Port Information Guide for the port waters of the port of Melbourne

6th Edition – December 2025

PORTS VICTORIA

Approval history

Date	Name and title
19 December 2025	Andrew Hays **Harbour Master - Melbourne**

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Part 1: Introduction, contacts and regulations

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1.1. Foreword by the Harbour Master

Ports Victoria, formed on 1 July 2021 is the successor organisation to Victorian Ports Corporation (Melbourne), which was established following the lease of the port of Melbourne's commercial operations effective 1 November 2016.

Ports Victoria is a public entity declared under *Part 1 section 4A of the Port Management Act 1995 (Vic)* and continued under *Division 3 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 Melbourne 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.

On 11 April 2022, AMSA issued a Vessel Traffic Services (VTS) Provider Instrument of Authority to Ports Victoria, certifying that Ports Victoria is an authorised VTS Provider under *Marine Order 64 (Vessel Traffic Services) 2022* with responsibilities to manage, operate and coordinate a VTS in the VTS Area.

Refer to the Harbour Master's Directions (**HMD**) of the requirements for vessel movements within port of Melbourne waters and the VTS area.

To the reasonable knowledge of Ports Victoria, the information contained in this document is accurate to the extent possible at the time of publication.

Ports Victoria cannot guarantee the security of external links used in this document.

Evolution of the port

The establishment of a port in Melbourne extends back more than 180 years to the arrival of John Pascoe Fawkner aboard the *Enterprize* in 1835 when he anchored close to where the Immigration Museum (formerly Customs House) stands today. Since that time, Melbourne's history has been intertwined with the port's evolution as a trade gateway.

With growing trade, particularly after the discovery of gold in the 1850s, the Melbourne Harbor Trust was formed in 1877 to create an authority for the development and management of the port of Melbourne and to foster the city's international trade links.

The port of Melbourne is now one of the largest container ports in Australasia with more than 3000 commercial ship visits to the port each year.

With a commitment to safe navigation forming the cornerstone of its operations, on 11 April 2014 the port of Melbourne became the first port in Australia to receive AMSA accreditation to operate as a VTS Authority. The Ports Victoria VTS oversees the safe and efficient movement of vessels within port waters of the port of Melbourne and the provision of round-the-clock coordination of marine operations.

Today Ports Victoria's VTS, via its twin hubs, the modern communications headquarters located at the Port Operations Control Centre (POCC) and the historic Point Lonsdale Signal Station, proudly continues 140 years of tradition.

1.1.1. Port performance

For information on the performance of the port of Melbourne, please refer to the Port of Melbourne website.

1.2. Contact information

1.2.1. Ports Victoria Port Operations key personnel

Ports Victoria is led by experienced people with a range of expertise:

Chief Executive Officer: Craig Walker

Chief Operating Officer: Nick Ellul

VTS and Navigation Services:

Harbour Master – Andrew Hays

Deputy Harbour Master – Navigation Services: David Tilsley

Deputy Harbour Master – Vessel Traffic Service: Stephen D'Souza

Emergency Management:

Head of Emergency Management and Critical Infrastructure: Col Strawbridge

Port Authorised Duty Officer (03) 9644 9745

1.2.2. Ports Victoria VTS and Navigation Services

The VTS and Navigation Services is responsible for the safe navigation of all vessels within the port waters of the port of Melbourne, which includes the statutory office of Harbour Master, ensures that the port complies with Victorian, Australian and international marine standards and conventions.

For more information on the role of the Harbour Master see **HMD**.

1.2.3. Port Operations Control Centre (POCC)

The VTS and Navigation Services are located at the POCC, 331-337 Lorimer Street, Port Melbourne, VIC, 3207.

Postal address: GPO Box 261, MELBOURNE VIC 3001.

For operational maritime enquiries, please see below contact list:

Melbourne VTS / Lonsdale VTS

For VTS related matters

VHF: Channel 12

Tel: +61 3 9644 9700

Email: MelbourneVTS@ports.vic.gov.au

For information on VTS see **HMD**.

Berth Allocator

For berth related matters

Email: BerthAllocator@ports.vic.gov.au

Navigation Services

For Navigation related matters

Email: NavigationServices@ports.vic.gov.au

1.3. Rules and regulations

The rules and regulations in the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic and related port operations.

The *Marine Safety Act 2010 (Vic)* commenced on 1 July 2012 and its purpose is to provide for safe marine operations in Victoria. Among other things, the Act highlights marine safety as a shared responsibility with all parties having an obligation and duty to act safely.

Pursuant to section 14, the objects of the *Marine Safety Act 2010 (Vic)* are to promote:

- the safety of marine operations
- the effective management of safety risks in marine operations and in the marine operating environment
- continuous improvement in marine safety management
- public confidence in the safety of marine operations
- involvement of relevant stakeholders in marine safety
- a culture of safety among all participants in the marine operating environment

The Harbour Master's Directions **(HMD)** are the local rules governing all shipping movements within port waters of the port of Melbourne. The master of a vessel must be familiar with and adhere to all the requirements of the Harbour Master's Directions **(HMD)** applicable to the operation of the vessel.

