

Harbour Master Directions Port Kembla

August 2022

Contents

1	Emergency Telephone Numbers	6
2	Definitions	7
3	Table of Amendments	9
4	Information	10
4.1	Purpose	10
4.2	Port Authority New South Wales – Port Kembla	10
4.3	Authority to Issue Directions	10
4.4	Publishing of Directions	10
4.5	Master’s Responsibilities	11
4.6	Latest Information for Mariners	11
4.7	Penalty Provisions	11
4.8	Legislation	11
5	Vessel Traffic Services	13
5.1	VTS Authority	13
5.2	VTS Area	13
5.3	Compulsory Participation in VTS	13
5.4	Vessels Exempt from Participation in VTS	13
5.5	VTS Permissions	14
5.6	VTS Reporting	14
5.7	Communication	14
5.8	Recordings	14
5.9	Navigation Information Broadcast	14
5.10	Navigation Warning Request and Broadcast	15
5.11	Port Kembla VTS Area Chartlet	16
6	Port Specifics and Vessel Requirements	17
6.1	Port Kembla New South Wales	17

6.2	Datum.....	17
6.3	Port Kembla Port Limits	17
6.4	Pilot Boarding Grounds	18
6.5	Anchorage and Vessels at Anchor	18
6.6	Under Keel Minimum Draft Requirements	20
6.7	Maximum Ship Size	21
6.8	Tankers	21
6.9	Dangerous Goods	22
6.10	Mooring Arrangements.....	22
6.11	B201 Berthing and Environmental Criteria.....	22
6.12	Suspension of Pilotage and Port Closure	23
6.13	Resumption of Pilotage Post Suspension due to Adverse Weather	23
7	Directions for Vessels at Port Kembla	25
7.1	Communications for Arriving Vessels	25
7.2	Traffic Management	26
7.3	Pilot Ladder Requirements.....	26
7.4	Approaches to the Port	27
7.5	Directions to Vessels Moving Within Port Limits (Pilotage)	28
7.6	Directions to Vessels Alongside.....	28
7.7	Port Authority Environmental Requirements	29
7.8	Vessels Intending to Conduct Activities in Port.....	30
7.9	Directions to Vessels Departing from the Port	31
7.10	Towage.....	31
7.11	Directions Regarding Tug Usage in Port Kembla	31
8	Security, Quarantine, Customs and Port State Control.....	35
8.1	Security	35
8.2	Quarantine.....	36
8.3	Customs and Border Control.....	36

8.4	Port State Control in Australia.....	37
9	Port Description, Port Infrastructure and Services	38
9.1	Port Description.....	39
9.2	Leading Lights.....	39
9.3	Port Infrastructure	42
9.4	Terminals.....	42
9.5	Lines Services.....	45
9.6	Bunker Availability.....	45
9.7	Other Facilities	46

The directions contained in this document are issued by the Harbour Master under section 88 of the *Marine Safety Act 1998* no 121.

This version is issued and effective from 24 August 2022 and replaces all other versions.

This publication will be updated regularly. It is an online document, and no printed copies will be made available.

The Port Authority of New South Wales website www.portauthoritynsw.com.au should be checked for the latest version.

1 Emergency Telephone Numbers

The Port Authority of New South Wales will co-ordinate emergency response in the marine areas of the port and will provide information on request to assist vessel Masters for advice and services available in the port or locality.

This service is administered from the port's Vessel Traffic Services Centre (VTSC).

Port Authority of New South Wales - Port Kembla

VTS (24-hour number) +61 2 4275 0197

or call "PORT KEMBLA VTS" on VHF Ch 11

NSW State emergency services:

Police – Ambulance – Fire Brigade **000 (not 911)**

State name of vessel, berth, what service required, nature of assistance required.

Police:

Wollongong **+61 2 4226 7899**

Port Kembla **+61 2 4276 5199**

Lake Illawarra (Oak Flats) **+61 2 4232 5599**

Fire Brigade:

Wollongong **+61 2 4224 2020**

Warrawong **+61 2 4274 0210**

Ambulance **13 12 33**

Hospital:

Wollongong **+61 2 4222 5000**

Shellharbour **+61 2 4295 2500**

2 Definitions

For the purpose of this publication the following interpretations apply:

Approved means approved by the Harbour Master or a person holding a delegation from the Harbour Master under s86 of the *Marine Safety Act 1998*.

Charter vessel means a vessel to which the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* applies normally engaged in tourist, passenger charter or related activities.

Commercial vessel means a vessel to which the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* applies normally engaged in non-passenger carrying activities.

Exempted Vessel is a vessel exempted from compulsory pilotage under s75 of the *Marine Safety Act 1998*. Exempted vessels are:

- a vessel whose Master is the holder of a Marine Pilotage Exemption Certificate under the *Marine Safety Act 1998* that applies to that port and vessel
- a vessel whose Master is the holder of a certificate of local knowledge under the *Marine Safety Act 1988* that applies to that port and vessel
- a recreational vessel
- a vessel of less than 30 metres in length
- a vessel of any class declared by the *Marine Safety Regulation 2016* to be an exempt vessel
- a particular vessel declared to be an exempt vessel by order of the Minister given to the owner or Master of the vessel.

Harbour Master means a person appointed by the Minister to exercise the functions detailed in marine legislation. The general powers of the Harbour Master are described under s88 of the *Marine Safety Act 1998*.

In radio communication means to keep, at all times, effective communication by radio equipment with Port Kembla VTS.

Length means Length Overall (LOA), which is the maximum length of a vessel's hull, measured parallel to the waterline.

Marine Legislation means any of the following Acts and the regulations and other instruments made under any of these Acts:

- *Marine Pollution Act 2012*
- *Marine Safety Act 1998*
- *Maritime Services Act 1935*
- *Ports and Maritime Administration Act 1995*

Marine Pilot means the person who has conduct of the vessel but who does not belong to the vessel. A Marine Pilot is licensed by the Harbour Master to provide pilotage services to vessels in Port Kembla.

Participating Vessels means all vessels of 30 metres in length or greater. These vessels must have permission to undertake their planned movement within the port limits from the Harbour Master and will be required to embark a Marine Pilot.

Port Authority means the Port Authority of New South Wales.

Port Kembla Port Limit is to an arc of circle radius 2.5M centred on the eastern breakwater light (34 27'.91 S 150 54'.81 E).

Prohibited area means an area of water in which movement of any vessel, except those exempted by direction of the Harbour Master, is strictly forbidden.

Radio equipment means a VHF marine band radio transceiver fitted with the required channels and maintained in efficient working condition.

Recreational vessel means a vessel other than a commercial vessel. It is used solely for recreation, and which is not used, allowed, or authorised to be used in the course of any business or in connection with any commercial transaction.

Seagoing Ship means a vessel of more than 45.72 metres in length that is used or intended to be used to carry cargo or passengers for hire or reward and that normally operates on voyages between ports.

Port Kembla VTS is the call sign for Vessel Traffic Services operated by the Port Authority for the Port of Port Kembla.

Reporting Line vessels approaching or departing the port may be instructed by the Port Kembla VTS as to which reporting line to pass through. Vessels are determined to have arrived at Port Kembla upon crossing any reporting line.

Vessel Traffic Services means Vessel Traffic Services (VTS) as a navigational service implemented under a law of the Commonwealth or of a State or Territory and in accordance with guidelines for vessel traffic services adopted by the International Maritime Organization on 27 November 1997 to improve the safety and efficiency of vessel traffic and to protect the environment, as in force from time to time.

VTS Centre means the location from where Port Kembla VTS is provided.

4 Information

4.1 Purpose

This document defines the standard procedures to be followed in the pilotage area of Port Kembla. It contains information and guidelines to assist vessel Masters, owners, and Agents of vessels arriving at and traversing the area. It provides details of the services and the regulations and procedures to be observed.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, Master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution, which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

Information contained in this publication is based on information available as at the latest date indicated on the document control sheet. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given regarding the accuracy of all printed contents. The publisher shall not be responsible for any loss or damage resulting from or caused by any inaccuracy produced herein.

4.2 Port Authority New South Wales – Port Kembla

The Port Authority of New South Wales (Port Authority) was created on 1 July 2014 with the amalgamation of three Port Corporations: Sydney, Newcastle and Port Kembla.

Port Authority – Port Kembla is responsible for the management of shipping operations in the port of Port Kembla, including the provision of:

- Harbour Master functions
- Port Marine Operations including Vessel Traffic Services (VTS), ship scheduling and pilotage;
- Port Safety Operating Licence functions including dangerous goods, hydrographic surveys and Aids to Navigation;
- Emergency Response (marine); and
- Water-side security.

4.3 Authority to Issue Directions

- 4.3.1 The directions contained in this document are issued by the Harbour Master under section 88 of the *Marine Safety Act 1998* (MSA).

