

HARBOUR MASTERS DIRECTIONS

Sydney Harbour and Port Botany

In force from June 2026



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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 refers to “Berths, Channels & Promulgated Depths” published regularly on Port Authority website.

Botany Bay port limits means the waters of Botany Bay 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 have 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 on Port Authority website as amended from time to time.

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, as amended.

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 New South Wales.

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

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

Security incident has the same meaning as in *Guide to Maritime Security and the ISPS Code*.

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 and 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 Master's 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 Master's Directions

These directions are reviewed and updated regularly, with the latest published version available on Port Authority website and superseding all previous versions. Accordingly, any printed or saved copies of this document should be considered uncontrolled.

1.3. Disclaimer

The information contained in the Harbour Master's Directions 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 document 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.

The information contained in the Harbour Master's Directions is based on the available information 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 these directions 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 and minor pollution incidents for both, Sydney Harbour and Botany Bay. Please report port related marine, pollution, and security incidents immediately after becoming aware of the incident to Sydney VTS via VHF radio 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

Port Emergency

In the context of operational emergencies, a port emergency is defined as an event that poses significant risk to the safe or continued operation of the port.

A port emergency can be declared by the following:

- A Marine Pilot piloting a vessel
- The Harbour Master or delegate including VTS Operators.

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 immediately 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. The copy can be sent via email to SydneyVTS@portauthoritynsw.com.au.

Dangerous Goods Incidents

The responsible person for reporting a dangerous goods incident must report the incident to Sydney VTS immediately 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 immediately.

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: Refer also to [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.

Participation in VTS

All vessels operating within the Sydney VTS area must comply with the Harbour Master's Directions, with the level of participation determined by the vessel category as outlined below:

1. Active Participation:

This requires vessels to actively engage with the VTS as stipulated in this Section 2.2.

- All vessels with a LOA of 35 metres or greater
- All vessels engaged in towing or pushing
- All vessels carrying dangerous goods on board.

2. Passive Participation:

Vessels at this level should maintain a listening watch on VHF Channel 13 (Sydney Harbour) or Channel 12 (Port Botany) and respond to communications from the VTS.

- Vessels less than 35 metres in length
- Seaplanes
- Vessels engaged in regular ferry services using AIS to send and receive identifying information.

Additionally, it is recommended that all vessels navigating in Sydney Cove, regardless of length, have a functional and activated AIS on board.

VTS Permissions

Participating vessels must obtain permission from Sydney VTS before entering or departing port limits, and before moving or anchoring within the VTS area.

VTS Reporting

Participating vessels must report to Sydney VTS when passing a designated reporting point in the VTS area (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 area | 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 area | 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 Sea Buoy to the Lady Bay Buoy. |
| | Bradleys Head | A line extending from Bradleys Head Light tower southeasterly through the yellow special mark 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. |

Communication

Sydney VTS contact details are provided in the table below.

Table 2 – VTS Contact Details

| | |
|-----------|--|
| Call Sign | Sydney VTS |
| VHF | Channel 12 Port Botany VTS area Channel 13 Sydney Harbour VTS area |
| Email | sydneyvts@portauthoritiesnsw.com.au |
| Phone | +61 (02) 9296 4999 |

Vessels must maintain a continuous VHF radio watch on the designated VHF channel for communication with Sydney VTS when navigating within the VTS area, or when operating at a berth or anchorage listed in the [Berths and Channels](#) document, unless otherwise authorised by the Harbour Master.

Standard Marine Communication Phrases (SMCP) should be used as closely as possible in all communications with Sydney VTS.

Sailing Races VTS Notification

A Sailing Officer or Event Organiser planning to conduct a sailing event or race must notify Sydney VTS on VHF Channel 13 (Sydney Harbour) or Channel 12 (Botany Bay), at least thirty minutes prior to the commencement of the event or race.

The following information must be provided:

- Sailing Club and Race Officer contact details
- Course location
- Start time and expected time of completion
- Number of participating vessels.

Navigational Information Broadcast

Sydney VTS regularly broadcasts the following information:

Table 3 – Sydney 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 by phone for a navigation warning to be broadcasted. The contact details of the person making the request will be required.

In addition, any person or vessel requesting a navigation warning must:

- Maintain a radio watch on VHF Channel 12 or 13, as appropriate
- Ensure AIS remains operational for the duration of the warning if the request relates to a vessel fitted with AIS
- Ensure to provide Sydney VTS with accurate and up-to-date information relevant 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 – Sydney VTS Arrival Notification

| Timing | How To Notify | Information |
|---|--|---|
| 24 to 12 hours before arrival booked time*. | Email sydneyvts@portauthoritiesnsw.com.au | Pre-Arrival/Departure Declaration Form (Form 20). |
| Passenger Ships ONLY – No later than 1500H the day before Pilot on board. | Email sydneyvts@portauthoritiesnsw.com.au | Pre-Arrival/Departure Declaration Form (Form 20). |
| 2 hours from the Pilot boarding ground | VHF Channel 12 | Estimated time of arrival at pilot boarding ground. |
| 5 miles from the Pilot boarding ground | VHF Channel 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 gears 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 – Sydney VTS Departure Notification

| Timing | How To Notify | Information |
|---|--|---|
| 12 to 6 hours before departures booked time*. | Email sydneyvts@portauthoritiesnsw.com.au | 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 in coordinating vessel movements, Port Authority operates an internet-based vessel booking system that:

- Coordinates 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 Vessel Booking System is mandatory for all vessel agents and port service providers.

Vessel Agents must be registered in the Port Authority Vessel Booking System to book the movement of vessels in Sydney Harbour and Port Botany. They are responsible for regularly checking and updating the system, to ensure that all vessel information remains accurate and current at all times.

Port service providers must be registered in the Port Authority Vessel Booking System to confirm service provision for booked vessel movements in Sydney Harbour and Port Botany. They are responsible for regularly checking and updating the system to ensure their availability status remains accurate and current at all times.

Minimum Notice Period

Movements may be booked with a minimum notice period of 2 hours. Confirmation of the movement time and allocation of services is subject to the availability of pilotage, towage and mooring services. Agents and Masters are requested to provide as much notice as practicable.

Vessel Arrivals

Agents may enter estimated times of arrival (ETA), which would have 'expected' status in the Port Authority Vessel Booking System, at any time.

The vessel arrivals booking process then follows the status progression shown in Figure 1 below.



Figure 1 - Vessel arrivals booking process flowchart

Exception – Advance Bookings

Tankers that are tidal or daylight restricted, and passenger vessels, may be booked more than 48 hours in advance. These vessels retain a booking slot for the initial booking only and remain subject to subsequent assessment and confirmation.

Vessel Departures

Agents may enter estimated times of departure (ETD), which would have 'expected' status in the Port Authority Vessel Booking System, at any time.

The vessel departures booking process then follows the status progression shown in Figure 2 below.

