

Schedule of Port Charges

Effective 1 September 2026



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Note: This version, effective 1 September 2026, introduces a new Category D Navigation Services Charge exemption for vessels that re-enter noted harbours solely to facilitate the urgent medical disembarkation of a person on board, subject to specified eligibility criteria and conditions. In addition, it includes details of the final date for the use of ShIPS (p. 27).

1 General trade terms

This document outlines Port Authority of New South Wales' (Port Authority) Schedule of Port Charges, providing reference to applicable statutes, regulations and internal rules.

This is in accordance with section 62 (2) of the *Ports and Maritime Administration Act 1995*, which contains Government Policy as approved by the NSW Cabinet on 28 November 2011, and is consistent with the Premier's letter dated 26 June 2012 and 11 October 2012, and also the Minister for Roads and Ports' approval, dated 1 November 2012 and 3 December 2012.

Across all of Port Authority's six port locations, statutory charges are applied in accordance with the *Ports and Maritime Administration Act 1995* and the *Ports and Maritime Administration Regulation 2021 (NSW)*.

Port Authority's payment terms vary across locations from date of provision of service.

2 Port charges across Port Authority of New South Wales

Applicable charges managed by Port Authority include navigation, pilotage, site occupation, wharfage and miscellaneous. These charges are different in each port and are levied to all commercial vessels, including cargo and passenger vessels, piloted fishing vessels, research vessels and piloted tugs.

Below is a summary of the applicability of each of these charges in relation to the port location, their principle application and calculation method:

Applicable Charge	Port Location	Principle	Calculation
Navigation	Sydney Harbour, Port Botany, Port of Eden, Port of Yamba	Levied for the purpose of assisting the safe navigation of vessels through the port, and for the provision of various services such as: navigation aids, emergency response and port operations, among others	Rate per vessel GRT x port entry
Pilotage	Sydney Harbour, Port Botany	Levied to all movements, both in and out of the port. Pilotage is compulsory for all commercial vessels, unless exempted by section 75 of the <i>Maritime Safety Act 1998</i>	Rate per Movement = (Boarding Fee + rate per vessel's GRT on a tier basis) Total Pilotage = Rate per Movement x two movements
	Newcastle Harbour		Rate per Movement = Boarding Fee + (rate per vessel's GRT on a tier basis x location multiplier) Total Pilotage = Rate per Movement x two movements
	Port Kembla, Port of Eden, Port of Yamba		Rate per Movement = Minimum Fee + rate per vessel's GRT on a tier basis Total Pilotage = Rate per Movement x two movements

Site Occupation (Non-Passenger Vessels)	Sydney Harbour	Levied for the use of the Sydney Harbour's common user and lease berths. The fee applies to vessels occupying all or part of the berth, loading/unloading cargoes, or for any other planned or approved activity at the berth (i.e. planned maintenance)	Hourly rate x hours at berth
	Port of Eden	Time-based fee for the use of Port of Eden's berths: Breakwater Wharf, Snug Cove, Multi-purpose Wharf, Navy Wharf and Eden Cruise Berth Wharf	Flat rate per day
Site Occupation (All Vessel Types)	Port of Yamba	Time-based fee for the use of Port of Yamba's berths by vessels occupying all or part of a berth and/or are either discharging/loading cargo	Flat rate per day
Site Occupation (Passenger Vessels)	Sydney Harbour	Levied in reference to both the number of incoming passengers arriving on the cruise vessel at any of the dedicated (OPT, WBCT) or non-dedicated passenger berths (WB4), and the number of slots for which the site was reserved or occupied by such cruise vessel	Rate per passenger x Slot x Total chargeable incoming passengers
	Port of Eden	Levied in reference to both the number of incoming passengers arriving on the cruise vessel at Eden Cruise Berth and the number of slots for which the site was reserved or occupied by such cruise vessel	Rate per passenger x Slot x Total chargeable incoming passengers
Wharfage	Sydney Harbour	Levied for the provision of wharf and berth infrastructure and other services such as trade facilitation, transport coordination, serviced land or berth-specific dredging	Rate x Revenue Tonne volume
	Port of Eden, Port of Yamba	Levied to all import, export and transhipped cargo into the port. It is applicable per Revenue Tonne (RT), on bulk general cargo and by TEU on containerised cargo	Rate x Revenue Tonne per volume or TEU volume

Other Miscellaneous charges such as additional pilotage charges, Booking Cancellation fee for passenger vessels in Sydney Harbour, Good Neighbour Charge at White Bay and other utilities charges at Eden and Yamba, among others, are also levied and specific details are provided throughout this document.

Throughout this document, charges are generally shown using rates to a maximum of four (4) decimal places. On calculation of such charges however, rounding up or down may occur due to charge rates being maintained and calculated at up to six (6) decimal places.

Residual non-Port Authority port charges

In Port Botany, Newcastle Harbour and Port Kembla there are private entities that charge port tariffs in addition to the presented above. If you wish to access any of these, please see below details:

For wharfage and site occupation charges at Port Botany, please contact [NSW Ports](#).

For navigation, wharfage and site occupation charges at Newcastle Harbour, please contact [Port of Newcastle](#).

For navigation, wharfage and site occupation charges at Port Kembla, please contact [NSW Ports](#).

At the Port of Newcastle, Port Authority levies a separate contractual Service Charge – Fixed, and a Service Charge – Passenger for cruise calls at the Cruise (Channel) Berth — see 2.3.3.

2.1 Sydney Harbour

2.1.1 Navigation services charge

Navigation Type Charge (Rate per GT, per Port Entry)	GST exclusive	GST	GST inclusive
Standard Navigation	\$0.7679	\$0.0768	\$0.8447
Bulk Liquids & Gas Vessels	\$0.8513	\$0.0851	\$0.9364
Passenger Vessels	\$0.5533	\$0.0553	\$0.6086
Environmental Services Charge ⁽¹⁾	\$0.2956	\$0.0296	\$0.3252

(1) Applicable to vessels transporting noxious substances in liquid, gas or oil form

Exemptions and price variations on navigation services charge

Exemptions

An exemption from the levy of a Navigation Services Charge for the entry into Sydney Harbour will apply, in accordance with Section 14(1) of the *Ports and Maritime Administration Regulation 2021*, for vessels that leave Port Botany and, without leaving the territorial sea of Australia or entering another port, enter Sydney Harbour.

