

Schedule of Port Charges

Effective 1 July 2018



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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 2012*.

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.

Port location	Applicable charges
Sydney Harbour	Navigation, pilotage, site occupation, wharfage and miscellaneous
Port Botany	Navigation and pilotage
Newcastle Harbour	Pilotage
Port Kembla	Pilotage
Port of Eden	Navigation, pilotage, site occupation, wharfage and miscellaneous
Port of Yamba	Navigation, pilotage, site occupation, wharfage and miscellaneous

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](#).

2.1 Sydney Harbour

Navigation services charge

Principle	Levied for the purpose of assisting the safe navigation of vessels through Sydney Harbour, and for the provision of various services such as navigation aids, emergency response and port operations, among others
Calculation	Rate per vessel gross tonnage x port entry

Rate per GT, per Port Entry			
Navigation Type Charge	GST exclusive	GST	GST inclusive
Standard Navigation ⁽¹⁾	\$0.5869	\$0.0587	\$0.6456
Bulk Liquids & Gas Vessels	\$0.6507	\$0.0651	\$0.7158
Passenger Vessels (at 100% rate) ⁽²⁾	\$0.6300	\$0.0630	\$0.6930
Passenger Vessels (at 65% rate) ⁽²⁾	\$0.4095	\$0.0410	\$0.4505
Environmental Services Charge ⁽³⁾	\$0.2260	\$0.0226	\$0.2486

(1) Applies to container, dry bulk and small vessels

(2) Includes an approximately 3.5% rebate to be fully removed on 1 July 2019

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

Price variations on the navigation services charge

Port Authority reserves the right to apply price variations on vessels visiting Sydney Harbour on promotional visits, repairs and maintenance, among others, provided the price variation is requested at the time of the booking being made and the approval is granted prior to the vessel visit.

You can contact Port Authority's commercial team with a formal request at vjuan-vega@portauthoritynsw.com.au

Exemption from the navigation services charge can be requested for vessels that leave Sydney Harbour and, without leaving the territorial sea of Australia or entering another port, enter the Port Botany, and vice-versa. This is in accordance with Part 2, Division 1, Clause 6 of the *Ports and Maritime Administration Regulation 2012*.

Pilotage charge

Principle	Levied to all movements, both in and out of Sydney Harbour. Pilotage is compulsory for all commercial vessels, unless exempted by section 75 of the <i>Maritime Safety Act 1998</i>
Calculation	Rate per movement = (boarding fee + rate per vessel's gross tonnage on a tier basis) Total pilotage charge = rate per movement x two movements

Non-Passenger Vessels			
Fixed Charge	GST exclusive	GST	GST inclusive
Boarding Fee - Standard	\$1,134.09	\$113.41	\$1,247.50
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	\$0.1334	\$0.0133	\$0.1467
Pilotage In/Out - TIER III 30,001 to 55,000 GT	\$0.0227	\$0.0023	\$0.0250
Pilotage In/Out - TIER IV > 55,000 GT	\$0.0075	\$0.0008	\$0.0083

Passenger Vessels			
Fixed Charge	GST exclusive	GST	GST inclusive
Sydney Harbour Boarding Ground	\$1,646.84	\$164.68	\$1,811.52
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	\$0.1292	\$0.0129	\$0.1421
Pilotage In/Out - TIER III 30,001 to 55,000 GT	\$0.0221	\$0.0022	\$0.0243
Pilotage In/Out - TIER IV > 55,000 GT	\$0.0073	\$0.0007	\$0.0080

Price methodology

Pilotage Charge per Movement	Boarding Fee (GST exclusive)	GT Charge (GST exclusive)
Example 1: 10,000 GT	\$1,134.09	TIER II (\$0.1334)
Calculation	[((10,000-4,000 GT)*\$0.1334) + \$1,134.09] = \$1,934.49	
Example 2: 35,000 GT	\$1,134.09	TIER II (\$0.1334), TIER III (\$0.0227)
Calculation	[((30,000-4,000 GT)*\$0.1334) +(35,000-30,000 GT)*\$0.0227) + 1,134.09] = \$4,715.99	

The following are other pilotage charges, such as anchorage, deferral, harbour removal and miscellaneous. A detailed glossary of these charges can be found at the end of this document ([Annex 1](#)).

