 meters in length and all piloted tankers must use an escort provided by the Port Authority when transiting within port limits unless otherwise authorised by the Harbour Master.

All vessels including recreational vessels must not pass between a vessel being escorted and the escort vessel.

All vessels including recreational vessels must keep at least 30 meters clear of a vessel being escorted.

2.10. Ship-carried Tenders.

The following requirements apply for operations involving ship-carried tenders:

- Sydney VTS must be notified of the tender operation in advance
- All tender operations must comply with *IMO Circular MSC 1/Circ. 1417 – Guidelines for Passenger Ship Tenders*
- Tender operations and bunker operations must not be conducted on the same side of a vessel simultaneously.

Note: Ship-carried tenders are not permitted in Campbell's Cove or Sydney Cove.

2.11. Promulgated Depths

For the latest information on berth dimensions and water depth at berths within Sydney Harbour and Port Botany, refer to the *Berths and Channels* document located on the Port Authority website.

3. Port Operations

3.1. Dangerous Goods

Dangerous Goods must be managed and handled in accordance with the latest edition of the *IMDG Code*, *Ports and Administration Act*, *Ports and Maritime Administration Regulation*, *Port Authority Dangerous Goods Management Guidelines* (available on Port Authority's website) and *Australian Standard 3846 – 2005: The Handling and Transport of Dangerous Cargoes in Port Areas*.

3.2. Tanker Operations

All tanker operations must conform to the most recent edition of *ISGOTT*.

The completed Ship/Shore Safety Checklist, including the check for securing of sea connections and overboard discharges must be confirmed by the Port Authority before the commencement of any cargo transfer.

Note: The confirmation by the Port Authority can be made by a Port Officer attending the tanker or by verbal confirmation with a Port Officer.

3.3. Mooring Operations

It is the responsibility of the vessel Master and operator to ensure that the vessel mooring equipment has been inspected and is fully operational prior to berthing. Port Authority expects that the vessel maintains the correct standard of lines and that the crew attends to the tension of lines whilst at berth.

Whilst the vessel is berthed, the crew should:

- Inform VTS immediately if unable to maintain position alongside the berth
- Tend the lines on a regular basis and ensure appropriate tension
- Preferably run mooring lines directly from a winch drum
- Report all mooring system failures to VTS as soon as practicable.

The vessel's Safety Management System should specify the quality standard, inspection, and maintenance regime of the mooring system in accordance with industry best practices. (See *Mooring Equipment Guidelines* by OCIMF).

A vessel must not be secured to any wharf, buoy, navigation aid, any part of a bridge, or any floating plant unless the owner or Master has obtained the permission of the relevant authority.

3.4. Anchoring

Sydney Harbour

The Master of any vessel participating in Sydney VTS must not anchor anywhere within port limits without the prior consent of the Harbour Master. The Harbour Master's consent to anchor is sought through Sydney VTS.

Designated anchorages are to be booked through the Port Authority Vessel Booking System. Bookings must be accompanied by an expected booking for removal, with a Pilot and towage assigned as per *Towage Tables* in the expected booking.

Information on designated anchorages is contained in the *Berths and Channels* document available on the Port Authority website.

A vessel using an anchorage must monitor its position and ensure it remains within the anchorage area.

A vessel using an anchorage must seek the consent of Sydney VTS before using propulsion, thrusters, or other manoeuvring systems whilst remaining at anchor. A vessel may be directed by Port Authority to engage the assistance of a Marine Pilot and/or tug/s to maintain position within an anchorage so as not to affect the safety, efficiency, and security of navigation within the port.

Port Botany

The Master of any vessel must not anchor within any fairway or channel within port limits without the prior consent of the Harbour Master. The Harbour Master's consent to anchor is sought through Sydney VTS.

There are no declared anchorages within Port Botany port limits.

Note: There are no recommended safe anchorages off Sydney/Port Botany for vessels waiting to enter Sydney Harbour and Botany Bay. Anchoring is at the discretion of the Master; however, it is highly recommended that vessels remain at least 3.0 nautical miles from the coastline and at least 5.0 nautical miles outside port limits.

3.5. Bunkering Operations

Note: For the avoidance of any doubt, the requirements specified below also extend to the transfer of caustic soda (sodium hydroxide).

The Master of a vessel participating in Sydney VTS and planning to receive bunkers must apply for a permit to Sydney VTS at least 24 hours in advance for bunkers to be received alongside a wharf or 48 hours in advance for bunkers to be received at anchor via the Port Authority Vessel Booking System unless receiving bunkers at Viva Energy White Bay 6, or otherwise as authorised by the Harbour Master.

The Master of a vessel participating in Sydney VTS and planning to supply bunkers, must book the vessel movement and complete a dangerous goods notification in advance via the Port Authority Vessel Booking System in accordance with the Dangerous Goods Management Guidelines.

A bunker checklist, in accordance with the most recent edition of *ISGOTT*, must be completed before commencing bunker operations. The Port Authority may audit the bunker operation.

A vessel may supply bunkers in Sydney Cove during curfew hours provided it is servicing a vessel at the Overseas Passenger Terminal, complies with Schedule 6 of the *Marine Safety Regulation 2016 (NSW)* and provides appropriate booming arrangements.

All vessel to vessel bunkering operations at anchorage will be assessed on a case-by-case basis and a risk assessment carried out jointly between the vessel delivering and receiving bunkers should be submitted to Port Authority 48 hours in advance.

The joint risk assessment as a minimum should cover, vessel interactions, use of propulsion and weather limits.

Bunkering must not take place during the loading or unloading of Class 1 Dangerous Goods cargo and before the commencement and during the handling of *Restricted Chemicals* of Class 5.1 Dangerous Goods cargo at the port facility which the ship is berthed unless otherwise authorised by the Harbour Master.

Restricted Chemicals means –

- (a) ammonium nitrate, UN 1942, 2067, 2426 or 3375, or
- (b) calcium hypochlorite, UN 1748, 2880, 3485 or 3487. *Note: There may be additional requirements on bunker operations imposed by a terminal or other organisation.*

Vessels bunkering or refuelling from fuel bowsers are not required to apply for permit from Sydney VTS.

Concurrent Transfer Operations

In the event of concurrent transfer operations:

- A separate permit must be obtained from Sydney VTS for each operation
- Each individual operation must conform to the conditions listed above
- For the transfer of caustic soda, concurrent transfer operations involving bunkering and other hazardous liquids, including slops and sludges, are not allowed on the same side of the vessel.

Note: Port Authority may impose additional conditions on the transfer operation and/or audit the transfer operation.