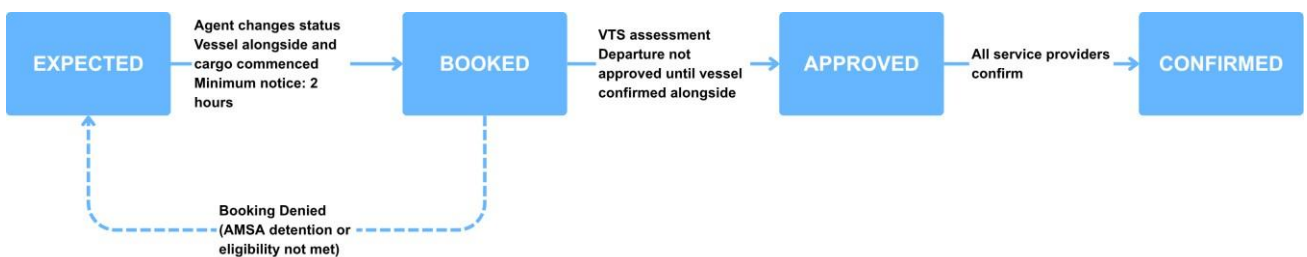


Figure 2 - Vessel departure booking process flowchart

Notes

Vessels detained by the Australian Maritime Safety Authority (AMSA) may only be booked for departure once the detention has been lifted.

Tankers that are tidal or daylight restricted, and passenger vessels, may be booked for departure prior to berthing.

These vessels retain a booking slot for the initial booking only and remain subject to subsequent assessment and confirmation in accordance with this Direction.

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

Vessel Movement Priority

Vessels will normally be assigned an order of priority based on their booking in the Port Authority Vessel Booking System and their 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 predictive 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 to arrive at the White Bay Cruise Terminal will be given priority for Pilot boarding over a vessel scheduled to arrive at the Overseas Passenger Terminal in the following circumstances:

- The scheduled Pilot boarding times for the two cruise vessels are within 30 minutes of each other
- There is no tidal restriction for passing under Sydney Harbour Bridge for the vessel scheduled for White Bay Cruise Terminal
- No curfew restrictions apply to the vessel scheduled for the Overseas Passenger Terminal.

Re-commencement of Shipping Following Suspension

When shipping movements resume after a suspension (e.g. due to a weather event), the Harbour Master or his delegate may determine an order of movements for the first 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 metres in length*
- **Special Recreational Vessel****
- 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 metres and 80 metres 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.

** Master of Special Recreational Vessels (SRV) will be subject to qualification requirements for the issue of an SRV Permit issued by the Port Authority.

Pilot Boarding Ground

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 | 5 nautical miles East of Cape Solander 34° 01.00'S 151° 20.147'E |
| Sydney Harbour | 5 nautical miles East of Hornby Light 33° 50.061'S 151° 22.988'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 ladders shall comply with the ISO standard 799-1:2019 (as amended) and shall be certified by the manufacturer accordingly.

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

Master-Pilot Information Exchange

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

Manning Requirement 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 at each mooring station onboard, unless otherwise agreed with the attending Pilot.

Certificate of Local Knowledge (COLK)

A Certificate of Local Knowledge (COLK) is required for Masters of commercial vessels between 35 and 80 metres in length, unless otherwise directed by the Harbour Master.

Further information on the Certificate of Local Knowledge (COLK) and guidance on the application process 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 (MPEC) is designed for Masters of vessels more than 80 metres in length, which fall outside the limitations of a Certificate of Local Knowledge (COLK).

Further information on the Marine Pilot Exemption Certificate (MPEC) and guidance on the application process 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 specified in the *Towage Tables* published on the Port Authority [website](#), unless otherwise authorised by the Harbour Master.

Masters should note that tugs operating in Sydney Harbour and Port Botany are rated up to 75 tonnes bollard pull. Tug positioning plans must comply with the vessel's Safety Management System and consider 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 any berths, areas, or operations not specified in this document, or in the published *Towage Tables* will be determined in consultation with the Harbour Master.

Use of a Licenced Towage Provider

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

Vessels with a displacement of less than 7,500 tonnes that requires pilotage and towage must use tugs operated by a towage provider holding 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 a minimum of 2-year intervals (more frequent if required) to confirm its suitability for the port operating environment and to determine the appropriate towage requirements. The assessment outcome will be recorded in the Port Authority Vessel Booking System, and all assessments 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.

Allocation of Tugs

Towage allocation will be in accordance with the current [Towage Table](#) published on the Port Authority website.

2.9. Escort of Vessels

All piloted vessels more than 100 metres 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 an escorted vessel and its escort vessel.

All vessels, including recreational vessels, must maintain a minimum distance of 30 metres from any vessel under escort.

2.10. Ship-carried Tenders

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

- Sydney VTS must be notified in advance of any tender operations by emailing sydneyvts@portauthoritynsw.com.au
- 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 the 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, published 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 Maritime Administration Act, Ports and Maritime Administration Regulation (NSW), Australian Standard 3846–2005: The Handling and Transport of Dangerous Cargoes in Port Areas and Port Authority [Dangerous Goods Management Guidelines](#) (available on Port Authority’s website).

3.2. Tanker Operations

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

The completed Ship/Shore Safety Checklist, including confirmation that sea connections and overboard discharges are secured, must be verified by the Port Authority prior to the commencement of any cargo transfer.

Note: Confirmation by the Port Authority can be provided either through a Port Officer attending the tanker vessel or by verbal confirmation from a Port Officer.

3.3. Mooring Operations

It is the responsibility of the vessel Master and operator to ensure that all vessel mooring equipment has been inspected and is fully operational prior to berthing. The Port Authority expects the vessel to maintain mooring lines of a correct standard and to ensure that the crew continuously monitors and adjusts line tension, while the vessel is berthed.

Whilst the vessel is berthed, the crew should:

- Inform Sydney 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 Sydney 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).

No vessel must be secured to any wharf, buoy, navigation aid, any part of a bridge, or any floating plant without prior permission from 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 prior permission from the Harbour Master. Permission to anchor is obtained through Sydney VTS.

Designated anchorages are to be booked through the Port Authority Vessel Booking System. Each booking must include a corresponding expected removal booking, with a Marine Pilot and towage resources allocated as per [Towage Tables](#) available on the Port Authority website.

Information on designated anchorages is provided in the [Berths and Channels](#) document available on the Port Authority website.

A vessel at anchor must continuously monitor its position and ensure it remains within the designated anchorage area.

A vessel at anchor must obtain permission from Sydney VTS before using propulsion, thruster, or any other manoeuvring system. A vessel may be directed by the **Harbour Master or delegate** to engage the assistance

of a Marine Pilot and/or tug(s) to maintain position within an anchorage, where necessary to ensure the safety, efficiency, and security of navigation within the port.

Port Botany

The Master of any vessel participating in Sydney VTS must not anchor in a fairway or channel within port limits without prior permission from the Harbour Master. Permission to anchor is obtained through Sydney VTS.