1.3.1. Applicable laws

Applicable laws, regulations, international conventions and industry guidelines include but are not limited to the following:

International conventions

International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)

International Regulations for Preventing Collision at Sea

International Convention on Pollution preparedness, response and cooperation (OPRC) 1990

The International Convention for the Safety of Life at Sea (SOLAS)

International Maritime Dangerous Goods Code (IMDG Code)

International Ships and Ports Security Code (ISPS Code)

International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004

Australian (Commonwealth) legislation

Protection of the Sea (Prevention of Pollution from Ships) Act 1983

Environment Protection and Biodiversity Act 1999

AMSA Marine Orders

Occupational Health & Safety (Maritime Industry) Act 1993

Protection of the Sea (Civil Liability for Bunker Oil Pollution Damage) Act 2008

Maritime Transport and Offshore Facilities Security Act 2003 (MTOFSA)

Navigation Act 2012

Biosecurity Act 2015

Biosecurity Amendment (Ballast Water and Other Measures) Act 2017

Biosecurity (Ballast Water and Sediments) Determination 2017

Victorian legislation

Transport Integration Act 2010

Port Management Act 1995

Port Management (Port of Melbourne Safety and Property) Regulation 2010

Emergency Management Act 2013

Marine (Drug, Alcohol and Pollution Control) Act 1988

Marine Safety Act 2010

Marine Safety Regulations 2023

Vessel Operating and Zoning Rules

Marine (Domestic Commercial Vessel National Law Application) Act 2013

Pollution of Waters by Oils and Noxious Substances Act 1986 (POWBONS)

Environment Protection Act 2017

State Environment Protection Policy (Waters of Victoria)

State Environment Protection Policy (Ambient Air Quality)

Dangerous Goods Act 1985

Wildlife (Marine Mammals) Regulations 2009

Fisheries Act 1995

Occupational Health & Safety Act 2004

Equipment (Public Safety) Act 1994

Industry guidelines

Ship to Ship Transfer Guide (Petroleum) (OCIMF & ICS)

International Safety Guide for Oil Tankers and Terminals (ISGOTT)

1.3.2. Exemptions and permits

The Harbour Master may grant exemptions from Harbour Masters Directions on a case-by-case basis. Such exemptions will be the subject of a special permit which will contain details of the additional risk control measures that will be required in each particular case.

Application for exemptions should be submitted in writing to: BerthAllocator@ports.vic.gov.au

1.3.3. Terms and Conditions

Ports Victoria facilities

Information about the standard terms and conditions for use of Station Pier the facilities of Ports Victoria can be found at ports.vic.gov.au.

Port of Melbourne facilities

Information about the standard terms and conditions for use of Port of Melbourne port facilities, including access to shipping channels, can be found at portofmelbourne.com.

PortVIEW (Port Management System)

Information about the standard terms and conditions for the use of the Port Management System can be found Terms_and_Conditions_Portview.pdf.

Part 2: Notification, documentation and reporting

Part 2: Notification, documentation and reporting

2.1. General

In addition to directing and controlling shipping, Melbourne VTS also coordinates the delivery of services providers (pilots, tugs and mooring service provider, including lines boats), all of which are provided by private industry.

The master or shipping agent must contact Melbourne VTS in advance to confirm berth allocation and to organise all necessary allied services. Melbourne VTS will then coordinate the provision of the required services in a fair and impartial manner.

Movement orders (i.e. the details of a vessel's arrival/departure/shifting) and the associated orders for port services must be placed by the master or shipping agent using PortVIEW as required by **Harbour Masters Directions (HMD).**

PortVIEW is the Port Management System, a 24/7 online computer booking system used by the master or authorised shipping agent of a vessel to place arrival, departure and shifting orders, and any amendments to these orders.

Note, PortVIEW will not allow an external user to make a change to an existing vessel movement within 2 hours of the time already entered into the system: in such a situation the master/agent must make direct contact with Melbourne VTS in order to have the amendment processed and PortVIEW updated.

PortVIEW is also constantly monitored by the service providers of the following port services: pilotage, towage, and mooring service provider. In addition, other relevant stakeholders, such as stevedores, may have 'read only' access to PortVIEW information.

Where applicable, the requirements in this section also apply to vessels transiting any part of the port waters of the port of Melbourne while proceeding to or from the port of Geelong.

2.2. Arrival and departure checklists

2.2.1. Arrival checklist

Table 2(a)

Activity	When	Report to	Method
Ballast water		Australian Government Department of Agriculture, Fisheries and Forestry	Ballast water information and reporting requirements can be found on the Department of Agriculture, Fisheries and Forestry website. Ballast water - DAFF (agriculture.gov.au) Email: maritimenc@aff.gov.au Tel: 1300 004 605
Advance notice of vessel's intention to enter port waters of the port of Melbourne	**At least 48 hours** before expected time of arrival at pilot boarding ground (or port limits)	Ports Victoria	Details of vessel's visit entered into PortVIEW by vessel's appointed agent.
	24 hours before arrival – ETA and deepest draught	Port Phillip Sea Pilots	Email to: operations@ppsp.com.au
		Auriga Pilots	Email to: APM.Dutypilot@auriga.com.au
		Poseidon Sea Pilots	Email: psp-melbourne@poseidonpilots.com.au
Participation in DUKC system (mandatory if vessel's draught is 11.6 m or greater)	Between **12 and 24 hours** before arrival	Melbourne VTS	Complete DUKC form ports.vic.gov.au and email to: DUKC@ports.vic.gov.au
Vessel reporting requirements	Refer to Harbour Masters Directions	Lonsdale VTS	Refer to Harbour Masters Directions
	Refer to Harbour Masters Directions	Lonsdale VTS	Refer to Harbour Masters Directions
Pilot boarding instructions	Refer to Harbour Masters Directions	Lonsdale VTS	Refer to Harbour Masters Directions

Activity	When	Report to	Method
Prepare vessel for pilot boarding and entry into Port Phillip Bay	Prior to pilot boarding		Anchors cleared and ready for use. Main engine(s) on standby. Steering systems tested and all steering pumps in operation. All members of the bridge team should be familiar with its operation and the procedures for changing from one power source to another and from one system or position to another. Navigational equipment tested and operational. Note: there is no pilot or Harbour Master's requirement to test main engine(s) astern prior to pilot boarding. For Pilot embarkation, if the vessel's freeboard is more than 9 m with no side door available, a combination ladder (accommodation ladder + pilot ladder) must be provided for pilot embarkation.