Standard Miscellaneous Pilotage Charges			
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	\$0.0668	\$0.0067	\$0.0735
Anchorage In/Out - MAX CHARGE > 29,223 GT	\$1,418.36	\$141.84	\$1,560.20
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	\$0.0668	\$0.0067	\$0.0735
Harbour Removal - MAX CHARGE > 29,223 GT	\$1,418.36	\$141.84	\$1,560.20
Deferral Inward	GST exclusive	GST	GST inclusive
Deferral In - TIER I MIN CHARGE 1 to 15,981 GT	\$530.57	\$53.06	\$583.63
Deferral In - TIER II 15,982 to 29,223 GT	\$0.0332	\$0.0033	\$0.0365
Deferral In - MAX CHARGE > 29,223 GT	\$970.20	\$97.02	\$1,067.22
Other Miscellaneous	GST exclusive	GST	GST inclusive
Deferral Outward (Flat Rate)	\$220.97	\$22.10	\$243.07
Assisting Pilot on Board (Hourly Rate)	\$144.78	\$14.48	\$159.26
Master Audit In/Out (Per Movement)	\$1,523.97	\$152.40	\$1,676.37
Pilot Stays on Board (at Master's/Port Authority's Request - (Hourly Rate)	\$144.78	\$14.48	\$159.26

Site occupation charge for passenger vessels

Principle	Charge levied in reference to both the number of incoming passengers arriving on the cruise vessel at any of the dedicated or non-dedicated passenger berths, and the amount of time for which the site was reserved or occupied by such cruise vessel
Calculation	Rate per passenger x slot x total chargeable incoming passengers

Rate per Passenger, per Slot			
Site Occupancy Type Charge	GST exclusive	GST	GST inclusive
At Dedicated Passenger Berths (OPT, WBCT)	\$35.76	\$3.58	\$39.34
At Non-Dedicated Passenger Berths (WB4)	\$17.88	\$1.79	\$19.67
Hourly Rate			
Site Occupancy Type Charge	GST exclusive	GST	GST inclusive
At Non-Passenger Berths (Glebe Island 1, 2, 7 & 8; White Bay 3)	\$131.26	\$13.13	\$144.39
Lay-Up ⁽¹⁾	\$39.37	\$3.94	\$43.31

(1) Pre-approval is required at the time of booking the vessel

The site occupation charge for passenger vessels was first introduced in July 2013 and it is based on the actual number of incoming passenger 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 only applies in unforeseen circumstances where a vessel needs to undergo emergency maintenance or cannot otherwise carry out normal passenger transfer operations due to an unexpected event.

Written notification must be provided at the time of the booking made to Port Authority's commercial team at vjuan-vega@portauthoritiesw.com.au of the intention to use a berth for a lay-up purposes.

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 the following set of rules:

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 also 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 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

Principle	Charge levied when a confirmed slot booking is cancelled, in accordance with Port Authority's Cruise Booking Policy , which came into effect on 1 July 2018
Calculation	Max stated vessel capacity x site occupation for passenger vessels at time of cancellation notification x applicable %

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 charged	100%
Between 6 to 12 calendar months	If a cancellation notice ⁽¹⁾ 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 charged	50%
Between 12 to 24 calendar months	If a cancellation notice ⁽¹⁾ 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 charged	25%
Greater than 24 calendar months	A cancellation notification sent over 24 calendar months from the confirmed slot booking arrival date will not be charged a cancellation fee	0%

(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

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

Further details on the booking cancellation fee are:

Cancellation Notification Timeframe

The Cancellation Notification date will commence at 00:00 hours of each day.

General Charging

The Booking Cancellation Fee always works on the parameter:

$$\text{Max Stated Vessel Capacity} * \text{Site Occupation per Passenger Vessel} * \text{Slot}$$

The only exception to this rule occurs with a cruise vessel with a Maximum Stated Vessel Capacity between 200 and 600 passengers

$$\text{Min 600 Passengers} * \text{Site Occupation per Passenger Vessel} * \text{Slot}$$

Anchorage

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.

