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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 1st May 2020 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 NSW 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 ships’ masters for advice and services available in the port or locality.

This service is administered from the Port’s Vessel Traffic Information Centre (VTIC).

Port Authority of NSW - Port Kembla

VTIC (24-hour number) +61 2 4275 0197
or call ‘Port Kembla Harbour’ 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
Port Kembla +61 2 4223 8000
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 no 121 MSA 86(1)*

**Authority** means the Port Authority of New South Wales

**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 no 121*. Exempted vessels are:

- a vessel whose Master is the holder of a marine pilotage exemption certificate under the Act that applies to that port and vessel;
- a vessel whose master is the holder of a certificate of local knowledge under the Act 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 regulations 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 no 121*

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

**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.

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

**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 LOA 30m or over. 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 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** means the vessel traffic service operated by the Authority for the port of Port Kembla.

**Reporting Point** Vessels approaching or departing the port may be instructed by the Port Kembla VTS as to which reporting point to pass through, or through which position to cross the 5 mile arc. Vessels are determined to have arrived at Port Kembla upon crossing this 5 mile arc.

**Vessel Traffic Service means** a vessel traffic service 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.
3 Table of Amendments

If you have any questions regarding this document or if you have a suggestion for improvements or should errors or omissions in this publication be noted please contact Port Authority NSW on +61 2 4275 0100 or pk_enquiries@portauthoritynsw.com.au

<table>
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<th>Summary of Changes</th>
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4 Information

4.1 Purpose

This document defines the standard procedures to be followed in the pilotage area of the port. It contains information and guidelines to assist ship’s 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 in regard to 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 Kembla was created on 1 July 2014 with the amalgamation of the three Port Corporations of Sydney, Newcastle and Port Kembla.

The Port Authority of NSW 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 information centre (VTIC), ship scheduling and pilotage
- Port safety operating licence functions including dangerous goods, hydrographic surveys and navigation aids
- Emergency response (marine)
- 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 no 121

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 Authority website should be checked for the latest version.
4.5 Masters 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
- Navigate in accordance with the *Marine Safety (General) Regulation 2009; Schedule 2* of the said regulations being the *International Regulations for Preventing Collisions at Sea*

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 www.portauthorитynsw.com.au for latest marine notices.

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


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 *Marine Safety Act 1998 no 121*, be liable for a maximum penalty of 100 units.

4.8 Legislation

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

- Dangerous Goods General Regulations DGR
- Marine Safety Act MSA
- Marine Safety General Regulations MSGR
- Maritime Services Act MSEA
- Management of Waters and Waterside Lands Regulations MWWLR
- Ports and Maritime Administration Act P&MA
- Port and Maritime Administration Regulations P&MR
<table>
<thead>
<tr>
<th>Section</th>
<th>Legislation</th>
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| 4.8.2   | Dangerous Goods (General) Regulation 1999 –Part 11  
| 4.8.3   | Maritime Services Act 1935  
| 4.8.4   | Management of Waters and Waterside Lands Regulations  
| 4.8.5   | Marine Safety Act 1998  
| 4.8.6   | Marine Safety General Regulation 2009  
| 4.8.7   | Marine Pollution Act 2012  
| 4.8.8   | Ports and Maritime Administration Act 1995  
| 4.8.9   | Ports and Maritime Administration Regulation 2012  
| 4.8.10  | Marine Safety (Domestic Commercial Vessel) National Law Act 2012  
5 Port Specifics and Vessel Requirements

5.1 Port Kembla New South Wales

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

5.1.2 MHWS 1.6m/ MLWS 0.3m.

5.1.3 HAT 2.1M. LAT 0.0M

5.1.4 Chart AUS 195/AUS 435150 (approaches to Port Kembla) and AUS 194/AUS5194P0 (Port of Port Kembla)

5.2 Datum

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

5.2.2 All positions in this document are in WGS84.

5.2.3 All directions are referenced to true north.

5.3 Port Kembla Port Limits

5.3.1 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).