2.2.2. Departure checklist

Table 2(b)

Activity	When	Report to	Method
Advance notice of vessel's intention of **Departure**	**At least 24hrs before** intended departure	Ports Victoria	A departure order will be created automatically in PortVIEW at the time of placing the arrival order. The details of the departure order (ETD and orders for service providers) should be updated at least **24 hours before** the expected time of departure. Details entered into PortVIEW by vessel's appointed agent.
Prepare for pilot embarkation at anchorage	Prior to departing a Melbourne anchorage	Melbourne VTS (for all pilot boarding information)	VHF Channel 12 **Pilot embarking by launch** Rig pilot ladder 1.5 m above the water (Note; Auriga Pilots 2.0m above the water), with 2-man ropes and a heaving line standing by. If **port anchor** is being used: **rig starboard side pilot ladder.** If **starboard anchor** is being used: rig **port side pilot ladder.** In accordance with SOLAS V/23, if no side door is available and the vessel's freeboard is more than 9 m, a combination ladder (accommodation ladder + pilot ladder) must be provided for pilot embarkation. Vessel must remain at anchor until contacted by the pilot. The pilot will contact the vessel on: VHF Channel 09 – Port Phillip Sea Pilots VHF Channel 10 – Auriga Pilots VHF Channel 13 – Poseidon Sea Pilots

Activity	When	Report to	Method
Participation in DUKC system (mandatory if vessel's draught is 11.6 m or greater)	**At least 6 hours** before departure.	Melbourne VTS	Complete DUKC form ports.vic.gov.au and email to: DUKC@ports.vic.gov.au
Vessel's ETD	Confirmed **at least 3 hours** before departure	Melbourne VTS	Details entered into PortVIEW by vessel's appointed agent.
Ordering additional tugs (the minimum tug requirements are listed in **HMD**).	**At least 2 hours** before departure	Melbourne VTS	VHF Channel 12

2.3. Notifications

2.3.1. Australian Border Force and Immigration

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 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 details

For more information contact Australian Border Force Shipping Operations/Maritime Operations in Melbourne via:

Email: shippingvic@abf.gov.au Tel: +61 3 9244 9125
Shipping Duty Manager: +61 429 120 404

2.3.2. Biosecurity

Pre-arrival reporting assists the Department of Agriculture, Fisheries and Forestry to assess the condition of a vessel prior to its arrival in Australia. The required information informs the department of any potential biosecurity risks for each vessel during its voyage.

Biosecurity information and reporting requirements can be found on the Department of Agriculture, Fisheries and Forestry website. Vessels - DAFF (agriculture.gov.au)

For more information contact Department of Agriculture, Fisheries and Forestry at the National Maritime Centre via:

Email: maritimenc@aff.gov.au
Tel: 1300 004 605

2.3.3. Ballast water

Pre-arrival reporting assists the Department of Agriculture, Fisheries and Forestry to assess the condition of a vessel prior to its arrival in Australia. The required information informs the department of any potential risks associated with Ballast Water for each vessel during its voyage.

Ballast water information and reporting requirements can be found on the Department of Agriculture, Fisheries and Forestry website. Ballast water - DAFF (agriculture.gov.au)

For more information contact Department of Agriculture, Fisheries and Forestry at the National Maritime Centre via:

Email: maritimenc@aff.gov.au
Tel: 1300 004 605

2.3.4. Security

The International Ship and Port Facility Security (ISPS) code is Chapter XI-2 of the International Convention of the Safety of Life at Sea.

Australia is a signatory to this Convention and fulfils this international obligation through the *Maritime Transport and Offshore Facilities Security Act 2003* (MTOFSA) and the accompanying regulations.

The ISPS code provides an international framework for governments, shipping and port industries to detect, assess and prevent security threats and incidents affecting ships or port facilities involved in international trade.

The Port of Melbourne is a security regulated port as set out in the *Maritime Transport and Offshore Facilities Security Act 2003 (Cth) (MTOFSA)* and its associated regulations.

Operators or other stakeholders in the Port of Melbourne as well as operators of Australian or foreign registered ships who are unsure of their obligations under MTOFSA should seek advice from the Australian Department of Home Affairs (DHA).

2.3.5. Pollution reports

In accordance with the *Pollution of Waters by Oils and Noxious Substances Act (POWBONS)*, in the event of a spill or probable spill of a polluting substance from a vessel, the master must:

- report immediately to Melbourne VTS where a Marine Pollution Report (POLREP) will be initiated and a pollution response by Ports Victoria may be enacted
- take steps to prevent further spilling of the pollutant and to contain the spill within the vicinity of the vessel
- forward without delay, a POLREP notification in writing to Australian Maritime Safety Authority (AMSA).

2.3.6. Helicopter operations

All organisations (whether private or government agencies such as FRV and VicPol) must obtain prior permission from Australian Border Force before conducting any helicopter operations, including training exercises, involving a non-Australian registered vessel. A special understanding and specific procedure exists between ABF and 'first responder' agencies to cover emergency situations.