There is no declared anchorage within Port Botany port limits.

Note: There is no recommended safe anchorage off Sydney or Botany Bay for vessels awaiting entry to Sydney Harbour and Port Botany. While anchoring outside port limits remains at the discretion of the Master, it is strongly 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: The requirements specified below also apply 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 through Sydney VTS, via the Port Authority Vessel Booking System 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, unless bunkers are being received at White Bay 6, or otherwise 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](#), published on Port Authority website.

A bunker checklist, in accordance with the most recent edition of *ISGOTT*, must be completed before the commencement of bunkering 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 oil spill containment (booming) arrangements.

All vessel-to-vessel bunkering operations conducted at anchor will be assessed on a case-by-case basis. A joint risk assessment carried out by the delivering and receiving vessels, must be submitted to the Port Authority at least 48 hours in advance. The joint risk assessment, at a minimum, must include vessel interaction risks, the use of propulsion, and applicable weather limits.

Bunkering must not take place during the loading or unloading of Class 1 Dangerous Goods cargo, nor before the start, or during the handling of *Restricted Chemicals* classified as 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 a 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 individual operation
- Each individual operation must comply with all applicable conditions set out above
- For the transfer of caustic soda, concurrent transfer operations involving bunkering and other hazardous liquids, including slops and sludges, must not be conducted on the same side of the vessel.

Note: The Port Authority may impose additional conditions on any transfer operation and may audit the transfer operation at its discretion.

3.6. Shifting Along a Berth

Requests to shift a vessel alongside a berth must 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 must be provided at the time of application:

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

For any shifting operation, the vessel must complete a risk assessment and obtain approval from the terminal or berth operator prior to shifting. The Harbour Master or delegate will determine the requirement for a Marine Pilot and tug(s) to attend the vessel based on the information provided.

A lines service must 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 7 – Diving Application Requirements

| Diving Operation | Application for Approval |
|--|--|
| Diving within 100 metres of a fairway or channel within port limits | Port Authority website online application |
| Diving outside of 100 metres of a fairway or channel, where the diving operation may interact with a commercial vessel operation, anywhere within Port Limits. | VHF radio, Email, or phone 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 in advance with the Harbour Master. As shipping schedules are subject to frequent change, approval can generally only be confirmed immediately before the commencement of diving.

3.8. Disturbance of Seabed

A person disturbing or interfering with the bed of a relevant port, including installing a sea cable in the port, except with an approval granted by the Harbour Master of the port, pursuant to *Part 2, Division 4, Section 19Z of the Marine Safety Act 1998 (NSW)*, must seek a written permission from the Harbour Master via the *Online Disturbance of Seabed Application Form* on the Port Authority [website](#). An application fee applies with each application.

Any seabed disturbance activity must consider maritime heritage sites under Commonwealth and State legislation. Obligations apply under the NSW *Heritage Act 1977* and the Commonwealth *Underwater Cultural Heritage Act 2018*, to ensure that maritime or underwater cultural heritage is not moved, disturbed, damaged, or destroyed, and to notify of any historic shipwreck or relic. Refer to the <https://www.environment.nsw.gov.au/topics/heritage/apply-for-heritage-approvals-and-permits/maritime-heritage-permits> "Maritime Heritage permits" and the <https://www.environment.nsw.gov.au/topics/heritage/search-heritage-databases/maritime-heritage-database> "NSW State Maritime Heritage Database" for guidance on necessary requirements and compliance. These websites also provide links to notify relevant authority upon discovery of shipwrecks or other maritime heritage site/relics.

The granting of a lease or licence by Port Authority to a tenant on or over water does not, and should not be taken to imply approval to disturb the seabed within the leased or licensed area. Application to and approval from the Harbour Master is still required.

3.9. Removal of Sea Cables

The owner of a sea cable located within a relevant port must notify the Harbour Master, in writing within 90 days of either becoming aware, or reasonably expected to have become aware, that the cable is no longer in use (pursuant to *section 19ZA of the Marine Safety Act 1998*). Please use the *Disused Sea Cable Notification Form* on the Port Authority [website](#).

The Harbour Master may issue a written direction requiring the owner to remove the cable. The removal must be carried out in a manner determined by the Harbour Master and within the timeframe specified in the direction.

3.10. Aircraft Operations and Drone Operations

The Harbour Master must be notified at least 3 days in advance of a planned aircraft operation involving interaction with a vessel or berth within the port limits, 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 3 days in advance of a planned drone operation within the port limits 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 must be emailed to harbourmasterapprovals@portauthoritynsw.com.au.

Note: A drone is considered an aircraft.

3.11. Autonomous Underwater Vessels and Autonomous Surface Vessels

The Harbour Master must be notified at least 7 days in advance of a planned operation of Autonomous Underwater Vessels (AUVs) and Autonomous Surface Vessels (ASVs) within port limits.

The notification must be emailed to harbourmasterapprovals@portauthoritynsw.com.au.

3.12. Emergency Flare Demonstration or Testing

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

The notification must be emailed to SydneyVTS@portauthoritynsw.com.au.

3.13. 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) is not supported by Port Authority at this time, until 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 are available from the *Department of Agriculture, Fisheries and Forestry (DAFF)* [website](#).

3.14. Propeller Cleaning and Polishing

Propeller cleaning and polishing may only be undertaken, where there is no evidence of marine fouling organisms prior to cleaning. This must be reported to the Port Authority before any cleaning activities begin and is subject to any additional conditions imposed by the Port Authority.

Cleaning activities are strictly limited to the removal of calcification only and may be carried out on the propeller only. The removal of marine fouling is not permitted.

A work permit request must be submitted to and approved by the Port Authority prior to the commencement of any propeller cleaning or polishing works.

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

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

However, vessels must comply with Australian Maritime Safety Authority (AMSA) requirements and guidance relating to the use of Exhaust Gas Cleaning Systems, emission abatement equipment, and scrubbers in Australian waters prior to any discharge.

[Exhaust Gas Cleaning Systems \(amsa.gov.au\)](http://amsa.gov.au)

3.16. Ballast Water Discharges

Vessels must comply with the [Australian Ballast Water Management Requirements](#), which provide guidance on the management of ballast water, when operating within Australian waters. All approval requirements set by the Department of Agriculture, Fisheries and Forestry (DAFF) must be met prior to any ballast water discharge.

A permit from the Port Authority is not required.

3.17. Sewage Discharges

Refer to the [NSW Marine Pollution Regulation 2024](#), which regulates the discharge of sewage from vessels in NSW waters.

Sewage discharge facilities are available at White Bay Cruise Terminal for passenger vessels. A permit request to use these facilities must be submitted to and approved by the Port Authority prior to the commencement of any sewage discharge.

3.18. Cruise Ship Air Emissions

Cruise ships capable of accommodating more than 100 passengers in Sydney Harbour must comply with the AMSA direction for limiting emissions of sulphur oxides, when at berth.