In addition, effective 1 July 2023, Port Authority introduced three (3) updated criteria for the Navigation Services Charge re-entry exemption (i.e. 100% waiver) into Sydney Harbour and Port Botany. For Sydney Harbour, this exemption encompassed one (1) eligible category under which customers can request a waiver of a Navigation Services Charge:

- **Category A:** Where a vessel departed Sydney Harbour because of a direction given to it by the Harbour Master or following consultation and agreement with the Harbour Master, to leave the Port due solely to either a port emergency or adverse weather conditions preventing the vessel from safely remaining in Port;

[Note: Categories B & C were relevant only to Port Botany]

Effective 1 September 2026, Port Authority has introduced another category relevant to Sydney Harbour for a potential Navigation Services Charge re-entry exemption (i.e. 100% waiver), being as follows:

- **Category D:** Where a vessel re-enters Sydney Harbour solely to facilitate the disembarkation of a person on board the vessel on urgent medical grounds. To be eligible, it must be demonstrated (to Port Authority's satisfaction) that:
 - the re-entry could not have been otherwise reasonably mitigated or avoided by or on behalf of the vessel;
 - the re-entry into Sydney Harbour was not connected with, or used for (even incidentally), any other operational or commercial purpose by the vessel, including but not limited to any non-medical disembarkation, cargo operations, repairs, lay-up, bunkering, stores, crew change or any other planned or incidental activity; and
 - the vessel departed Sydney Harbour as soon as reasonably practicable after the said medical disembarkation or transfer is completed.

To be eligible for a re-entry exemption (whether under Category A or D) the vessel:

1. must not have left the territorial sea of Australia, or entered any other port, prior to its re-entry to Sydney Harbour; and
2. must re-enter Sydney Harbour as soon as reasonably practicable after its departure from that Port. Consideration may be given by Port Authority to circumstances where the vessel does not re-enter the Port within 24 hours of departure, but only if it is demonstrated (to Port Authority's satisfaction) that it was unsafe for the vessel to re-enter the Port within that 24-hour window.

To request an exemption under any of the categories above, the latest version of the Re-entry Exemption Request Form (RERF) can be accessed and submitted via [the Port Charges web page](#) within 24 hours of the vessel's original departure from berth. Requests must be supported by appropriate documentation. Late or inadequately supported requests will only be considered in limited circumstances and may be declined by Port Authority.

Exemptions – 50% discount

From 1 September 2021, a partial exemption (50%) from the levy of a further navigation services charge will apply in accordance with Section 14(2) of the *Ports and Maritime Administration Regulation 2021* for any subsequent entry into Sydney Harbour by a vessel that has left Sydney Harbour and, without leaving the territorial sea of Australia or entering another port, re-enters Sydney Harbour.

Price Variations - Other

Port Authority may (but is not required) to apply price variations to vessels visiting Sydney Harbour on promotional visits, for repairs and maintenance, or in other exceptional circumstances. Applications for price variations must be requested at the time of the booking being made and any approval for granted price variations will only be made **prior** to the vessel's visit. You can contact Port Authority's Commercial & Trade team with a formal request at commercial@portauthoritynsw.com.au

Note: *Territorial Sea of Australia* means the territorial sea of Australia within the limits referred to in section 4(1) of the *Coastal Waters (State Powers) Act 1980* (Cth).

2.1.2 Pilotage charge

Fixed Charge	GST exclusive	GST	GST inclusive
Boarding Fee - Standard	\$1,483.69	\$148.37	\$1,632.06
Boarding Fee - Sydney Harbour Boarding Ground	\$2,225.52	\$222.55	\$2,448.07
Variable GT Charge	GST exclusive	GST	GST inclusive
Pilotage In/Out - TIER I 1 to 4,000 GT	\$0.00	\$0.00	\$0.00
Pilotage In/Out - TIER II 4,001 to 30,000 GT	\$0.1744	\$0.0174	\$0.1918
Pilotage In/Out - TIER III 30,001 to 55,000 GT	\$0.0297	\$0.0030	\$0.0327
Pilotage In/Out - TIER IV > 55,000 GT	\$0.0097	\$0.0010	\$0.0107

Other pilotage charges, such as anchorage, deferral, harbour removal and miscellaneous may also be applicable. These charges, along with a detailed **glossary**, can be found at the end of this document ([Annex 1](#)).

Price methodology

Pilotage Charge per Movement	Boarding Fee (GST exclusive)	GT Charge (GST exclusive)
<u>Example 1:</u> Non-passenger 10,000 GT	\$1,483.69	TIER II (\$0.1744)
Calculation	[((10,000-4,000 GT)*\$0.1744) + \$1,483.69] = \$2,530.09	
<u>Example 2:</u> Non-passenger 35,000 GT	\$1,483.69	TIER II (\$0.1744), TIER III (\$0.0297)
Calculation	[((30,000-4,000 GT)*\$0.1744 +(35,000-30,000 GT)*\$0.0297) +1,483.69] = \$6,166.59	

2.1.3 Site occupation charge for passenger vessels

Site Occupancy Type Charge (Rate per Passenger, Per Slot)	GST exclusive	GST	GST inclusive
At Dedicated Passenger Berths (OPT, WBCT)	\$45.00	\$4.50	\$49.50
At Non-Dedicated Passenger Berths (WB4)	\$22.48	\$2.25	\$24.73

Site Occupancy Type Charge (Hourly Rate)	GST exclusive	GST	GST inclusive
At Non- Passenger Berths (Glebe Island 1-2, 7 & 8; White Bay 3)	\$171.73	\$17.17	\$188.90

The site occupation charge for passenger vessels was first introduced in July 2013 and it is based on the actual number of incoming passengers as recorded in the ship's [inward passenger manifest declaration](#) per [slot](#). It is applicable to all cruise ships, regardless of whether they are “[in transit](#)” or if they are “[turn-around](#)”.

Please, refer to the [glossary](#) section at the end of this document to obtain further details and definitions.

Price variations on site occupation for passenger vessels

A Lay-up rate is only applicable when a passenger vessel undergoes unforeseen/emergency repairs which have rendered the vessel inoperable (i.e. dead ship). Or for passenger vessels which have been subject to some other event that has rendered them unable to carry out normal cargo operations.

A receipt of official documentation (i.e. AMSA / Vessel Manager) must be provided to Port Authority's Commercial Team at commercial@portauthoritiesnsw.com.au

Berth allocation for lay-up is at discretion of the Harbour Master.

Rules around pricing for site occupation charge for passenger vessels

The site occupation charge for passenger vessels is framed around a set of rules, which include: Timeframe, Minimum Charge, Passenger age and type and Passenger data requirement, among others. They can be found at the end of this document ([Annex 2](#)).