2.3.7. 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 Melbourne (including the berths at Station Pier):

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

The submitted request must address the following:

- Flight Start Time
- Flight End Time
- Drone Flight Path (Attachment)
- Location of launch station
- Location of recovery station
- Drone Operator Name
- Drone Operator ARN/License Number

- Privacy Impact Assessment (for drone operations to be conducted at station pier)
- Risk assessment for intended drone activity over port waters of the port of Melbourne

Operators must 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.

For drone activity over Port of Melbourne (PoM) landside areas (excluding the berths at Station Pier):

Permission must first be sought from the PoM.

Provide full details of the proposed activity to safety@portofmelbourne.com

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

2.4. Reporting

2.4.1. VTS reporting points

Mandatory VTS vessel reporting points apply at various positions within port waters of the port of Melbourne. See **HMD** for further information.

2.4.2. General reporting requirements

There are certain instances when the master of a vessel, or the ship's agent, is obliged to report an occurrence or request permission before undertaking an activity.

Table 2(c) contains guidance on the various reporting and notification requirements for vessels calling at the Port of Melbourne.

Table 2(c)

Reporting requirements			
Activity	**Report to**	**Reporting method**	**Procedure**
Bunkering operations and non-cargo liquid transfer (see **HMD** for definition of bunkering operations)	Ports Victoria – Port Safety	Complete Ports Victoria online hazardous port activities form: Permit to Work See also 7.1	See ports.vic.gov.au and **HMD**
	Melbourne VTS	Tel: +61 3 9644 9700	On start and completion (but only when transfer is being done from/to a road tanker)
Bulk liquid transfer	Ports Victoria – Port Safety	Complete Ports Victoria online hazardous port activities form: Permit to Work	See ports.vic.gov.au
Over dimension vessel	Berth Allocator	Email: BerthAllocator@ports.vic.gov.au	Request permission for activity of over dimension vessel. If allowable, a specific over dimension permit will be issued. See **HMD**

Reporting requirements				
Activity		**Report to**	**Reporting method**	**Procedure**
Air draught	Vessels intending to transit under West Gate Bridge	Melbourne VTS	VHF Channel 12	See **HMD**
	Vessels intending to transit under Bolte Bridge with air draught >24.36 m	CityLink Operations	Tel: +61 3 9674 2001	Obtain permission from CityLink Operations at least 24 hours prior to commencing the transit. See **HMD**
DUKC (applies to any vessel with a draught of 11.6 m or greater)		Melbourne VTS	Complete DUKC form available at ports.vic.gov.au and email to: DUKC@ports.vic.gov.au	See **HMD**
Hot work		Ports Victoria – Port Safety	Complete Ports Victoria online hazardous port activities form: Permit to Work	See ports.vic.gov.au
Hull painting and cleaning		PoM environment services	Refer to Forms - Port of Melbourne for further information	Note: hull painting and cleaning is prohibited at all anchorages.
Lowering and launching of survival craft or rescue boats (whether underway or at anchor or alongside)		Australian Border Force (non-Australian registered vessels only)	Email: shippingvic@abf.gov.au	Obtain permission to conduct activity prior to contacting VTS.
		Melbourne VTS (all vessels)	VHF Channel 12	Obtain permission to lower or launch a survival craft or rescue boat. Call VTS again on completion. See **HMD**
Port Works, including vessel operations and occupational diving activities on, over or under a part of the port waters		Ports Victoria	See Port Works guidance material, available at Port works - Ports Victoria Email: NavigationServices@ports.vic.gov.au	Arrange cathodic protection system to be isolated if required by PoM. Refer section 3.5.5.2 for location of cathodic protection system.

Reporting requirements			
Activity	**Report to**	**Reporting method**	**Procedure**
Works notifications	PoM	Email: worksnotification@portofmelbourne.com	For all works within 20 metres of impressed current cathodic protection (ICCP) system, any excavation / trenching works, or any high risk works occurring in a port of Melbourne common user area a 'Works Notification' is required to be submitted. Works Notifications - Port of Melbourne
Dry Bulk Transfer	Ports Victoria – Port Safety	Complete Ports Victoria online hazardous port activities form: Permit to Work	See ports.vic.gov.au
Dangerous goods	Ports Victoria – Port Safety	Refer to dangerous goods management guideline and notification requirements at Dangerous Goods- Melbourne - Ports Victoria	See ports.vic.gov.au
Tanker operations at any of the berths capable of handling bulk liquid cargoes: (Gellibrand Pier, Holden Dock, Maribyrnong No 1, Yarraville 6).	The terminal Shore Officer (SO)	Contact Shore Officer for information and guidance on any issue connected with cargo transfer and associated vessel operations.	Reference documents: *Guide to tank washing and gas freeing at tanker berths* - guide-tank-wash-gas-free.pdf
Missing, faulty, or damaged navigation aids	Melbourne VTS or Lonsdale VTS	VHF Channel 12	Immediately
	Melbourne VTS Navigation Services	Email: MelbourneVTS@ports.vic.gov.au & NavigationServices@ports.vic.gov.au	Full details in writing as soon as possible
Fire, grounding, collision, contamination by pollution, close quarters, marine incidents other than pollution	Melbourne VTS or Lonsdale VTS	VHF Channel 12	Immediately
	Harbour Master	Email: MelbourneVTS@ports.vic.gov.au	For incident reporting requirements: Refer to applicable vessel section of **HMD**
Mooring lines parted	Melbourne VTS	VHF Channel 12	Immediately