The requirements are found here: [Sydney Harbour cruise ship emissions | Australian Maritime Safety Authority](#)

3.19. Shipboard Incinerators

The use of shipboard incinerators, while a vessel is alongside a berth in Sydney Harbour is prohibited, unless approval has been obtained from the NSW Environment Protection Authority under the *Protection of the Environment Operations (Clean Air) Regulation 2022*.

3.20. Other Work Approval

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

For each work operation, the Master must also obtain approval from the relevant terminal or berth operator. Port Authority will not process any permit request until this approval has been granted.

Such works include, but are not limited to, the following:

- 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*.

*Note: *Engine immobilisation is not permitted for vessels:*

- *Carrying IMDG Class 1 Explosives (except for Division 1.4)*
- *Handling IMDG Class 5.1 Restricted chemicals, such as:*
 - *Ammonium Nitrate UN 1942, 2067, 2426 or 3375*
 - *Calcium Hypochlorite UN 1748, 2880, 3485 or 3487*
- *While loading Class 7 dangerous goods*

The definition of “handling dangerous goods” is set out in [section 66, Part 7 of the Ports and Maritime Administration Regulation 2021 \(NSW\)](#) and must be applied for the purpose of this requirement.

Approval is limited to a maximum duration of 12 hours, after which a new permit must be obtained.

4. Sydney Harbour

The following information is applicable for the locations stated within Sydney Harbour.

4.1. Berth Requirements

Table 8 – Gore Cove

| Requirement | Gore Cove 1 |
|--|---|
| Maximum Length | 265 metres unless otherwise authorised by the Harbour Master. |
| Maximum Draft | Subject to DUKC. |
| Maximum Beam | 45.0 metres. |
| 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. |
| Departure and transit from berth | <ul style="list-style-type: none"> • Departure during daylight hours only (Bunker Barges <100 metres to and from GOR2 excluded) • Pilot must be booked for departure between 30 minutes before sunrise and 1 hour before sunset. |
| Arrival of vessels with displacement ≥35,000 tonnes | Tidal flow at Balls Head must not exceed 0.5 knots. |
| Departure of vessels with displacement ≥35,000 tonnes and <60,000 tonnes | Tidal flow at Balls Head must not exceed 0.7 knots. |

| | |
|---|--|
| Departure of vessels with displacement $\geq 60,000$ tonnes | 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. |

Table 9 – Chowder Bay and Captain Cook Dry Dock

| Requirement | Chowder Bay | Captain Cook Dry Dock |
|------------------------|---|--|
| Maximum Length | By consultation | 345 metres |
| Maximum Draft | 13.7 metres | 11 metres |
| Maximum Beam | N/A | 37 metres |
| 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 | Vessel arrivals and departures are permitted only when wind speeds are <15 knots. Additional restrictions may be applied on vessels with high windage. |

Note: Movements to or from Captain Cook Dry Dock must be coordinated in advance between the dock operator, the towage provider, and either the attending or duty Pilot.

Table 10 – 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 its bow positioned further south than the -45 metres mark, or with its stern further south than the -15 metres mark, unless authorised by the Harbour Master or delegate. The Master of a vessel must not single up moorings or disengage shore gangways unless agreed with the Pilot. Vessel thrusters must not be engaged unless agreed by Sydney VTS. A vessel must not be swung in Sydney Cove. A mooring boat is required when the mooring dolphin is used or when the mooring lines cross the Harbour Master Steps. <p>When an inbound Freshwater Class passenger ferry is west of Bradleys Head, the passenger vessel at the Overseas Passenger Terminal must hold its position until the ferry has arrived at Circular Quay wharf.</p> <p>When 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>Note: Freshwater class of ferries consist of M/F Freshwater, M/F Queenscliff and M/F Narrabeen.</p> |

Table 11 – 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 metres 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 metres • If the vessel berthing or unberthing at Glebe 8 is using two A-Class tugs, Glebe 7 must be clear of any vessels • 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 the 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.

Where a Master of the vessel have either of the approvals above, the Master is not required 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 relating to noise management, environmental approvals, load limits, and mobile crane applications is available on the Port Authority [website](#).

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

Details of all applicable charges for the use of Glebe Island and White Bay berths are published on the Port Authority website.

All persons requiring access to Glebe Island or White Bay precincts must have completed the relevant Port Authority site induction prior to entry, which is done through Rapid Induct.

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

A vessel must maintain a minimum of 2 metres 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 metres 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 metre, unless otherwise authorised by the Harbour Master.

Tankers berthing at Gore Cove with draft ≥ 10.5 metres 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 operations anywhere west of Bradleys Head must have a composite tow arrangement (either with the barge lashed alongside the tug or connected to the stern of the tug) while navigating, unless otherwise authorised by the Harbour Master. This requirement does not apply to 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 Bradleys 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 legislations:

- 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.

In reference to the above, “general navigation” is taken to exclude navigation by 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 while transiting between Johnstons Bay and Blackwattle Bay or Rozelle Bay
- Vessel operated by Port Authority

- Emergency services vessel.

The Master of a vessel navigating within an area prohibited to general navigation must keep well clear of all other vessels in the area, unless otherwise authorised by the Harbour Master.

5. Port Botany

The following information is applicable for the locations stated within Port Botany.

5.1. Under Keel Clearance (UKC) Requirement

Table 12 – Port Botany Static UKC Requirements

| Location | UKC |
|--|------------------------------|
| Transit between Cape Banks and swing basin | 10% of Maximum Vessels Draft |
| Transit in Brotherson Dock | 1.0 metre |
| Transit in Hayes Dock | 1.0 metre |
| Berth boxes Brotherson Dock, Hayes Dock, Bulk Liquids Berths | 0.5 metre |
| Berth boxes Kurnell Berths 1 and 2 | 0.6 metre |
| Berth Box Kurnell Berth 3 | 1.0 metre |

Vessels with a draft ≥ 10.5 metres 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 13 – 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 <300 metres during berthing only, minimum distance to another vessel at berth | 20 metres | 20 metres | 20 metres |
| For vessels ≥ 300 metres during berthing and unberthing, minimum distance to another vessel at berth | 30 metres | 30 metres | 30 metres |

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 Brotherson Dock 11 is occupied as per the table below:

Table 14 – Brotherson Dock 10 Berthing Requirements with Brotherson Dock 11 Occupied

| Side Alongside | | Requirement 1 | Requirement 2 | Requirement 3 |
|----------------|--|---|---|--|
| Starboard | | Bow mark not to go past the 32-metre mark | If either vessel beam exceeds 33 metres, then clearance between vessels on berthing/unberthing to be no less than 30 metres | 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 metres and draft of arriving vessel is <10.0 metres | Stern mark of arriving vessel not to go past 32-metre mark | Nil | Nil |
| | Beam ≥33 metres or draft of arriving vessel is <10.0 metres | Distance astern is to be 55 metres and clearance ahead is to be 30 metres 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-metre mark. Terminal to confirm with VTS and Duty Pilot proposed crane stowage prior to vessels arrival. | Nil |
| Departures | | There must be the ability to move the vessel along the wharf to achieve 60-metre clearance to the quay end and have a minimum of 30-metre clearance with the vessel at the adjoining berth. | | |

Table 15 – Brotherson Dock 12 Supplementary Berthing Requirements

| Requirement 1 | Requirement 2 |
|---|--|
| Vessels with beam <33 metres must position the bow at CH915 metres or less, preferably port side alongside. | Vessels with beam of ≥33 metres must position the bow at CH900 metres or less, preferably port side alongside. |

Note: Requests from the terminal for deviations from the above guidelines or starboard side berthing (for vessels with specific Dangerous Goods cargo) may be considered by the Harbour Master on a case-by-case basis, considering factors such as vessel particulars, onboard mooring arrangement, wind speed and direction and dangerous cargoes onboard.