3.6. Shifting Along a Berth

Requests to shift a vessel alongside a berth should be submitted to Sydney VTS at least 24 hours in advance via the Port Authority Vessel Booking System unless otherwise authorised by the Harbour Master. The following information should be provided at the time of application:

- Reason for shifting
- Distance to be shifted
- Minimum under keel clearance at the time of the shifting.

For any shifting, a vessel is to complete a risk assessment and seek approval from the terminal or berth operator prior to shifting. Port Authority will determine the requirement for a Marine Pilot and tug/s to attend the vessel based on the above criteria.

A lines service is to be booked if any mooring line is to be removed from a bollard.

3.7. Diving Operations

A person planning to conduct any of the below diving operations must seek approval from Sydney VTS at least 24 hours in advance unless otherwise authorised by the Harbour Master.

Table 8 – Diving Application Requirements

Diving Operation	Application for Approval
Diving within 100 meters of a fairway or channel within port limits	Port Authority website online application
Diving outside of 100 meters of a fairway or channel, where the diving operation may interact with a commercial vessel operation, anywhere within Port Limits.	VHF Radio, Email, or Telephone Call to Sydney VTS
Diving associated with a disturbance of seabed anywhere within port limits	Port Authority website online application
Diving on the TSS Currajong wreck*	Port Authority website online application
Diving on a vessel alongside a designated berth within port limits	Work Permit via Port Authority Vessel Booking System

** For diving on the Currajong wreck, approval is only provided for night-time diving when ferry services have ceased and when no shipping is scheduled in Sydney Harbour within one hour after the dive is planned to commence unless otherwise agreed with the Harbour Master in advance. As the shipping schedule frequently changes, the approval can usually only be provided immediately before the commencement of diving.*

3.8. Disturbance of Seabed

A person disturbing the seabed, pursuant to clause 110 of the *Ports and Maritime Administration Regulation 2021 (NSW)*, must seek permission from the Harbour Master via the application form on the Port Authority website.

3.9. Aircraft Operations and Drone Operations

The Harbour Master must be notified at least 2 working days in advance of a planned aircraft operation involving interaction with a vessel or berth within the port boundaries, such as lifting of an object from a vessel or landing on a vessel. Any notification must include a copy of the permit from CASA authorising the conduct of the aircraft operation.

The Harbour Master must be notified at least 2 working days in advance of a planned drone operation within the port boundaries involving interaction with a vessel or berth. The notification must include evidence of CASA approval and a map showing the area of flight operations.

The above notifications are to be emailed to harbourmasterapprovals@portauthoritiesnsw.com.au.

Note: A drone is considered an aircraft.

3.10. Unmanned and/or Autonomous Surface or Underwater Vessel

The Harbour Master must be notified at least 5 working days in advance of a planned operation of an unmanned and/or autonomous surface or underwater vessel within port limits.

3.11. Emergency Flare Demonstration/Testing

Sydney VTS must be notified at least 24 hours in advance of a planned demonstration or testing of emergency flares within port boundaries.

3.12. In-Water Cleaning of Vessels

In-Water Cleaning (the physical removal of biofouling and/or antifouling coating surface deposits from submerged surfaces, including hull grooming, and cleaning of niche areas) generally cannot be supported by Port Authority at this time. In future, this will be dependent on the finalisation of a national standard and approval of in-water cleaning technologies accredited to meet the national in-water cleaning guidelines.

[Anti-fouling and in-water cleaning guidelines - DAFF \(\[agriculture.gov.au\]\(https://www.daff.gov.au\)\)](https://www.daff.gov.au/anti-fouling-and-in-water-cleaning-guidelines)

3.13. Propeller Cleaning and Polishing

Propeller cleaning and polishing may be undertaken only on the basis there is no evidence of macro fouled marine fouling organisms prior to cleaning (this is to be reported to Port Authority prior to commencing cleaning) and subject to any other conditions which may be imposed by the Port Authority. There must be removal of calcification only, with cleaning and polishing limited to the propeller only. There must be no removal of fouling. A work permit request must be submitted to and approved by Port Authority before commencing works.

3.14. Use of Exhaust Gas Cleaning Systems (Scrubber Systems)

The use of Exhaust Gas Cleaning Systems does not need a permit from Port Authority.

Please refer to AMSA advice on the use of Exhaust Gas Cleaning Systems, Emission Abatement Equipment, Scrubbers in Australian waters which must be followed prior to discharge.

[Exhaust Gas Cleaning Systems \(\[amsa.gov.au\]\(https://www.amsa.gov.au\)\)](https://www.amsa.gov.au/exhaust-gas-cleaning-systems)

3.15. Ballast Water Discharges

Refer to the Australian Ballast Water Management Requirements which provide guidance on how vessel operators should manage ballast water when operating within Australian seas:

[Australian Ballast Water Management Requirements - DAFF \(agriculture.gov.au\)](https://agriculture.gov.au)

Approval requirements set out by the Department of Agriculture, Fisheries and Forestry (DAFF) must be followed prior to discharge. This does not need a permit from Port Authority.

3.16. Sewage Discharges

Refer to the *NSW Marine Pollution Regulation 2024* which regulates the discharge of sewage from vessels in NSW waters.

[Marine Pollution Regulation 2024 - NSW Legislation](#)

Discharge facilities for sewage are available at White Bay Cruise Terminal for passenger vessels. A permit request to use the sewage discharge facilities must be submitted to and approved by Port Authority before commencing discharge.

3.17. Shipboard Incinerators

The use of shipboard incinerators is not allowed whilst alongside a berth in Sydney harbour unless approved by the Environment Protection Authority under the *Protection of the Environment Operations (Clean Air) Regulation 2021*.

3.18. Other Work Approval

The Master of a vessel participating in Sydney VTS planning to conduct any work onboard the vessel that could interface with the port or operation must obtain approval from Sydney VTS at least 24 hours in advance via the Port Authority Vessel Booking System.

For each work operation being conducted, the Master must also seek approval from the relevant terminal or berth operator. Permits will not be processed by Port Authority until this approval is given.

Such works include, but are not limited to:

- Engine/propulsion/thrusters testing
- Hot work
- Launching of lifeboat/rescue boat
- Fire-fighting system maintenance
- Confined space entry
- Compass adjustment/swing
- Radar testing/maintenance
- Rigging of overboard work platform
- Tank washing and tank venting
- Use of mobile lifting devices, including mobile cranes ashore
- Painting
- Watercraft attending vessel (other than bunkering)
- Work that immobilises the ship*.