Reporting requirements			
Activity	**Report to**	**Reporting method**	**Procedure**
Anchor dragging	Melbourne VTS or Lonsdale VTS	VHF Channel 12	Immediately
Holden Dock: shifting the vessel alongside the berth to suit Chiksan arms	Melbourne VTS	VHF Channel 12	Prior to and on completion of shifting.
Vessel immobilisation	Melbourne VTS	Email: EngineImmobilisation@ports.vic.gov.au	Download application from Forms - Melbourne - Ports Victoria Submit application to immobilise form to contact details detailed in the form.
		Tel: +61 3 9644 9700	Advise by telephone to confirm commencement of work and completion.
		If intending to immobilise at anchor for more than 12 hours, the master must apply for a special permit.	

Part 3: Port description and navigation

Part 3: Port description and navigation

3.1. Port location

3.1.1. Port description

Melbourne is located at the north end of Port Phillip in the state of Victoria. Latitude 37º 52' S Longitude 144º 55' E. The city of Melbourne is the capital of the state of Victoria. The port is based about the Yarra River which flows through the city and into Port Phillip.

3.1.2. Port limits

As per the Order in Council made under section 5(2) of the *Port Management Act 1995* (Vic) on 18 October 2012 *(Victoria Government Gazette G 42 18 October 2012,* page 2359) the declared port waters of the port of Melbourne are defined in Legislative Charts found here: ports.vic.gov.au

3.1.3. VTS area

Refer to **HMD** for details of the Ports Victoria VTS area.

3.1.4. Load lines

Melbourne lies within the International Load Line **Summer Zone**.

3.1.5. Maximum size vessels

Berth information, including maximum length, maximum displacement and maximum draft can be found in **HMD**. Updated information can also be found in the latest Notice to Marines, available at ports.vic.gov.au.

3.1.6. Time zone

UTC +10: from 0300 on the first Sunday in April until 0200 on the first Sunday in October.

UTC +11: from 0200 on the first Sunday in October until 0300 on the first Sunday in April.

3.1.7. Local holidays

The following holidays are provided as a guide (for an up to date list visit the State Government of Victoria website, Public holidays | Business Victoria.

New Year's Day (1 January, and if it falls on a weekend, the following Monday)

Australia Day (26 January or following Monday if it falls on a weekend)

Labour Day

Good Friday

Saturday before Easter Day

Easter Day

Easter Monday

ANZAC Day (25 April)

Kings Birthday

Friday before the Australian Football League Grand Final

Melbourne Cup Day (first Tuesday in November)

Christmas Day (25 December and following Monday or Tuesday if it falls on a weekend)

Boxing Day (26 December and following Monday or Tuesday if it falls on a weekend)

3.1.8. Working hours

All terminals and berths are able to operate 24/7.

All service providers are available 24/7.

The VTS is operational 24/7.

3.1.9. Traffic

Vessel traffic within the port is varied and can be encountered 24-hours a day.

Container ships, dry bulk carriers, tankers, car carriers and general cargo vessels are all regular visitors.

The Bass Strait roll on/roll off passenger ferries operate a daily service between Geelong and the Tasmanian port of Devonport.

There are also 2 companies operating a daily roll on/roll off cargo service between Melbourne and ports in northern Tasmania.

The cruise ship season typically extends from October to late April.

Recreational boating on Port Phillip is a popular pastime throughout the year and particularly during the summer months. There are several yacht clubs located around Port Phillip and organised races are a regular feature.

Heavy concentrations of recreational fishing boats can be expected in the vicinity of the Port Phillip Heads, the Hovell Pile and the Port Melbourne Channel at peak times during the summer months.

Fishing and dive charter vessels visit various sites in the South Channel and in the vicinity of Port Phillip Heads.

Water taxis operate continuous daytime services in the Yarra River between Williamstown and the city of Melbourne.

A high-speed passenger ferry operates a regular daytime service between Victoria Harbour and Port Arlington and Geelong.

Two vehicle/passenger ferries operate a regular daytime service between Sorrento and Queenscliff, a route which requires the vessels to cross the South Channel (usually between Beacons 4 and 6 when heading west, and between Popes Eye Beacon and Beacon 2 when heading east).

Large charter vessels operate on an ad hoc basis during the day and evening conducting cruises of the port area.

Seaplanes operate from Williamstown on an ad hoc basis and can be seen landing and taking off between Gellibrand Pier and Williamstown.

Rowing clubs exercise on the Yarra River between the Bolte Bridge and the entrance to the Yarra River.

Maintenance dredging of shipping channels and berth pockets occurs regularly.

A variety of port working vessels, comprising of contractor floating plant – such as pile driving barges, crane barges, flat top barges and dive support vessels, operate throughout the port area engaged on maintenance and repair projects as required.

A bunker tanker, provides a shuttle service between the refinery at Geelong and the Port of Melbourne, delivering fuel to vessels at berths and anchorages.

3.1.10. Cargo

For more information about the cargo types, cargo handling and facilities at the port, please visit the Port of Melbourne website.

Station Pier is Victoria's premier sea passenger terminal, accommodating visiting cruise ships, navy ships and tall ships. Visit ports.vic.gov.au for further details.

3.1.11. Dangerous goods

Notification is required **at least** 24 hours before arrival to transport or handle dangerous goods in the port.

Notification of the intention to load, unload or transit with dangerous and bulk liquid or dry cargoes must be lodged with Ports Victoria’s Safety team.

