PORT INFORMATION GUIDE 2025

Port of Geelong

PORTS VICTORIA

Revision history

Date	Version	Name	Reason
9 December 2025	1.1	Paul Rasmussen	Rewrite

Approval history

Date	Name and title	Signature
9 December 2025	Kylie McDonald Harbour Master - Geelong and Regional	

Contents

Acknowledgement of Country

Ports Victoria Acknowledges Wadawurrung People as the Traditional Owners of the land on which the Geelong office is located.

We Acknowledge their care for Country, Skies and Waterways which extends back thousands of generations, and which continues today. We pay respects to Elders, past and present.

We also Acknowledge all other Traditional Owners and First Nations Peoples across the many Countries now also known as Victoria.

1. Section 1: General

1.1 Preamble

This publication supersedes and replaces the Port Information Guide – 2020 Geelong.

1.1.1 About this guide

This Guide provides information and guidance to ships' masters, agents and owners to facilitate the safe and efficient operation of shipping within the port waters. The details are correct at the time of publication but may be subject to variation.

It contains an overview of the Ports Vicotria and its role, together with the Harbour Master's powers, and the regulations and codes governing vessel operations in port waters.

This guide should be read in conjunction with the Harbour Master's Directions, which state the Directions to masters transiting the port waters of the port of Geelong.

It provides general information, as well as port services details and contacts for the port of Geelong. It also includes a section on Safety and Environmental Requirements to be complied with by vessels in port waters and Emergency Management and Port Security Procedures.

1.1.2 Revisions and updates

It is intended that this Guide will be revised and updated approximately every two years. Any significant changes occurring between revisions that materially affect the use of this Guide will be disseminated as Public Notices or in the case of Harbour Master's Directions, by Notice to Mariners.

It is the responsibility of persons using this Guide to ensure they are referring to the latest edition and any relevant Notices. A copy of the latest edition of the Guide and individual changes as referred in above can also be obtained from Ports Victoria website at www.ports.vic.gov.au

1.1.3 Disclaimer

The information and material contained in this Guide has been compiled by Ports Victoria for use as a guide only and any persons requiring specific information about the operations of Ports Victoria or the port waters within the jurisdiction of Ports Victoria should make their own enquiries.

The information directly relating to berth operators has been solely compiled and provided by the operators and is provided for use as a guide only. Ports Victoria excludes all liability or responsibility of whatsoever nature and howsoever arising from any reliance upon any information compiled or provided by berth operators. Any specific enquiries relating to berth operations should be directed to the relevant berth operator and not to Ports Victoria

Ports Victoria shall not in any way be or become responsible in law or otherwise to any third party whomsoever for any consequences of any errors in or omissions from this Guide of whatsoever nature and howsoever occurring nor shall Ports Victoria be liable or responsible for any third party's reliance upon any information compiled by Ports Victoria and contained in this Guide.

The information provided in no way whatsoever supersedes or detracts from that available in Admiralty Charts or publications, RAN Hydrographic Charts, Commonwealth Acts, Marine Orders, State Acts, ordinances, rules or regulations, or from publications of other relevant organisations, both public and private, and any information contained in this Guide is in all circumstances whatsoever subject to such material, documents and publications.

1.1.4   Abbreviations

AHD	Australian Height Datum
AMSA	Australian Maritime Safety Authority
DAWR	Australian Quarantine and Inspection Service
COLREGS	International Regulations for Preventing Collisions at Sea, 1972.
DUKC	Dynamic Under Keel Clearance
GUKC	Gross Under-Keel Clearance
LONS VTS	Lonsdale Vessel Traffic Service
MARPOL	Convention for the Prevention of Pollution from Ships, 1973.
MELB VTS	Melbourne Vessel Traffic Service
PoM	Port of Melbourne
Port waters	Port waters of Geelong under the jurisdiction of VRCA
PSA	Port Services Act (1995)
POWBONS	Pollution of water by oil and noxious substances
SEPP	State Environment Protection Policy
STV	Safe Transport Victoria
UKC	Under-Keel Clearance

For all purposes of this Guide and the use of port waters any reference to the owner of any vessel includes, where the context requires, any manager and/or operator and/or charterer of such vessel.

1.1.5   Ports Victoria

Ports Victoria formed on 1 July 2021 is the successor organisation to Victorian Regional Channels Authority.

Ports Victoria is a public entity established under section 10 of the Port Services Act 1995 (Vic) and continued under section 141B of the Transport Integration Act 2010 (Vic).

Ports Victoria retains responsibility for the Harbour Master, Station Pier, relevant safety and environmental regulation, waterside emergency management and marine pollution response.

Pursuant to the Transport Integration Act 2010 (Vic), Ports Victoria's functions include the following with respect to port of Geelong waters:

• the establishment, management, dredging and maintenance of channels

• the provision and maintenance of navigation aids

• the publication of information about the depths and configuration of channels and berths

• the provision or maintenance of systems related to navigation, including systems for managing vessel traffic and vessel communications and systems for the scheduling and allocation of vessels to berths

• to generally direct and control, in accordance with the Marine Safety Act 2010 (Vic), the movement of vessels

• the regulation of towage services in accordance with Part 4A of the Port Management Act 1995 (Vic)

• the development and operation of Station Pier and West Finger Pier.

1.1.6   Jurisdiction

This Guide refers only to the port waters as shown in section 2.1.3 Charts.The Harbour Master

1.1.7   Appointment

Safe Transport Victoria is empowered under the Marine Safety Act 2010 to licence Harbour Masters and to determine standards for the training of Harbour Masters.

Pursuant to the Port Management Act of 1995, defining Victorian Port Waters, Ports Victoria must appoint a licensed Harbour Master for the port waters of Geelong.