** Engine immobilisation is not permitted for vessels carrying IMDG Class 1 (except Class 1.4*), restricted chemicals** that are Class 5.1 are being handled***, or whilst loading Class 7 dangerous goods (see Ports and Maritime Administration Regulation 2021 [NSW], Part 7). The maximum duration of approval is twelve hours, after which a new permit will be required to be lodged.*

** Includes all subcategories of Division 1.4*

***Restricted chemicals are:*

- Ammonium Nitrate – UN1942, 2067, 2426 or 3375
- Calcium Hypochlorite – UN 1748, 2880, 3485 or 3487

***Refer to section 66 of Ports and Administration Regulation 2021 (NSW) for definition of handling dangerous goods.

4. Sydney Harbour

4.1. Berth Requirements

Table 9 – Gore Cove

Requirement	Gore Cove 1
Maximum Length	265 meters unless otherwise authorised by the Harbour Master.
Maximum Draft	13.7 meters
Maximum Beam	Vessels cannot pass a vessel berthed at Gore Cove 1 if the sum of the two beams exceeds 63.6 meters.
Berthing Configuration	Port side alongside
Arrival and Transit to Berth	<ul style="list-style-type: none"> Berthing during daylight hours only Pilot must be booked for boarding at Sydney pilot boarding ground between 30 minutes before sunrise and 1.5 hours before sunset
Berthing of vessels with displacement >60,000 tonnes or a large tanker*	Tidal flow at Balls Head must not exceed 0.5 knots.
Departure and transit from berth	<ul style="list-style-type: none"> Departure during daylight hours only (Bunker Barges <100 meters to and from GOR2 excluded) Pilot must be booked for departure between 30 minutes before sunrise and 1 hour before sunset.
Departure of a large tanker* with draft ≤10 meters	Tidal flow at Balls Head must not exceed 0.7 knots.
Departure of a large tanker* with draft >10 meters	Tidal flow at Balls Head must not exceed 0.5 knots.
Mooring boats	Two mooring boats must be used for arrival and one for departure
Booming	The operator of Gore Cove Oil Terminal must ensure that Port Authority is engaged to provide booming around tankers in accordance with the Gore Cove Marine Oil and Chemical Spill Contingency Plan.

* For these purposes, a large tanker is a tanker with arrival/departure displacement greater than 35,000 tonnes.

Table 10 – Chowder Bay and Captain Cook Dry Dock

Requirement	Chowder Bay	Captain Cook Dry Dock
Maximum Length	By Consultation	345 meters
Maximum Draft	13.7 meters	11 meters
Maximum Beam	N/A	37 meters
Berthing Configuration	Starboard side alongside (unless otherwise authorised by the Harbour Master)	Head in (unless otherwise authorised by the Harbour Master)
Berthing	Daylight hours only. Pilot must be booked for boarding at Sydney Pilot boarding ground between 30 minutes before sunrise and 1.5 hours before sunset.	Daylight hours only. Pilot must be booked for boarding at Sydney Pilot boarding ground between 30 minutes before sunrise and 1.5 hours before sunset.
Unberthing	Anytime	Must be booked at least 1 hour before sunset.

Wind Constraint	N/A	Vessels must only arrive or depart in wind speed <15 knots. Vessels with particularly high windage may be restricted further.
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Note: Movements to/from Captain Cook dry dock must involve liaison between the dock operator, towage provider and either the attending or duty pilot in advance of the planned movement.

Table 11 – Overseas Passenger Terminal

Requirement	Overseas Passenger Terminal
Berthing configuration	Starboard side alongside, unless otherwise agreed by the Harbour Master..
Berthing	<ul style="list-style-type: none"> A vessel must not berth with bow thruster south than -30 meters mark or with stern further south than -15 meters mark unless authorised by the Harbour Master Master must not single up moorings or disengage shore gangways unless agreed with the pilot Vessel thrusters must not be engaged unless agreed with VTS A vessel must not be swung around in Sydney Cove Mooring boat is required if the mooring dolphin is used, or if the mooring lines cross the Harbour Master's steps. <p>In the event of a Freshwater Class passenger ferry is west of Bradley's Head, the passenger vessel at the Overseas Passenger Terminal must hold position until the ferry has arrived at Circular Quay wharf.</p> <p>In the event of a Freshwater Class passenger ferry is departing from Circular Quay wharf, the passenger vessel at the Overseas Passenger Terminal must hold its position until the ferry has cleared Sydney Cove.</p> <p><i>Note: Freshwater class of ferries consist of M/F Freshwater and M/F Queenscliff</i></p>
Vessels LOA >310 meters and or Draft >8.7 meters	An additional plan overlaying latest berth depths with overlay of the passenger vessel schematic is to be produced for the Harbour Master team to approve. Once approved, a ship positioning plan can be produced for approval from the Harbour Master or delegate. (Only required for a vessel's first call to the OPT).

Table 12 – Glebe 7 and 8

Requirement	Glebe 7 and 8
Berthing and unberthing	<ul style="list-style-type: none"> During berthing and unberthing at Glebe 8, a vessel at Glebe 7 must maintain 70 meters clearance to the vessel at Glebe 8 during the manoeuvre. Once the manoeuvre is completed, the distance between the vessels at Glebe 7 and 8 may be reduced to 20 meters If the vessel berthing or unberthing at Glebe 8 is using two A-Class tugs, Glebe 7 must be clear of any vessel If a vessel at Glebe 7 is scheduled to depart within 4 hours, a vessel arriving at or departing from Glebe 8 must wait until the vessel at Glebe 7 has departed. If a vessel at Glebe 7 is scheduled to depart after 4 hours or more, the vessel at Glebe 7 must relocate to allow a vessel to arrive to or depart from Glebe 8 If a vessel at Glebe 7 must relocate to allow for a vessel to arrive at Glebe 8, the costs associated with the relocation (pilotage, tugs, site occupation and lines boat) must be borne by the vessel arriving at or departing from Glebe 8.

4.2. Sydney Cove Approvals

The Master of a vessel who intends to enter or operate in Sydney Cove must comply with *Schedule 6 of Marine Safety Regulation 2016 (NSW)*. This includes:

- Obtaining prior written approval from Transport for NSW, Port Authority of NSW, or Harbour Master, or
- Obtaining a wharf authorisation from Transport for NSW, Port Authority of NSW, or Harbour Master.

There is no requirement for the Master of a vessel with either of the above approvals to call Sydney VTS on VHF Channel 13 to obtain approval to enter or exit Sydney Cove.

4.3. White Bay and Glebe Island Berth Additional Information

Information including noise management, environmental approvals, load limits, and mobile crane applications can be found on the Port Authority website.