5.3.2 Any movements of vessels greater than 30m in length 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.
5.4 Pilot Boarding Place

5.4.1 Outer (B) 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 LOA 226m and greater.

5.4.2 Inner (A) PBG
The outer 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 station is to be utilised for all other vessels.

5.5 Anchorages and Vessels at Anchor

5.5.1 The holding ground off the Illawarra coast is considered poor and the Port Authority of New South Wales - Port Kembla does not recommend anchoring in proximity to the Port or Illawarra coast.

5.5.2 However, if a vessels Master chooses to anchor outside the designated port limits, they must:
- Not anchor within 3nm of the coast or islands, or within 1 nm of another ship.
  
  Note: there is a "no anchorage area" boundary as shown on AUS 195 extending to the inward reporting limit (34° 20’.50 S 151° 00’.47 E)
- Not anchor on, or West of the entrance leads;
- Inform Port Kembla VTIC on VHF Channel 11 of their anchorage position relative to Wollongong lighthouse;
• 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;

• 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 VTIC or the Port Kembla Harbour Master.

• Refer to Admiralty Sailing directions for areas of known foul ground.

5.5.3 Weather broadcasts are made at regular intervals on VHF Ch11, but the decision to remain at (or leave) the anchorage during unfavourable weather is solely up to the Master. Masters are advised that Port Kembla VTIC is an Information Centre only.

5.5.4 Masters of vessels should not wait for instructions from Port Kembla VTIC before deciding to proceed to sea.

5.6 Inward Vessel Reporting Arc

5.6.1 A five (5) nautical mile arc centred on Flagstaff Point (Wollongong) Lighthouse exists and marks the reporting point locations for vessels arriving at Port Kembla.

5.6.2 Vessels approaching the port may be instructed by the Port Kembla Vessel Traffic Information Centre as to which reporting point to pass through, or through which position to cross the arc.

<table>
<thead>
<tr>
<th>Position</th>
<th>Bearing and distance from Wollongong Lighthouse</th>
<th>In degrees, minutes and decimals of minutes (For vessels)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approaching from South on the 5 mile reporting arc</td>
<td>141° 6.2nm</td>
<td>34°29.41S 150°59.22E</td>
</tr>
<tr>
<td>Approaching from East on the 5 mile reporting arc</td>
<td>097° 6.2nm</td>
<td>34°24.16' 161°03.22'E</td>
</tr>
<tr>
<td>Approaching from North on the 5 mile reporting arc</td>
<td>047° 6.2nm</td>
<td>34°20.60' 101°02.46'E</td>
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5.7 Minimum Draught Requirements

5.7.1 Masters of vessels are required to have minimum draughts of 2% of LOA forward and 3% of LOA aft. The propeller should also be fully immersed.

5.7.2 In windy conditions it is prudent to have the vessel ballasted as deeply as possible.
5.8 Under Keel Clearance (UKC)

5.8.1 The under keel clearance system that is used at Port Kembla, DUKC, includes all berths in Port Kembla for passages into the port (from the Pilot station to berth) and out of the port (berth to pilot disembarkation).

5.8.2 Transit windows for arrival and departure are adjusted to suit tide, swell and sea conditions. Therefore, this ensures accurate transit windows for berthing and departure are maintained for vessels at Port Kembla.

5.8.3 An under keel clearance form is required for booking all vessels with drafts exceeding 9.0 metres. This is applicable for inbound vessels, outbound vessels and removals between berths in the port. (This requirement is not applicable for Pure Car Carriers (PCCs) and Pure Car and Truck Carriers (PCTCs)).

5.8.4 The DUKC system allows for 7 day Dynamic under Keel predictions in advance. Agents who ask for berthing windows inside 1 week will need to provide a DUKC form for more accurate and larger Dynamic windows.

5.8.5 Static under keel clearance windows can be calculated based on a specific berth and for a specific draft and ETA. Such a calculation is available to agents on request no greater than 2 weeks in advance.