4.4 Publishing of Directions

- 4.4.1 This publication will be updated regularly. It is an online document, and no printed copies will be made available.
- 4.4.2 The Port Authority website should be checked for the latest version.

4.5 Master's Responsibilities

4.5.1 The Master of any vessel within Port Kembla port limits shall:

- Comply with these directions and any other direction which may be given by the Harbour Master;
- Comply with the requirements of Marine Legislation; and
- Navigate in accordance with the Marine Safety Regulation 2016 (MSR); *Schedule 4* of the said Regulations being modifications (NSW special rules) to the Convention on *International Regulations for Preventing Collisions at Sea, 1972* (COLREGs).

4.6 Latest Information for Mariners

4.6.1 Port Authority 'Notices to Mariners' provide marine safety information on changes that could affect the safety of vessels within the port. Refer to <https://www.portauthoritynsw.com.au/port-kembla/port-services-facilities/notices-forms-permits/notices-to-mariners/> for latest notices.

4.6.2 Latest survey depths, berth and channel information can be found at the following website:

<https://www.portauthoritynsw.com.au/sydney-harbour/port-services-facilities/berths-channels-promulgated-depths/>

4.7 Penalty Provisions

4.7.1 The Master of any vessel who refuses or neglects to comply with any direction which may be given by the Harbour Master or any person who holds a delegation from the Harbour Master, shall, under section 91 of the MSA, be liable for a maximum penalty of 100 units.

4.8 Legislation

Directions in this publication that repeat or are derived from legislation include a reference to that legislation as follows:

- Management of Dangerous goods (Part 7 – Ports and Maritime Administration Regulations 2021)
- Management of Waters and Waterside Lands Regulations (MWWLR)
- *Marine Pollution Act 2012* (MPA)
- *Marine Safety Act 1998* (MSA)
- Marine Safety Regulations 2016 (MSR)
- *Maritime Services Act 1935* (MSEA)

- *Maritime Transport and Offshore Facilities Security Act 2003 (MTOFSA)*
- *Ports and Maritime Administration Act 1995 (PAMA)*
- *Port and Maritime Administration Regulations 2021 (PAMR)*
- *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*

5 Vessel Traffic Services

5.1 VTS Authority

5.1.1 Port Authority is authorised by the Australian Maritime Safety Authority (AMSA) to operate Port Kembla VTS in accordance with IMO Resolution A.1158(32) and IALA Guidelines and Recommendations.

5.1.2 Port Kembla VTS provides Information , Traffic Organisation and Navigational Assistance . These services are provided 24/7, year-round.

Note: Refer to Navigation Act 2012 (Cth) and AMSA Marine Order 64 (vessel traffic services) 2022.

5.2 VTS Area

5.2.1 Port Kembla VTS area is described as follows:

- Commencing at Waypoint 1 (Garie Beach); thence
- Following a line southward to Waypoint 2; thence
- Following a line westward to Waypoint 3 (Perkins Beach); thence
- Following the shoreline in a northerly direction to Waypoint 4 (Flagstaff Point); thence
- Following a line bearing 018°T to Waypoint 5 (Bellambi Point); thence
- Following a line bearing 008°T to Waypoint 6 (Brickyard Point); thence
- Following a line bearing 0.5°T to Waypoint 1 (Garie beach).

Refer to 5.11 for a chartlet showing the extent of the area

5.3 Compulsory Participation in VTS

5.3.1 Participation in VTS is compulsory in respect to all vessels in the VTS area, unless exempt.

5.4 Vessels Exempt from Participation in VTS

5.4.1 The following vessels are exempt from participating in VTS:

- A vessel < 30 metres in length;*
- A seaplane; and
- An emergency services vessel.

*A vessel engaged in towing or pushing, with a combined length \geq 30 metres in length, is not exempt from participating in VTS.

5.5 VTS Permissions

5.5.1 Participating vessels must seek permission from VTS to enter port limits, and to depart from, move or anchor within the VTS Area.

5.6 VTS Reporting

5.6.1 Participating vessels must report to VTS when passing any VTS area reporting line unless exempt (Figure 5.1).

5.6.2 The VTS report should contain the following information:

- Name of vessel;
- Position; and
- Intention of vessel.

5.7 Communication

5.7.1 Port Kembla VTS can be contacted via the following details:

VHF: VHF Ch 11 (Call sign: Port Kembla VTS)

Telephone: +61 2 4275 0197

Email: PortKemblaVTS@portauthoritynsw.com.au

5.7.2 Vessels participating in VTS, whether underway, made fast, or at anchor, must maintain a listening watch on VHF Channel 11 for communication with VTS.

5.7.3 Standard Marine Communication Phrases (SMCP) should be used when communicating with VTS.

5.8 Recordings

5.8.1 Port Kembla VTS may record certain data.

5.9 Navigation Information Broadcast

5.9.1 Port Kembla VTS broadcasts the following regular navigation information:

Type of Information	Time	VHF Channel
Navigation warnings, weather, shipping movement information and work activities.	0035, 0435, 0835, 1235, 1635, 2035	11

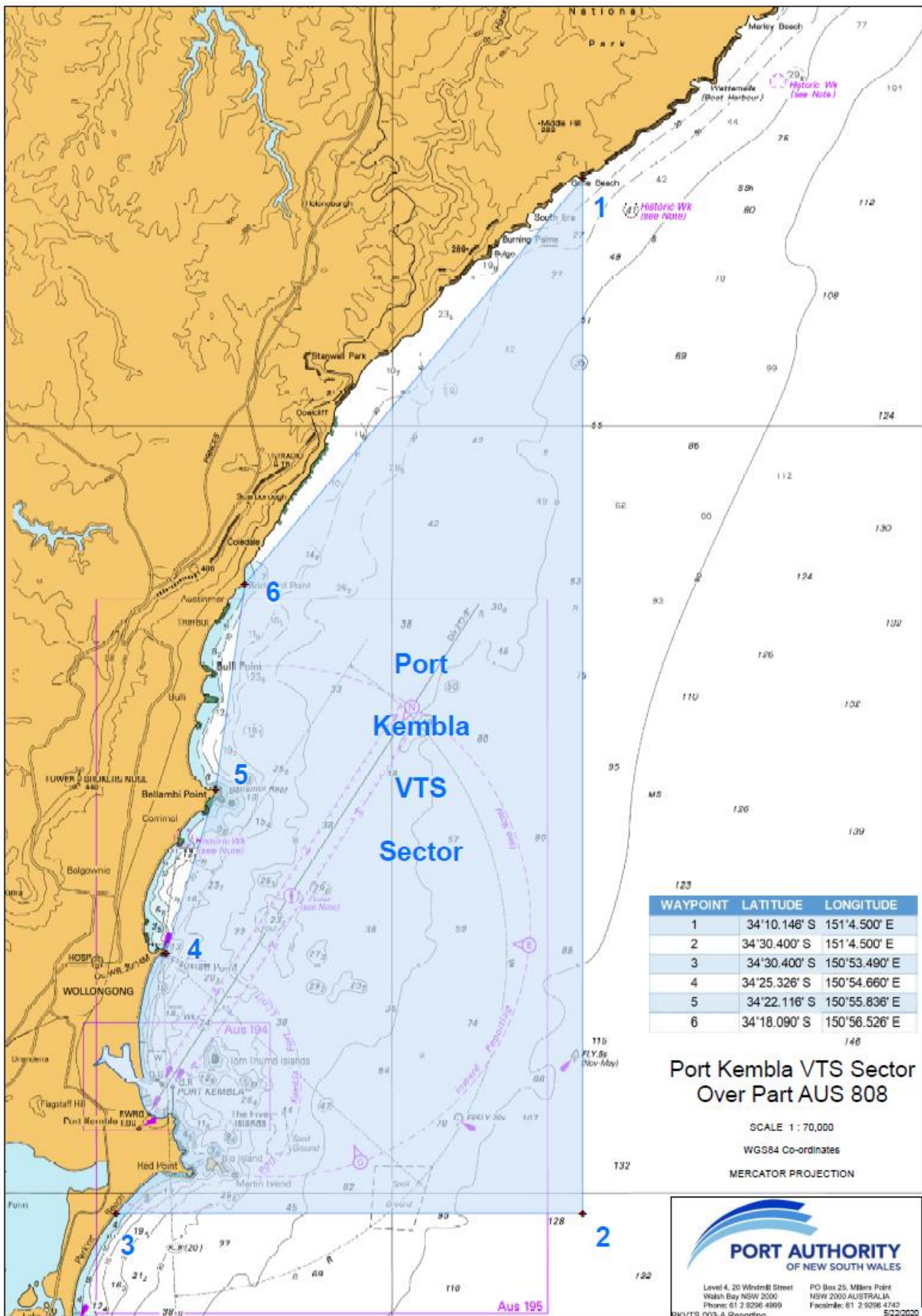
5.10 Navigation Warning Request and Broadcast

5.10.1 A request may be made to VTS via VHF Channel 11 for a navigation warning or broadcast. Contact details of the person making the request will be required.