2.1.4 Miscellaneous charges for Passenger Vessels

2.1.4.1 Booking cancellation fee

This fee works on a simple principle: the closer the cancellation occurs to the slot cancelled, the higher the fees, as follows:

Booking Cancellation Fee	Application	Value
Up to 6 Calendar Months	If a cancellation notice ⁽¹⁾ is received within 6 calendar months from the confirmed slot booking arrival date or no cancellation notice is received, a cancellation fee of 100% of the site occupation charge for passenger vessels will be levied.	100%
Between 6 to 12 Calendar Months	If a cancellation notice is received between 6 calendar months to within 12 calendar months from the confirmed slot booking arrival date, a cancellation fee of 50% of the site occupation charge for passenger vessels will be levied.	50%
Between 12 to 24 Calendar Months	If a cancellation notice is received between 12 calendar months to within 24 calendar months from the confirmed slot booking arrival date, a cancellation fee of 25% of the site occupation charge for passenger vessels will be levied.	25%
Greater than 24 Calendar Months	If a cancellation notice is received over 24 calendar months from the confirmed slot booking arrival, a cancellation fee of 5% of the site occupation charge for passenger vessels will be levied.	5%

(1) Is defined as being from one day in one month to the corresponding day in the other. Where no exact corresponding day exists, it is sufficient that the day does not run into the month following.

Methodology

Cruise Ship and Berth	No. of Slots	Confirmed Slot Booking (Arrival)	Cancellation Notification Date	Max Stated Vessel Capacity (Pax)	Booking Cancellation Fee (GST exclusive)
<u>Example 1:</u> Carnival Adventure at WBCT	1	31/12/2025 06:00	1/09/2025 06:00	3,100	3,100 x 100% x (\$45.00) = \$139,500.00
<u>Example 2:</u> Radiance of the Seas at OPT	1	28/10/2025 06:00	28/11/2024 00:00	2,496	2,496 x 50% x (\$45.00) = \$56,160.00
<u>Example 3:</u> Silver Spirit at WB4	1	10/08/2026 00:00	15/02/2025 00:00	576	600 x 25% x (\$22.48) = \$3,237.12
<u>Example 4:</u> Viking Sun at Athol Anchorage debarking Pax at WBCT	1	29/04/2025 00:00	30/10/2024 00:00	930	930 x 100% x (\$45.00) = \$41,850.00

Please, refer to the [Annex 2](#) section at the end of this document to obtain further details on Booking Cancellation Fee rules and application.

2.1.4.2 Good neighbour charge

Compulsory fee payable by all cruise vessels at WBCT (including temporary terminal at White Bay 4) as an additional component of the site occupation charge, and in accordance with the noise mitigation measures related to external non-safety announcements and music played on-deck, as stated in the [Noise Restriction Policy](#), which came into effect on 1 October 2018.

The Good Neighbour charge will be rebated when compliance with the Noise Restriction Policy parameters has been satisfied.

Good Neighbour Charge (Per cruise vessel visit to WBCT)	GST exclusive	GST	GST inclusive
All Passenger Vessels berthing at White Bay Cruise Terminal ⁽¹⁾	\$11,000.00	\$1,100.00	\$12,100.00

(1) Includes temporary terminal at White Bay 4

2.1.4.3 Security, cleaning & other ancillary charges

All passenger vessels also incur miscellaneous charges, as per appropriate usage.

Miscellaneous Charges	GST exclusive	GST	GST inclusive
Security	Recoverable	-	-
Cleaning	Recoverable	-	-
Waste Removal at OPT (Per Cruise Visit)	\$44.27	\$4.43	\$48.70
Furniture Hire - Standard	\$1,833.67	\$183.37	\$2,017.03
Furniture Hire - Non-Standard	\$2,292.09	\$229.21	\$2,521.30
Hose Handling Fee ⁽¹⁾	\$764.02	\$76.40	\$840.42
Gangway Hire - Additional Hours (Hourly Rate)	\$213.93	\$21.39	\$235.33
Fresh and Grey Water per KL ⁽²⁾	Recoverable	-	-

(1) Port Authority provides hoses, connection and disconnection; (2) Port Authority charges the fresh and grey water per KL at the same rate applied by [Sydney Water](#)

Please, refer to the [glossary](#) section at the end of document to obtain further details.

2.1.5 Site occupation charge for non-passenger vessels

Site Occupancy Type Charge (Hourly Rate)	GST exclusive	GST	GST inclusive
At Non- Passenger Berths (Glebe Island 1-2, 7 & 8; White Bay 3)	\$171.73	\$17.17	\$188.90
At Dedicated and Non-Dedicated Passenger Berths (OPT, WBCT, WB4)	\$171.73	\$17.17	\$188.90

Price variations on site occupation for non-passenger vessels

A Lay-up rate is only applicable when a vessel undergoes unforeseen/emergency repairs which have rendered the vessel inoperable (i.e. dead ship). Or for vessels which have been subject to some other event that has rendered them unable to carry out normal cargo operations.

A receipt of official documentation (i.e. AMSA / Vessel Manager) must be provided to Port Authority's Commercial Team at commercial@portauthoritiesnsw.com.au.

Berth allocation for lay-up is at discretion of the Harbour Master.

2.1.6 Wharfage charge

Wharfage Cargo Charge	GST exclusive	GST	GST inclusive
All Cargo Types	Price on Application (P.O.A.)		

A wharfage charge is applied to import, export and transhipped cargo in Sydney Harbour. It is calculated in relation to the [revenue tonnes](#) loaded or unloaded at the site.

Note: Where a container (TEU, FEU, Platform, etc.) is loaded, discharged or transits at any of the berth facilities managed by Port Authority in Sydney Harbour, the Wharfage calculation will be based on the Revenue Tonnes of the relevant commodity contained **within** the container.

Please, refer to the [glossary](#) section at the end of this document to obtain further details and definitions.

2.2 Port Botany

2.2.1 Navigation services charge

Navigation Type Charge (Rate per GT, per Port Entry)	GST exclusive	GST	GST inclusive
Standard Navigation	\$0.7497	\$0.0750	\$0.8247
Bulk Liquids & Gas Vessels	\$0.8513	\$0.0851	\$0.9364
Environmental Services Charge ⁽¹⁾	\$0.2956	\$0.0296	\$0.3252

(1) Applicable to vessels transporting noxious substances in liquid, gas or oil form

Exemptions and price variations on navigation services charge

Exemptions

An exemption from the levy of a Navigation Services Charge for the entry into Port Botany will apply, in accordance with Section 14(1) of the *Ports and Maritime Administration Regulation 2021*, for vessels that leave Sydney Harbour and, without leaving the territorial sea of Australia or entering another port, enter Port Botany.

In addition, effective 1 July 2023, Port Authority introduced an updated criteria for the Navigation Services Charge re-entry exemption (i.e. 100% waiver) into Sydney Harbour and Port Botany. For Port Botany, this exemption encompassed three (3) eligible categories under which customers can request a waiver of a Navigation Services Charge:

- **Category A:** Where a vessel departed Port Botany because of a direction given to it by the Harbour Master or following consultation and agreement with the Harbour Master, to leave the Port due solely to either a port emergency or adverse weather conditions preventing the vessel from safely remaining in Port;
- **Category B:** Where a vessel already within Port Botany and scheduled to transit between the Bulk Liquids Berth and a berth at Kurnell (or vice versa) is required to depart the Port due to the being unable to complete its scheduled transition prior to completing its cargo operations when the Dynamic Under Keel Clearance system (DUKC) indicates there is 'no window available' to berth / safely remain at berth and complete cargo operations; or
- **Category C:** Where a vessel already within Port Botany and scheduled to transit between the Bulk Liquids Berth and a berth at Kurnell (or vice versa) is required to depart the Port due to the vessel being unable to complete its scheduled transition because of an inability to meet the pilotage parameters at Kurnell set out in the current Harbour Master Directions.