Table 16 – Kurnell Berth 1

| Requirement | Kurnell 1 |
|---|--|
| Maximum vessel length | 260 metres |
| Berthing Configuration | Port side alongside |
| Berthing for vessels with displacement <35,000 tonnes | <ul style="list-style-type: none"> • Anytime • Vessel stern must not be positioned south of 23-metre mark • If Swell HMAX > 1 metre at Captain Cook Buoy, to be assessed by Pilot |
| Berthing for vessels with displacement ≥35,000 tonnes | <ul style="list-style-type: none"> • Daylight (see note below) • Pilot must board between 75 and 45 minutes before HW/LW • Vessel stern must not be positioned south of the 23-metre mark • Swell HMAX maximum of 1 metre at Captain Cook Buoy |

| | |
|----------------|---|
| Night berthing | <ul style="list-style-type: none"> • Max LOA < 200 metres • Pilot must board between 75 and 45 minutes before HW/LW • Wharf must be fully illuminated • 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. |
| Unberthing | Anytime |

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

Table 17 – Kurnell Berth 2

| Requirement | Kurnell 2 |
|---|---|
| Maximum vessel length | 200 metres |
| Berthing Configuration | Starboard side alongside |
| Berthing for vessels with displacement <35,000 tonnes | <ul style="list-style-type: none"> • Anytime • If Swell HMAX > 1 metre at Captain Cook Buoy, to be assessed by Pilot |
| Berthing for vessels with displacement ≥35,000 tonnes | <ul style="list-style-type: none"> • Anytime • Pilot must board between 75 and 45 minutes before HW/LW • Swell HMAX maximum of 1 metre at Captain Cook Buoy |
| Night berthing | <ul style="list-style-type: none"> • Max LOA < 200 metres • Pilot must board between 75 and 45 minutes before HW/LW • 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 |

Table 18 – Kurnell Berth 3

| Requirement | Kurnell 3 |
|---------------------------|--|
| Maximum vessel length | 275 metres |
| Berthing Configuration | Head out |
| Daylight berthing | <ul style="list-style-type: none"> • Pilot boarding between LW and 120 minutes before HW • Pilot boarding no earlier than 60 minutes before sunrise or no later than 3 hours before sunset, as applicable. |
| Night berthing/unberthing | Not permitted |
| Unberthing | <ul style="list-style-type: none"> • May commence after sunrise • Must commence minimum 90 minutes before sunset |
| Swell during berthing | Maximum 1 metre at the berth |

Table 19 – Bulk Liquids Berth (BLB) 1 and 2

| Requirement | BLB 1 | BLB 2 |
|-----------------------|--|------------|
| Maximum vessel length | 250 metres (unless otherwise authorised by the Harbour Master) | 270 metres |

| | | |
|-----------------------------|---|----------------|
| Maximum vessel displacement | 120,000 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 metres Two mooring boats for arrival and departure for a vessel ≥100 metres. | |

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:

Table 20 – Crane Requirements at Berth

| Vessel Movement | Requirement |
|-----------------|---|
| Berthing | <ul style="list-style-type: none"> At least 1 hour before Pilot boarding time, the terminal representative must confirm to Sydney VTS via VHF Ch12 or by phone, that all berth cranes are boomed up and provide their chainage (metre) positions. Cranes at their specific berth must be in agreed positions and unmanned. The cranes must be stationary until the vessel has reported all fast to Sydney VTS. |
| Unberthing | <ul style="list-style-type: none"> Cranes at their specific berth must be in agreed positions and unmanned. The cranes must be stationary until the vessel is clear of the berth box and has passed the berth it occupied. <p><u>Note:</u> For departure from Brotherson Dock Berth 6, there must be a minimum of 1 metre clearance between a vessel's highest point and a crane boom's lowest point.</p> |

See *Appendix 4* 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 daily between 0500 and 2300 hours. The Master of a vessel must declare the vessel's air draft to Sydney VTS before the scheduled arrival or departure time.

Table 21 – Air Draft Requirements

| Vessel Movement | Location | Air Draft Requirement |
|----------------------------|------------------------|-------------------------------------|
| Berthing and/or Unberthing | Brotherson Dock berths | ≤ 62.8 metres minus the actual tide |
| | Hayes Dock berths | |
| | Bulk Liquids Berths | |
| | Kurnell Berths | ≤ 51.9 metres minus the actual tide |
| | Yarra Bay | ≤ 75.9 metres 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, Container Stacking Height Restrictions apply daily between 0500 and 2300 hours. The Master of a vessel must declare the vessel's container stack height to Sydney VTS before the scheduled arrival or departure time.

The following requirements apply:

- Vessels berthed at Hayes Dock must not exceed a container stack height of 45.8 metres, minus the actual tide.
- Vessels with a container stack height exceeding 43.4 metres must not transit to or from Hayes Dock when winds are within sector NNE (033') to ENE (078') and exceed 14.2 knots (2-minute mean).
- Vessels with a container stack height exceeding 43.4 metres must not swing in the Swing Basin when winds are within sector NNE (033') to ENE (078') and exceed 14.2 knots (2-minute mean).

5.6. Adverse Weather

Where adverse weather is predicted, the Harbour Master may direct the 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 issued, wherever practicable, following consultation with relevant stakeholders and by using a risk-based approach. Some of the factors considered may include, but are not limited to, predicted average wind speed, maximum expected wind gusts, berth exposure to the wind, and the vessel's windage area. All pilotage suspensions due to adverse weather will be promulgated by Sydney VTS, as directed by the Harbour Master.