1.1.8   Powers to direct

The general powers of a Harbour Master are provided under Marine Safety Act, 2010, Chapter 6, Part 6.4. In summary, a Harbour Master has wide powers and functions and may give directions, either written or oral, on relevant issues relating to port waters from time to time, including in respect of:

• The time and manner in which a vessel may enter or leave port waters.

• The navigation and movement within those waters.

• The position and manner of anchoring or securing.

• The time and manner of taking or discharging cargo, stores, fuel, fresh water or ballast.

• The securing or removing of a vessel within those waters.

• Requiring a pilot to remain on board an anchored vessel.

• The prohibition from entry into or the removal from port waters of a vessel in imminent danger of sinking.

In accordance with Marine Safety Act2010 section 230(2) a Harbour Master must carry out their functions so that it:

• Ensures the safety of persons and the safe operation of vessels, and

• Minimises the effect of vessel operations on the environment.

1.1.9   Harbour Master's Directions

Harbour Master's Directions given in respect of the port waters are contained in the latest version of the Directions and can be found on the Ports Victoria website. They may be revised, amended, or altered periodically at the sole discretion of the Harbour Master.

1.1.10   Failure to comply with direction or obstruct Harbour Master

In accordance with MSA 2010 section 237, the Master of a vessel must not without reasonable excuse, refuse or fail to comply with a direction given by a Harbour Master or any direction in the regulations.

A person must not, without reasonable excuse obstruct a Harbour Master (or a person acting under the direction of a Harbour Master) performing a function or exercising any power under Chapter 6 of MSA 2010

Note: Penalties apply

1.1.11   Assistant Harbour Master (Marine Safety Act 2010 Chapter 6)

Ports Victoria "may, having first –

(a) consulted the Harbour Master engaged by that body; and

(b) obtained the approval in writing of the Director – authorise, in writing, a person to act as an assistant Harbour Master for the waters that have been so declared to be part of the port"

1.1.12   Other powers

In addition to giving Direction, a Harbour Master may:

(a) Board and cause a vessel to be dealt with as required by the Harbour Master (Marine Safety Act 2010, Part 6.4, Section 236)

Ports Victoria appointed Harbour Master, delegates and any other authorised officers must carry a signed photographic identity card.

1.2   Shipping control and communications

1.2.1   Geelong - Marine Control Centre

The routine movement of vessels in the port waters is managed by the port of Geelong Marine Controllers, under the direction of Harbour Master, and are authorised under Part 6.4 Section 230 (1) a, b, c, d of the

Marine Safety Act 2010 to exercise certain functions of the Harbour Master. The Marine Controllers are located at Ports Victoria Head Office, 33-35 Mackey Street Geelong.

These functions are to direct and control:

- The time and manner in which any vessel may enter or leave the port waters.

- The navigation and other movements of any vessel within those waters.

- The position where and the manner in which any vessel may anchor or be secured within those waters.

- The securing or removal of any vessel within those waters, from or to any position as the Marine Controller deems fit.

Geelong Port Marine Control monitors and controls traffic movement within Geelong port waters 24hours, 7 days a week. They can be contact on VHF ch.12 or (03) 52253565.

1.2.2   Communication frequencies

Communication for the port of Geelong:

Use – Radio Telephone VHF	Channel
Port of Geelong primary working channel	12
Port operations 1 (Primary Tug Channel)	8
Port Operations 2 (Secondary Tug Channel)	11
Port Operations 3	4
Calling	16
Safety	67

All ships, small commercial vessels and fishing vessels are to monitor VHF Channel 12 while in port waters.

Telephone: Port of Geelong Marine Control +61 3 5225 3565
Email: geelong@ports.vic.gov.au

1.3   Vessel operations generally

1.3.1   General requirements for vessels

All vessels entering the port waters must comply with relevant international, national and State legislation and regulations and the practices of good seamanship.

1.3.2   Maximum size vessels

Port of Geelong can accommodate vessels with a maximum:

Draught: 11.90m

Length overall: 265 metres

Beam: 45 metres

Not every berth can accommodate the maximum size vessels: for a comprehensive table of berth information refer to HMD 2.26.

1.3.3   Compliance with provision of guide

The master and the owner of the vessel, and where applicable the ship's agent, are jointly and severally responsible for the due performance of and compliance with the requirements set out in this Guide and compliance with relevant laws, regulations, rules and directions.

When a vessel is under the direction of a pilot, the pilot is responsible for the due performance of and compliance with the provisions of this Guide, however neither the engagement of a pilot or the responsibilities of the pilot relieve the master or the owner of the vessel of their responsibilities.

> **Note:** Victorian Notices to Mariners issued by Ports Victoria relating to the port waters can be viewed on Ports Victoria website: www.ports.vic.gov.au

1.3.4   Order of priority

Port waters

The port of Geelong Marine Controller is responsible for programming vessel movements in the port waters under the direction of the Harbour Master and will take into account the following priority guidelines. The Harbour Master may change these guidelines from time to time if necessary.

(a) Any vessel, which is in an emergency condition, shall have priority of movement and services over all other vessels.
(b) Cruise vessels (inwards and outwards).
(c) Any vessel whose movement is governed by tidal or navigational conditions and requires daylight for channel transit.
(d) Any vessel that requires daylight for berthing, departure, or channel transit.
(e) Any vessel whose movement is governed by tidal or navigational conditions.
(f) Any vessel that has labour waiting at the berth.
(g) Vessels at anchor waiting for the same berth are normally sequenced to the berth in order of arrival, unless advised otherwise by the operator of the terminal or berth.

Vessels at anchor

Vessels at anchor must maintain a listening radio watch on VHF channels 12 and 16 for advice of any change of berthing instructions or of other port operational matters.