Effective 1 September 2026, Port Authority has introduced a 4th category ("Category D") for potential Navigation Services Charge re-entry exemption (i.e. 100% waiver) into Port Botany, being as follows:

- **Category D:** Where a vessel re-enters Port Botany solely to facilitate the disembarkation of a person on board the vessel on urgent medical grounds. To be eligible, demonstrated (to Port Authority's satisfaction) that:
 - the re-entry could not have been otherwise reasonably mitigated or avoided by or on behalf of the vessel;
 - the re-entry was not connected with, or used for (even incidentally), any other operational or commercial purpose by the vessel, including but not limited to any non-medical

- disembarkation, cargo operations, repairs, lay-up, bunkering, stores, crew change or any other planned or incidental activity; and
- the vessel departed the Port as soon as reasonably practicable after the said medical disembarkation or transfer is completed.

To be eligible for a re-entry exemption (whether under Category A, B, C or D) the vessel:

1. must not have left the territorial sea of Australia, or entered any other port, prior to its re-entry to Port Botany; and
2. must re-enter Port Botany as soon as reasonably practicable after its departure from that Port. Consideration may be given by Port Authority to circumstances where the vessel does not re-enter the Port within 24 hours of departure, but only if it is demonstrated (to Port Authority's satisfaction) that it was unsafe for the vessel to re-enter the Port within that 24-hour window.

To request an exemption under any of the categories above, the latest version of the Re-entry Exemption Request Form (RERF) can be accessed and submitted via [the Port Charges web page](#) within 24 hours of the vessel's original departure from berth. Requests must be supported by appropriate documentation. Late or inadequately supported requests will only be considered in limited circumstances and may be declined by Port Authority.

Exemptions – 50% discount

From 1 September 2021, a partial exemption (50%) from the levy of a further navigation services charge will apply in accordance with Section 14(2) of the *Ports and Maritime Administration Regulation 2021* for any subsequent entry into Port Botany by a vessel that has left Port Botany and, without leaving the territorial sea of Australia or entering another port, re-enters Port Botany.

Price Variations - Other

Port Authority may (but is not required) to apply price variations to vessels visiting Port Botany on promotional visits, for repairs and maintenance, or in other exceptional circumstances. Applications for price variations must be requested at the time of the booking being made and any approval for granted price variations will only be made **prior** to the vessel's visit. You can contact Port Authority's Commercial & Trade team with a formal request at commercial@portauthoritynsw.com.au

Note: *Territorial Sea of Australia* means the territorial sea of Australia within the limits referred to in section 4(1) of the *Coastal Waters (State Powers) Act 1980* (Cth).

2.2.2 Pilotage charge

Fixed Charge	GST exclusive	GST	GST inclusive
Boarding Fee - Standard	\$1,483.69	\$148.37	\$1,632.06
Boarding Fee - Sydney Harbour Boarding Ground	\$2,225.52	\$222.55	\$2,448.07
Variable GT Charge	GST exclusive	GST	GST inclusive
Pilotage In/Out - TIER I 1 to 4,000 GT	\$0.00	\$0.00	\$0.00
Pilotage In/Out - TIER II 4,001 to 30,000 GT	\$0.1744	\$0.0174	\$0.1918

Pilotage In/Out - TIER III 30,001 to 55,000 GT	\$0.0297	\$0.0030	\$0.0327
Pilotage In/Out - TIER IV > 55,000 GT	\$0.0097	\$0.0010	\$0.0107

Other pilotage charges, such as anchorage, deferral, harbour removal and miscellaneous may also be applicable. These charges, along with a detailed glossary, can be found at the end of this document ([Annex 1](#)).

Price Methodology

Please, refer to pilotage methodology for [Sydney Harbour](#).

2.3 Newcastle Harbour

2.3.1 Pilotage charge

Fixed Pilotage Charge (Per Movement)	GST exclusive	GST	GST inclusive
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Boarding Fee	\$2,544.62	\$254.46	\$2,799.08
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Variable Pilotage Charge (Per Movement)	GST exclusive	GST	GST inclusive
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Pilotage In/Out - TIER I 1 to 8,000 GT	\$1,454.37	\$145.44	\$1,599.81
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Pilotage In/Out - TIER II 8,001 to 34,000 GT	\$0.044957	\$0.0045	\$0.049453
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Pilotage In/Out - TIER III 34,000 to 55,000 GT	\$0.066829	\$0.0067	\$0.073512
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Pilotage In/Out - TIER IV Above 55,000 GT	\$0.024997	\$0.0025	\$0.027497
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Minimum Fee ⁽¹⁾	\$3,998.99	\$399.90	\$4,398.89
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Other Pilotage Charges	GST exclusive	GST	GST inclusive
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Harbour Movement ⁽²⁾	\$3,998.99	\$399.90	\$4,398.89
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Pilotage Deferrals In/Out ⁽²⁾	\$3,998.99	\$399.90	\$4,398.89
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(1) In the event that the total pilotage charge per movement results in a price less than \$3,998.99 (GST exclusive), then the minimum pilotage charge will apply;

(2) In the event of operational or safety circumstances, Port Authority of New South Wales may, at its absolute discretion, waive the charge

Price methodology

Pilotage Charge per Movement	Boarding Fee (GST exclusive)	Variable Pilotage Charge (GST exclusive)	Location Sector
<u>Example 1:</u> 37,000 GT	\$2,544.62	TIER I, TIER II, TIER III	West Basin
Calculation	$\$2,544.62 + [\$1,454.37 + ((34,000 - 8,000) * \$0.044957) + ((37,000 - 34,000) * \$0.066829)] * 1.00 = \mathbf{\$5,368.36}$		
<u>Example 2:</u> 70,000 GT		TIER I, TIER II, TIER II, TIER IV	Dyke
Calculation	$\$2,544.62 + [\$1,454.37 + ((34,000 - 8,000) * \$0.044957) + ((55,000 - 34,000) * \$0.066829 + ((70,000 - 55,000) * \$0.024997))] * 1.40 = \mathbf{\$8,706.88}$		

Location sectors

Newcastle is a river port located approximately 10k away from the ocean to its furthest navigable point. For this reason, pilotage charges in Newcastle have a multiplier value based on the location of the berth within the river, which reflects both the distance a pilot needs to travel and the time a pilot is required when boarding/deboarding a vessel.