5.8.6 Static under keel clearance / static maximum draft can be calculated using the following formula:

\[ \text{Maximum Draught} = \frac{(\text{Depth of channel} + \text{Height of Tide})}{1.08} \]

5.8.7 Whilst secured alongside a berth, vessels are required to have a minimum UKC of:

- 0.6m in the Outer Harbour
- 0.3m in the Inner Harbour

5.9 Maximum Ship Size

5.9.1 The maximum length for ships entering Port Kembla Harbour is 300m LOA and 50m Beam.

5.9.2 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.

5.10 Tankers

5.10.1 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.
5.11 Dangerous Goods


5.11.2 The Harbour Master is responsible for the approval for carriage, transit and handling of Dangerous Goods in the port of Port Kembla.

5.11.3 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, his agent or their representative must lodge details of dangerous goods being carried or intended for carriage on the vessel with the Authority.

5.11.4 An approval process is managed by the VTIC through a permit system. Vessels carrying Dangerous Goods may not enter the port unless approval has been obtained from the Harbour Master through a permit issued by the VTIC.

5.12 Minimum Mooring Arrangements

5.12.1 The minimum mooring arrangements for vessels alongside at Port Kembla are as follows:
   • 4 head lines - 4 stern lines
   • 2 fore springs - 2 aft springs
   For any advice regarding the number and placement of mooring lines please consult the Pilot when berthing.

5.12.2 It is the responsibility of the ship’s Masters 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 Vessels visit to the Port.

5.13 B201 Berthing and Environmental Criteria

5.13.1 B201 has specific berthing and environmental criteria for vessels alongside:
   • For wind direction from 350 degrees clockwise to 015 degrees
     o Berth is limited to 20 knots MWS
     o Bollard 6 may be used to run a second breast if wind conditions are expected to reach the max MWS for the berth
     o If wind conditions exceed 20 knots MWS, the ship may be directed to leave the berth at the Harbour Masters discretion, depending on the risk factors present at the time
   • For wind direction from 015 degrees clockwise to 090 degrees
- Berth is limited to 25 knots MWS
- Bollard 6 may be used to run a second breast 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 Masters discretion depending on the risk factors present at the time

5.14 Port Closure

5.14.1 Occasions occur when it may be necessary to close the port for bad weather conditions or other reasons, as directed by the Harbour Master.

5.14.2 In the event of an approaching storm or severe weather event, Masters of vessels alongside in the port should ensure that their vessel is ready to be moved at immediate notice.

5.14.3 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 Channel 11.

5.14.4 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 VTIC or the Harbour Master, however, should keep the VTIC informed of actions taken.
6 Directions for Vessels at Port Kembla

6.1 Communications for Arriving Vessels

6.1.1 The vessel’s ETA must be confirmed by agents 24 hours prior to arrival so that services can be co-ordinated and allocated.

6.1.2 Masters should confirm the local time with their agent prior to advising the ETA. Due to daylight saving, local time in Port Kembla can differ from Brisbane during the summer months.

6.1.3 The Port Kembla VTIC operates on VHF Ch. 16 & 11 (port operations only).

6.1.4 All vessels proceeding to Port Kembla are required to call the Vessel Traffic Information Centre using the term “PORT KEMBLA HARBOUR” on VHF Channel 16, two hours and one hour before arrival to confirm ETA.

6.1.5 Upon crossing the 5 nautical mile reporting arc at the designated report position vessels should call PORT KEMBLA HARBOUR on VHF Channel 11 and remain on that frequency and await instruction for berthing and pilot boarding. At this time, vessels must confirm their fore and aft draft to the Vessel Traffic Information Centre.

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

6.1.7 The pilot (or in the case of an exempted vessel, the Master) shall obtain from Port Kembla VTIC clearance to enter port, a communication channel for tugs and receive any specific information regarding port entry.

6.2 Traffic Management

6.2.1 Vessels MUST NOT pass between the islands or between the islands and the breakwater without the express permission of the Harbour Master or his delegate.

6.2.2 The attention of Vessel Masters is drawn to Rule 5 (Lookout) and 6 (Safe Speed) of the NSW COLREG’s and International Rules and Regulations for Prevention of Collision at Sea, which also apply within the Port of Port Kembla.