Pilotage and exemptions

The Master of a vessel that is liable for pilotage under Part 7.2 of the Marine Safety Act 2010 on entering or leaving port waters, must not cause or permit the vessel to be navigated within port waters unless the vessel is under the direction of a marine pilot holding an unlimited marine pilot license issued by Safe Transport Victoria and approved by the Harbour Master or a Master holding a certificate of exemption from pilotage issued by STV and approved by the Harbour Master.

The master of a vessel must, if 'pilotage exempt', cause a white flag to be displayed where it can best be seen, while entering or leaving port waters during daylight hours.

1.3.5   Use of tugs and line launches

For contact details for towage, line and line launch operators and compulsory usage levels please refer to sections 2.3.4 and 2.3.5.

1.3.6   Quarantine report

Vessels arriving from overseas must submit pre-arrival information using the Department of Agriculture, Water and the Environment's Maritime Arrivals Reporting Systems (MARS). The operator of the vessel is obligated to accurately report information in accordance with Section 193 of the Biosecurity Act 2015. This information must be lodged in MARS no later than 12 hours prior to arrival. Where the vessel operator uses a shipping agent, the agent is responsible for lodgement of accurate and timely information into MARS. The agent must ensure that this information is a true and correct representation of the reports provided by the vessel operator, and that any changes have been confirmed with the operator.

MARS is accessible from the Department of Agriculture, Water and Environment website:

https://www.agriculture.gov.au/biosecurity-trade/aircraft-vessels-military/vessels/mars

In Accordance with the Biosecurity Act 2015 (Biosecurity Act), and the International Convention for the Control and Management of Ships' Ballast Water and Sediments (Ballast Water Convention) all commercial vessels must have a valid ballast Water Management Plan & Certificate.

Vessels that are intending to discharge internationally sourced ballast water must submit a Ballast Water Report through MARS at least 12 hours prior to arrival. However, to prevent the discharge of high-risk

ballast, even vessels not intending to discharge ballast water are strongly encouraged to manage their ballast water and submit a Ballast Water Report. This action may assist in avoiding delays should the vessel have an itinerary change. Domestic trading vessels can request a low-risk exemption through a Domestic Risk Assessment. All applications must be submitted through MARS.

See the following link for further Ballast Water Management Requirements:

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

If there is a death or illness of an unknown or quarantinable cause on board then a 'Non-granting of Vessel Quarantine Clearance' is issued. The vessel will be subject to formal quarantine clearance procedures under the direction of an Authorised Quarantine Officer. The vessel will also have to fly the appropriate flag until Quarantine Clearance is granted.

Contact:	Department of Agriculture, Water and the Environment
Out of hours emergency:	0417 682 985 (24 Hours)
Office Hours:	+61 3 8387 0100
Email:	Melbourne.seaports@aff.gov.au
Web:	www.agriculture.gov.au

1.3.7   Australian Border Force

The Department of Home Affairs manages Australia's sea border. The Department includes Australian Border Force (ABF), which is a single entity responsible for the protection of Australia's border, including all operational border control, investigations, compliance and enforcement activities. ABF acts on behalf of government agencies including the Department of Home Affairs, operating an extensive network of staff around the country, which conducts immigration checks on incoming crew of foreign vessels.

Immigration clearance procedures for crew members of non-military ships, introduced in July 2007, require all foreign crew to hold a valid Maritime Crew Visa (MCV) and a valid passport in addition to an identity document confirming the holder to be a seafarer employed on that ship. Crew with inadequate documents crew may be subject to restriction on board their ship. The master, shipping agent, owner or charterer of the vessel may also be subject to a penalty in respect of any inadequately documented crew members.

Documents required to be produced to Australian Border Force at first port, (available on the ABF website) are:

•   Forms 2a and 2b – Ship's Passenger Report.

•   Form 3b – Crew Report.

•   Form 13 – Ship's Pre-arrival Report.

•   Form 5-4 – Report of ships stores.

•   Ports of call list

ABF will check a number of ship's certificates for currency (i.e. International Ship Security Certificate, Loadline, Safety Radio, Safety Construction, Safety Equipment, P&I Club and IOPP), on behalf of other government agencies.

The removal of any goods from vessels, including alcohol and tobacco, is prohibited unless the goods have ABF clearance. This also applies to ship's equipment and fittings going for 'repair and return' in Australia. 'Per favour' parcels will be treated on a case-by-case basis.

Contact:	Australian Border Force Shipping Operations/Maritime Operations
Telephone:	+61 3 9244 9125
Email:	shippingvic@border.gov.au

1.4   Port administration procedures

1.4.1   Appointment of ship's agent

Before a vessel enters port waters the owner of the vessel must, unless Ports Victoria otherwise agrees in writing, appoint an agent for the vessel, who may be the Master. The agent must be authorised to act on behalf of the owner in all matters relating to the vessel while it is in port waters.

1.4.2   Flying national colours

The Master of a vessel of 200 gross tons or more must cause the vessel to fly its national colours between the hours of sunrise and sunset while within port waters.

1.4.3   Use of Geelong port facilities

Not less than 48 hours before a vessel requires a berth at a wharf, the Master, owner or agent of the vessel must complete and submit an **'Application for use of facilities'** form for approval. Applications should be lodged with the relevant berth port operator - refer to the table below.