Below are the location sectors with their respective berth codes and location values.

Location Sectors	Location Code	Location Multiplier
Entrance	T1, TB, QW	0.5
West Basin	CAR, E1, E2, W1, W3, W4, SP	1
Lower Dyke	CH	1.1
	D1, D2	1.3
Dyke	D4, D5	1.4
Koor Gc	K2, K3, M4, M6	1.2
Koor Coal	K4, K5, K6, K7, K8, K9, K10	1.6
Mayfield	M7	1.6
Future Development	T4	1.6
North Arm	EGLO	0.97
Tomago	TOM	3.87

2.3.2 Miscellaneous charges for Passenger Vessels

All passenger vessels also incur miscellaneous charges, as per appropriate usage.

Miscellaneous Charges	GST exclusive	GST	GST inclusive
Security	Recoverable	-	-
Cleaning	Recoverable	-	-

2.3.3 Passenger and Vessels Service Charge

For berthing initiated on/ from 4 October 2026, the following charges will apply:

Service Charge ¹	GST Exclusive	GST	GST Inclusive
Service Charge – Fixed ²	\$5,500	\$550	\$6,050
Service Charge - Passenger ³	\$6.13	\$0.61	\$6.74

¹ Per 24hrs (or part thereof) secure at berth

² Subject to the phase in schedule set out below

³ A minimum of 600 passengers will be billed where a vessel carries fewer than 600 passengers

Phase in schedule for Service Charge – Fixed

The Service Charge – Fixed at Cruise (Channel) Berth above will be phased in based on the following schedule

Service Charge	4 October 2026 – 3 October 2027	4 October 2027 – 3 October 2028	4 October 2028 onwards
Service Charge – Fixed	50% of the above rate will be payable	75% of the rate effective at the time will be payable	The full rate effective at the time will be payable

Application & scope

- Each charge levied per 24hrs (or part thereof) secure at berth.
- Applies to cruise ship calls at the Cruise (Channel) Berth in Newcastle Harbour for landside services facilitated by Port Authority under its licence arrangement with Port of Newcastle.
- While this arrangement is in force, no site occupation charge under the Ports and Maritime Administration Act 1995 is levied by Port Authority in Newcastle.

Situation	Service Charge – Fixed (Ex GST)	Service Charge - Passenger (Ex GST)	Ex GST Fee payable
2,000 pax vessel berth on 3 November 2026	$\$5,500 \times 50\% = \$2,750.00$	$\$6.13 \times 2,000 = \$12,260.00$	$= \$2,750 + \$12,260 = \$15,010$
400 pax vessel berth 1 January 2027	$\$5,500 \times 50\% = \$2,750.00$	$\$6.13 \times 600 \text{ (minimum)} = \$3,678.00$	$\$2,750.00 + \$3,678.00 = \$6,428$
1, 800 pax vessel berth 8am 10 January 2027, departs 5pm on 11 January 2027	$\$5,500.00 \times 50\% \times 2 = \$5,500$	$\$6.13 \times 1,800 \times 2 = \$22,068.00$	$\$5,500.00 + \$22,068 = \$27,568.00$

2.4 Port Kembla

2.4.1 Pilotage charge

Fixed Pilotage Charge (Per Movement)	GST exclusive	GST	GST inclusive
Boarding Fee	\$3,450.00	\$345.00	\$3,795.00

Variable Pilotage Charge (Per Movement)	GST exclusive	GST	GST inclusive
Pilotage In/Out - Baseline 1 to 8,800 GT	\$912.30	\$91.23	\$1,003.53
Pilotage In/Out - TIER I 8,801 to 25,000 GT	\$0.1037	\$0.0104	\$0.1141
Pilotage In/Out - TIER II 25,001 to 50,000 GT	\$0.0639	\$0.0064	\$0.0703
Pilotage In/Out - TIER III > 50,000 GT	\$0.0141	\$0.0014	\$0.0155

Minimum Pilotage Charge (Per Movement)	GST exclusive	GST	GST inclusive
Minimum Fee ⁽¹⁾	\$4,362.30	\$436.23	\$4,798.53

(1) In the event that the total pilotage charge per movement results in a price less than \$3,879.66 (GST exclusive), then the minimum pilotage charge will apply.

Other Pilotage Charges	GST exclusive	GST	GST inclusive
Intended Activity Request ⁽¹⁾ ATTENDANCE (Hourly Rate)	\$122.96	\$12.30	\$135.26
Pilotage Removals	Charged at full Pilotage rate		
Deferral In/Out ⁽²⁾ Within 2 hours	Charged at 75% of the full Pilotage rate		

(1) Includes any dangerous or noxious goods, bunkering or hot work permit;

(2) Charge may be waived in the event the cancellation is due to weather or an unforeseen event, at the absolute discretion of Port Authority

Price methodology

Pilotage Charge per Movement	Minimum Fee (GST exclusive)	Variable Pilotage Charge (GST exclusive)
<u>Example 1:</u> 37,000 GT	\$4,362.30	TIER I, TIER II
Calculation	$\$4,362.30 + ((25,000-8,800)*(\$0.1037)) + ((37,000-25,000)*(0.0639)) = \mathbf{\$6,809.04}$	
<u>Example 2:</u> 70,000 GT	\$4,362.30	TIER I, TIER II, TIER III
Calculation	$\$4,362.30 + ((25,000-8,800)*(\$0.1037)) + ((50,000-25,000)*(0.0639)) + ((70,000-50,000)*(0.0141)) = \mathbf{\$7,921.74}$	

2.5 Port of Eden

2.5.1 Navigation services charge

Navigation per GT Tier (Per GT, per Port Entry)	GST exclusive	GST	GST inclusive
Vessels up to 50,000 GT	\$0.7237	\$0.0724	\$0.7961
Vessels between 50,001 to 78,000 GT	\$1.4512	\$0.1451	\$1.5963
Vessels > 78,000 GT ¹	\$76,818.60	\$7,681.86	\$84,500.46

(1) Derived from calculation: (Vessels up to 50,000 GT * Rate) + (Difference between 50,001 GT to 78,000 GT * Rate)

Exemptions and price variations on navigation services charge

Exemptions

There are two (2) eligible categories under which customers of Port of Eden can request a waiver of a Navigation Services Charge:

- **Category A:** Where a vessel departed Port of Eden because of a direction given to it by the Harbour Master or following consultation and agreement with the Harbour Master, to leave the Port due solely to either a port emergency or adverse weather conditions preventing the vessel from safely remaining in Port;
- **Category D:** Where a vessel re-enters Port of Eden solely to facilitate the disembarkation of a person on board the vessel on urgent medical grounds. To be eligible, demonstrated (to Port Authority's satisfaction) that:
 - the re-entry could not have been otherwise reasonably mitigated or avoided by or on behalf of the vessel;
 - the re-entry was not connected with, or used for (even incidentally), any other operational or commercial purpose by the vessel, including but not limited to any non-medical disembarkation, cargo operations, repairs, lay-up, bunkering, stores, crew change or any other planned or incidental activity; and
 - the vessel departed the Port as soon as reasonably practicable after the said medical disembarkation or transfer is completed.