Charge 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)
Example 1: <i>Pacific Jewel</i> at WBCT	1	31/08/2019 06:00	1/03/2019 06:00	1,912	$1,912 \times 100\% \times (\$35.76) = \mathbf{\$68,373.12}$
Example 2: <i>Radiance of the Seas</i> at OPT	1	28/02/2019 00:00	28/08/2018 to 31/08/2018 12:00:00 AM	2,496	$2,496 \times 50\% \times (\$35.76) = \mathbf{\$44,628.48}$
Example 3: <i>Silver Spirit</i> at WB4	1	31/05/2020 00:00	30/05/2019 00:00	576	$600 \times 25\% \times (\$17.88) = \mathbf{\$2,682.00}$
Example 4: <i>Viking Sun</i> at Athol Anchorage debarking Pax at WBCT		29/04/2019 00:00	30/10/2018 00:00	930	$930 \times 100\% \times (\$35.76) = \mathbf{\$33,256.80}$

You can contact Port Authority's commercial team at vjuan-vega@portauthoritynsw.com.au for further clarifications on the booking cancellation fee.

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

Miscellaneous Charges	GST exclusive	GST	GST inclusive
Security	Recoverable	-	-
Cleaning - Overseas Passenger Terminal	Recoverable	-	-
Cleaning - White Bay Cruise Terminal	Recoverable	-	-
Furniture Hire - Standard	\$1,401.60	\$140.16	\$1,541.76
Furniture Hire - Non-Standard	\$1,752.00	\$175.20	\$1,927.20
Hose Handling Fee ⁽¹⁾	\$584.00	\$58.40	\$642.40
Gangway Hire - Additional Hours (hourly rate)	\$163.52	\$16.35	\$179.87
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.

Site occupation charge for non-passenger vessels

Principle	Charge levied for the use of Sydney's Harbour common user and lease berths. The fee applies to vessels occupying all or a part of a berth, discharging/debarking and loading/embarking cargoes, or for any other planned or approved activity at the berth (i.e. planned maintenance)
Calculation	Hourly rate x hours at berth

Rate per Hour			
Site Occupancy Type Charge	GST exclusive	GST	GST inclusive
Glebe Island 1, 2, 7 & 8	\$131.26	\$13.13	\$144.39
White Bay 3 & 4	\$131.26	\$13.13	\$144.39
Dedicated Passenger Berths (OPT, WBCT)	\$131.26	\$13.13	\$144.39
Lay-Up ⁽¹⁾	\$39.37	\$3.94	\$43.31

(1) Pre-approval is required at the time of booking the vessel, otherwise the general site occupancy type charges will apply

Price variations on site occupation for non-passenger vessels

A lay-up rate only applies in unforeseen circumstances where a vessel needs to undergo emergency maintenance or cannot otherwise carry out normal cargo transfer operations due to an unexpected event.

A written request must be provided at the time of the booking made to Port Authority's commercial team at vjuan-vega@portauthoritynsw.com.au of the intention to use a berth for lay-up purposes. Berth allocation for lay-up is at discretion of the Harbour Master.

Wharfage charge

Principle	Charge levied for the provision of wharf and berth infrastructure and other services such as trade facilitation, transport coordination, serviced land or berth-specific dredging
Calculation	Rate x revenue tonne volume

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.

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

2.2 Port Botany

Navigation services charge

Principle	Levied to ensure the safe navigation of vessels through Port Botany, and for the provision of various services such as navigation aids, emergency response and port operations, among others
Calculation	Rate per vessel gross tonnage x port entry

Rate per GT, per Port Entry			
Navigation Type Charge	GST exclusive	GST	GST inclusive
Standard Navigation ⁽¹⁾	\$0.5869	\$0.0587	\$0.6456
Bulk Liquids & Gas Vessels	\$0.6507	\$0.0651	\$0.7158
Environmental Services Charge ⁽²⁾	\$0.2260	\$0.0226	\$0.2486

(1) Applies to container, dry bulk and small vessels

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

Price Variations on navigation services charge

Port Authority reserves the right to apply price variations on vessels visiting Port Botany on promotional visits, repairs and maintenance, among others, provided the price variation is requested at the time of the booking being made and the approval is granted prior to the vessel visit.