Berth	Port Operator	Website	Telephone
All berths except as listed below	GeelongPort Pty Ltd	www.geelongport.com.au	1800 979 717
Bulk Grain No. 3	GrainCorp Operations Ltd	www.graincorp.com.au	(02) 9325 9100
Cunningham Pier	Costa Property Group	www.costaland.com.au	(03) 5224 1477
Point Wilson Jetty	Thales Group	www.thalesgroup.com	(03) 5282 1204
Refinery Pier 1,2,3 & 4	Viva Energy Refining Pty Ltd	www.vivaenergy.com.au operations/geelong	13 16 18
Refinery Pier 3 & 4	Quantem	https://quantem.com.au/geelong/	(03) 5274 6666

2.   Section 2: Port information

2.1   Anchorages, channels, and berths

Reference should be made to information contained on relevant navigation charts and Australia Pilot Volume II.

2.1.1   Anchorages

Explosives Anchorage Point Wilson

Located 0.7 miles NNE of the Commonwealth Explosives Pier at Point Wilson. Depth 6 metres. (Ref. Aus. 157)

Corio Bay Anchorage - (Inner Harbour Geelong)

Limited anchorage space is available to the N and S of Hopetoun Channel in the Eastern, Western and Southern anchorages; the limits of which are marked on the Chart. The least depths are Southern 7.7 metres, Eastern 7.3 metres, and Western 8.5 metres. (Ref. Aus. 157)

2.1.2   Channels and navigation marks

Ports Victoria navigation marks are predominantly lit and sited on fixed structures as leading lines or lateral marks adjacent to the channel. Leading lines generally indicate the channel centreline while lateral marks indicate the proximity of channel limits. Most lateral marks are offset a distance outside the channel toe-line. Lateral and cardinal marks are lit and are single-piled structures.

Point Richards channel, Wilson Spit channel and Hopetoun channel - depth 12.3m

Geelong is approached from seaward via three dredged channels lit by beacons on either hand, namely, the Point Richards Channel, the Wilson Spit Channel, and the Hopetoun Channel. Channels are approximately 120 metres wide (narrowest point) through the straight sections and located by lateral marks at a nominal 15 metre offset outside the channel, however the actual offsets vary from 5 to 25 metres.

Geelong passing channels
The Point Richards Passing Channel is 200m wide and adjacent to and along the SE side of the Point Richards Channel between the No. 2 beacon and the No. 18 beacon. Declared depths are as follows:

No. 2 beacon to No. 8 beacon:	7.5m
No. 8 beacon to No. 10 beacon:	10.0m
No. 10 beacon to the No. 18 beacon:	9.0m

The Wilson Spit Passing Channel is 200m wide and adjacent to and along the S side of the Wilson Spit Channel between No. 6 beacon and No. 12 beacon. It has a declared depth of 7.0m.

Point Henry channel - depth 12.0m
The Point Henry Channel is 115 metres wide and lies at the junction of Wilson Spit and Hopetoun Channels. Lateral marks at a nominal 20 metre offset outside the channel mark the port hand.

Corio channel - depth 12.3m
The Corio Channel width varies with the toe-lines located by wharf facilities and lateral marks at a nominal 12 metre offset outside the channel.

City channel - depth 8.5m
The City Channel is 91 metres wide and lies at the junction of the Hopetoun and Corio Channels. Lateral marks are at a nominal 12 metre offset outside the channel.

2.1.3   Charts

Australian charts
AMSA Marine Notice 6/2017

https://apps.amsa.gov.au/MOReview/Attachment/ShowAttachmentInline/5629
Mariners are directed to consult the relevant Aus Chart for further details.
Aus 157   Geelong Harbour and Approaches

Electronic charts
Aus ENC Port Pack PT302 – Geelong

https://www.hydro.gov.au/webapps/jsp/charts/encPortPack.jsp?id=PT302

2.2   Notices to mariners

Notices to Mariners relevant to the port waters are published by Ports Victoria. Mariners are advised that up-to-date information concerning relevant issues such as channel shoaling (if any) and temporary depths at berths are published as Notices to Mariners. These Notices may be viewed and/or downloaded from www.ports.vic.gov.au