[Note: Categories B & C are relevant only to Port Botany]

To be eligible for a Navigation Services Charge re-entry exemption (whether under Category A or D) the vessel:

1. must not have left the territorial sea of Australia, or entered any other port, prior to its re-entry to Port of Eden; and
2. must re-enter Port of Eden as soon as reasonably practicable after its departure from that Port. Consideration may be given by Port Authority to circumstances where the vessel does not re-enter the Port of Eden within 24 hours of departure, but only if it is demonstrated (to Port Authority's satisfaction) that it was unsafe for the vessel to re-enter the Port of Eden within that 24-hour window.

To request an exemption under any of the categories above, the latest version of the Re-entry Exemption Request Form (RERF) can be accessed and submitted via [the Port Charges web page](#) within 24 hours of the vessel's original departure from berth. Requests must be supported by appropriate documentation. Late or inadequately supported requests will only be considered in limited circumstances and may be declined by Port Authority.

2.5.2 Pilotage charge

Minimum Pilotage Charge*	GST exclusive	GST	GST inclusive
Minimum Fee (per movement up to 4 hours) 1 to 2,133 GT	\$1,739.89	\$173.99	\$1,913.88
Additional Charge for Movements Longer than 4 Hours	GST exclusive	GST	GST inclusive
Fee for each additional hour (or part thereof)	\$370.66	\$37.07	\$407.73
Variable GT Charge	GST exclusive	GST	GST inclusive
Pilotage In/Out - TIER I From 2,134 to 25,000 GT	\$0.120628	\$0.012063	\$0.132691
Pilotage In/Out - TIER II From 25,001 to 50,000 GT	\$0.056152	\$0.005615	\$0.061767
Pilotage In/Out - TIER III > 50,000 GT	\$0.016277	\$0.001628	\$0.017905

* Note: If a vessel movement is cancelled or postponed (at the sole discretion of Port Authority) with less than 2 hours' notice, 100% of the Minimum Pilotage Charge will still be charged.

2.5.3 Site Occupation charge

Site Occupancy Type (Rate per Passenger, Per Slot) *	GST exclusive	GST	GST inclusive
At all Eden Cruise Wharf locations ⁽¹⁾	\$6.13	\$0.61	\$6.74

(1) Please, refer to Annex 2 for general rules for passenger vessels

* Charged to all Passenger Vessels on a Passenger Exchange visit

Site Occupancy Type (Daily Rate) *	GST exclusive	GST	GST inclusive
Vessel at Berth <i>Eden Cruise Wharf</i>	\$482.36	\$48.24	\$530.60
Vessel at Berth <i>Eden Breakwater Berth or Eden Cruise Wharf Extension</i>	\$241.18	\$24.12	\$265.30
Vessel at Berth <i>Eden Breakwater Berth 1, 2 or Eden Cruise Wharf Extension 3, 4</i>	\$120.59	\$12.06	\$132.65
Vessel at Berth <i>Eden Navy Berth (Multi-purpose) Only</i>	\$482.36	\$48.24	\$530.60

* Charged to all Non-Passenger Vessels and to all Passenger Vessels when **not** on a Passenger Exchange visit

Berth Locations	Berth Codes	Wharf Face Occupied
<i>Eden Cruise Wharf</i>	EDCW	Up to 193 metres
<i>Eden Cruise Wharf Extension</i>	EDCWX	Up to 103 metres
<i>Eden Cruise Wharf Extension 3, 4</i>	EDCW3, EDCW4	Up to 51.5 metres
<i>Eden Breakwater Berth</i>	EDGEN	Up to 90 metres
<i>Eden Breakwater Berth 1, 2</i>	EDG1, EDG2	Up to 45 metres
<i>Eden Navy Berth (Multi-purpose)</i>	EDNAV	Up to 200 metres

2.5.4 Wharfage charge

Cargo Type (Rate per RT or TEU)	GST exclusive	GST	GST inclusive
General Bulk Cargo	\$2.00	\$0.20	\$2.20
Containers - FULL	\$80.39	\$8.04	\$88.43
Containers - EMPTY	\$40.20	\$4.02	\$44.21

2.5.5 Miscellaneous charges

Miscellaneous Charges	GST exclusive	GST	GST inclusive
Utilities at Multi-purpose Wharf and Navy Wharf (Rate per Visit)	\$117.63	\$11.76	\$129.39
Gangway Hire (Rate per 24 hour-day, pro-rata thereof)	\$156.83	\$15.68	\$172.51
Intended Activity Request ⁽¹⁾ DANGEROUS GOODS / OIL INSPECTION (Hourly Rate)	\$28.95	\$2.90	\$31.85

(1) Applied outside normal working hours: 4:00pm-9:00am Mon–Fri, Sat, Sun and public holidays

2.6 Port of Yamba

2.6.1 Navigation services charge

Navigation per GT Tier (Per GT, per Port Entry)	GST exclusive	GST	GST inclusive
All vessels entering the port	\$0.7237	\$0.0724	\$0.7961

2.6.2 Pilotage charge

Minimum Pilotage Charge	GST exclusive	GST	GST inclusive
Minimum Fee (per day) 1 to 1,109 GT	\$192.95	\$19.30	\$212.25
Variable GT Charge	GST exclusive	GST	GST inclusive
Per GT	\$0.1740	\$0.02	\$0.19
Pilotage Deferrals In/Out	GST exclusive	GST	GST inclusive
Within 2 hours	\$192.95	\$19.30	\$212.25

Charge Type	GST exclusive	GST	GST inclusive
Additional / Assisting Pilot ⁽¹⁾ (per hour)	\$115.49	\$11.55	\$127.04
Pilot delayed waiting for ship to leave berth	\$230.95	\$23.10	\$254.05
Pilot stays on board at request of Master / Due to adverse weather ⁽¹⁾ (per hour)	\$115.49	\$11.55	\$127.04
Stand By, Patrol or Escort Vessel (per hour)	\$356.48	\$35.65	\$392.13

(1) Applied to a maximum of 8 hours daily

2.6.3 Site Occupation charge

Site Occupancy Type (Daily Rate)	GST exclusive	GST	GST inclusive
Vessel at Berth	\$482.33	\$48.23	\$530.56
Cargo Storage Only	\$241.17	\$24.12	\$265.28

Price variations on site occupation for non-passenger vessels

A Lay-up rate is applicable to any vessel that is at berth or that is made fast to any vessel and cannot carry out normal cargo transfer operations. Notification on the intent to use the lay-up rate must be notified in advance to Port Authority.