5.10.2 A person requesting a navigation warning must:

- Maintain a listening watch on VHF Channel 11;
- If a requested broadcast relates to a vessel fitted with AIS, the AIS must remain operational for the duration of the navigation warning; and
- Ensure that VTS have up-to-date and accurate information relating to the requested broadcast.

5.11 Port Kembla VTS Area Chartlet



6 Port Specifics and Vessel Requirements

6.1 Port Kembla New South Wales

6.1.1 POSITION: Lat. 34°28'S / Long. 150°54'E.

6.1.2 MHWS 1.6 metres / MLWS 0.3 metres.

6.1.3 HAT 2.1M. LAT 0.0M.

6.1.4 Chart AUS 195/AUS 435150 (approaches to Port Kembla) and AUS5194P0 (Port of Port Kembla).

6.2 Datum

6.2.1 All water depths refer to the lowest astronomical tide height (LAT).

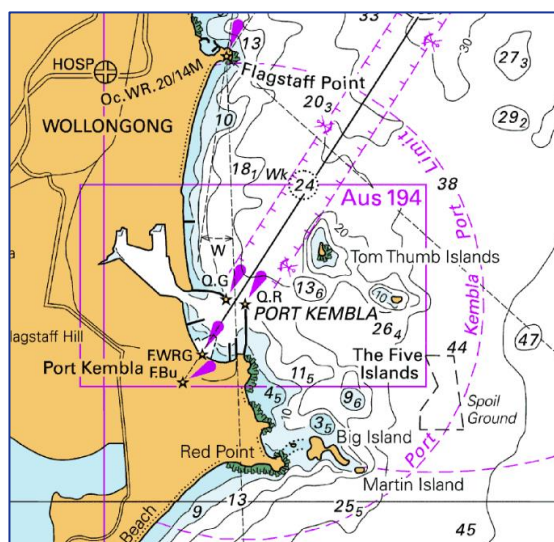
6.2.2 All positions in this document are in WGS84.

6.2.3 All directions are referenced to true north.

6.3 Port Kembla Port Limits

6.3.1 The port limit for Port Kembla is to an arc of circle radius 2.5M centred on the eastern breakwater light (34 27'.91 S 150 54'.81 E).

6.3.2 Any movements of vessels 30 metres in length or greater, must have permission to undertake their planned movement within the port limits from the Harbour Master and will be required to embark a Marine Pilot.



6.4 Pilot Boarding Grounds

6.4.1 Outer PBG

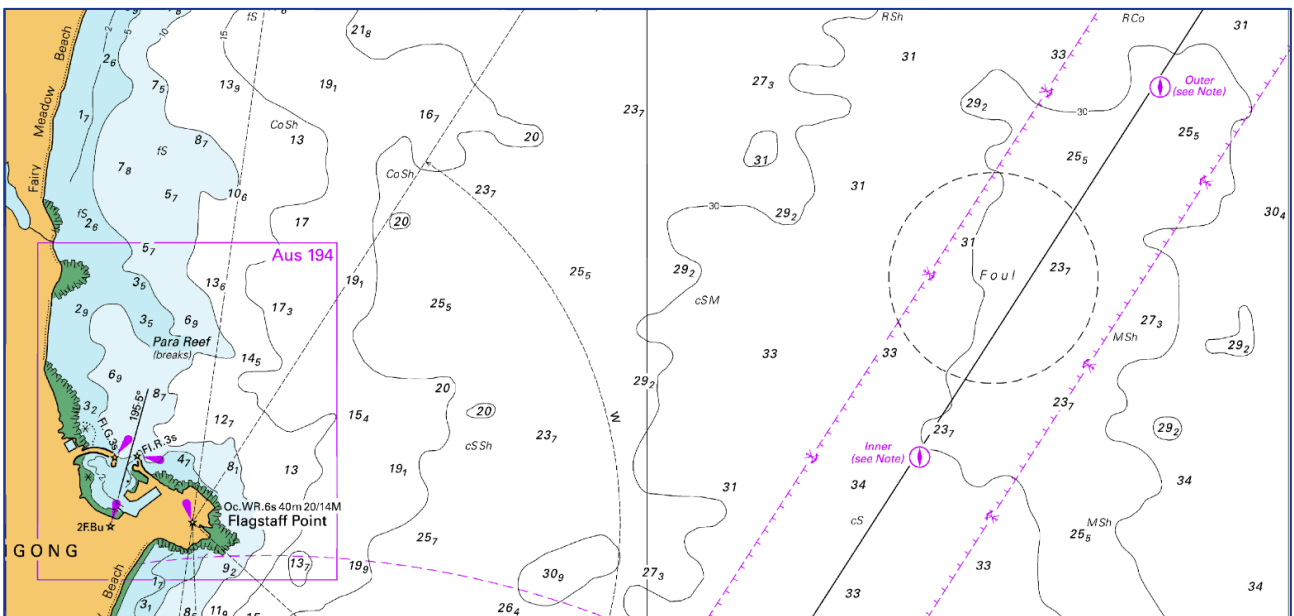
The outer pilot boarding ground is located 2.73 nautical miles from Flagstaff Point (Wollongong) Lighthouse on a bearing of 066° (34°24.18'S, 150°57.616'E).

This pilot boarding ground is compulsory for vessels 226 metres in length and greater.

6.4.2 Inner PBG

The inner pilot boarding ground is located 1.88 nautical miles from Flagstaff Point (Wollongong) Lighthouse on a bearing of 085° (34°25.150'S, 150°56.850'E).

This pilot boarding ground is to be utilised for all other vessels.



6.5 Anchorages and Vessels at Anchor

6.5.1 The holding ground off the Illawarra coast is considered poor and vessel Masters are advised to exercise extreme caution when anchoring in these waters.

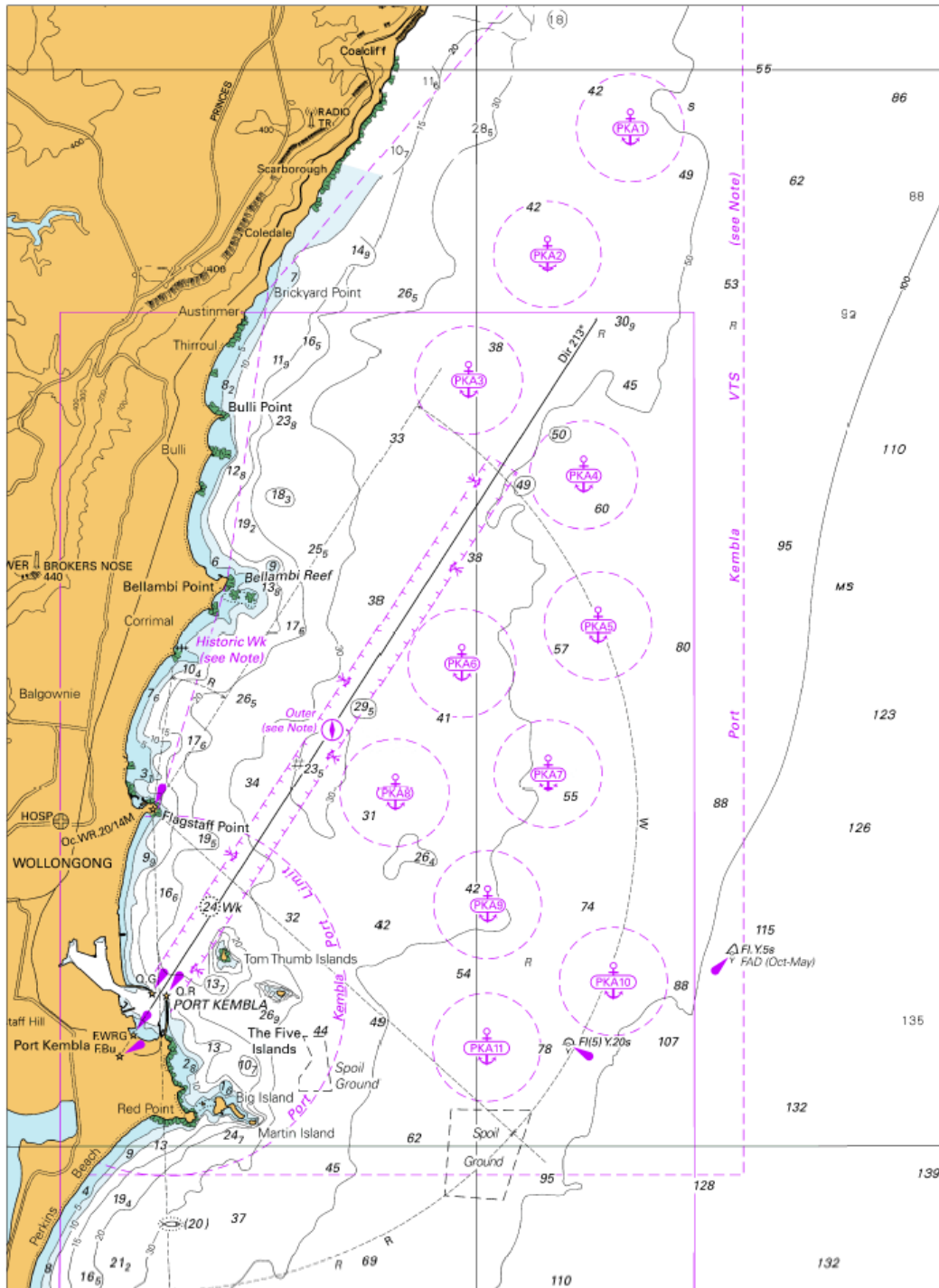
6.5.2 Port Kembla has 11 allocated anchorage locations within the VTS Areas, and vessels are not permitted to anchor without permission from VTS.