Shipping agents and shipping lines are reminded that Dangerous goods notifications are mandatory and will only be accepted either as EDI files or by manual entry through Ports Victoria’s ‘DG Hub’ notification system.

For dangerous goods of Class 1, compliance with the *Class 1 Dangerous Goods - Management Plan* is required.

More information on dangerous goods, bulk cargo and hazardous port activities visit ports.vic.gov.au.

3.2. Charts and nautical publications

3.2.1. Charts

Mariners should consult the following charts and for further details:

Aus 143 Port Phillip

Aus 144 The Rip

Aus 155 Approaches to Port of Melbourne

Aus 157 Port of Geelong and Approaches

ENC AU5RIP01

ENC AU5MEL01

3.2.2. Nautical publications

Reference should be made to information contained in the current edition of the following publications:

Victorian Tide Tables, available to download from:

- Bureau of Meteorology.

Admiralty Sailing Directions, Australia Pilot Volume 2, NP14

Admiralty List of Light and Fog Signals Vol K, NP83

Admiralty List of Radio Signals Volume 6, NP286(4)

International Code of Signals (IMO)

International Safety Guide for Oil Tankers and Terminals (ISGOTT)

Ship to Ship Transfer Guide (Petroleum) (OCIMF & ICS)

3.3. Shippings announcements for the port area

3.3.1. Victorian Notices to Mariners

Victorian Notices to Mariners are promulgated by Ports Victoria to vessels and port users intending to navigate in or through the port waters of the port of Melbourne. Notices are consecutively numbered, starting with No. 1 on 1 January of each year. Ports Victoria-issued Notices to Mariners are available at ports.vic.gov.au.

3.3.2. Operational Instructions (OI)

Operational Instructions are promulgated by the Harbour Master pursuant to section 232 of the Marine Safety Act, to port users. Notices are consecutively numbered, starting with number 1 on 1 January of each year and will be disseminated by means of an accompanying Notice to Mariners. A full list of current Operational Instructions in force are available at ports.vic.gov.au..

3.3.3. Marine Radio Victoria

In Victoria, VHF and HF emergency radio traffic is monitored and recorded by Marine Radio Victoria (MRV) 24 hours a day, 365 days of the year. New Emergency Radio Service | Safe Transport Victoria

MRV covers the Victorian coastline, up to 20 nautical miles from the coast on the VHF emergency channels and out to 200 miles for the HF emergency frequencies.

3.3.4. Weather information: VHF broadcast schedule

Marine Radio Victoria (MRV) will broadcast Victorian coastal waters forecasts and weather warnings for Bass Strait (4 zones), Port Phillip, Western Port and Gippsland Lakes as follows:

Weather Forecast - on VHF channel 67 at 06:48 and 18:48 EST.

Weather warnings - on VHF channel 67 as soon as possible after receipt at 00:48, 02:48, 04:48, 06:48, 08:48, 10:48, 12:48, 14:48, 16:48, 18:48, 20:48, 22:48 EST on VHF channel 67 following initial broadcast until notice of cancellation is received from BOM. Cancellation of weather warnings will be broadcast as soon as possible after receipt and at the next scheduled Victorian coastal weather forecast broadcast. Broadcasts of, and cancellation broadcasts of, weather warnings will be preceded by a SECURITE announcement on VHF channel 16.

3.3.5. Weather information: HF broadcast schedule

For Charleville (VMC) HF weather broadcast schedule, please see Schedules and Frequencies for HF Marine Radio Voice Services (bom.gov.au)

3.3.6. Weather warnings broadcast by Melbourne VTS

Melbourne VTS will broadcast new weather warnings affecting Port Phillip as soon as possible after receipt from the BOM. These warnings will be broadcast on VHF Channel 12 and will be preceded by a SECURITE announcement. Daily in-force weather warnings will be broadcast on VHF Channel 12 in the morning and evening. Please note, Melbourne VTS will not re-broadcast the weather warning in full. The purpose of the SECURITE announcement is to act as an alert to recipients that a weather warning has been issued and is currently in force. Further information and full details pertaining to the warning will be available on the BOM website. If the warning should subsequently be upgraded by the BOM, Melbourne VTS will repeat the SECURITE announcement, on receipt of the amended warning. The contents of this section do not in any way relieve the master of any vessel in port waters from complying with the requirements of **HMD** for monitoring of the weather.

Categories of Wind warnings

Remember that the wind speeds mentioned in forecasts and warnings are averages, and that wind gusts can be 40 per cent stronger, and stronger still in the vicinity of thunderstorms and squalls.

Strong wind warning	Winds averaging from **26 knots and up to 33 knots**.
Gale warning	Winds averaging from **34 knots and up to 47 knots**.
Storm force wind warning	Winds averaging from **48 knots and up to 63 knots**.
Hurricane force wind warning	Winds averaging **64 knots or more**.

3.4. Pilot boarding grounds

For pilot embarkation by pilot launch, the pilot boarding ground is 5 nautical miles SW of Point Lonsdale Signal Station.

Compulsory pilotage applies to vessels with an LOA of 35 m or greater. See **HMD** for further information.

3.5. Port infrastructure

3.5.1. Bridges

WEST GATE BRIDGE

Crosses the Yarra River between Beacons 38A and 38B (37° 49.8’ S 144° 53.9’ E)

Vessels with an air draught of less than and equal to 50.1 m can normally transit under the bridge at any

state of tide up to highest astronomical tide (HAT is 1.04 m above Chart Datum)

Air draughts in excess of 50.1 m will not be permitted at any time

For further information, see **HMD**.

