

Schedule of Port Charges

Effective 1 July 2019



2.1 Sydney Harbour

2.1.3 Site occupation charge for passenger vessels

Site Occupancy Type Charge (Rate per Passenger, Per Slot)	GST exclusive	GST	GST inclusive
At Dedicated Passenger Berths (OPT, WBCT)	\$36.36	\$3.64	\$40.00
At Non-Dedicated Passenger Berths (WB4)	\$18.18	\$1.82	\$20.00

Site Occupancy Type Charge (Hourly Rate)	GST exclusive	GST	GST inclusive
At Non-Passenger Berths (Glebe Island 1, 2, 7 & 8; White Bay 3)	\$136.09	\$13.61	\$149.70
Lay-Up ⁽¹⁾	\$40.82	\$4.08	\$44.90

(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@portauthoritynsw.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 a set of rules, which include: Timeframe, Minimum Charge, Passenger age and type and Passenger data requirement, among others. They can be found at the end of this document ([Annex 2](#)).

5 Annex 2: Passenger vessels' guidelines

Site occupation charge for passenger vessels guidelines

<p>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.</p>
<p>Minimum charge - The site occupation charge for passenger vessels is based on a minimum of 600 passengers per cruise vessel, except for the vessels with a maximum stated passenger capacity of less than 200 passengers.</p> <p>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.</p>
<p>Passenger age - The site occupation charge for passenger vessels does not apply for infant passengers (i.e. two years old or under).</p>
<p>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.</p> <p>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.</p>
<p>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.</p>
<p>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).</p> <p>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.</p>
<p>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.</p>
<p>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.</p> <p>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.</p> <p>The stated passenger capacity of each cruise vessel is recorded in the ship's International Tonnage Certificate (ITC).</p>

6 Glossary

<p>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.</p>
<p>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.</p>
<p>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).</p>
<p>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.</p>
<p>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.</p>
<p>Revenue tonne - A revenue tonne is the greater of mass volume measured in units of tonnes, cubic metres or kilolitres.</p>
<p>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.</p>
<p>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".</p>
<p>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.</p>
<p>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.</p>

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