2.6.4 Wharfage charge

Cargo Type (Rate per RT or TEU)	GST exclusive	GST	GST inclusive
General Bulk Cargo	\$2.00	\$0.20	\$2.20
Containers - FULL	\$80.39	\$8.04	\$88.43
Containers - EMPTY	\$40.20	\$4.02	\$44.21

2.6.5 Miscellaneous charges

Miscellaneous Charges	GST exclusive	GST	GST inclusive
Utilities Charge (Rate per visit)	\$117.63	\$11.76	\$129.39
Intended Activity Request ⁽¹⁾ DANGEROUS GOODS / OIL INSPECTION (hourly rate)	\$32.14	\$3.21	\$35.35

(1) Applied outside normal working hours: 4:00pm-9:00am Mon–Fri, Sat, Sun and public holidays

3 Enquiries

Department	Role	Email	Telephone
Eden enquiries	Corporate Office	Eden Enquiries Team edenpilots@portauthoritynsw.com.au	+61 2 6496 1719
Invoice enquiries	Revenue Coordinator	Leticia Rodriguez revenue@portauthoritynsw.com.au	+61 2 9296 4612
New business enquiries	Commercial	Commercial Team commercial@portauthoritynsw.com.au	
Newcastle enquiries	Corporate Office	Newcastle Enquiries Team nc_enquiries@portauthoritynsw.com.au	+61 2 4985 8222
Port Kembla enquiries	Corporate Office	Port Kembla Enquiries Team pk_enquiries@portauthoritynsw.com.au	+61 2 4275 0100
Price enquiries	Commercial	Commercial Team commercial@portauthoritynsw.com.au	
Yamba enquiries	Corporate Office	Yamba Enquiries Team yambaenquiries@portauthoritynsw.com.au	+61 2 6646 2002
Vessel bookings in Sydney Harbour, Port Botany and Port of Yamba		Up to 21 October 2026: VTS Team vts@portauthoritynsw.com.au https://ships.portauthoritynsw.com.au From 22 October 2026: https://oneport.portauthoritynsw.com.au/	
Vessel bookings in Newcastle, Port Kemble and Port of Eden		https://oneport.portauthoritynsw.com.au/	

Notification of vessel arrivals and bookings at Sydney Harbour, Port Botany and Port of Yamba is currently made through Port Authority's ShIPS system. The final date for vessel bookings and lodgement of dangerous goods in ShIPS will be Wednesday 21 October 2026. On this date, all operational activity in Sydney Harbour, Port Botany and Yamba will cease in ShIPS and transfer to OnePort for ongoing management.

For Newcastle, Port Kembla and Port of Eden, please use the system links above. Port service providers, including pilots, towage operators and line handlers, in conjunction with Port Authority, accept and confirm the provision of services electronically through ShIPS (and subsequently OnePort for Sydney Harbour, Port Botany and Yamba from 21 October 2026).

All booking enquiries and berth allocations should be directed to the Shipping Manager. For more information, please visit Port Authority's website: www.portauthoritynsw.com.au.

4 Annex 1: Miscellaneous pilotage charges in Sydney Harbour and Botany Bay

Anchorage - An anchorage charge applies to a piloted arrival or departure movement from/to the following locations: Bank Anchorage 1 and Bank Anchorage 2.
Deferral inward - A deferral inward charge is applicable when a booked and confirmed inward movement is delayed or cancelled at late notice by circumstances that the vessel/master or agent could not reasonably foresee. In this instance, late notice means within two hours of the confirmed booking time. A deferral inward charge will also apply if the vessel does not attend the pilot boarding ground (either at Port Botany or Sydney Harbour) within 30 minutes of the booked movement time, causing a delay in the pilot boarding the vessel.
Harbour removal - A harbour removal charge refers to a piloted movement from one berth to another berth within the same port.
Assisting pilot on board - An assisting pilot may be allocated for specialised movements, vessels with restricted visibility and for movements into Kurnell 3. The assisting pilot is charged at the pilot stays on board rate, although it does not apply to any deferral charges.
Deferral outward - A deferral outward charge applies where a pilot has proceeded to or boards a vessel for a removal or departure, however the movement time is amended to a later time or cancelled. It also applies where a departure booking time changes within two hours of the confirmed booking time, and if the vessel is not ready to sail within 30 minutes of the booked movement time, causing the pilot to be retained until departure.
Master audit - A master audit (in/out) charge applies when an exempt master requires a "check audit pilot" to assess their practical ship-handling skills. Master audits are for authorised movements only. A master audit charge is not applicable on harbour removal unless specifically approved by the harbour master during exceptional circumstances. If an audited movement is delayed by 30 minutes or more, then a deferral inward (arrival) or outward (departure or removal) charge will be applied. Note: an applicant attempting to obtain a pilotage exemption or an exempt master without a valid certificate pays the full pilotage charge.
Pilot stays on board - A pilot stays on board charge applies where a pilot is requested or instructed to stay on board a vessel on any movement type (arrival, departure or removal). An hourly rate is applied. The pilot may be requested to stay on board in circumstances such as a specialised operation, compass swing, a hampered vessel, during times of adverse weather, engine failure or reduced capacity, or if a vessel is not adequately secured or for safety purposes. If a pilot is requested to stay on board beyond 30 minutes from the confirmed movement time, then a pilot stays on board charge may also be applicable. The pilot stays on board charge does not apply to any deferral charges. A minimum charge of one hour will apply where a pilot stays on board for less than an hour. For over an hour, the charge is calculated to the nearest 15 minutes.
Boarding fee - A boarding fee applies each time the main pilot board the vessel. If an assisting pilot also boards, then only one boarding fee is applicable. If a vessel transits from/to Sydney Harbour or to/from Botany Bay, two boarding fees apply regardless of whether a pilot on board under any circumstances. The boarding fee does not apply to any deferral charge.