Utilities such as power and freshwater are not available at Glebe Island 1-2 and White Bay 3-4 berths.

For all charges for usage of Glebe Island and White Bay berths, refer to the Port Authority website.

Anyone who requires access to Glebe Island or White Bay precinct area must have completed a relevant Port Authority site induction.

4.4. Air Draft Requirement for Passing Under the Sydney Harbour Bridge

A vessel must maintain a minimum 2 meters clearance from the underside of the Sydney Harbour Bridge, assuming the vessel is passing under the centre of the bridge and considering the location of the gantry if applicable (see Appendix 2).

A tall ship with air draft clearance of less than 4 meters must contact Sydney VTS on VHF Ch. 13 prior to entering the Sydney Harbour Transit Zone.

4.5. Under Keel Clearance (UKC) Requirement

During transit within Sydney Harbour port limits, UKC must be a minimum of 10% of the vessel's deepest draft. In a berth box, UKC must be a minimum of 0.5 meter unless otherwise authorised by the Harbour Master.

Tankers berthing at Gore Cove with draft ≥ 10.5 meters will be subject to the Port Authority operated predictive dynamic under keel clearance system (DUKC) and in such cases static requirements for transits will not be applicable.

Note: Certain vessels may be subject to additional UKC requirements as determined by the Harbour Master.

4.6. Tug and Barge Operations

A vessel engaged in towing anywhere west of Bradley's Head must have a composite tow arrangement (lash the barge alongside or barge connected to stern of tug) whilst navigating unless otherwise authorised by the Harbour Master with the exemption of emergency service vessels. Upon arrival it is preferable to lash the barge prior to passing the Sea Buoy. If sea conditions do not permit, the tug shall tow the barge astern at the shortest length safely permissible until secured alongside the barge before transiting west of Bradley's Head.

Upon departure, it is preferable to stream the barge after passing the Sea Buoy. If sea conditions do not permit, the tug shall tow the barge astern at the shortest length safely permissible until after passing Line Zulu.

If entry or departure is via the Western Channel, tug securing to the barge shall be conducted in the vicinity of Taylors Bay. If entry or departure is via the Eastern Channel, securing to the barge shall be conducted in the vicinity of Watsons Bay.

Notification of intended port arrival or departure routes for tug and barge operations are to be submitted to Sydney VTS a minimum of 12 hours prior to arrival or departure.

4.7. Prohibited Areas for General Navigation

The areas outlined in Appendix 3 are prohibited from general navigation unless otherwise authorised by the Harbour Master. Naval waters are declared under the following legislation:

- Control of Naval Waters Act 1918
- Control of Naval Waters Act 1948 – Proclamation
- Control of Naval Waters Regulation 2015.

Naval waters are marked on the relevant nautical charts.

As referred to above, general navigation is taken to exclude navigation with the following vessels:

- Vessel under pilotage
- Vessel providing services to a vessel under pilotage (e.g. a tug or lines boat)
- Vessel with permanent moorings at the prohibited area
- Vessel approved by Transport for NSW (e.g. a ferry or taxi boat with appropriate approval)
- Vessel navigating the south-eastern part of the prohibited area at Glebe Island whilst transiting between Johnstons Bay and Blackwattle Bay or Rozelle Bay
- Vessel operated by Port Authority
- Emergency services vessel.

The Master of a vessel navigating the area prohibited for general navigation must keep well clear of any ship in the area unless otherwise authorised by the Harbour Master.

5. Port Botany

5.1. Under Keel Clearance (UKC) Requirement

Table 13 – Port Botany Static UKC Requirements

Location	UKC
Transit between Cape Banks and swing basin	10% of Maximum Vessel Draft
Transit in Brotherson Dock	1.0 meter
Transit in Hayes Dock	1.0 meter
Berth boxes Brotherson Dock, Hayes Dock, Bulk Liquids Berths	0.5 meter
Berth boxes Kurnell Berths 1 and 2	0.8 meter
Berth Box Kurnell Berth 3	1.0 meter

Vessels with a draft ≥ 10.5 meters will be subject to the Port Authority operated predictive dynamic under keel clearance system (DUKC) and in such cases static requirements for transits will not be applicable.

Note: Certain vessels may be subject to additional UKC requirements as determined by the Harbour Master.

5.2. Berth Requirements

Table 14 – Brotherson Dock (Excluding Berth 10) and Hayes Dock Berths

Requirement	Brotherson Dock Berths 11 and 12	Brotherson Dock Berths 6, 7, 8 and 9	Hayes Dock Berths 1, 2, 3
For vessels <310 meters during berthing only, minimum distance to another vessel at berth	20 meters	20 meters	20 meters
For vessels >310 meters during berthing and unberthing, minimum distance to another vessel at berth	30 meters	30 meters	30 meters

Note: After berthing, the minimum distance between vessels may be reduced in exceptional circumstances as determined by the Harbour Master.

Due to the shape and size of the berth pocket, location of adjacent pilot boat jetty and cable laying dolphins, Brotherson Dock 10 has additional requirements when BD11 is occupied as per the table below:

Table 15 – Brotherson Dock 10 Berthing Requirements with BD11 Occupied

Side Alongside		Requirement 1	Requirement 2	Requirement 3
Starboard		Bow mark not to go past 32-meter mark	If either vessel beam exceeds 33 meters, then clearance between vessels on berthing/unberthing to be no less than 30 meters	Preference is for the berth to be clear of cranes. If this is not possible, Terminal to confirm with VTS and Duty Pilot proposed crane stowage prior to vessels arrival.
Port	Beam <33 meters and draft of arriving vessel is <10.0 meters	Stern mark of arriving vessel not to go past 32-meter mark	Nil	Nil
	Beam >33 meters or draft of arriving vessel is <10.0 meters	Distance astern is to be 60 meters and clearance ahead to be 30 meters whilst berthing	Once alongside, the vessel can be shifted with the assistance of tugs and pilot to bring the stern as far as the 32-meter mark. Terminal to confirm with VTS and Duty Pilot proposed crane stowage prior to vessels arrival.	Nil