BOLTE BRIDGE

Crosses the Yarra River with its centre pier located in approximate position 37° 49.2' S 144° 55.9' E

Marks the upriver (Yarra River) boundary of port waters of the port of Melbourne

The bridge has 2 spans:

- the northern span marks the entrance into Victoria Harbour
- the main body of the Yarra River flows under the southern span

The maximum clearance under the highest point of each span is 28.2 m at HAT (1.04 m)

Vessels with an air draught greater than 24.36 m must seek clearance from CityLink not less than 24 hours before passing under the bridge – contact CityLink Operations Room (Tel: +61 3 9674 2001)

For further information see **HMD**.

SHEPHERD BRIDGE

Crosses the Maribyrnong River in approximate position 37° 48.4' S 144° 54.5' E

Marks the upriver (Maribyrnong River) boundary of port waters of the port of Melbourne

Vessels are advised to pass under the centre arch

Maximum width between piers is 24.0 m

Clearance under bridge is approximately 4.74 m at HAT (1.04 m)

WEST GATE TUNNEL BRIDGES

Bridge 50 crosses the Maribyrnong River in approximate position 37° 48.5' S 144° 54.4' E

Clearance between piers approximately 46.7 m

Clearance under mid-span of bridge is approximately 8.2m at HAT (1.04 m)

Bridge 51 crosses the Maribyrnong River in approximate position 37° 48.4' S 144° 54.4' E

Clearance between piers approximately 45.5 m

Clearance under mid-span of bridge is approximately 4.2 m at HAT (1.04 m)

Bridge 52 crosses the Maribyrnong River in approximate position 37° 48.6' S 144° 54.4' E

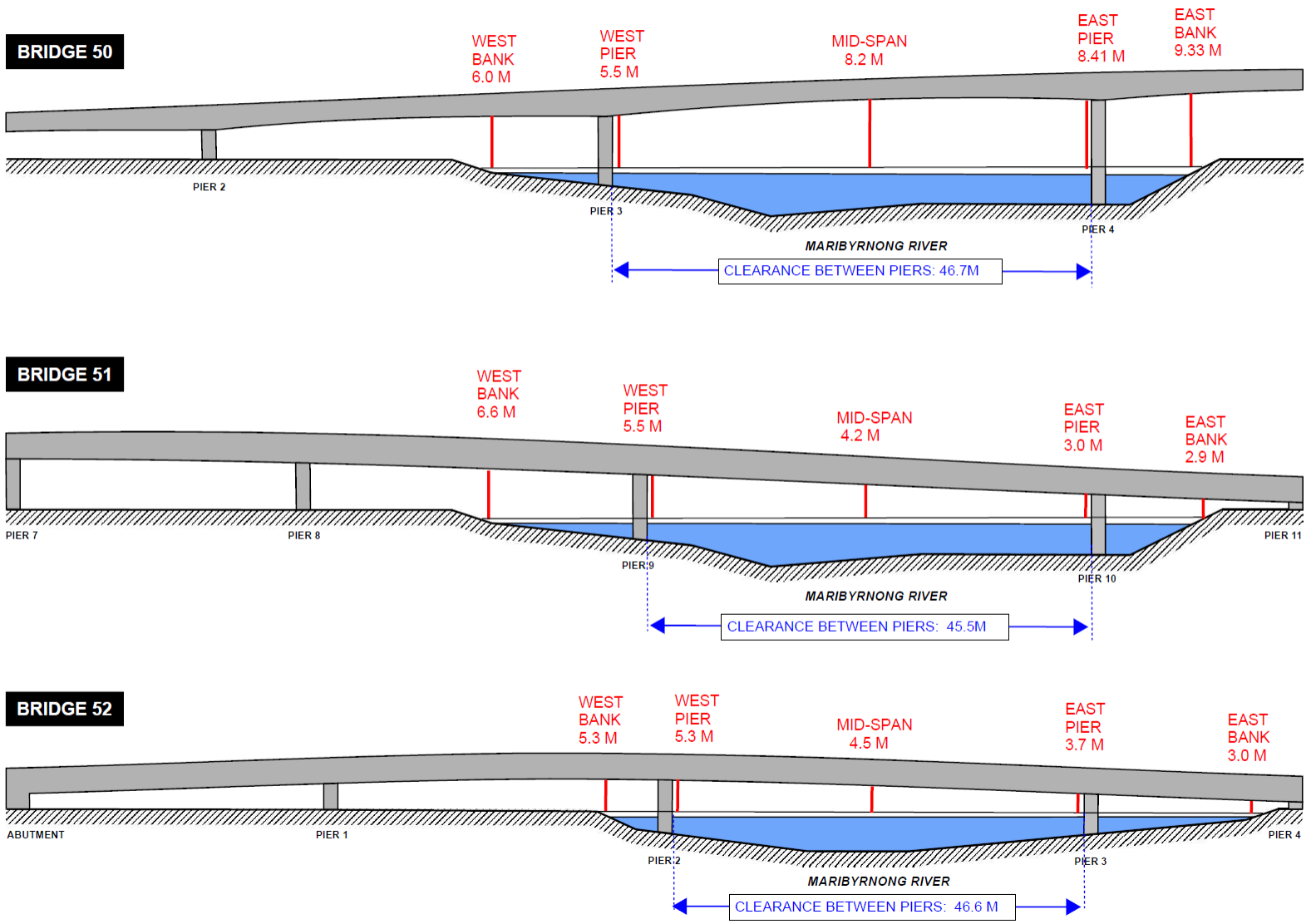
Clearance between piers approximately 46.6 m

Clearance under mid-span of bridge is approximately 4.5 m at HAT (1.04 m)

WGTP BRIDGES OVER MARIBYRNONG RIVER

VIEW FROM DOWN STREAM

BRIDGE CLEARANCE HEIGHTS ABOVE "HIGHEST ASTRONOMICAL TIDE" 1.04m



3.5.2. Berth information

For comprehensive details of all major commercial berths within the Port of Melbourne refer to **HMD**.