Anchorage	GST exclusive	GST	GST inclusive
Anchorage In/Out - TIER I 1 to 7,990 GT	\$0.00	\$0.00	\$0.00
Anchorage In/Out - TIER II 7,991 to 29,223 GT	\$0.0874	\$0.0087	\$0.0961
Anchorage In/Out - MAX CHARGE > 29,223 GT	\$1,855.76	\$185.58	\$2,041.34
Harbour Removal	GST exclusive	GST	GST inclusive
Harbour Removal - TIER I 1 to 7,990 GT	\$0.00	\$0.00	\$0.00
Harbour Removal - TIER II 7,991 to 29,223 GT	\$0.0874	\$0.0087	\$0.0961
Harbour Removal - MAX CHARGE > 29,223 GT	\$1,855.76	\$185.58	\$2,041.34

Deferral Inward	GST exclusive	GST	GST inclusive
Deferral In - TIER I MIN CHARGE 1 to 15,981 GT	\$696.77	\$69.68	\$766.45
Deferral In - TIER II 15,982 to 29,223 GT	\$0.0436	\$0.0044	\$0.0480
Deferral In - MAX CHARGE > 29,223 GT	\$1,274.12	\$127.41	\$1,401.53
Other Miscellaneous	GST exclusive	GST	GST inclusive
Deferral Outward (Flat Rate)	\$289.09	\$28.91	\$318.00
Assisting Pilot on Board (Hourly Rate)	\$189.43	\$18.94	\$208.37
Master Audit In/Out (Per Movement)	\$1,993.76	\$199.38	\$2,193.14
Pilot Stays on Board (at Master's/Port Authority's Request - (Hourly Rate)	\$189.43	\$18.94	\$208.37
Boarding Fee - Master Audit (Flat Rate)	\$834.61	\$83.46	\$918.07
Pilot Cutter Hire	\$946.37	\$94.64	\$1,041.01

5 Annex 2: Passenger vessels' guidelines

Site occupation charge for passenger vessels guidelines

Timeframe - The site occupation charge for passenger vessels is charged once per slot for all cruise ships utilising either the dedicated or non-dedicated passenger berths in Sydney Harbour. If a cruise ship stays at berth for more than 24 hours it will be charged site occupation again for the additional slot, and so on.
Minimum charge - The site occupation charge for passenger vessels is based on a minimum of 600 passengers per cruise vessel, except for the vessels with a maximum stated passenger capacity of less than 200 passengers. The minimum charge will also be applied in the instances in which an empty cruise vessel arrives at a passenger berth ready to have passengers embarked for its new destination.
Passenger age - The site occupation charge for passenger vessels does not apply for infant passengers (i.e. two years old or under).
Passenger type - The site occupation charge for passenger vessels is based on the incoming passenger number, as recorded in the ship's inward passenger manifest declaration. The ship's crew and all non-revenue passengers are excluded from this charge. Non-revenue passengers are restricted to all temporary staff of the vessel only, such as: entertainers and hospitality staff only. Any other temporary passengers on promotional or activities will be charged the site occupation charge for passenger vessels.
Berth location - The site occupation for passenger vessels is applicable at individual dedicated and non-dedicated passenger berth in its own right, and not based on grouping by the berth attributes.
Bookings - At the time of booking, a cruise line must only nominate either of the two dedicated passenger terminals: Overseas Passenger Terminal (OPT) or White Bay Cruise Terminal (WBCT). Requests for other non-dedicated passenger berths (White Bay 4), non-passenger berths (e.g. Glebe Island 1) or anchorage areas (Point Piper, Athol Buoy) will not be accepted if one of the dedicated passenger terminals is available.
Passenger processing - In the event where a cruise vessel is berthed at a non-dedicated passenger berth (White Bay 4), at a non-passenger berth (e.g. Glebe Island 1) or at an anchorage area (Point Piper, Athol Buoy) and its passengers are processed at either OPT or WBCT, the site occupation charge applicable to that terminal (inclusive of the Minimum Charge, where applicable) will be used.
Passenger data requirement - The cruise line/principal agent is to provide Port Authority of New South Wales with the inward passenger number details between 48 hours prior to ship arrival and the time of ship departure. If the information is not provided within the agreed time frame, an extra 10% on top of the stated passenger capacity of each cruise vessel (i.e. 110% of capacity) will be used for billing purposes. The stated passenger capacity of each cruise vessel is recorded in the ship's International Tonnage Certificate (ITC).

Booking cancellation fee guidelines

Cancellation notification timeframe - The cancellation notification date commences at 00:00 hours of each day.
General Charging - The booking cancellation fee always works on the following parameter: Max Stated Vessel Capacity * Site Occupation per Passenger Vessel * Slot The only exception of this rule occurs with a cruise vessel with a Maximum States Vessel Capacity between 200 and 600 passengers. In such case, the calculation is as follows: Min 600 Passengers * Site Occupation per Passenger Vessel * Slot
Anchorages In the event that a cruise vessel berths at an Anchorage (or at a non-passenger berth) but its passengers are processed at either OPT, WBCT or WB4, the General Charging rule (as per above) will apply.
Charging Rate The Booking cancellation fee will be charged at the rate of the Site occupation for passenger vessels applicable at the time of the Cancellation notification date.

6 Glossary

Calendar month - A period of time consisting of thirty days in April, June, September and November; and thirty-one days in the remainder of the months except February, which consists of twenty-eight days except in a leap year, when the intercalary day is added, making twenty-nine days.
Cleaning services at Sydney Harbour's passenger berths - On a ship day, cleaning services are carried out by Port Authority's cleaning contractor at the terminal site. Cleaning personnel are on site from 0700 to 1700 hours to provide roaming cleaning of the terminal, rubbish management and supply of amenities to restrooms. Cleaning personnel are also responsible for cleaning external areas such as the coach bay, car park and pedestrian walkways within the precinct.
Gangway hire at Sydney's Harbour passenger berths - Port Authority's shore gangways can only be utilised by vessels that have been assessed and approved. Standard hours for the connection of Port Authority's shore gangway is 0600 to 2000 hours. If a gangway is required to remain connected outside these hours, a charge will apply (please, refer to miscellaneous charges for passenger vessels for price details).
Lay-up - Rate applicable in unforeseen circumstances only where a vessel needs to undergo emergency maintenance or cannot otherwise carry out normal cargo transfer operations due to an unexpected event. Written notification must be provided to the commercial team of the intention to use a berth for lay-up purposes. Berth allocation for lay-up is at discretion of the harbour master.
Berth location - The site occupation for passenger vessels is applicable at individual dedicated and non-dedicated passenger berth in its own right, and not based on grouping by the berth attributes.
Revenue tonne - A revenue tonne is the greater of mass volume measured in units of tonnes, cubic metres or kilolitres.
Security charges at Sydney Harbour's passenger berths - On a cruise ship day, security services are carried out by Port Authority's security provider in accordance with the Maritime Transport and Offshore Facilities Security Act 2003. Duties which are undertaken by the security provider include: patrolling access to the facility, supervising passengers at the terminal precinct, screening of all unaccompanied baggage and the monitoring of cargo and stores delivered to the ship.
Slot - The time allocated by Port Authority for the maximum interval permitted between the arrival and departure of a passenger vessel at a passenger berth which is not to exceed 24 hours. It is applicable to all passenger ship activities, regardless of whether they are "in transit" or if they are "turn-around".
Vessel: in transit - Refers to a cruise/passenger vessel which has some of its incoming passengers debark on a temporary basis before returning to the vessel to sail onto another location.
Vessel: turn around - Refers to a cruise/passenger vessel which has all its incoming passengers disembark at the end of the trip before it embarks new passengers.

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