Table 16 – Kurnell Berth 1 and 2

Requirement	Kurnell 1	Kurnell 2
Maximum vessel length	260 meters	200 meters
Berthing configuration	Port side alongside	Starboard side alongside
Daylight berthing for vessels draft <9.8 meters or displacement <35,500 tonnes	<ul style="list-style-type: none"> Anytime Vessel stern must not be positioned south of 23-meter mark 	Anytime
Daylight berthing for vessels draft ≥9.8 meters or displacement ≥35,500 tonnes	<ul style="list-style-type: none"> Pilot must board between 90 and 30 minutes before HW/LW Vessel stern must not be positioned south of the 23-meter mark. 	Pilot must board between 90 and 30 minutes before HW/LW
Daylight berthing for vessels length 230 -240 meters	<ul style="list-style-type: none"> Pilot must board between 90 and 30 minutes before HW/LW Wind speed must be <20 knots Vessel stern must not be positioned south of the 23-meter mark. 	Not permitted
Daylight berthing for vessels length 240 -260 meters	<ul style="list-style-type: none"> Pilot must board between 75 and 45 minutes before HW/LW Vessel stern must not be positioned south of the 23-meter mark. 	Not permitted
Night berthing	<ul style="list-style-type: none"> Only for vessels with a length <200 meters Pilot must board 1 hour before HW/LW Wharf must be fully illuminated 	<ul style="list-style-type: none"> Only for vessels with a length <200 meters Pilot must board 1 hour before HW/LW

	<ul style="list-style-type: none"> Kurnell 1 sector light must be operational Number 2 and 3 swamp line pimple buoys at Kurnell 3 must be clear of the swing area. If the buoys are not clear of the swing area, a lines boat must be available to indicate their positions. 	<ul style="list-style-type: none"> Wharf must be fully illuminated Number 2 and 3 swamp line pimple buoys at Kurnell 3 must be clear of the swing area. If the buoys are not clear of the swing area, a lines boat must be available to indicate their positions.
Unberthing	Anytime	Anytime
Swell during berthing	Maximum 1 meter at Captain Cook Buoy	Maximum 1 meter at Captain Cook Buoy

Note: Daylight berthing pilot boarding time to be no earlier than 60 minutes before sunrise and/or a minimum of 90 minutes before sunset, for an inbound vessel.

Table 17 – Kurnell Berth 3

Requirement	Kurnell 3
Maximum vessel length	275 meters
Berthing configuration	Head out
Daylight berthing	<ul style="list-style-type: none"> Pilot boarding between LW and two hours before HW Pilot boarding no earlier than 60 minutes before sunrise or no later than 3 hours before sunset, as applicable.
Night berthing	Not permitted
Unberthing	Must commence minimum 90 minutes before sunset
Swell during berthing	Maximum 1m at the berth

Table 18 – Bulk Liquids Berth (BLB) 1 and 2

Requirement	BLB 1	BLB 2
Maximum vessel length	230 meters (unless otherwise authorised by the Harbour Master)	270 meters
Maximum vessel displacement	12,000 tonnes (unless otherwise authorised by the Harbour Master)	150,000 tonnes
Berthing configuration	Port side alongside	
Mooring boat	<ul style="list-style-type: none"> One mooring boat for arrival and departure for a vessel <100 meters Two mooring boats for arrival and departure for a vessel ≥100 meters. 	

5.3. Cranes at Container Berths

For arrival and departure at a container berth, the following notification requirements apply in relation to cranes at the berth:

- For arrival, the crane operator/stevedore must confirm to Sydney VTS via VHF or phone that cranes are positioned boom up. The confirmation must be received no later than 1 hour prior to pilot boarding time
- For arrival and departure, cranes must be unmanned (applicable for cranes related to the specific vessel arrival)
- For arrival, the cranes must be stationary until the vessel has reported all fast to Sydney VTS
- For departure, the cranes must be stationary until the vessel is clear of the berth box and has passed the berth it occupied
- For departure from Brotherson Dock Berth 6, there must be a minimum of 1 meter clearance between a vessel's highest point and a crane boom's lowest point.

See Appendix 5 for crane positioning during berthing and unberthing.

Note: Sydney VTS may instruct a vessel to abort its arrival or departure manoeuvre if the above requirements are not met.

5.4. Air Draft Restriction

Due to the proximity of Sydney Airport, an Air Draft Restriction applies between the hours of 0500-2300 each day. The following requirements apply:

- Vessel Masters are to declare their Air Draft to Sydney VTS before a scheduled arrival or departure time
- Vessels inbound or outbound to Brotherson Dock, Hayes Dock, BLB1 and BLB2 must maintain an Air Draft that is less than or equal to 62.7 meters minus the actual tide
- All vessels inbound or outbound to Kurnell must maintain an Air Draft that is less than or equal to 51.9 meters minus the actual tide
- All vessels inbound or outbound to Yarra Bay must maintain an Air Draft that is less than or equal to 75.9 meters minus the actual tide.

Note: See Civil Aviation Safety Regulations 1998 and the Manual of Standards Part 139 Definitions.

5.5. Container Stack Height Restriction

Due to the proximity of Sydney Airport, a Container Stacking Height Restriction applies between the hours of 0500-2300 each day. The following requirements apply:

- Vessel Masters are to declare this vessel's Container Stack Height to Sydney VTS before a scheduled arrival or departure time
- Vessels berthed at Hayes Dock must not exceed a Container Stack Height of 45.8 meters minus the actual tide.
- Vessels with a Container Stack Height exceeding 43.4 meters must not transit to or from Hayes Dock when winds are within sector NNE (033') to ENE (078') and exceeding 14.2 knots (2-minute mean)
- Vessels with a Container Stack Height exceeding 43.4 meters must not swing in the Swing Basin when winds are within sector NNE (033') to ENE (078') and exceeding 14.2 knots (2-minute mean).

5.6. Adverse Weather

Where adverse weather is predicted, the Harbour Master may direct vessel Masters to take precautionary action, including the following:

- Employ thruster assistance
- Lower the anchor
- Run additional mooring lines
- Standby the engines
- Deploy storm lines
- Stop cargo operations
- Employ tug assistance
- Depart from the port.

Such directions are, whenever possible, made following consultation with relevant stakeholders and by using a risk-based approach. Some of the factors considered but are not limited to, predicted average wind speed, maximum expected wind gusts, exposure of berth to the wind and vessel windage area. All Pilotage suspension due to adverse weather will be promulgated by Sydney VTS, as directed by the Harbour Master.