6.2.3 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.
6.2.4 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.

6.3 Pilot Ladder Requirements

6.3.1 Pilot ladders must comply and are to be rigged in strict accordance with latest relevant SOLAS Regulations and IMO Standards.

6.3.2 On arrival the pilot ladder is to be rigged on the Starboard Side when approaching the pilot boarding place, 2.0 metres above the water. Port Kembla VTIC will also advise required height above the waterline when vessel in passing the 5 nautical mile reporting arc.

6.3.3 On departure pilot ladders should be rigged on the Port Side 2.0m above the water.

6.3.4 To avoid possible delays, Masters should take note of the following requirements:
- Two proper manropes without knots or monkeys’ 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 nine metres and the use of a combined accommodation ladder and pilot ladder is necessary, the lower platform of the accommodation ladder should be about six 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.

6.3.5 Pilot hoists are not acceptable as an alternative to a combination ladder.

6.3.6 The Port Authority of New South Wales reserves the right to delay vessel embarkation of a Marine Pilot until these procedures are fulfilled. Further, all instances of non-compliance will be reported to the Australian Maritime Safety Authority as a Port State Control matter.
6.4 Approaches to the Port

6.4.1 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.

6.4.2 The Master of an arriving vessel shall ensure sufficient sea-room is maintained to allow manoeuvres to provide an appropriate lee for the pilot cutter.

6.4.3 No arriving vessel should proceed inward of the respective Pilot Boarding Place without the approval of the pilot or Port Kembla VTIC.

6.5 Directions to Vessels Moving Within Port Limits (Pilotage)

6.5.1 Under Part 6 of the Marine Safety Act 1998 no 121, pilotage is compulsory for all vessels, unless exempted under section 75 of the Act.

6.5.2 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.
6.5.3 During daylight hours a vessel under the conduct of a person who holds a current marine pilotage exemption certificate will fly a white flag 600mm square, where it can best be seen.

6.5.4 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 or more in length
- A vessel pushing where the combined length of the vessel pushing and the vessel being pushed is 30 metres or more in length
- A vessel towing where the combined length of the vessel towing and the vessel being towed is 30 metres or more in length
- 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 or more

6.6 Directions to Vessels Alongside

6.6.1 Do not pollute the harbour in any way.

6.6.2 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.

6.6.3 All vessels must always be kept in such trim and at sufficient draft to permit safe navigation.

6.6.4 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 so as 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 Harbour on VHF CH 11 before testing engines.

6.6.5 Weather warnings are broadcast by Port Kembla VTIC on VHF Channel 11.

6.6.6 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 VTIC and a PERMIT is required.

6.6.7 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.
6.6.8 Two (2) hours before, Master to inform VTIC (Port Kembla Harbour) of departure drafts and displacement. For all vessels greater than 9m draft (excluding PCC/PCTC vessels), a Dynamic Under Keel Clearance (DUKC) form is to be submitted to VTIC, at least 3 hours before departure.

6.6.9 One (1) hour before departure, confirm to VTIC that a safe gangway access with net is available for pilot embarkation.

6.6.10 If you see any accident, incident or unusual circumstances, you must call the VTIC immediately (VHF Ch11) e.g. a fire on the wharf, any pollution in the water, any person/s acting suspiciously etc.

6.7 Port Authority Environmental Requirements

6.7.1 The Marine Pollution Act 2012 (NSW) is designed to protect New South Wale’s 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 (MARPOL annexes I, II, III, IV and V) from ships are prohibited in New South Wales waters and pilotage areas.

6.7.2 Ships should dispose of all waste ashore using the waste reception facilities available (see Part 5). 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.

6.7.3 In accordance with The Marine Pollution Act (NSW) Part 9 the Master of a ship must report any reportable pollution incident as defined.