6.5.3 Below are the positions of the Port Kembla anchorages (Figure 6.5.3.1):

Anchorage No	Latitude	Longitude
PKA1	34° 15.810' S	151° 02.810' E
PKA2	34° 17.580' S	151° 01.580' E
PKA3	34° 19.334' S	150° 59.880' E
PKA4	34° 20.654' S	151° 01.815' E

PKA5	34° 22.750' S	151° 02.060' E
PKA6	34° 23.272' S	150° 59.768' E
PKA7	34° 24.813' S	151° 01.219' E
PKA8	34° 25.079' S	150° 58.647' E
PKA9	34° 26.642' S	151° 00.200' E
PKA10	34° 27.708' S	151° 02.318' E
PKA11	34° 28.624' S	151° 00.185' E

6.5.3.1 Chartlet of Port Kembla Anchorages



- 6.5.4 Port Kembla VTS will allocate anchorages to approved vessels as follows:
- PKA1 – PKA3 are mainly reserved for vessels awaiting pilotage in Sydney (Sydney Harbour or Port Botany), unless otherwise advised by VTS.
 - PKA4 – PKA11 will be allocated to vessels arriving in Port Kembla.
- 6.5.5 Where all anchorages are occupied, vessels are required to drift at least 12 NM from the coast.
- 6.5.6 Vessels intending to anchor at Port Kembla must proceed to the designated anchorage in such a way as to not transit/cut through any other anchorage location.
- 6.5.7 Vessels at anchor must:
- Inform Port Kembla VTS the time anchored and the position.
 - Ensure adequate watch is kept on the bridge, ensure engines are available for manoeuvre, set continuous listening watch on VHF Channel 11 and take heed of weather forecasts.
 - Maintain a continuous listening watch on VHF Ch. 16 and keep the port working channel, VHF Ch.8 clear.
 - Monitor ship's position and if any doubt exists or if foul weather/high swell is expected (especially from the east), Masters should immediately proceed to sea without waiting for instructions from the VTS or the Port Kembla Harbour Master.
 - Refer to Admiralty Sailing Directions for areas of known foul ground.
- 6.5.8 Passing vessels are to always keep clear of the anchorage area and must not transit between anchorage locations.
- 6.5.9 Weather broadcasts are made at regular intervals on VHF Channel 11, but the decision to remain at (or leave) the anchorage during unfavourable weather is solely up to the Master.
- 6.5.10 Masters of vessels should not wait for instructions from Port Kembla VTS before deciding to proceed to sea.
- 6.5.11 Masters of vessels are required to have minimum drafts such that the vessel has a suitable trim for pilotage purposes and 100% propeller immersion at all times.
- 6.5.12 In windy conditions it is prudent to have the vessel ballasted as deeply as possible.

6.6 Under Keel Minimum Draft Requirements

- 6.6.1 The under-keel clearance system that is used at Port Kembla, Dynamic Under Keel Clearance (DUKC), includes all berths in Port Kembla for passages into the port

(from the Pilot boarding ground to berth) and out of the port (berth to pilot disembarkation).

- 6.6.2 Transit windows for arrival and departure are adjusted to suit tide, swell and sea conditions. This ensures accurate transit windows for berthing and departure are maintained for vessels at Port Kembla.
- 6.6.3 DUKC information is required for booking all vessels with drafts of 9.0 metres or greater. This is applicable for inbound and outbound vessels and removals between berths in the port.
- 6.6.4 The DUKC system allows for seven (7) day dynamic under-keel predictions in advance. Agents asking for berthing windows inside one (1) week will need to ensure Masters' have completed the relevant fields on the Master's Declaration for more accurate and larger dynamic windows.
- 6.6.5 Static under-keel clearance / static maximum draft can be calculated using the following formula:
- $$\text{Maximum Draught} = (\text{Depth of channel} + \text{Height of Tide}) / 1.08$$
- Please be advised that any such calculation will be approximate only. The actual vessel movement will be conducted using the DUKC system if the vessel meets a minimum criteria for port movement.*
- 6.6.6 Whilst secured alongside a berth, vessels are required to have a minimum under keel clearance of:
- 0.6 metres in the Outer Harbour; and
 - 0.3 metres in the Inner Harbour.

6.7 Maximum Ship Size

- 6.7.1 The maximum length for ships entering Port Kembla is 300 metres and the maximum beam width is 50 metres.
- 6.7.2 Vessels that meet these dimensions but exceed 190,000T Summer DWT, will not be accepted for entry to Port Kembla without the approval of the Harbour Master.
- 6.7.3 Vessels that exceed both of the above criteria will not be accepted for entry to Port Kembla without the approval of the Harbour Master.

6.8 Tankers

- 6.8.1 Flammable, dangerous, or noxious substances in bulk as cargo, whether loading, discharging, or transiting can only be handled through Berth 201 unless express permission is given by the Harbour Master.

6.9 Dangerous Goods

6.9.1 Dangerous Goods (DG) must be managed and handled in accordance with:

- *Ports and Marine Administration Act, 1995*
- *Ports and Maritime Administration Regulation, 2021*
- *Australian Standard 3846–2005 The Handling and Transport of Dangerous Goods in Port Areas*
- *Port Authority Dangerous Goods Management Guidelines for Ports in NSW*

6.9.2 Advance Notification of Dangerous goods must be made to the Port Authority in accordance with the regulations.

6.9.3 At least 24 hours prior to a vessel's proposed time of entry or the proposed time of delivery of goods to a berth, the Master, their Agent or representative must lodge details of DG cargoes being carried or intended for carriage on the vessel with the Port Authority.

6.9.4 Notification of all DG cargoes is to be provided directly into the OnePort system as the approval process is managed by VTS. Vessels carrying DGs may not enter the port unless the DGs have been lodged in the OnePort system and clearance has been provided by the VTS (under the direction of the Harbour Master).

6.10 Mooring Arrangements

6.10.1 The mooring arrangements for vessels alongside wharfs at Port Kembla are berth specific and agreed by the master of the vessel in consultation with the pilot.

6.10.2 It is the responsibility of the Master to ensure that their vessel is adequately secured on arrival, allowing for forecast and seasonal winds (and in the Outer Harbour swell patterns) that may present themselves for the duration of the vessel's visit to the Port.

6.11 B201 Berthing and Environmental Criteria

6.11.1 B201 has specific berthing and environmental criteria for vessels alongside.

6.11.2 For wind direction from 350° clockwise to 015°:

- Berth is limited to 20 knots Mean Wind Speed (MWS).
- Bollard 6 may be used to run a second breast line if wind conditions are expected to reach the max MWS for the berth.
- If wind conditions exceed 20 knots MWS, the ship may be directed to leave the berth at the Harbour Master's discretion, depending on the risk factors present at the time.

- 6.11.3 For wind direction from 015° clockwise to 090°:
- Berth is limited to 25 knots MWS.
 - Bollard 6 may be used to run a second breast line if wind conditions are expected to reach the max MWS for the berth.
 - If wind conditions exceed 25 knots MWS, the ship may be directed to leave the berth at the Harbour Master's discretion depending on the risk factors present at the time.

6.12 Suspension of Pilotage and Port Closure

- 6.12.1 All Port Closures or Pilotage suspensions will be advised/promulgated by the VTS (as directed by the Harbour Master).
- 6.12.2 On occasion it may be necessary to close the port due to poor weather or other reasons, as directed by the VTS.
- 6.12.3 On such an occasion, Masters of vessels alongside in the port, should ensure that their vessel is ready to be moved at immediate notice.
- 6.12.4 On occasion it may be necessary to suspend pilotage due to inclement weather or other reasons, as directed by VTS
- 6.12.5 Masters should ensure adequate precautions are taken to safeguard the safety of the vessel, port infrastructure and personnel through mooring lines, ramps, gangways, and suspension of cargo operations, and maintain a listening watch on VHF Channel 11.
- 6.12.6 Masters may run extra mooring lines, may lower an anchor onto the harbour floor and may request tug assistance (if deemed necessary) without waiting for instructions from VTS. VTS should be kept informed of all action taken.
- 6.12.7 Masters **MUST ADVISE** VTS immediately of any change in their berthing conditions, including but not limited to movement of vessel at the berth, breaking of a mooring line, inability to hold their position at the berth, damage to their access gangway and moving away from the berth due to mooring failure.