You can contact Port Authority's commercial team with a formal request at vjuan-vega@portauthoritynsw.com.au

Exemption from the navigation services charge can be requested for vessels that leave the port of Sydney Harbour and, without leaving the territorial sea of Australia or entering another port, enters Port Botany, and vice-versa. This is in accordance with Part 2, Division 1, Clause 6 of the *Ports and Maritime Administration Regulation 2012*.

Pilotage charge

Principle	Levied to all movements, both in and out of Port Botany. Pilotage is compulsory for all commercial vessels, unless exempted by section 75 of the <i>Maritime Safety Act 1998</i>
Calculation	Rate per movement = (boarding fee + rate per vessel's gross tonnage on a tier basis) Total pilotage charge = rate per movement x two movements

Non-Passenger Vessels			
Fixed Charge	GST exclusive	GST	GST inclusive
Boarding Fee - Standard	\$1,134.09	\$113.41	\$1,247.50
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	\$0.1334	\$0.0133	\$0.1467
Pilotage In/Out - TIER III 30,001 to 55,000 GT	\$0.0227	\$0.0023	\$0.0250
Pilotage In/Out - TIER IV > 55,000 GT	\$0.0075	\$0.0008	\$0.0083

Price Methodology

Pilotage Charge per Movement	Boarding Fee (GST exclusive)	GT Charge (GST exclusive)
Example 1: 10,000 GT	\$1,134.09	TIER II (\$0.1334)
Calculation	[((10,000-4,000 GT)*\$0.1334) + \$1,134.09] = \$1,934.49	
Example 2: 35,000 GT	\$1,134.09	TIER II (\$0.1334), TIER III (\$0.0227)
Calculation	[((30,000-4,000 GT)*\$0.1334) +(35,000-30,000 GT)*\$0.0227] + 1,134.09) = \$4,715.99	

The following are other pilotage charges, such as anchorage, deferral, harbour removal and miscellaneous. A detailed glossary of these charges can be found at the end of this document ([Annex 1](#)).

Miscellaneous Pilotage Charges			
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	\$0.0668	\$0.0067	\$0.0735
Anchorage In/Out - MAX CHARGE > 29,223 GT	\$1,418.36	\$141.84	\$1,560.20
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	\$0.0668	\$0.0067	\$0.0735
Harbour Removal - MAX CHARGE > 29,223 GT	\$1,418.36	\$141.84	\$1,560.20
Deferral Inward	GST exclusive	GST	GST inclusive
Deferral In - TIER I MIN CHARGE 1 to 15,981 GT	\$530.57	\$53.06	\$583.63
Deferral In - TIER II 15,982 to 29,223 GT	\$0.0332	\$0.0033	\$0.0365
Deferral In - MAX CHARGE > 29,223 GT	\$970.20	\$97.02	\$1,067.22
Other Miscellaneous	GST exclusive	GST	GST inclusive
Deferral Outward (Flat Rate)	\$220.97	\$22.10	\$243.07
Assisting Pilot on Board (Hourly Rate)	\$144.78	\$14.48	\$159.26
Master Audit In/Out (Per Movement)	\$1,523.97	\$152.40	\$1,676.37
Pilot Stays on Board (at Master's/Port Authority's Request - (Hourly Rate)	\$144.78	\$14.48	\$159.26

2.3 Newcastle Harbour

Pilotage charge

Principle	Levied to all piloted movements, both in and out of Newcastle Harbour. Pilotage is compulsory for all commercial vessels, unless exempted by section 75 of the <i>Maritime Safety Act 1998</i>
Calculation	Rate per movement = boarding fee + (rate per vessel's gross tonnage on a tier basis x location multiplier)