5.7. Prohibited Areas for General Navigation

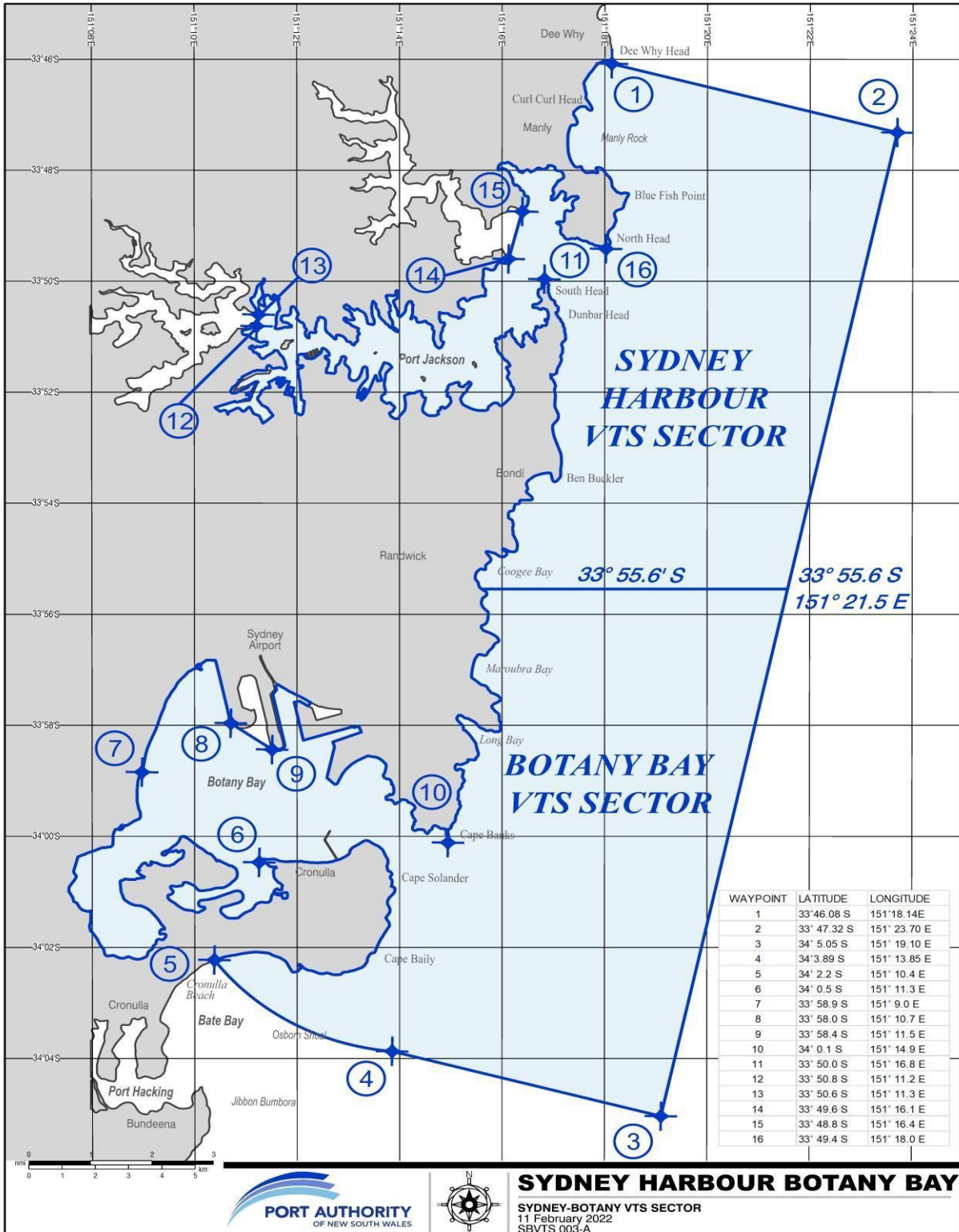
These are outlined in *Appendix 5* and are prohibited from general navigation unless otherwise authorised by the Harbour Master.

General navigation excludes navigation by the following vessels:

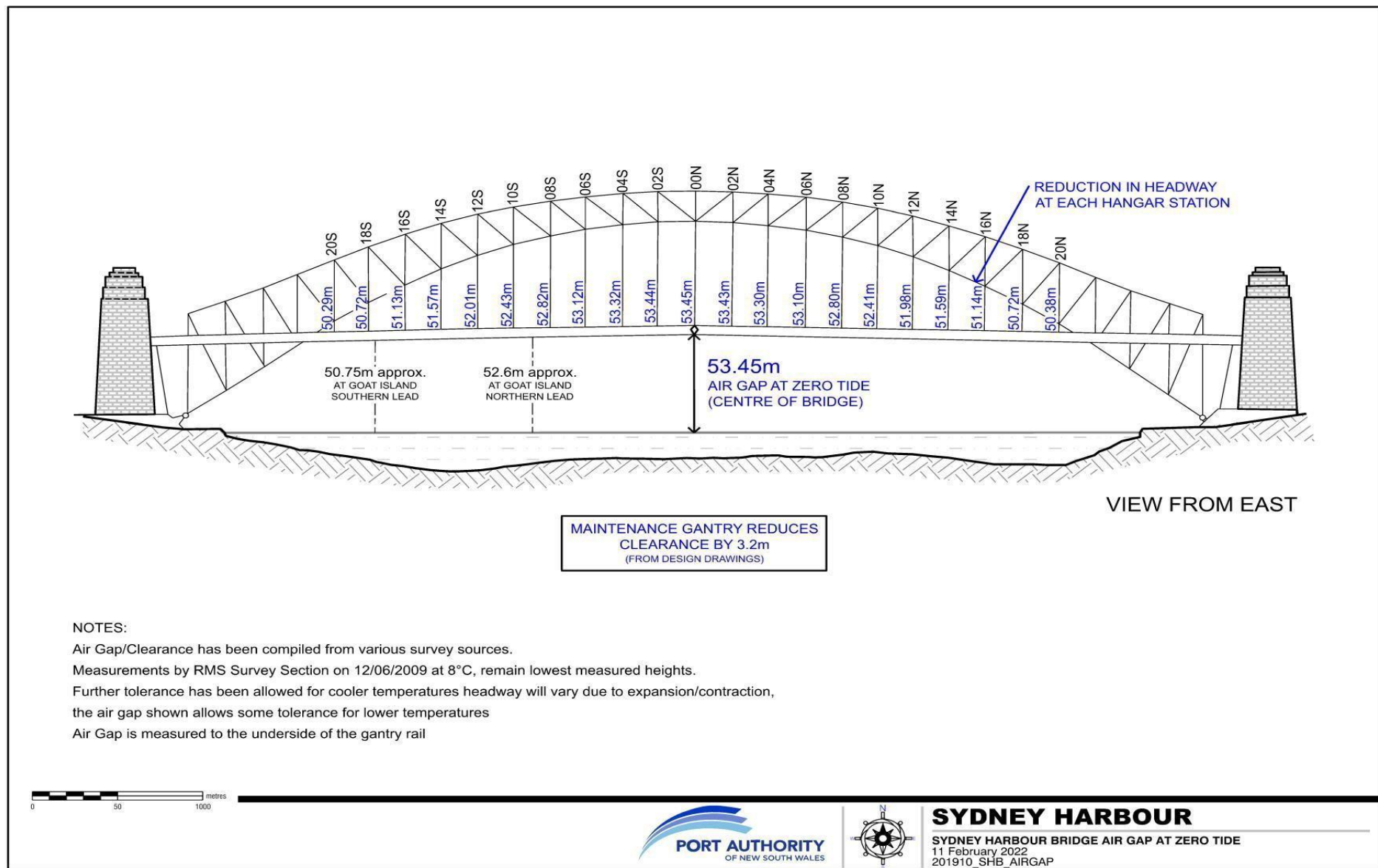
- Vessel under pilotage
- Vessel providing services to a vessel under pilotage (e.g. a tug or lines boat)
- Vessel with permanent moorings in the prohibited area
- Port Authority vessel
- Emergency services vessel.