2.3   Port Limits
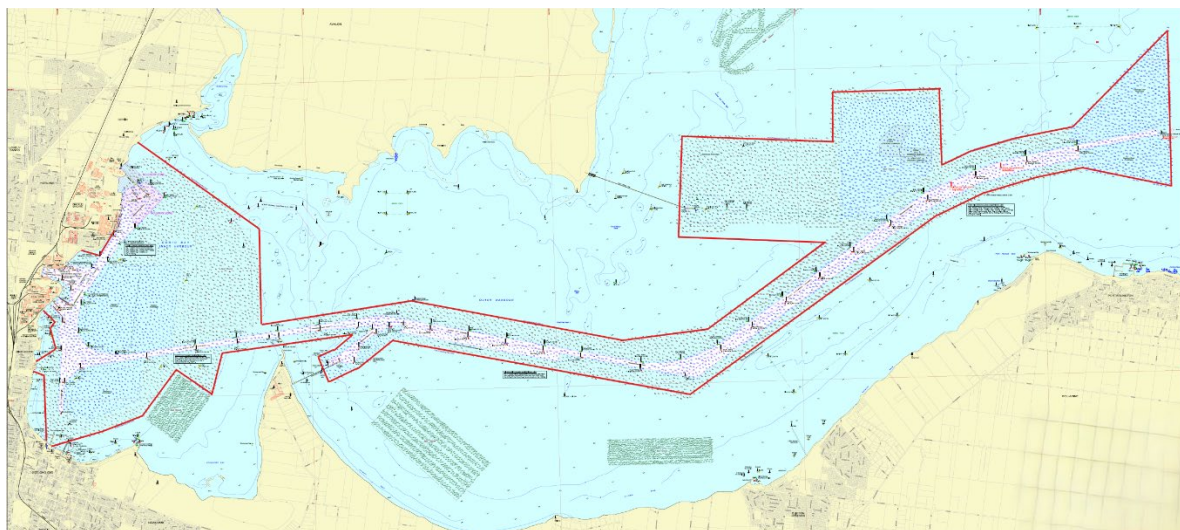
2.4   Distance Table

Table of distances in nautical miles

	Port Phillip Heads	Hovell Pile	Prince George Bank	No.1 Bcn Pt Richards	Bulk Grain Pier No.3	Corio Quay	Lascelles Wharf	Refinery Pier
Port Phillip Heads	0							
Hovell Pile	13.0	0						
Prince George Bank	29.2	16.2	0					
No.1 Bcn Pt Richards	34.3	21.3	5.1	0				
Pt Henry Pier	44.8	31.8	15.6	10.5				
Bulk Grain Pier No.3	48.6	35.6	19.4	14.3	0			
Corio Quay	49.3	36.3	20.1	14.3	0.7	0		
Lascelles Wharf	50.0	37.0	20.8	15.7	1.4	0.7	0	
Refinery Pier	50.5	37.5	21.3	16.2	1.9	1.2	0.5	0

2.5   Tides and tidal information

2.5.1   Chart datum

Chart datum is the datum for soundings on the latest edition of the largest scale Australian or Admiralty Chart of a locality. This is generally based on a local determination of lowest predicted tide. There is often a different Chart Datum for each port. Chart Datum used in Victoria is at or near the Lowest Astronomical Tide (LAT). Extremes in meteorological conditions influence tidal levels and on some occasions the tide level falls below LAT, though this is infrequent.

Chart Datums are referenced to the Australian Height Datum (AHD) which is constant and is based on a 1971 adoption of mean sea level.

Datum Name	Location	Location Description	Datum (below AHD)	Relevant Tide Gauge
Geelong	Corio Bay (outer harbour)	Point Richards Channel, Wilson Spit Channel, and approaches to Point Wilson	0.524	No. 1 Point Richards
	Corio Bay (Inner Harbour)	Point Henry Channel, Hopetoun Channel, and all waters west of Point	0.580	No. 9 Corio

2.5.2   Tides at Geelong

Geelong is a tidal port with an average rise of tide of 0.9 metres.

2.5.3   Tidal streams

The tidal stream in the Western Arm, i.e. Geelong Outer Harbour and Corio is not appreciable. The exception is where the stream crosses the bar between Point Henry and Point Lillias; the outgoing stream at this point is 1 knot during its second quarter.

2.5.4   Tide/time variations

Vessels travelling from Port Phillip Heads to Geelong should be aware of the tide/time variations along transit. The following table shows the delay in tide peak within Port Phillip.

Location	Time Difference	Rise of tide			
	(Earlier) Later	MHWS MHHW	MHWS MHHW	MHWS MHHW	MHWS MHHW
	HM	Metres	Metres	Metres	Metres
Rip Bank	(0 15)	2.5	1.8	1.1	0.4
Queenscliff Pier	0 30	1.2	0.8	0.6	0.3
No. 1 West Channel	0 50	1.2	0.8	0.6	0.3
No. 2 South Channel Light	1 10	0.9	0.6	0.5	0.2
Portsea Pier	1 20	0.9	0.6	0.5	0.2
No. 5 West Channel	2 00	0.9	0.6	0.4	0.1
Sorrento Pier	2 10	0.9	0.6	0.5	0.2
No. 8 South Channel Light	2 30	0.9	0.6	0.5	0.2
West Channel Pile Light	3 10	0.9	0.6	0.4	0.1
Hovell Pile	3 15	0.9	0.6	0.5	0.2
Melbourne (Williamstown)	3 20	0.9	0.6	0.4	0.1
Geelong	3 30	1.0	0.7	0.5	0.1

2.5.5   Tide surges

Mariners should note the following comment on chart AUS157:
'The water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above the mean level continuously for some time after Southerly gales,or below mean level continuously for some time after Northerly gales'.

2.6   Geelong port services

2.6.1   Port operations

Ports Victoria responsible for overseeing the operation of the channels and port waters of Geelong.

As noted in Section 1.4.1, the day-to-day movement of vessels is managed by Port of Geelong Marine Control.

Land-based port facilities at Geelong are privately owned and operated by GeelongPort Pty Ltd, except for Bulk Grain Pier 3 (which is operated by GrainCorp Operations Pty Ltd.), Cunningham Pier, Point Wilson Jetty (which is managed by Thales Group).

The following sections provide a summary of port service providers and are provided for information only. Masters, owners and agents should contact the relevant port operator directly to obtain firsthand up-to-date details on port facilities and service providers.

Procedures and permit systems are in place for various aspects of cargo handling and vessel management including containerised dangerous cargoes, bulk liquid dangerous cargoes, bunkering and hot work.

Telephone: Port of Geelong Marine Control +61 3 5225 3565

Email: geelong@ports.vic.gov.au

2.6.2   Movement orders

Vessel movement orders and orders for all port services should be placed the 48 hours before service is required with Port of Geelong Marine Control via PortVIEW. This includes vessel shifts from Port of Melbourne, Melbourne Inner & Outer Anchorage. Requirements of individual port service providers are summarised in the subsections below.

2.6.3   Pilots

A list of Pilotage Service Providers can be found at the Ports Victoria website http://www.ports.vic.gov.au. Ship's agents should familiarise themselves with details relevant to their vessels including rates and discuss any particular requirements with the Pilotage Service Providers.

Pilot orders should be placed within PortVIEW as per Section 2.3.2.

2.6.4   Towage and wind speeds

A list of Towage Service Providers can be found at the Ports Victoria website http://www.ports.vic.gov.au. Ship's agents should familiarise themselves with details relevant to their vessels including rates and discuss any particular requirements with the Towage Service Providers.