6.13 Resumption of Pilotage Post Suspension due to Adverse Weather

- 6.13.1 In consultation, the Duty Pilot and Harbour Master will consider the following prior to resuming shipping operations:
- Actual swell height and direction
 - Actual wind speed and direction

- Vessel movement schedule prior to suspension
- Size and type of vessels that allow for safest boarding arrangements for Pilots
- Terminal Requirements
- Ability to safely manage a vessel alongside in experienced weather conditions.

7 Directions for Vessels at Port Kembla

7.1 Communications for Arriving Vessels

7.1.1 Compulsory reporting for Masters of all vessels arriving into Port Kembla

- Masters **MUST** provide a pre arrival '**Master Declaration' (Vessel Data Entry Form)** which they receive by email.
- This form must be filled and returned by email or online to Port Authority.
- It is necessary to provide **accurate** information in the declaration to allow our port management system, OnePort, to be correctly updated.
- It is necessary to **complete the full form** without leaving out any information
- Any **errors** in the information **must be corrected immediately** and the pre arrival declaration resubmitted via email or online.
- Delays in submission or inaccurate information may result in delay or cancellation of berthing.

7.1.2 The vessel's Estimated Time of Arrival (ETA) must be confirmed 24 hours prior to arrival so that services can be co-ordinated and allocated.

7.1.3 Port Kembla VTS operates on VHF Channels 16 and 11. VHF Channel 11 is for port operations only.

7.1.4 All vessels proceeding to Port Kembla are required to call the VTS using the call sign "PORT KEMBLA VTS" on VHF Channel 16 at least three (3) hours prior to ETA pilot boarding ground.

Important: Where vessels are ahead or behind the scheduled ETA, Masters are to inform their agent minimum two (2) hours prior to ETA. Penalties will apply where Masters fail to advise their agent outside the minimum time.

7.1.5 Upon crossing into the VTS area, vessels should call "PORT KEMBLA VTS" on VHF Channel 11 and remain on that frequency and await instructions for berthing and pilot boarding. At this time, vessels must confirm their fore and aft drafts and displacement to VTS.

7.1.6 The Pilot, prior to boarding, will establish radio contact with the vessel on VHF Channel 11, and continue to use VHF Channel 11 as the working channel for boarding instructions and operation.

7.1.7 The Pilot (or in the case of an exempted vessel, the Master) shall obtain from Port Kembla VTS, permission to enter port, a communication channel for tugs and any specific information regarding port entry.

7.2 Traffic Management

- 7.2.1 Vessels **MUST NOT** pass between the islands or between the islands and the breakwater without the express permission of the Harbour Master or their delegate.
- 7.2.2 The attention of vessel Master is drawn to Rule 5 (Lookout) and 6 (Safe Speed) of the COLREG's, which apply within the port of Port Kembla.
- 7.2.3 Masters and persons in charge should note that they are not relieved from responsibility for the conduct and navigation of the vessel merely because the vessel is subject to vessel traffic management arrangements.
- 7.2.4 Despite any law of the State, the owner or Master of a vessel navigating in circumstances where vessel traffic management arrangements are required to be complied with under such a law, is answerable for any loss or damage caused by the vessel, or by a fault of the navigation of the vessel, in the same manner as the Master or owner would be if those vessel traffic management arrangements were not required to be complied with.

7.3 Pilot Ladder Requirements

- 7.3.1 Pilot ladders must comply and are to be rigged in strict accordance with latest relevant SOLAS Regulations and IMO Standards.
- 7.3.2 On arrival, the pilot ladder is to be rigged on the Starboard Side when approaching the pilot boarding ground, 2.0 metres above the water. Port Kembla VTS will also advise required height above the waterline when the vessel crosses the reporting line.
- 7.3.3 On departure, pilot ladders should be rigged on the Port Side 2.0 metres above the water.
- 7.3.4 To avoid delays, Masters should take note of the following requirements:
- Two proper manropes without knots or monkey fists must always be provided.
 - No tripping lines are to be attached to the pilot ladder below the lowest spreader.
 - Where the freeboard of the vessel exceeds 9.0 metres and the use of a combined accommodation ladder and pilot ladder is necessary, the lower platform of the accommodation ladder should be about 6.0 metres above the waterline and, together with the pilot ladder and manropes, be secured to the ship's side. If the vessel has no fitting to affect such lashings, hull magnets or similar devices must be used.
- 7.3.5 Pilot hoists are not acceptable as an alternative to a combination ladder.

7.3.6 Port Authority reserves the right to delay vessel embarkation of a Marine Pilot until these requirements are fulfilled. Further, all instances of non-compliance will be reported to AMSA as a Port State Control matter.

7.3.6.1 Boarding arrangements for pilots

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org

This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

7.4 Approaches to the Port

- 7.4.1 A vessel manoeuvring to embark a Pilot for Port Kembla shall maintain a speed of between seven (7) and eight (8) knots and steer a course which will be advised by the Pilot prior to boarding.
- 7.4.2 The Master of an arriving vessel shall ensure sufficient sea-room is maintained to allow manoeuvres to provide an appropriate lee for the pilot vessel.
- 7.4.3 No arriving vessel should proceed inward of the respective Pilot Boarding Ground without the approval of the Pilot or Port Kembla VTS.

7.5 Directions to Vessels Moving Within Port Limits (Pilotage)

- 7.5.1 Under Part 6 of the MSA, pilotage is compulsory for all vessels, unless exempted under section 75 of the MSA.
- 7.5.2 During daylight hours, a vessel under the conduct of a Pilot is to fly the International Code Flag 'H' where it can best be seen.
- 7.5.3 During daylight hours a vessel under the conduct of a person who holds a current Marine Pilotage Exemption Certificate will fly a white flag 600 millimetres square, where it can best be seen.
- 7.5.4 The following vessels must be under the conduct of a person who holds a current Marine Pilotage Licence, Marine Pilotage Exemption Certificate, or a Certificate of Local Knowledge:
- A vessel, except a recreational vessel, 30 metres in length or greater.
 - A vessel pushing where the combined length of the vessel pushing, and the vessel being pushed is 30 metres in length or greater.
 - A vessel towing where the combined length of the vessel towing, and the vessel being towed is 30 metres in length or greater.
 - A vessel towing alongside where the distance from the bow of the vessel being towed to the stern of the towing vessel is 30 metres in length or greater.

7.6 Directions to Vessels Alongside

- 7.6.1 Do not pollute the harbour in any way.
- 7.6.2 Masters shall always ensure their vessels are properly secured. During periods of adverse weather additional lines should be run and sufficient crew should be on standby for the vessel to proceed to sea, if required.
- 7.6.3 All vessels must always be kept in such trim and at sufficient draft to permit safe navigation.
- 7.6.4 The Master of a seagoing ship shall not, except with the permission of the Harbour Master:
- Permit the main engines or any auxiliary equipment to be immobilised to interfere with the ability of such vessel to manoeuvre at short notice if required; or
 - Permit the main engine to be tested or turn-over the propeller(s) while secured to any berth, except for routine pre-departure checks. Obtain permission from Port Kembla VTS on VHF Channel 11 before testing engines.
- 7.6.5 Weather warnings are broadcast by Port Kembla VTS on VHF Channel 11.

- 7.6.6 Do not shift your ship without written permission from the Harbour Master. If you need to shift your ship, ask your Agent as there is a procedure to be followed, through the VTSC, and approval is required.
- 7.6.7 A vessel secured alongside a wharf, shall have fixed (at all times, and properly lit during the hours of darkness) a safe gangway from such vessel to the wharf and suspended beneath the gangway an adequate safety net.
- 7.6.8 **Compulsory reporting for Masters of all vessels departing Port Kembla**
- Masters **MUST** provide, a pre departure '**Master Declaration**' (**Vessel Data Entry Form**) which they receive by email, prior to departure, as a separate email.
 - This form must be filled and returned by email or online to Port Authority.
 - It is necessary to provide **accurate** information in the declaration to allow our port management system, OnePort, to be correctly updated.
 - It is necessary to **complete the full form** without leaving out any information.
 - Any **errors** in the information **must be corrected immediately** and the pre arrival declaration resubmitted via email or online.
 - Delays in submission or inaccurate information may result in delay or cancellation of sailing.
- 7.6.9 For all vessels, **all DUKC fields** must be completed on the Master Declaration form / Vessel Data Entry Form and submitted via email or online, at least three (3) hours before departure.
- 7.6.10 One (1) hour before departure, confirm to VTS that a safe gangway access with net is available for Pilot embarkation.
- 7.6.11 Vessels **MUST** call for permission to VTS prior to testing engines
- 7.6.12 If you see any accident, incident, or unusual circumstances, you must call the VTS immediately (VHF Channel 11) e.g., a fire on the wharf, any pollution in the water, any person/s acting suspiciously, etc.