Fixed Pilotage Charge	GST exclusive	GST	GST inclusive
Boarding Fee	\$1,583.94	\$158.39	\$1,742.33
Variable Pilotage Charge	GST exclusive	GST	GST inclusive
Pilotage In/Out - TIER I 1 to 8,000 GT	\$823.99	\$82.40	\$906.39
Pilotage In/Out - TIER II 8,001 to 34,000 GT	\$0.0255	\$0.0026	\$0.0281
Pilotage In/Out - TIER III 34,001 to 55,000 GT	\$0.0379	\$0.0038	\$0.0417
Pilotage In/Out - TIER IV > 55,000 GT	\$0.0142	\$0.0014	\$0.0156
Minimum Pilotage Charge	GST exclusive	GST	GST inclusive
Minimum Fee ⁽¹⁾ (per movement)	\$2,407.93	\$240.79	\$2,648.72
Other Pilotage Charges	GST exclusive	GST	GST inclusive
Harbour Movement ⁽²⁾	\$2,407.93	\$240.79	\$2,648.72
Pilotage Deferrals In/Out ⁽²⁾	\$2,407.93	\$240.79	\$2,648.72

(1) In the event that the total pilotage charge per movement results in a price less than \$2,648.72 (GST inclusive), 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
Example 1: 37,000 GT	\$1,583.94	TIER I, TIER II, TIER III	West Basin
Calculation	$\$1,583.94 + [823.99 + ((34,000-8,000)*\$0.0255) + ((37,000-34,000)*\$0.0379)]*1.00 = \mathbf{\$3,184.63}$		
Example 2: 70,000 GT	\$1,583.94	TIER I, TIER II, TIER II, TIER IV	Dyke
Calculation	$\$1,583.94 + [823.99 + ((34,000-8,000)*\$0.0255) + ((55,000-34,000)*\$0.0379) + ((70,000-55,000)*\$0.0142)]*1.20 = \mathbf{\$4,579.01}$		

Location sectors

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

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

LOCATION SECTORS		LOCATION MULTIPLIER
Entrance	T1, TB, QW	0.50
West Basin	CAR, E1, E2, W1, W3, W4, SP	1.00
Lower Dyke	CH, D1, D2	1.10
Dyke	D4, D5	1.20
Koor Gc	K2, K3, M4, B6	1.20
Koor Coal	K4, K5, K6, K7, K8, K9, K10	1.40
Mayfield	M7	1.40
Future Development	T4	1.60
North Arm	EGLO	0.97
Tomago	TOM	3.87

2.4 Port Kembla

Pilotage charge

Principle	Charge levied to all piloted movements, both in and out of Port Kembla. Pilotage is compulsory for all commercial vessels, unless exempted by section 75 of the <i>Marine Safety Act 1998</i>
Calculation	Rate per movement = minimum fee + rate per vessel's gross tonnage on a tier basis

Minimum Pilotage Charge	GST exclusive	GST	GST inclusive
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Minimum Fee (per movement) 1 to 8,803 GT	\$1,226.41	\$122.64	\$1,349.05
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Variable Pilotage Charge	GST exclusive	GST	GST inclusive
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Pilotage In/Out - TIER I Up to 25,000 GT	Minimum Charge plus \$0.13931 in excess of 8,803 GT	\$0.01393	\$0.15324
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Pilotage In/Out - TIER II 25,001 to 50,000 GT	\$3,482.75 plus \$0.04878 in excess of 25,000 GT	\$0.00488	\$0.05366
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Pilotage In/Out - TIER III 50,001 to 78,000 GT	\$4,702.25 plus \$0.01080 in excess of 50,000 GT	\$0.00108	\$0.01188
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Pilotage In/Out - MAX CHARGE > 78,000 GT	\$5,004.65	\$500.47	\$5,505.12
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Other Pilotage Charges	GST exclusive	GST	GST inclusive
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Permit Attendance ⁽¹⁾ (hourly rate)	\$96.22	\$9.62	\$105.84
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Pilotage Removals	Charged at full Pilotage rate		
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Deferral In/Out ⁽²⁾ Within 2 hours	Charged at 75% of the full Pilotage rate		
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(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