Towage orders should be placed within PortVIEW as per Section 2.3.2.

Operational parameters for wind limits are in accordance with HMD's.

2.6.5   Linesmen & Line launches

Work boats for the mooring of vessels and tending vessels at anchor are provided by LW Marine Services Pty Ltd.

Contact: LW Marine Services Pty Ltd

Telephone: +61 409 255 797

Email: admin@lwmarineservices.com.au

Linesmen and Lines Launch orders should be placed within PortVIEW as per Section 2.3.2.

2.6.6   Bunkers

Vessels bunkering in the port of Geelong must comply with the Harbour Master's Direction for bunkering. Port of Geelong Marine Control must be notified by completing the Ports Victoria Port of Geelong "Non-Cargo Liquid Transfer Operations" application, available from the vessel's agent or Port of Geelong Marine Control. The completed application must be emailed to Port of Geelong Marine Control for approval prior to commencement of bunkering operations in port waters and bunkering must not be undertaken without the expressed consent of the Duty Marine Controller.

The Master of a vessel involved in bunkering shall ensure that no bunkering operation is begun or allowed to continue unless and until all of the following conditions are met and a responsible officer is designated to supervise such bunkering:

(a)   Notification has been given in accordance with Harbour Master's Directions Section 6 and such bunkering is undertaken in accordance with the requirements of this section and any further or other directions given by the Harbour Master.

(b)   Geelong Port Marine Control is notified promptly when bunkering operations begin (following completion of local documentation).

(c)   There has been an exchange of all relevant information between the vessel and the bunkering barge.

(d)   The bunkering barge is securely moored alongside the vessel.

(e)   The bunker hose(s) are of sufficient length and are in good condition and in test in accordance with the appropriate Australian standard and the test certificate(s) are available on request.

(f)   The bunker hose connections (vessel and barge) have a good seal and a tightened bolt is used in every bolt hole of the bunker hose connection flanges.

(g)   Effective communications are established between vessel and barge.

(h)   There is safe access between the barge and the vessel.

(i)   An effective deck watch is maintained.

(j)   The pumping rate has been agreed for relevant stages (initial, bulk and finishing).

(k)   An emergency shut-down procedure has been agreed.

(l)   Fire-fighting equipment is on board and ready for immediate use.

(m)   Scuppers on barge and vessel are closed off or sealed.

(n)   Unused cargo and bunker connections are blanked.

(o)   Unused valves are closed.

(p)   There is compliance with naked light requirements.

(q)   Provision for emergency escape has been made.

(r)   Emergency pump stops are operational.

(s)   Window type air conditioners are disconnected.

(t)   Drip trays are in place.

(u)   Absorbent material is on site.

(v)   Appropriate lighting is in place and any required lights are displayed by the barge and vessel.

(w)   No smoking is permitted outside designated places.

(x)   No unauthorised persons are permitted on or about the vessel.

(y)   All radar systems on the bunker barge are in the off or stand-by position.

If any of the above requirements cannot be complied with, bunkering operations must not begin or, if during the course of bunkering cease to be complied with, then bunkering must stop immediately. Any delay to bunkering arising from any such non-compliance must be immediately reported to Geelong Port Marine Control.

If a bunker spillage occurs the following actions are to be implemented immediately:

  (a)   cease bunkering operations.

  (b)   take measures to stop or limit the spillage.

  (c)   notify Geelong Port Marine Control (VHF Channel 12).

  (d)   provide formal notification of a pollution incident as required under Section 2.48.2 of the Harbour Master's Directions.

  (e)   comply with such further directions as may be given by the Harbour Master.

On completion of bunkering:

  (a)   equipment is to be disconnected and stowed taking care to avoid spillage.

  (b)   Geelong Port Marine Control is to be advised promptly of the completion time.

2.6.7   Collection of ship's garbage

Discharge into port waters or upon any wharf, pier or jetty of ship's refuse, rubbish, offensive liquid or other waste matter is prohibited, as per the discharge provisions of the revised MARPOL Annex V which entered into force on 1 March 2018

Information regarding the collection of garbage and quarantine waste is available by contacting the berth operator directly. Contact details for berth operators are listed in Section 1.5.3 of this Guide.

2.6.8   Telephones

It is compulsory for all ships to have an operating Australian telephone and to advise Port of Geelong Marine Controllers of the telephone number. This should be added within PortVIEW.

2.6.9   Fresh water

Fresh water can be provided if required. The ship's Master, owner or agent should contact the relevant berth operator listed in Section 1.5.3 of this Guide.

2.6.10   Operation of drones

If intending to operate a drone anywhere over the port area, the following procedure applies. For drone activity over port waters of the Port of Geelong:

• Provide notice in writing to Ports Victoria, at least 2 business days prior to the activity, by emailing geelong@ports.vic.gov.au.

• Ensure compliance with all regulator and Civil Aviation Safety Authority (CASA) requirements.

• The drone must stay well clear of all vessels, whether underway, at anchor or berthed, and not distract from, interfere with, or impede the safe operation of any vessel.

• Comply with any additional requirements that may be imposed by the Harbour Master.

For drone activity over Port of Geelong landside areas:

• Permission must first be sought from the GeelongPort and/or relevant terminal operator.

• For guidance on CASA requirements, covering both recreational and commercial use of drones, refer to the CASA website.

3. Section 3: Port security

3.1 Introduction

The port of Geelong is a security regulated port as set out in the Maritime Transport Security Act 2003 and its associated regulations.