7.7 Port Authority Environmental Requirements

- 7.7.1 The *Marine Pollution Act 2012* (MPA) is designed to protect New South Wales marine and coastal environment by minimising deliberate and negligent discharges of ship sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances, sewage, and garbage (International Convention for the prevention of Pollution from Ships (MARPOL) Annexes I, II, III, IV and V) from ships are prohibited in New South Wales waters and pilotage areas.

- 7.7.2 Additionally, Australian Marine Safety Authority (AMSA) *Marine Order 97 (MO97)* sets out the requirements for the prevention of air pollution by vessels (Annex VI of Marpol) which is Commonwealth jurisdiction. This includes certification requirements, reporting requirements, incineration on board a vessel, energy efficiency and servicing and record keeping.
- 7.7.3 Ships should dispose of all waste ashore using the waste reception facilities available at the port (see Annex V of MARPOL). Also, check waste Regulations in NSW provided by the Environmental Protection Authority. A ship in State waters may be detained by a person authorised by the Minister if the vessel is suspected of causing marine pollution or to intervene where there is imminent danger to the coastline.
- 7.7.4 In accordance with Part 9 of the MPA, the Master of a ship must report any reportable pollution incident as defined.
- 7.7.5 If you witness a vessel or seafarer polluting or see pollution in the marine environment that you think might be from a vessel, Port Kembla VTS is to be informed either via VHF Channel 11 or by telephone. Also refer to the following website for pollution reporting requirements: <https://www.amsa.gov.au/marine-environment/marine-pollution/general-marine-pollution-reporting>

7.8 Vessels Intending to Conduct Activities in Port

- 7.8.1 To perform certain work on ships in the port, Masters, owners, or their Agents must first apply for and obtain the necessary approval by submitting an 'Intended Activity Request' before that work can proceed. Applications for approval by the Harbour Master must be submitted directly into the OnePort System.
- 7.8.2 The Harbour Master's agreement is required for any activity carried out onboard vessels that could compromise the safety of the port or its environment. Such 'intended activities' include but are not limited to the following:
- Shifting ship along wharf (Shift movement)
 - Bunkering/sludge removal/grey water/sewage
 - Supply of freshwater hoses
 - Hot work
 - Dangerous Goods
 - Engine Immobilisation
 - Hull Painting or in water hull surface treatment
 - Lifeboat Drills
 - Any work over the side or in water
 - Operation of radar/main radio transmitter alongside

- Fumigation of any part of the ship or cargo whilst alongside the berth
- Diving Operations
- Lowering of ship loader infrastructure.

7.8.3 Ship Masters must comply with all conditions and requirements specified on the 'Intended Activity Request'.

7.9 Directions to Vessels Departing from the Port

7.9.1 Permission to depart

- A Pilot shall on boarding a departing seagoing ship contact Port Kembla VTS on VHF Channel 11 and confirm the vessel's readiness to depart or otherwise, seek permission to depart, a working channel for port operations and advise the vessel's departure drafts and displacement (if different from those contained within OnePort). The vessel shall be in continuous radio communication from this time.
- On an exempted vessel, the Master shall contact Port Kembla VTS on VHF Channel 11, 15 minutes prior to departure to confirm readiness to depart or otherwise, seek permission to depart, a working channel for port operations and to advise the departure drafts and displacement. The vessel shall be in continuous radio communication from this time.

7.9.2 Deck cargo

- Under no circumstance will vessels be permitted to sail if the deck cargo is not secured.
- Should a Marine Pilot become aware that the deck cargo onboard the vessel that is about to sail is not secured, the Pilot must report the matter to AMSA and the Harbour Master.
- The vessel will then remain alongside until cleared to sail by AMSA and Harbour Master.

7.10 Towage

7.10.1 Vessels requiring pilotage and the use of tugs, must utilise tugs operated by a towage provider holding an unrestricted towage licence issued by the Port Authority.

7.11 Directions Regarding Tug Usage in Port Kembla

7.11.1 SVITZER provides towage services in the port of Port Kembla under a non-exclusive licence arrangement.

7.11.2 At Port Kembla tugs will meet vessels:

- Abeam of Flinders Island when arriving vessel is 226 metres in length or greater
 - Between Flinders Island and the breakwaters for all other vessels.
- 7.11.3 Each vessel is assessed on an individual basis and tug allocation is made with the following taken into consideration:
- Handling characteristics
 - Bow thruster
 - Bow and stern thruster combinations
 - Twin screw and rudder combinations
 - Active rudder.
- 7.11.4 Unless advised otherwise by the Duty Pilot, the Agent for a vessel fitted with a thruster, visiting Port Kembla for the first time should book tugs for a non-thruster ship, and request a tug assessment of the vessel.
- 7.11.5 A record of the assessment shall be maintained in OnePort within the vessel's data file.
- 7.11.6 Exempt Masters and Pilots may, in accordance with the Tug Utilisation Tables (Table 7.1), vary the combination or number of tugs used for any movement, depending on experience, prevailing conditions or special circumstances that may apply.
- 7.11.7 The following tables detail the required minimum tug requirements for movements to and from all berths at Port Kembla.

Table 7.1: Tug Utilisation Tables

	Berth	101				102				103			
	Side	P		S		P		S		P		S	
	Movement	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
LOA(m)	<= 107	2 (1)	1	1	2 (1)	2 (1)	1	1	2 (1)	2 (1)	2 (1)	2 (1)	2 (1)
	108 - 200	2	2 (1)	2 (1)	2 (1)	2	2*	2	2*	2	2*	2	2*
	201 - 300	3*	3*	3*	3*	3*	3*	3*	3*	3*	3*	3*	3*

	Berth	104				105				106			
	Side	P		S		P		S		P		S	
	Movement	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
LOA(m)	<= 107	2 (1)	2 (1)	2 (1)	2 (1)	2 (1)	1	1	2 (1)	2 (1)	1	1	2 (1)
	108 - 200	2	2*	2	2*	2 (1)	2 (1)	2 (1)	2 (1)	2 (1)	2 (1)	2 (1)	2 (1)
	201 - 300	3**	3**	3**	3**	3**	3**	3**	3**	3**	3**	3**	3**

	Berth	107				109				110			
	Side	P		S		P		S		P		S	
	Movement	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
LOA(m)	<= 107	2 (1)	1	2 (1)	1	1	1	2	1	1	1	2 (1)	1
	108 - 200	2	2 (1)	2	2	2 (1)	2	2	2*	2(1)	2	2	1
	201 - 265	2	2 (1)	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	201 - 229					2	2	2	2				

2* = < 140m LOA depart 1 tug @ pilot's discretion

3* = < 231m LOA 2 tugs @ pilot's discretion

3** = < 231m LOA 2 tugs @ pilot's discretion except for PCC, PCTC, RORO see "General Rules"

Note: () denotes tug reduction allowed at Pilot's discretion, provided Conditions detailed at section 5.1 and 5.2 are met.

	Berth	111				112				113			
	Side	P		S		P		S		P		S	
	Movement	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
LOA(m)	<= 107	1	1	2 (1)	1	1	1	2 (1)	1	1	1	2 (1)	1
	108 - 200	2(1)	2 (1)	2	2 (1)	2 (1)	2 (1)	2	2 (1)	2 (1)	2 (1)	2	2 (1)
	201 - 300	3*	3*	3*	3*	3*	3*	3*	3*	N/A	N/A	N/A	N/A

	Berth	201				202				203			
	Side	P		S		P		S		P		S	
	Movement	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
LOA(m)	<= 107	2	1	2	2	1	1	2 (1)	1(0)	2 (1)	1(0)	1	1
	108 - 200	2	2	2	2	2	2(1)	2(1)	1(0)	2	1(0)	2	2
	201 - 229	3	3	3	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

	Berth	204				205				206			
	Side	P		S		P		S		P		S	
	Movement	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
LOA(m)	<80	1(0)	1 (0)	1(0)	1 (0)	1(0)	1 (0)	1 (0)	1 (0)	1(0)	1 (0)	1 (0)	1 (0)
	<= 107	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1(0)	1 (0)	1 (0)	1 (0)
	108 -180	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2 (1)	2 (1)	2 (1)	1 (0)

2* = < 140m LOA depart 1 tug @ pilot's discretion

3* = < 231m LOA 2 tugs @ pilot's discretion

3** = < 231m LOA 2 tugs @ pilot's discretion except for PCC, PCTC, RORO see "General Rules"

Note: () denotes tug reduction allowed at Pilot's discretion, provided Conditions detailed at section 5.1 and 5.2 are met.