6.7.4 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 VTIC is to be informed either via VHF 11 or phone. Also refer to the following website for pollution reporting requirements https://www.amsa.gov.au/marine-environment/marine-pollution/general-marine-pollution-reporting

6.8 Work Notifications

6.8.1 In order to be able to perform certain work on ships in the port, masters, owners or their agents must first apply for and obtain the necessary permits before that work can proceed. Applications for approval by the harbour master must be submitted to VTIC through the email address PortKemblaVTS@portauthoritynsw.com.au. The forms are available on the Port Kembla Forms & Permits Page of the Port Authority of NSW website.

6.8.2 The Duty Harbour Master’s agreement is required for any work carried out onboard vessels that could compromise the safety of the port or its environment. Such works includes but are not limited to the following:
• Shifting ship along wharf (limited movement)
• Bunkering/sludge removal/grey water/ sewerage
• Supply of freshwater hoses
• All 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
• Work afloat & diving Protocols
• Lowering of ship loader infrastructure

6.8.3 Ship masters must comply with all requirements specified in the permit.

6.9 Directions to Vessels Departing from the Port

6.9.1 Clearance to depart

• A pilot shall on boarding a departing seagoing ship contact Port Kembla VTIC on VHF 11 and confirm the vessel’s readiness to depart or otherwise, seek clearance to depart, a working channel for port operations and advise the vessel’s departure draft and displacement (if different from those contained within cPORTS). The vessel shall be in radio communication from this time.

• On an exempted vessel, the Master shall contact Port Kembla VTIC on VHF 11 fifteen (15) minutes prior to departure to confirm readiness to depart or otherwise, seek clearance to depart, a working channel for port operations and to advise the departure draft and displacement. The vessel shall be in radio communication from this time.

6.9.2 Deck cargo

• Under no circumstance will vessels be allowed 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 the Australian Maritime Safety Authority.

• The vessel will then remain alongside until cleared to sail by AMSA.
6.10 Directions Regarding Tug Usage at Port Kembla

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

6.10.2 At Port Kembla tugs will meet vessels.

- Abeam of Flinders Island when arriving vessel LOA is 226m or greater.
- Between Flinders Island and breakwaters for all other vessels.

6.10.3 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.

6.10.4 Unless advised otherwise by the Duty Pilot, the agent for a vessel fitted with a thruster, visiting for the first time should book tugs for a non-thruster ship, and request tug assessment of the vessel:

6.10.5 A record of the assessment shall be maintained in cPORTS within the Vessel Data File.

6.10.6 Exempt Masters and pilots may, in accordance with the Tug Utilisation Tables, vary the combination or number of tugs used for any movement, depending on experience, prevailing conditions or special circumstances that may apply.

6.10.7 The following tables detail/articulate the required minimum tug requirements for movements too/from all berths at Port Kembla
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<th>102</th>
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2* = < 140m LOA depart 1 tag @ pilot’s discretion
3* = < 235m LOA 2 tags @ pilot’s discretion
2** = < 235m LOA 2 tags @ pilot’s discretion except for PCC, PCTC, ROBO see “General Rules”

2* = < 140m LOA depart 1 tag @ pilot’s discretion
3* = < 235m LOA 2 tags @ pilot’s discretion
2** = < 235m LOA 2 tags @ pilot’s discretion except for PCC, PCTC, ROBO see “General Rules”
7  Security, Quarantine, Customs and Port State Control

7.1  4.1. Security


7.1.2  All commercial vessels with a gross tonnage of 500 tonnes or more and passenger ships are required to report their security information to the port authority.

7.1.3  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.

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

Zones which will 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 50m 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 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 the Maritime Transport and Offshore Facilities Security Act 2003 and subject to significant penalties.
7.1.5 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.

7.1.6 It is the Master’s 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.

7.1.7 Reporting of 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 Maritime Transport and Offshore Facilities Security Act to the port authority Vessel Traffic Information Centre (VTIC) by telephone or VHF Channel 11 where the duty personnel shall coordinate the correct response.

7.2 Quarantine

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

7.2.2 For more information visit https://www.agriculture.gov.au/

7.2.3 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.
- The Department 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

7.3 Customs and Border Control

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

7.3.2 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.
7.3.3 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.