Operators or other stakeholders in the port of Geelong as well as operators of Australian or foreign registered ships who are unsure of their obligations under the Maritime Transport Security Act should seek advice from the Transport Security Guidance Centre at the Department of Home Affairs:

Mailing Address: Transport Security Guidance Centre

Department of Home Affairs

Regulatory Submissions

Aviation and Maritime Security Division

PO Box 25

Belconnen ACT 2616

Web: https://www.homeaffairs.gov.au/about-us/our-portfolios/transportsecurity/maritime-security/ship-operators

Email: guidancecentre@homeaffairs.gov.au

3.1.1 Port security officer

A Port security officer has been appointed in the port of Geelong. Contact details for the Port security officer are set out below.

Address: Corio Quay Rd, North Geelong

Mailing Address: PO Box 344

Geelong Victoria 3220

Telephone: 03 5247 0366 Emergency response 24 Hours)

3.1.2 Harbour Master

The Harbour Master may, at any time and for any period of time restrict entry to the port for all or any vessels in the interests of port security.

Such restrictions may affect any vessel which does not in the opinion of the Harbour Master or other relevant person meet the requirements of the International Ship and Port Facility Security Code (ISPS Code).

3.1.3 Port security committee

A Port Security Committee has been established in the Port of Geelong.

All enquiries of the Port Security Committee should be directed to the Port Security Officer.

3.1.4 Responsibilities

It is the responsibility of Port Facility Operators and Port Service Providers within the security regulated port of Geelong to submit to the Department of Home Affairs and Local Government, maritime security plans in accordance with the Maritime Transport Security Act 2003 and its associated regulations.

A Port Facility is described as an area of land or water, or land and water, within a security regulated port (including buildings, installations or equipment in or on the area) used either wholly or partly in connection with the loading or unloading of ships.

A Port Service Provider is one of the following:

• A tug/towage operator.

• Bunker barge operator.

- Lighter operator.

- Pilot boat operator.

- Line handling operator.

Self-identification forms to enable entities to identify whether they are required to submit Maritime Security Plans to the Department of Home Affairs and Local Government Services for approval can be obtained from the Department's internet site at:

https://www.homeaffairs.gov.au/about-us/our-portfolios/transport-security/maritime-security/port-operators

Operators of Australian or foreign registered ships should contact the Department of Home Affairs.

3.1.5   Levels of security alert

In line with the International Ship and Port Facility Security (ISPS) Code, December 2002, the following three security levels are to be adopted by the maritime industry:

Security level 1 – normal. The level for which standard security measures shall be maintained at all times.

Security level 2 – heightened. The level for which appropriate additional security measures shall be maintained for a period of time as a result of heightened risk of a security incident.

Security level 3 – exceptional. The level for which further additional security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

In addition to these the Commonwealth of Australia has four (4) security levels of alert. The following table shows the correlation between the Commonwealth and ISPS Code levels of alert.

Commonwealth Levels of Alert	ISPS Code Levels of Alert
Low	Security Level 1
Medium	
High	Security Level 2
Extreme	Security Level 3

Note: The port of Geelong levels always refer to the ISPS code levels of alert.

3.1.6   Notification of security alert level

The level of security alert for the Port of Geelong will be advised via the Port of Geelong Marine Control.

3.1.7   Declarations of security

Ship Security Officers seeking a Declaration of Security (DOS) need to contact either the Port Security Officer, Port Facility Security Officer for their berth or the Port Service Provider servicing their ship, depending on the circumstances.

Contact details for the relevant security officer in each case can be obtained from Port of Geelong Marine Control.

3.1.8   Ship security certificates

Vessels entering port waters are required to provide the Port of Geelong Marine Control, on request, with the following:

(a)   A valid International Ship Security Certificate or an interim certificate issued under Part A of the ISPS Code, or

(b)   A statement of compliance with the ISPS Code, or

(c)   A Declaration of Security (DOS), when required.

This information is expected to be provided through the Ship's agent in advance of the arrival of the vessel in port. Failure to provide the information on request may result in the vessel being denied entry to the port by the Harbour Master or permission to enter being delayed.

The information will be required from all ships at Security Levels 2 & 3. The frequency of such requests at Security Level 1 shall be based on risk and shall be at a frequency recommended by, and at the discretion of, the Port of Geelong Port Security Committee.

The Harbour Master can at his discretion restrict entry to the port for any or all vessels based on security or safety grounds. Such restrictions may be communicated to the Ship's Master or agent either verbally or in writing or to all vessels by a Notice to Mariners.

3.1.9   Restricted zones

In accordance with the Maritime Transport Security Act 2003 and its associated regulations, a number of land-side, water-side and ship restricted zones exist within the port of Geelong. The location of these zones can change in accordance with the security level.

Unauthorised access to land-side, water-side and ship restricted zones is an offence under the Maritime Transport Security Act 2003 and severe penalties apply.

Details of restricted zones for the port of Geelong can be obtained from Port of Geelong Harbour Masters Directions 2025 or Geelong Marine Control.

3.1.10   Reporting of security breaches or suspicious behaviour

Ship's Masters, all operators and other stakeholders in the port of Geelong must report all breaches of security, criminal activity or suspicious behaviour.

Immediate reports of security breaches, criminal activity or suspicious behaviour should be made to the Victoria Police using the emergency telephone number 000.