6. Appendices

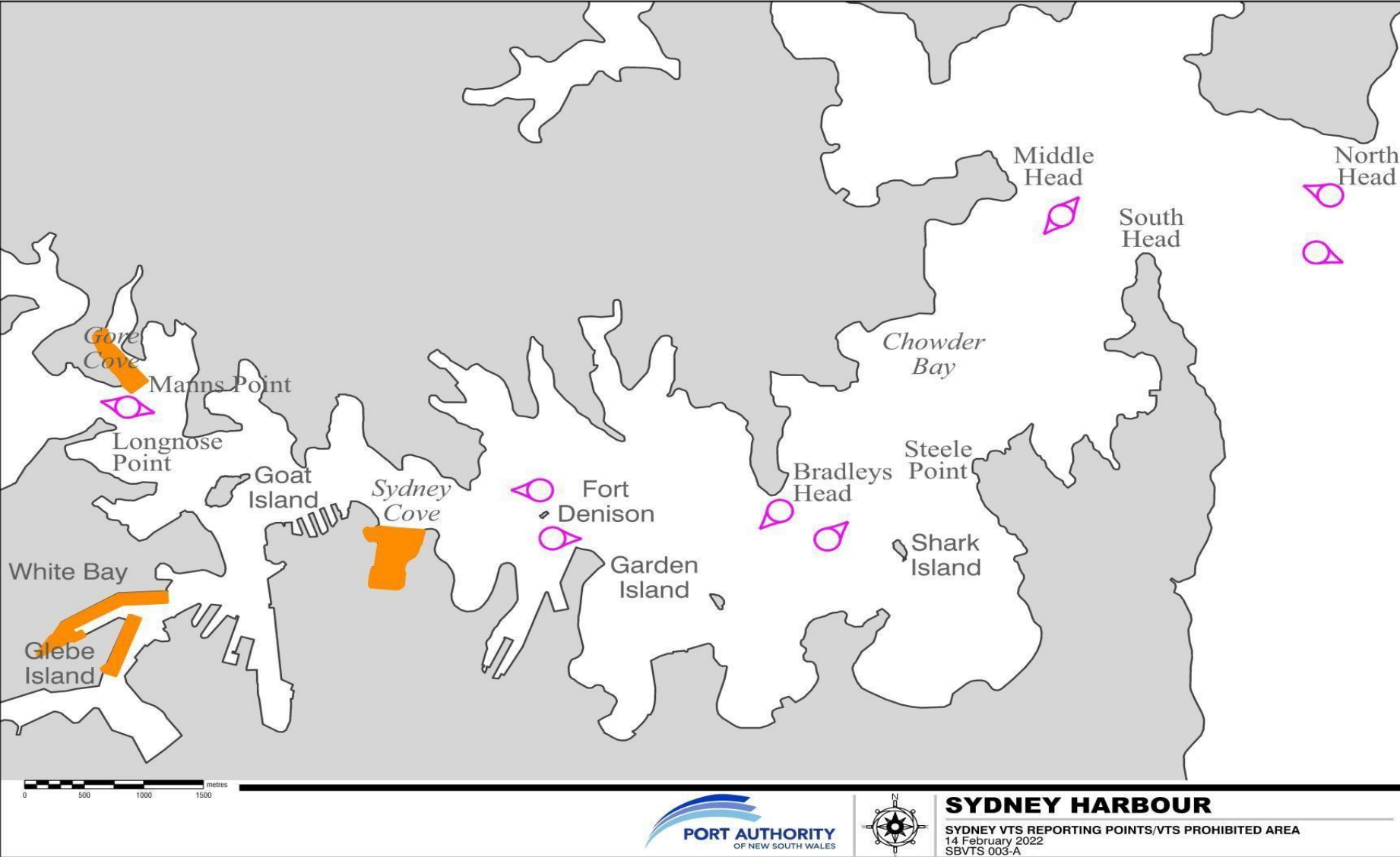
Appendix 1: VTS Areas



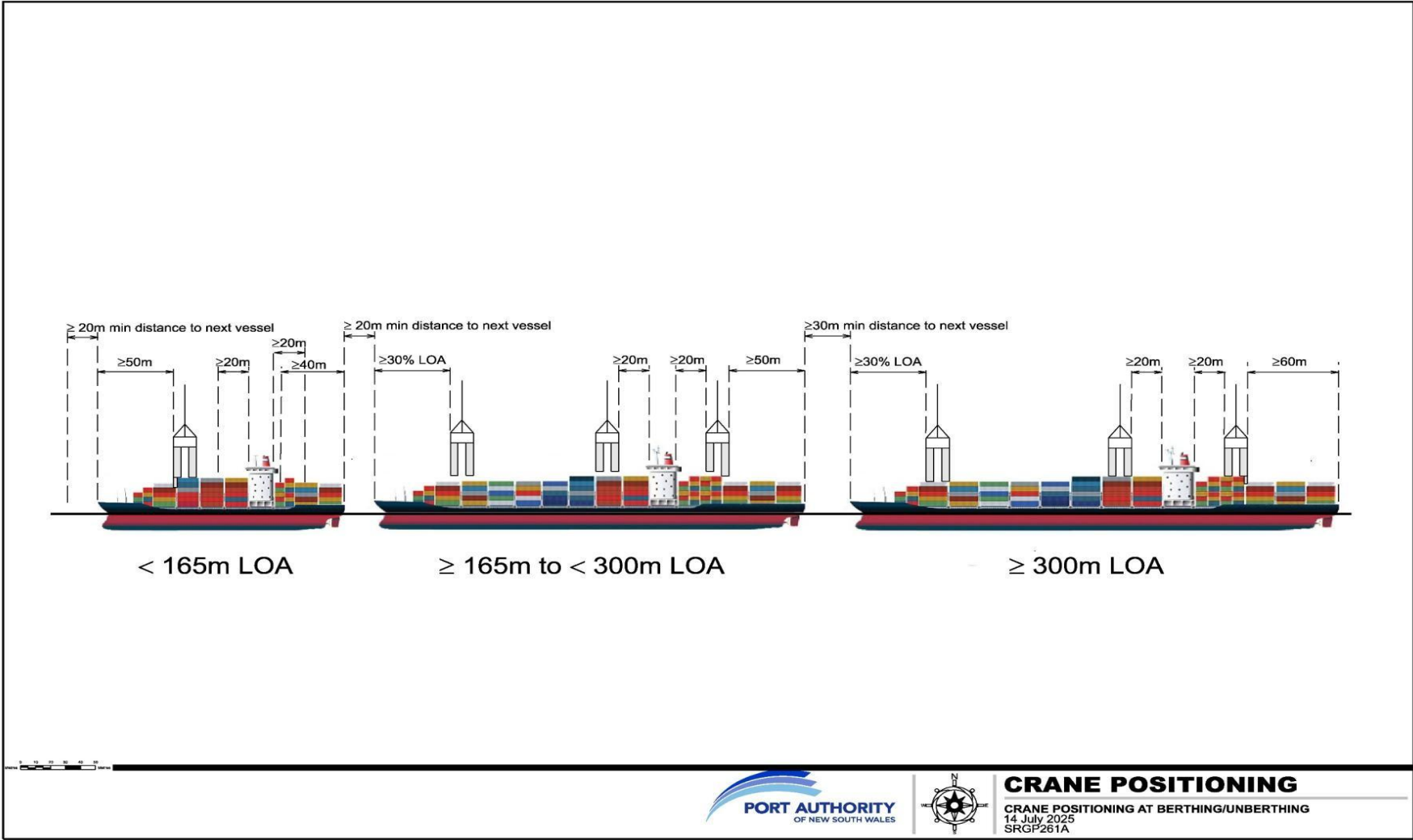
Appendix 2: Sydney Harbour Air Draft Requirements