8 Security, Quarantine, Customs and Port State Control

8.1 Security

8.1.1 The International Ship and Port Facility Security Code (ISPS Code) is administered in Australia by the Department of Infrastructure, Transport, Regional Development and Communications.
<https://www.infrastructure.gov.au/transport/freight/ports.aspx>

8.1.2 All commercial vessels with a gross tonnage of 500 tonnes or greater and passenger ships are required to report their security information to the Port Authority.

8.1.3 The federal government determined, and will declare, when necessary, three security levels:

- Level 1 – minimum appropriate protective security measures will be maintained at all times.
- Level 2 – appropriate additional protective security measures will be enacted because of heightened risk of a security incident.
- Level 3 – further specific protective security measures maintained for limited times when a security incident is probable or imminent, although it may not be possible to identify the specific target.

Unless otherwise advised the port will operate on Level 1.

8.1.4 Dependent upon the security level in force, zones will apply in particular areas of the port.

Zones which typically apply are:

- Landside restricted zone – an area of land, to which access is controlled, within the boundaries of a port facility or of land under the control of a port service provider.
- Waterside restricted zone – an area of water within the port where a ship may berth, anchor or moor, and access to the area is controlled. It extends below the water level to the seabed and under any wharf adjacent to the zone.

Zones established at maritime security Level 1 are as follows:

- Waterside restricted zone – entire Inner Harbour and within 50 metres from any wharf or the outside face of a security regulated ship within the Outer Harbour.
- Landside restricted zones – areas defined by security fences and signage around the entire port.

Access to the zones is controlled and entry into the zones is not permitted unless authorised by the ship and/or Port Authority, as required. To do so is an offence under MTOFSA and subject to significant penalties.

8.1.5 Security of individual vessels or property is the responsibility of the vessel owner. Where shore watchmen/security personnel are required, they are only available by contract via the Agent.

8.1.6 It is the Masters responsibility to ensure that an adequate watch is maintained whilst the vessel is in Port. This includes the normal safety watch, tending of mooring lines and restriction of unauthorised personnel from boarding the vessel. Restriction of personnel on the vessel is at the Master's discretion.

8.1.7 Reporting Security Related Incidents

All port users are expected to exercise a high level of security awareness. Any threat of, or actual, unlawful interference with maritime transport must be reported as specified in part 9 of the MTOFSA to VTS by telephone or VHF Channel 11 where the duty personnel shall coordinate the correct response.

8.2 Quarantine

8.2.1 The Department of Agriculture, Water and the Environment (DAWE) require vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival.

8.2.2 For more information visit <https://www.agriculture.gov.au/>

8.2.3 Ballast Water Requirements

- Ships with ballast water from ports that are considered a high risk for introduced marine species and that have not exchanged water ballast in mid ocean are now forbidden to discharge this ballast into Australian waters. Vessels that do not need to discharge ballast in Australian waters are exempt from these requirements.
- DAWE provides a Ballast Water Management summary sheet for use by Masters/Agents which can be found at the following link:

<https://www.agriculture.gov.au/biosecurity/avm/vessels/marine-pest-biosecurity/ballast/australian-ballast-water-management-requirements>

8.3 Customs and Border Control

8.3.1 Vessels arriving from overseas must lodge their documentation with the Department of Home Affairs 96 hours prior to the nominated date of arrival.

- 8.3.2 Vessels arriving from overseas are to lodge the following forms: Ship Pre-Arrival Report (Form 13), Report of Crew (Form 3B); and if applicable, Report of Passengers (Form 2B). This can all be arranged through the vessel's Agent.
- 8.3.3 No goods are to be taken ashore without first obtaining Customs' permission. Taking on/off of ship supplies/equipment must also have prior Customs approval. This must be organised through the vessel's Agent.
- 8.3.4 For more information and for all required forms visit <https://www.homeaffairs.gov.au/>
- 8.3.5 Also refer to latest regulations *Customs Act 1901* and the *Customs Regulations 2015* for further information.

8.4 Port State Control in Australia

- 8.4.1 Select/visit the link below to view the current Fact Sheet issued by AMSA regarding Port State Control in Australia.

<https://www.amsa.gov.au/vessels-operators/port-state-control>

9.1 Port Description

9.1.1 The port of Port Kembla operates across two precincts, the Inner Harbour and the Outer Harbour. The original Outer Harbour was formed with the construction of the two large breakwaters in the early 1900's and was primarily used to export coal and other bulk products.

9.1.2 The Inner Harbour was constructed during the 1950's to service the expansion of Australia's major steel plant and allow for the long-term expansion of other local industries of coal and grain. This focus on continual expansion carried on in more recent times with the construction of the car import terminal completed in 2007.

9.2 Leading Lights

9.2.1 Outer Harbour Leads Port Entrance Light (PEL)

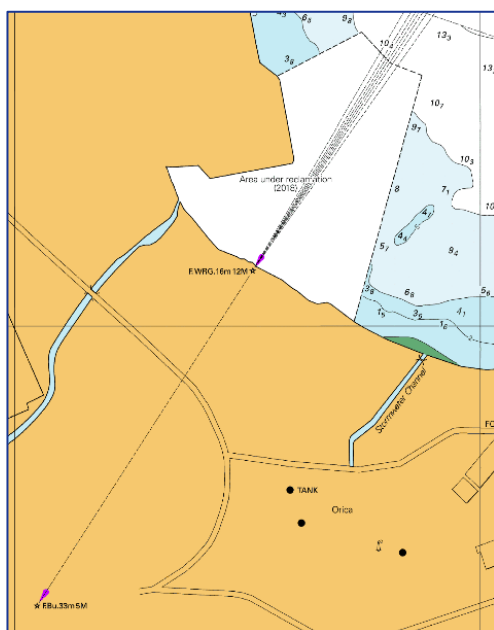
These leading lights in line bear 213°/033°

Front Lead – Characteristic F.WRG.16m 12M. Located on the outer harbour foreshore adjacent to Red Beach. The light covers a total arc of 5.01°. By night, there is also a detailed fixed blue strip lighting on the tower.

When viewed from right to left, sectors consist of the following:

- Fixed Green – 1.25°
- Alternating Green/White – 0.63°
- Fixed White – 1.25°
- Alternating Red/White – 0.63°
- Fixed Red – 1.25°

Rear Lead – Characteristic F.Bu.33m 5M. Is a fixed red triangle by day and a fixed blue light by night. Located on the roof top of the Port Kembla Leagues Club.

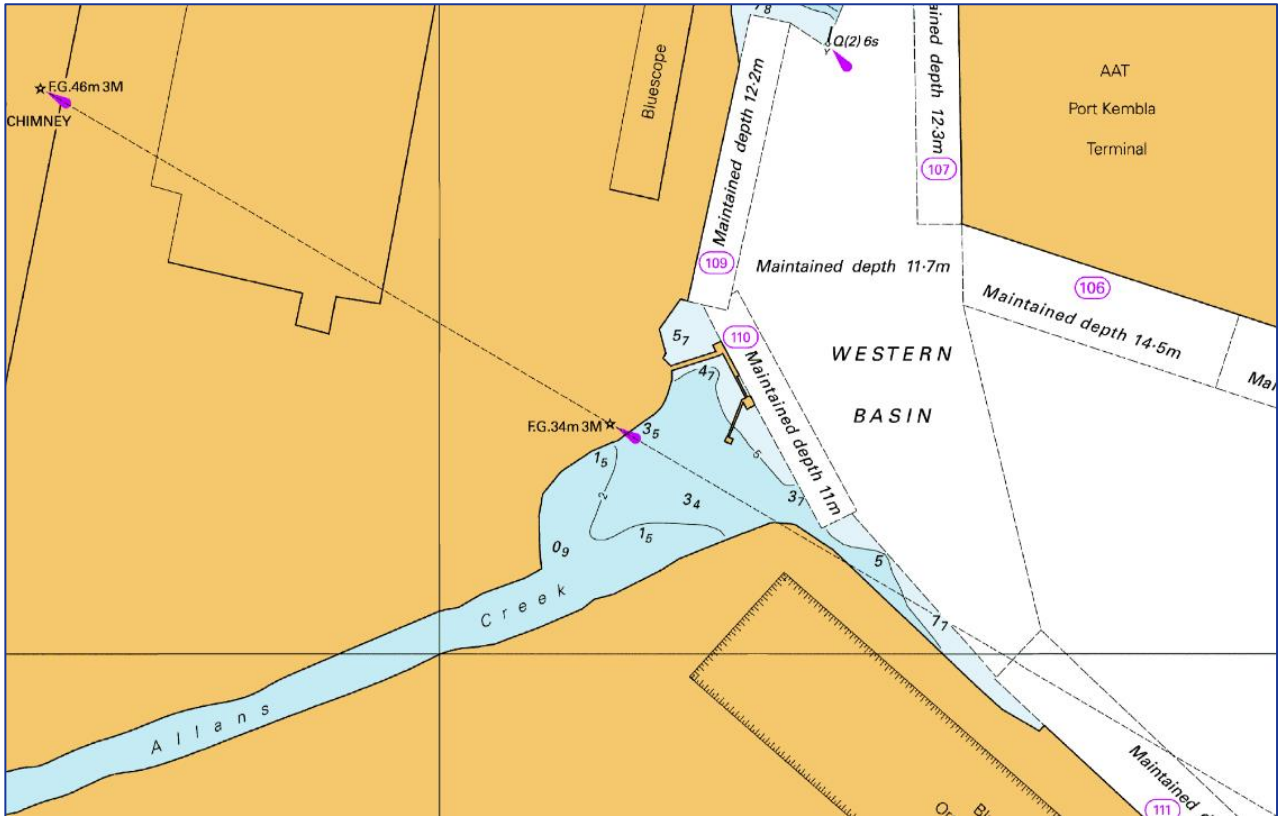


9.2.2 Inner Harbour Entrance Leads

These leading lights in line bear 300°/120°

Front Lead – Fixed green and red strip lights, located adjacent to Berth 109.