2.5 Port of Eden

Navigation services charge

Principle	Charge levied to ensure the safe navigation of vessels through Port of Eden, and for the provision of various services such as navigation aids, emergency response and port operations, among others. It is compulsory to all commercial vessels.
Calculation	Rate per vessel gross tonnage x port entry (with a maximum charge)

Rate per GT, per Port Entry			
Navigation per GT Tier	GST exclusive	GST	GST inclusive
Up to 50,000 GT	\$0.5530	\$0.0553	\$0.6083
50,001 to 78,000 GT	\$1.11	\$0.11	\$1.22
> 78,000 GT	\$58,730.00	\$5,873.00	\$64,603.00

Pilotage charge

Principle	Charge levied to all piloted movements, both in and out of Port of Eden. It is compulsory for all commercial vessels, unless exempted by section 75 of the <i>Marine Safety Act 1998</i>
Calculation	Rate per movement = minimum fee + rate per vessel's gross tonnage on a tier basis

Minimum Pilotage Charge	GST exclusive	GST	GST inclusive
Minimum Fee (per movement) 1 to 2,133 GT	\$196.66	\$19.67	\$216.33
Variable GT Charge	GST exclusive	GST	GST inclusive
Pilotage In/Out - TIER I 2,134 to 25,000 GT	Minimum Charge plus \$0.0922 in excess of 2,133 GT	\$0.0092	\$0.1014
Pilotage In/Out - TIER II 25,001 to 50,000 GT	\$2,305.00 plus \$0.0429 in excess of 25,000 GT	\$0.0043	\$0.0472
Pilotage In/Out - TIER III > 50,000 GT	\$3,377.50 plus \$0.0124 in excess of 50,000 GT	\$0.0012	\$0.0136

Site occupation charge

Principle	Time-based fee for the use of Port of Eden's berths: Breakwater Wharf, Snug Cove, Multi-purpose Wharf and Navy Wharf. It is a daily charge based on a minimum of one day
Calculation	Flat rate per day

Daily Rate			
Site Occupancy Type	GST exclusive	GST	GST inclusive
Vessel at Berth	\$368.68	\$36.87	\$405.55
Cargo Storage Only	\$184.33	\$18.43	\$202.76

Wharfage charge

Principle	Charge levied to all import, export and transhipped cargo in the Port of Eden. It is applicable per revenue tonne (RT) on bulk general cargo and by TEU on containerised cargo
Calculation	Rate x revenue tonne per volume or TEU

Rate per RT or TEU			
Cargo Type	GST exclusive	GST	GST inclusive
General Bulk Cargo	\$1.52	\$0.15	\$1.67
Containers - FULL	\$61.45	\$6.15	\$67.60
Containers - EMPTY	\$30.74	\$3.07	\$33.81

Miscellaneous charges

Miscellaneous Charges	GST exclusive	GST	GST inclusive
Utilities at Multi-purpose Wharf and Navy Wharf (Rate per Visit)	\$89.92	\$8.99	\$98.91
Gangway Hire (Rate per 24 hour-day, pro-rata thereof)	\$119.88	\$11.99	\$131.87
Dangerous Goods/Oil Inspection ⁽¹⁾ (hourly rate)	\$22.12	\$2.21	\$24.33

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

2.6 Port of Yamba

Navigation services charge

Principle	Levied to ensure the safe navigation of vessels through Port of Yamba, and for the provision of various services such as navigation aids, emergency response and port operations, among others. it is compulsory to all commercial vessels
Calculation	Rate per vessel gross tonnage x port entry

Rate per GT, per Port Entry			
Navigation per GT Tier	GST exclusive	GST	GST inclusive
All vessels entering the port	\$0.5530	\$0.0553	\$0.6083

Pilotage charge

Principle	Charge levied to all piloted movements, both in and out of Port of Yamba. It is compulsory for all commercial vessels, unless exempted by section 75 of the <i>Marine Safety Act 1998</i>
Calculation	Rate per movement = minimum fee + rate per vessel's gross tonnage on a tier basis