7.3.4 For more information and for all required Forms select/visit https://www.homeaffairs.gov.au/

7.3.5 Also refer to latest regulations Customs Act 1901 and the Customs Regulations 2015 for further information.

7.4 Port State Control in Australia

7.4.1 Select/visit the link below to view the current Fact Sheet issued by the Australian Maritime Safety Authority regarding Port State Control in Australia.

8 Port Description, Port Infrastructure and Services
8.1 Port Description

8.1.1 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.

8.1.2 The Inner Harbour was constructed during the 1950’s to service 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.

8.2 Leading Lights

8.2.1 Outer Harbour Leads Port Entrance Light (PEL)

These leading lights in line bear 213⁰/033⁰

Front Lead – Characteristic F.WRG.16m 12M. Located on the outer harbour foreshore adjacent to Red Beach. The light covers a total arc of 5.01⁰. 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 – 1.25⁰
- Alternating Green/White – 0.63⁰
- Fixed White – 1.25⁰
- Alternating Red/White – 0.63⁰
- Fixed Red – 1.25⁰

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.
8.2.2 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.

8.2.3 Inner Harbour (Eastern Breakwater) Reciprocal Lead

This leading light is a sector light with 2° sectors and characteristic F.WRG. Located 570m along the Eastern Breakwater.
The following bearings make up the sectors of this leading light:
- Green – 121-123°
- White – 119-121°
- Red – 117-119°
8.2.4 Inner Harbour Eastern Basin Leads

These leading lights in line bear 358°/178°

Front Lead – Fixed blue light by night or red triangle by day, located east of entrance to berth 103 on bank of Garungaty Waterway.

Rear Lead – Fixed blue light by night or red triangle by day, located east of Wileys Bridge on bank of Garungaty Waterway.
8.3 Port Infrastructure

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

<table>
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<th>Wharf Length (m)</th>
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8.4 Terminals

8.4.1 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 a depth alongside of 12.1 metres.

- Undercover storage capacity of 18,000 square metres, initial lay down area for 7000 vehicles plus a further 3 ha 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 1000m.
- 24/7 onsite security with the main entrance security controlled at all times.

8.4.2 Grain 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 15.65 metres.
- Storage consists of 30 gas-tight self-emptying steel bins with a total capacity of 260,000 tonnes.
- Two ship loading gantries operate at combined capacity of 10,000 tonnes per hour.
- All bins are sealed for fumigation and are certified to standards.
- Road and rail receival/discharge facilities.

8.4.3 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 two berths, Berth 101 and Berth 102 (both bulk products)

- Berth 102 is the main exporting coal terminal with the available berth length of 300m with a depth alongside of 16.2m.
- 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 235m).
- Road and rail receival/discharge facilities
8.4.4 Port Kembla Steelworks (BlueScope Steel)

Port Kembla BlueScope steel works operates four berths (Berth 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 Steelworks 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 & 113 with a varying depth as per the berths and depth publication.
- These berths are used for the handling of ores which are discharged by 2 overhead cranes that run along the wharf on rails using 20 ton 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

8.4.5 Common User Terminal

Port Kembla’s common user facility is leased to The Port Kembla Gateway Pty Ltd. Port Kembla Gateway operates four berths (Berth 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 least being 10.1 metres
- Undercover storage in three sheds total 4000m2
- 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, Hoppers.

8.4.6 Bulk Liquids Facilities

Berth 201

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

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

**Berth 206**

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

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

### 8.4.7 Terminal Contact Numbers

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<td>Port Kembla Coal Terminal</td>
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<td>Port Kembla Gateway</td>
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<td>Port Kembla Grain Terminal</td>
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</table>

### 8.5 Lines Services

#### 8.5.1

There are two providers of line services in the Port of Port Kembla who operate under a non-exclusive licence arrangement (SVITZER and One Port). Contact your agent for more information.

### 8.6 Bunker Availability

#### 8.6.1

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.

### 8.7 Other Facilities

#### 8.7.1

Freshwater Pipeline to all Berths (a fee is payable for connection and water usage).

#### 8.7.2

Repairs & engineering services available locally. For further information liaise with the vessel’s agent.