5.7. Prohibited Areas for General Navigation

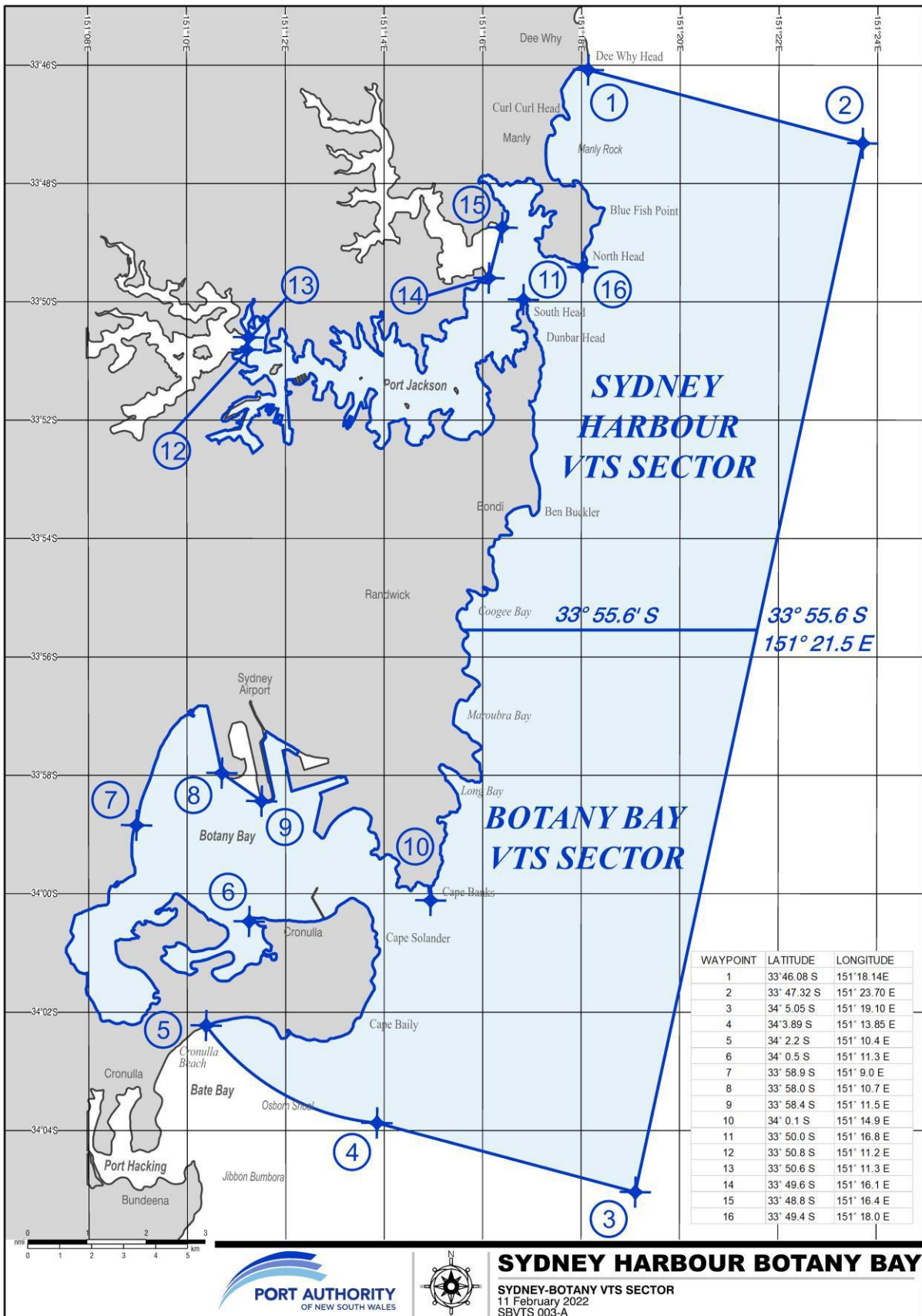
These are outlined in Appendix 6 and are prohibited from general navigation unless otherwise authorised by the Harbour Master.

General navigation excludes navigation with the following vessels:

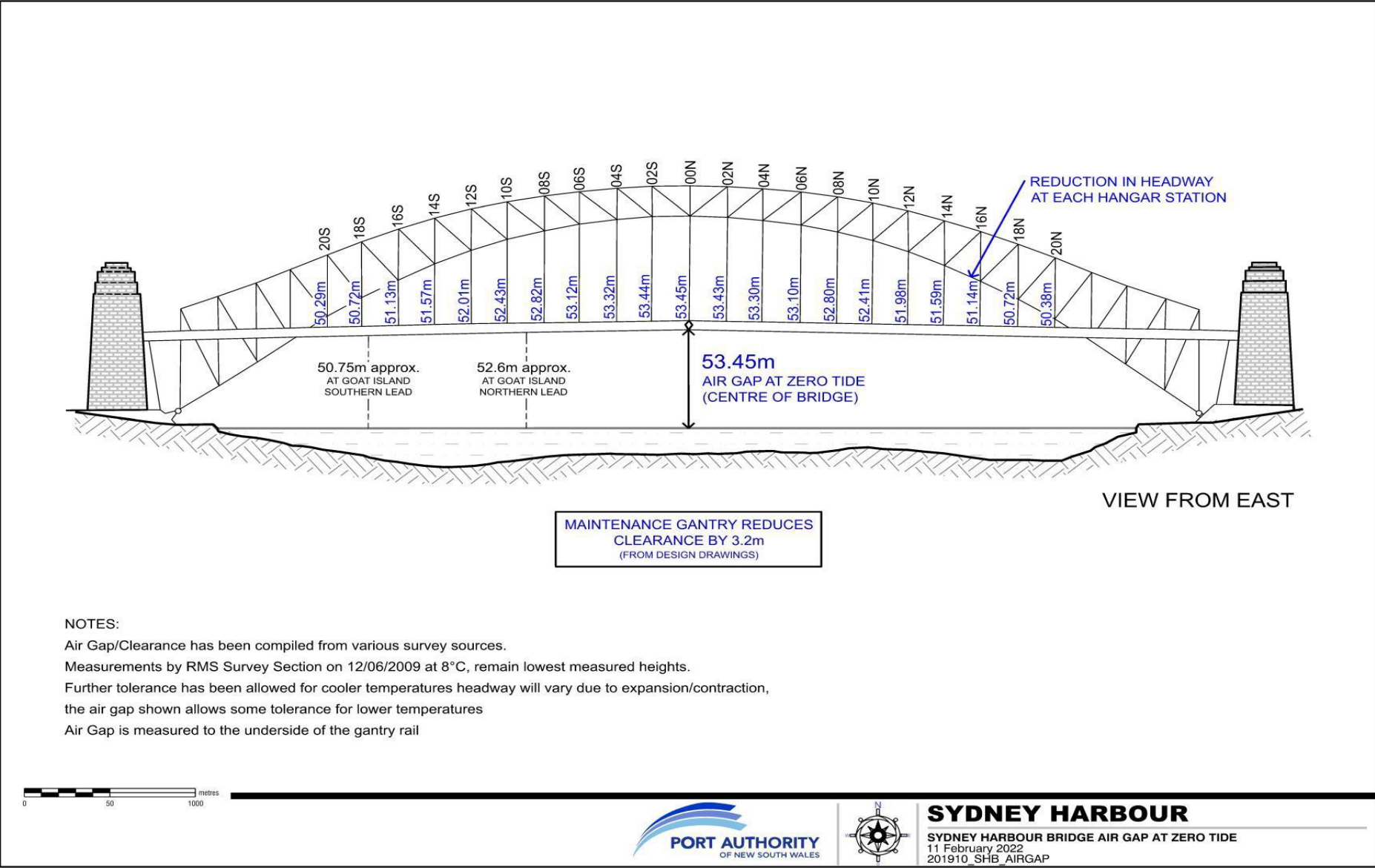
- Vessel under pilotage
- Vessel providing services to a vessel under pilotage (e.g. a tug or lines boat)
- Vessel with permanent moorings in the prohibited area
- Port Authority vessel
- Emergency services vessel.