Minimum Pilotage Charge	GST exclusive	GST	GST inclusive
Minimum Fee (per day)	\$147.48	\$14.75	\$162.23
Variable GT Charge	GST exclusive	GST	GST inclusive
Per GT	\$0.1330	\$0.0133	\$0.1463

Miscellaneous Pilotage Charges

Charge Type	GST exclusive	GST	GST inclusive
Additional / Assisting Pilot (per hour)	\$88.27	\$8.83	\$97.10
Additional / Assisting Pilot (Max per day)	\$704.97	\$70.50	\$775.47
Pilot delayed waiting for ship to leave berth	\$176.53	\$17.65	\$194.18
Pilot stays on board at request of Master (per hour)	\$88.27	\$8.83	\$97.10
Pilot stays on board at request of Master (Max per day)	\$704.97	\$70.50	\$775.47
Pilot stays on board due to adverse conditions (per hour)	\$88.27	\$8.83	\$97.10
Pilot stays on board due to adverse conditions (Max per day)	\$704.97	\$70.50	\$775.47
Stand By, Patrol or Escort Vessel (per hour)	\$272.47	\$27.25	\$299.72
Stand By, Patrol or Escort Vessel (Min)	\$272.47	\$27.25	\$299.72

Site occupation charge

Principle	Time-based fee for the use of Port of Yamba's berths by vessels occupying all or part of a berth and are either discharging/loading cargo
Calculation	Flat rate per day

Daily Rate

Site Occupancy Type	GST exclusive	GST	GST inclusive
Vessel at Berth	\$368.68	\$36.87	\$405.55
Cargo Storage Only	\$184.33	\$18.43	\$202.76
Lay Up Rate ⁽¹⁾	\$184.33	\$18.43	\$202.76

(1)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

Wharfage charge

Principle	Charge levied to all import, export and transhipped cargo in the Port of Yamba. It is applicable per revenue tonne (RT) on bulk general cargo and by TEU on containerised cargo
Calculation	Rate x revenue tonne per volume or TEU

Rate per RT or TEU			
Cargo Type	GST exclusive	GST	GST inclusive
General Bulk Cargo	\$1.52	\$0.15	\$1.67
Containers - FULL	\$61.45	\$6.15	\$67.60
Containers - EMPTY	\$30.74	\$3.07	\$33.81

Miscellaneous charges

Miscellaneous Charges	GST exclusive	GST	GST inclusive
Utilities Charge (Rate per visit)	\$89.92	\$8.99	\$98.91
Dangerous Goods/Oil Inspection ⁽¹⁾ (hourly rate)	\$24.57	\$2.46	\$27.03

(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
Bay's Precinct new business enquiries	General Manager, Property & Commercial, Bay's Precinct	Mike Baudinette mbaudinette@portauthoritynsw.com.au	+61 2 9296 4841
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	Senior Commercial Analyst	Vivian Juan-Vega vjuan-vega@portauthoritynsw.com.au	+61 2 9296 4783
Yamba enquiries	Corporate Office	Yamba Enquiries Team yambaenquiries@portauthoritynsw.com.au	+61 2 6646 2002
Vessel bookings in Sydney Harbour, Port Botany, Eden and Yamba		VTs Team vts@portauthoritynsw.com.au https://ships.portauthoritynsw.com.au	
Vessel bookings in Newcastle		https://nccports.portauthoritynsw.com.au/eports	
Vessel bookings in Port Kembla		pkcports.portauthoritynsw.com.au/cports	

Notification of vessel arrivals and bookings at Sydney Harbour, Port Botany, Eden and Yamba is to be made through Port Authority's SHIPS system. For Newcastle and Port Kembla, please find 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.

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: Other 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 whether a pilot on board under any circumstances. The boarding fee does not apply to any deferral charge.

5 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.

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 time by Port Authority for the maximum time 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 disembark 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.

Port Authority of New South Wales
PO Box 25
Millers Point NSW 2000
enquiries@portauthoritynsw.com.au
www.portauthoritynsw.com.au

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