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



Appendix 4: Port Botany Crane Positioning at Container Terminals



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

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 the vessels.

Cranes not positioned over the berthing or unberthing vessel:

- Must be a minimum of 30 metres from the bow and stern position of berthing and unberthing vessel, boomed up and unmanned
- Cranes within 100 metres of berthing or unberthing vessel must be boomed up and unmanned
- Cranes greater than 100 metres of berthing or unberthing vessel, not over the ship, must be unmanned when the berthing or unberthing vessel is passing.

Cranes positioned over the vessel:

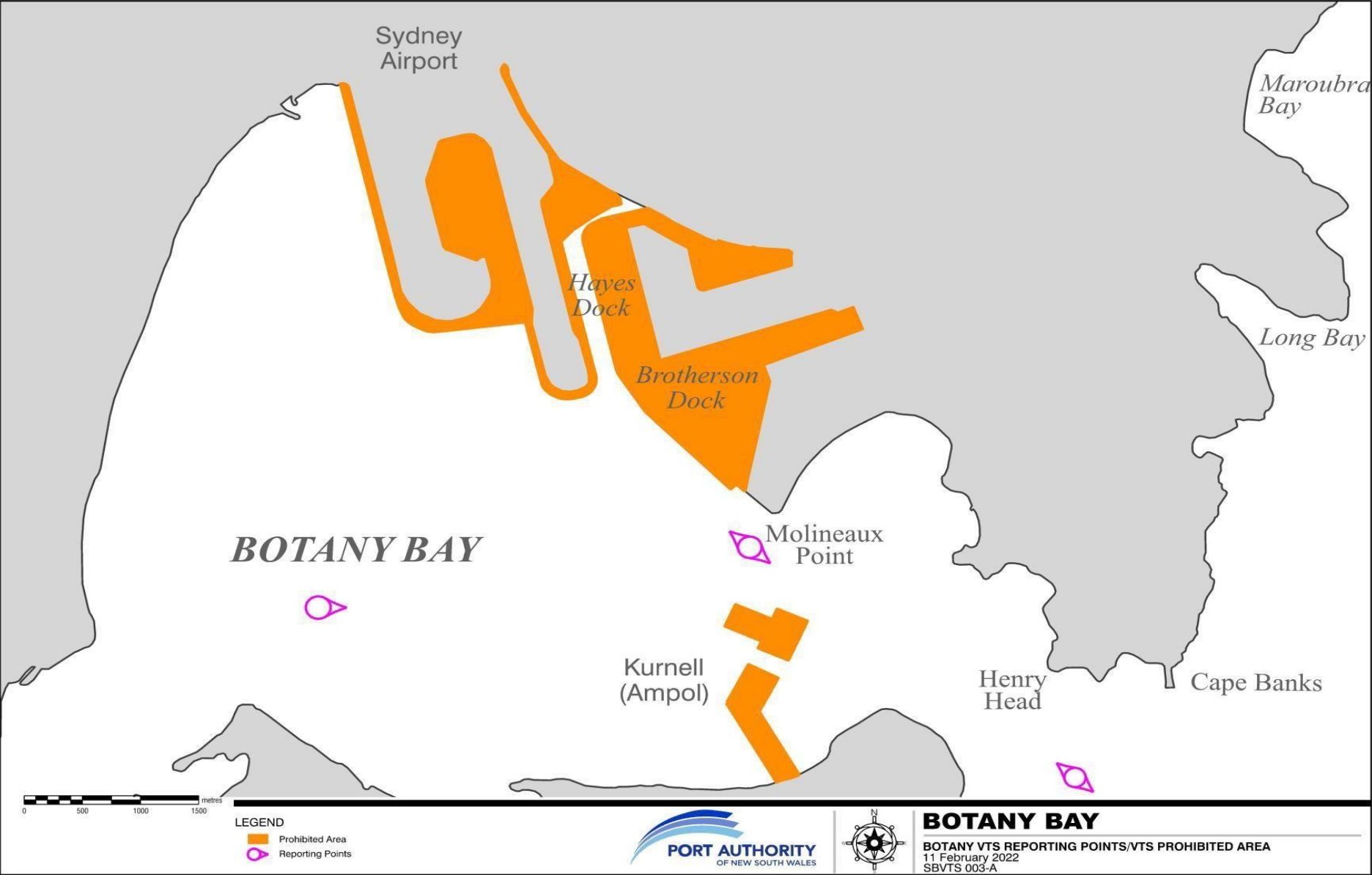
- Must be as close to the midship as possible, boomed up and unmanned.

| For cranes positioned over the vessel during berthing and unberthing, the closest crane must be: | | |
|--|---|---|
| LOA < 165 metres | LOA ≥ 165 metres to < 300 metres | LOA ≥ 300 metres |
| No less than 20 metres clear of the forward and aft most part of the vessel's bridge wing | No less than 20 metres clear of the forward and aft most part of the vessel's bridge wing | No less than 20 metres clear of the forward and aft most part of the vessel's bridge wing |
| No less than 50 metres 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 metres from the vessel's stern. | No less than 50 metres from the vessel's stern. | No less than 60 metres from the vessel's stern. |

Crane works:

- Sydney VTS must be notified prior to commencement of the 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.

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@portauthoritiesnsw.com.au

W portauthoritiesnsw.com.au

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