6. Appendices

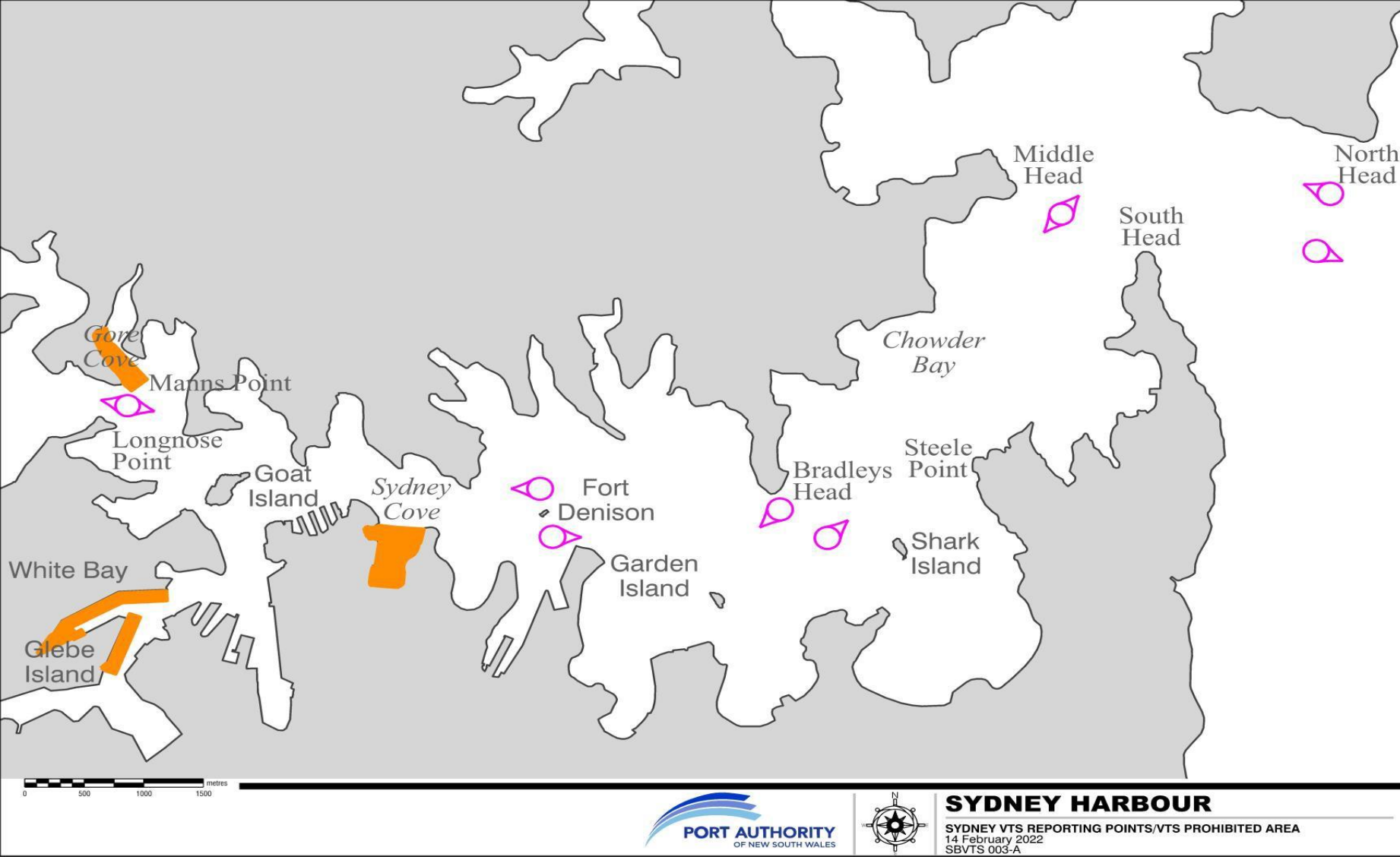
6.1. Appendix 1: VTS Area



6.2. Appendix 2: Air Draft Requirements Sydney



6.3. Appendix 3: Sydney Harbour Prohibited Areas for General Navigation and Reporting Points



6.4. Appendix 4: Port Botany Crane Positioning at Container Terminals

Cranes at Container Berths

Rules for positioning vessels during berthing and unberthing

Terminal Operators are responsible for ensuring cranes meet the following minimum requirements during the berthing and unberthing of vessels:

Cranes not over a vessel:

- Cranes not positioned over berthing or unberthing vessels must be a **minimum of 30 meters** from the bow and stern position of berthing and unberthing vessel, boom up, and unmanned
- Cranes **within 100 meters** of berthing or unberthing vessel must be boomed up and unmanned
- Cranes **greater than 100 meters** of berthing or unberthing vessels, not over a ship, must be unmanned when the berthing or unberthing vessel passes.