Alternatively, reports can be made to:

Port of Geelong (24 hours)
Marine Control
+61 3 5225 3565
VHF Channel 12
Call sign: Port Of Geelong

Appendices

Appendix 1 key contact details

Agency		Contact Details
Thales Australia (Point Wilson Explosives Area)	Telephone:	03 5735 1111
	Facsimile:	03 5735 1110
	Mobile:	0461 267 651
	Email:	nathan.jones@thalesgroup.com.au
Asiaworld Shipping Services	Telephone:	03 9866 6955 / Mobile 0418 429 667
	Facsimile:	03 9821 4553
	Email:	aclemente@asiaworld.com.au
	Web:	www.asiaworld.com.au
Australian Maritime Safety Authority	Telephone:	1800 627 484
	Email:	amsaconnect@amsa.gov.au
	Web:	www.amsa.gov.au
Search & Rescue	Aviation:	1800 815 257
		02 6230 6899
	Maritime:	1800 641 792
		02 6230 6811
	Email:	rccavs@amsa.gov.au
Australian Border Force	Telephone:	1300 558 287
Borthwick Maritime Services Pty Ltd	Telephone:	11 947
	Email:	ons@borthwickms.com.au
Department of Agriculture, Water, and the Environment	Telephone:	03 5277 3494
	Mobile:	0418 970028 (24hrs)
	Web:	www.agriculture.gov.au
	Email:	geelong.seaports@agriculture.gov.au
Boating Industry Association of Victoria	Phone:	03 86 96 5600
	Web:	www.biavic.com.au
Costa Property Group (Cunningham Pier)	Telephone:	03 5224 1477
	Facsimile:	03 5224 1922
	Email:	info@costaland.com.au
Country Fire Authority	Telephone:	000 / 03 5277 1499
	Facsimile:	03 5277 1515
	Mobile:	0419 314 868
	Email:	m.mcguinness@cfa.vic.gov.au
Environmental Protection Authority	Telephone:	1300 372 842 (24 hrs)
	Facsimile:	03 5227 4632

	Email:	john.frame@epa.vic.gov.au
	Web:	www.epa.vic.gov.au
GeelongPort Pty Ltd Main Office	Telephone:	03 5247 0200
	Facsimile:	03 5272 1560
	CQ Security:	03 5247 0306
Marine Controllers	Telephone:	03 5225 3565
	Mobile:	0429 300 031
	Facsimile:	03 5225 3598
	Email:	geelong@vrca.vic.gov.au
	Web:	www.vrca.vic.gov.au
GrainCorp Operations Ltd	Telephone:	03 5247 1122
	Facsimile:	03 5278 5527
	Mobile:	0407 418 094
	Email:	ccochrane@graincorp.com.au
	Web:	www.graincorp.com.au
Gulf Agency Company (Australia) Pty Ltd	Telephone:	03 5221 9161
	Facsimile:	02 92 790 457
	Mobile:	0466 793 446
	Email:	shipping.geelong@gac.com
	Web:	www.gac.com
Inchcape Shipping Services	Telephone:	03 5221 8311 (24 Hrs)
	Email:	Geelong@ISS-Shipping.com.au
J P Shipping	Telephone:	+61 3 9974 6886
	Mobile:	+61 423 735 745
	Email:	ops@jpshippingagency.com.au
Korevaar Marine Group	Telephone:	03 9397 6678
	Facsimile:	03 9397 7532
	Email:	webkmg@korevaar.com.au
LW Marine	Mobile:	0416 253 690
	Email:	lwmngeelong@bigpond.com
Marine Safety Victoria	Telephone:	1800 223 022
	Email:	information@transportsafety.vic.gov.au
	Web:	www.transport.vic.gov.au
Monson Agencies Australia	Telephone	03 52461900
	Email:	geelong@monson.com.au
	Web:	www.monson.com.au
Monson Offshore Pty Ltd	Telephone:	08 9335 8633
	Facsimile:	08 9335 8644

	Mobile:	0417 819 593
	Email:	robbie@monsonoffshore.com.au
Oil Response Company of Australia (ORCA)	Telephone:	03 9397 3511
	Facsimile:	03 9397 3544
	Mobile:	0414 539 849
	Email:	admin@oilresponse.com.au
P.E.C.S Shipping & Trading Pty Ltd T/A as Wallis Shipping Agencies	Telephone:	03 5244 2724
	Facsimile:	03 5243 3212
	Mobile:	0419 319 427
	Email:	ken@pecs.com.au
Port of Melbourne	Telephone:	1300 857 662
	Facsimile:	03 9683 1570
	Web:	www.portofmelbourne.com
Sea Corporation Pty Ltd	Telephone:	08 9430 7100
	Facsimile:	08 9430 7199
	Email:	info@seacorp.com.au
Shipping Australia	Telephone:	02 9266 9903
	Facsimile:	02 9268 0192
	Mobile:	0414 958 247
	Email:	lrussell@shippingaustralia.com.au
	Web:	www.shippingaustralia.com.au
State Emergency Service	Telephone:	132 500
	Web:	www.ses.vic.gov.au
Sturrock Grindrod Maritime	Telephone:	03 9741 3254
	Mobile:	0401 593 257
	Email:	melbourne@sturrockgrindrod.com
	Web:	www.sturrockgrindrod.com
Ports Victoria	Telephone:	03 5225 3500
	Email:	admin@ports.vic.gov.au
	Web:	www.ports.vic.gov.au
Viva Energy Refining Pty Ltd - Shore Officer	Telephone:	03 5273 8023
	Email:	Geelongrefinery-au@vivaenergy.com.au
	Web:	www.vivaenergy.com.au/operations/geelong
Water Police Squad and Rescue Coordination Centre	Emergency:	000
	Telephone:	03 9399 7500
	Facsimile:	03 9399 9252
Wilhelmsen Ships Service	Telephone:	03 9630 0900
	Email:	wss.melbourne@wilhelmsen.com
	Web:	www.wilhelmsen.com/shipsservice

Ports Victoria

Head office:
East 1E, 13-35 Mackey Street
North Geelong VIC 3215
Australia

GPO Box 1135
GEELONG VIC 3220
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