Rear Lead – Fixed green and red strip lights, located atop of the hot strip mill building.



9.2.3 Inner Harbour (Eastern Breakwater) Reciprocal Lead

This leading light is a sector light with 2° sectors and characteristic F.WRG. Located 570 metres along the Eastern Breakwater.

The following bearings make up the sectors of this leading light:

- Green – 121-123°
- White – 119-121°
- Red – 117-119°

9.3 Port Infrastructure

9.3.1 Berth characteristics for Port Kembla are outlined in the following table.

Berth	Berth Box (m)		Wharf Length (m)	Height above R/L (m)	Alignment (°)	Fendering
	L	W				
102	300	50	300	5.6	177 – 357	Pad Fenders
103	250	50	210	5.0	177 – 357	Rubber Arched
104	350	50	233	3.5	178 – 358	Cone/Pad
105	250	50	130	3.5	107 – 287	Rubber Arched
106	240	50	300	3.5	107 – 287	Rubber Arched
107	280	35	290	3.5 – 4.5	179 – 359	Rubber Arched
109	260	35	220	5.6	013 – 193	Tubular Rubber
110	145	35	64	5.6	153 – 333	Pad Teflon
111	285	50	310	5.6	133 – 313	Tubular Rubber
112	300	50	278	5.6	133 – 313	Tubular Rubber
113	190	50	192	5.6	133 – 313	Tubular Rubber
201	250	50	15	4.0	100 – 280	Pad Fenders
202	210	35	220	5.2	073 – 253	Wooden Fender
203	210	35	220	5.2	073 – 253	Wooden Fender
206	220	50	28	5.0	007 – 187	Pad fenders

9.4 Terminals

9.4.1 Car Import and General Cargo Terminals

Australian Amalgamated Terminals (AAT) operates and provides facilities and services to stevedores holding appropriate licences.

The Port Kembla Terminal is located adjacent to Berths 103, 105, 106 and 107, Yampi Way, Port Kembla. It is designed as a multi-purpose facility catering for motor vehicles, general cargo and containers.

- AAT has four berths available with a total length of 910 metres and varying depths.
- Undercover storage capacity of 18,000 square metres, initial lay down area for 7000 vehicles plus a further 3 hectares for break bulk and container storage.
- Three shore mobile harbour cranes to handle up to 140 tonnes are available.
- Container handling equipment including forklifts and spreaders.
- Approved wash down bay available and designated bond storage.
- Road Transport access for B Double Vehicles.
- On site rail access for train lengths up to 1000 metres.
- 24/7 onsite security with the main entrance security controlled at all times.

9.4.2 Grain and Cement Terminal

B104 is a common user berth owned and operated by NSW Ports. The Grain Terminal infrastructure is owned and operated by GrainCorp Ltd.

The Grain Terminal is located adjacent to Berth 104. It provides all storage and handling requirements relating to the in-loading or out-loading of bulk products and specialist oil-based lubricants by ship, rail and road for domestic and international purposes.

- There is one berth available with a total length of 300 metres and a depth alongside of around 15.6 metres.
- Grain storage consists of 26 gas-tight self-emptying steel bins (silos) with a total capacity of 250,000 tonnes.
- Two grain loading gantries operate at combined capacity of 10,000 tonnes per hour.
- All grain bins are sealed for fumigation and are certified to standards.
- Road and rail receipt/discharge facilities for grain.
- Additionally, there is a single 'screw gantry' for discharge of finished cement at the berth
- Cement storage consists of 4 gas tight self-emptying steel bins (silos) which are fed by a closed conveyor system from the discharge spout of the ship discharge gantry.
- All cement bins (silos) are sealed and certified to air pollution standards and have a total capacity of 9,000 tonnes.
- Road discharge facilities are available for the cement product received at the berth.

9.4.3 Coal Terminal

Port Kembla Coal Terminal (PKCT) is operated under lease by a consortium of coal producers. It is a key coal exporting facility on Australia's east coast, servicing the Southern and Western coalfields of New South Wales.

PKCT operates one berth, Berth 102.

- Berth 102 is the main exporting coal terminal with the available berth length of 300 metres with a depth alongside of around 16.2 metres.
- The Coal berth has two ship loaders capable of loading at 6,600 tonnes per hour. (The ship loaders are rail-mounted and have a hatch coverage of 235 metres.)
- Road and rail receipt/discharge facilities.

9.4.4 Berth 101

Berth 101 is currently being developed by AIE with works underway to build an import LNG facility.

9.4.5 Port Kembla Steelworks (BlueScope Steel)

Port Kembla BlueScope steel works operates four berths (Berths 109, 111, 112 and 113) and is located off Christy drive, Springhill and Five Island roads, Port Kembla.

The Ore Preparation Area consists of the Sinter Plant and the Raw Materials Handling Area. The Sinter Plant's major function is to produce sinter of the right size and composition to encourage even smelting in the blast furnace. The Raw Materials Handling Area supplies raw materials to the Sinter Plant (iron ore, manganese, limestone and dolomite).

The raw materials are imported by ship, road and rail. The Ore Preparation Area supplies feed material to the operating blast furnace at the Port Kembla Steelworks. Following the smelting process in the blast furnaces, the molten iron is transferred to the Steelmaking area within the Steelworks for processing into steel.

The Port Kembla BlueScope steel works also has Coke-making capacity and produces a high-quality product, the excess of which is exported from the terminal.

- Available berth length of 775 metres across Berths 111, 112 and 113 with a varying depth as per the 'Berths and Channels' publication.
- These berths are used for the handling of ores which are discharged by two overhead cranes that run along the wharf on rails using 20 tonne grabs to discharge the cargoes.
- Berth 113 is also used for loading coke onto vessels.
- Available berth length of 215 metres on Berth 109. This berth is used for handling export of steel products.

9.4.6 Port Kembla Gateway Terminal

Port Kembla's common user facility is leased to Port Kembla Gateway Pty Ltd.

Port Kembla Gateway operates four berths (Berths 202, 203, 204 and 205) and is located off Christy Drive, Port Kembla.

The facility is primarily used for bulk and break-bulk cargoes.

- Available berth length of 360 metres with a varying depth alongside.
- Undercover storage in three sheds total 4000 m2.
- The Gateway has a bulk ship loader capable of loading at 1000 tonnes per hour.
- 80 tonne registered weighbridge operated by personal 'Smartcard'.
- 35 tonne Forklifts, Front End Loaders, Water Truck, 17 tonne luffing crane, Grabs and Hoppers.

9.4.7 Bulk Liquids Facilities

Berth 201

Owned and operated by NSW Ports and is primarily used for fuels discharge and loading.

- Available berth length of 200 metres with a depth alongside of around 11.0 metres.
- Capable of discharging fuel products.

Berth 206

Owned and operated by NSW Ports and is primarily used for a range of bulk liquid products.

- Available berth length of 80 metres with a depth alongside of around 11.1 metres.

9.4.8 Terminal Contact Numbers

Australian Amalgamated Terminals	02 4221 0900
BlueScope Steel	1800 800 789
Port Kembla Coal Terminal	02 4228 0288
Port Kembla Gateway	02 4276 3566
Port Kembla Grain Terminal	02 4224 6444

9.5 Lines Services

9.5.1 Contact your Agent for arranging lines services.

9.6 Bunker Availability

9.6.1 Bunkers via truck and/or pipeline are available at all berths although restrictions at some berths apply. For further information liaise with the vessel's Agent.

9.7 Other Facilities

- 9.7.1 Freshwater Pipeline to all berths (a fee is payable for connection and water usage).
- 9.7.2 Repairs and engineering services available locally. For further information liaise with the vessel's Agent.

Port Authority of NSW

PO Box 89

Port Kembla NSW 2505

E pk_enquiries@portauthoritynsw.com.au

W portauthoritynsw.com.au

© Port Authority of NSW