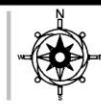
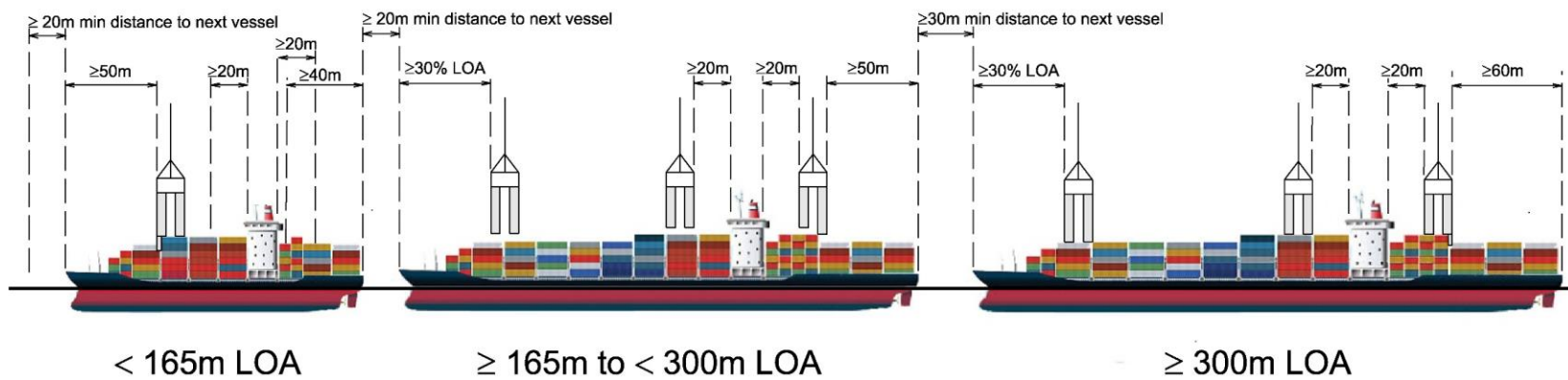
Cranes over a vessel:

- Cranes must be positioned as close to the midship of the vessel as possible, boom up, and unmanned.

For cranes positioned over a vessel during berthing and unberthing, the closest crane must be:		
LOA less than 165 meters	LOA 165 meters to <300 meters	LOA 300 meters and above
No less than 20 meters clear of the forward and aft most part vessel's bridge wing	No less than 20 meters clear of the forward and aft most part vessel's bridge wing	No less than 20 meters clear of the forward and aft most part vessel's bridge wing
No less than 50 meters from the vessel's bow	No less than 30% of the vessel's LOA from the vessel's bow	No less than 30% of the vessel's LOA from the vessel's bow
No less than 40 meters from the vessel's stern	No less than 50 meters from the vessel's stern	No less than 60 meters from the vessel's stern

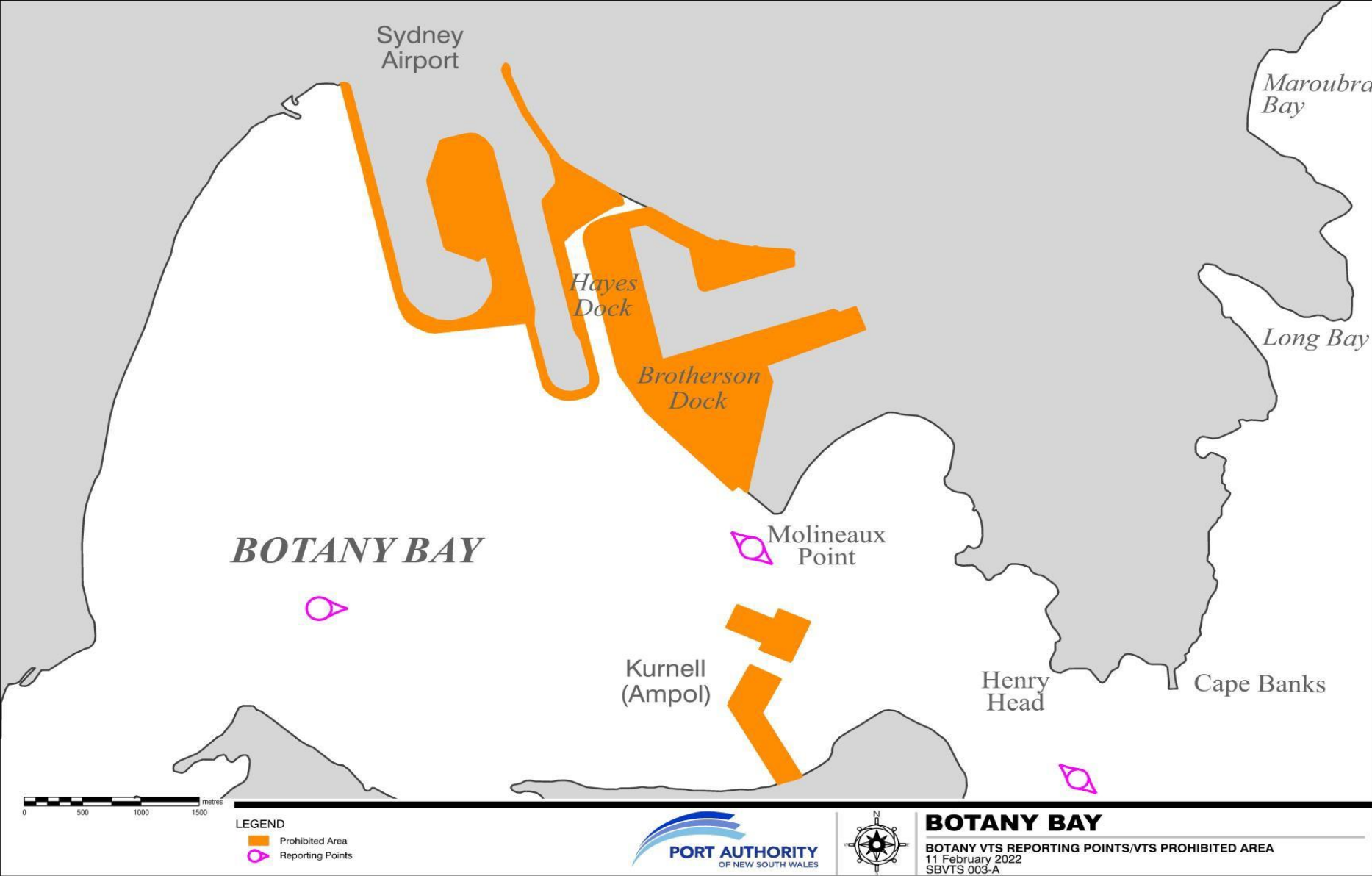
Cranes works:

- VTS must be advised prior to commencement of all crane works
- Cranes undergoing extended works over 48 hours where the crane cannot be long travelled or boomed up, must receive Harbour Master's approval prior to commencement of the works. Requests for extended works must be made at least 1 week prior to the expected works.



CRANE POSITIONING
 CRANE POSITIONING AT BERTHING/UNBERTHING
 14 July 2025
 SRGP261A

6.5. Appendix 5: Port Botany Prohibited Areas for General Navigation and Reporting Points



Port Authority of NSW

PO Box 25

Millers Point NSW 2000

E enquiries@portauthoritynsw.com.au

W portauthoritynsw.com.au

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