3.5.2.1. SMALL VESSEL BERTHS

Table 3 (c) Small vessel berths

Berth		Least depth (m) (above CD)	Berth length (m)	Berth height (m) (above CD)	Berth operator
Short Road Wharf		6 approx.[1]	183	2.5 approx.	PoM
Short Road tug jetties		8[1]	4 x 29 m	3.0	Svitzer
West Finger Jetty (low landing)		4 approx.[1]	88	1.7 approx.	Ports Victoria
Jetties and piers (west to east) located within the boundaries of port waters of the Port of Melbourne					
Ann Street Pier		< 7[1]	227	5.4	PoM
Nelson Pier West		6 approx.[1]	188	N/A	BAE
Shenandoah Wharf – BAE Dockyards		6 approx.[1]	95	N/A	BAE
Slipway (at Shenandoah Wharf) – BAE Dockyards		6 approx.[1]	36	N/A	BAE
Dockyard Pier		6 approx.[1]	184	N/A	BAE
Jetties and piers outside port waters of the Port of Melbourne					
Gem Pier (low landing)		-	88	1.65	Parks Vic
Gem Pier		-	143	2.45	Parks Vic
Workshops Pier	Outer/Inner West	4.5[2]/1.5[2]	180	2.9	Seaworks
	Outer/Inner East	4.4[2]/1.4[2]			Seaworks
Boyd Jetty		-	107	2.9	Parks Vic
Ferguson Street Pier		-	196	2.4	Parks Vic

[1] Approximate least depth based on information provided by PoM.

[2] Approximate least depth based on information provided by Parks Victoria.

3.5.2.2. BERTHS WITH ACTIVE CATHODIC PROTECTION

The following berths are fitted with an active impressed current cathodic protection system:

Swanson Dock East

Swanson Dock West

Gellibrand Pier

30 South Wharf

31 South Wharf *

32 South Wharf

33 South Wharf

Webb Dock 1 & 2 East

Webb Dock 4 & 5 East

Victoria Dock 24

Ann Street Pier cross wharf

Breakwater Pier (Cathodic protection operated by Mobil)

* There is no active cathodic protection system installed at 31 South Wharf but if diving activities are to be conducted at this location, the impressed current at both 32 South Wharf and 33 South Wharf should be isolated before commencing.

If diving activity is to be conducted at any of these locations, **the impressed current at the site concerned must first be switched off** and isolated before persons enter the water.

To isolate any of the cathodic protection systems, contact PoM Assets on 9612 3595 (24 hours).

3.5.2.3. CLEARANCE UNDER LOWERED CONTAINER CRANE BOOMS

Container cranes (portainers) are located at Webb Dock East, Swanson Dock East and Swanson Dock West.

Table 3(d)

Container terminal	Crane number	Height of lowered boom above		
		Wharf (m)	Chart Datum (m)	HAT (m)
Webb Dock East (berths 4 and 5)	01 - 05 5 Southern cranes	39	42.7	41.7
	06 - 07 2 Northern Cranes	49	52.7	51.7
East Swanson Dock (cranes listed from south, PT3, to north, PT9)	PT 3 - 9	37.5	40.2	39.2
West Swanson Dock (cranes listed from south, QC6, to north, QC12)	QC6	36	38.7	37.7
	QC 8 - 12	38	40.7	39.7

3.5.2.4. WEBB DOCK WEST STORM BOLLARDS

There are 10 storm bollards available at West Webb, each one set back from the wharf edge at a distance of approximately 5.4 m.

The location of each storm bollard, measured from the 0 m berth chainage mark at the northern end of the dock, is:

Bollard Number	1	2	3	4	5	6	7	8	9	10
Chainage (m)	35	233	311	353	479	527	617	641	803	836

For details on the requirement to use storm bollards at Webb Dock West: see **HMD**.

3.5.2.5. BERTH CHAINAGE

The direction of chainage varies at different berth locations, as shown in Table 3(e).

Table 3(e)

Berth location	Chainage direction	Total chainage
Victoria Dock 24	205 m at upriver end to 520 m at downriver end	315 m
Appleton Dock (berths B to F)	0 m at downriver end of B to 975 m at upriver end of F	975 m
South Wharf (berth 26)	515 m at upriver end to 795 m at downriver end	280 m
South Wharf (berths 27 to 29)	0 m at upriver end of 27 South Wharf to 435 m at downriver end of 29 South Wharf	435 m
South Wharf (berth 33)	1115 m at upriver end to 1390 m at downriver end	275 m
Swanson Dock East (berths 1 to 3) [1]	0 m at southern end of 1 East to 884 m at northern end of 3 East	884 m
Swanson Dock West (berths 1 to 3) 1	0 m at southern end of 1 West to 944 m at northern end of 3 West	944 m
Yarraville 5	0m at the upriver end to 148m at the downriver end	148m
Yarraville 6	30 m at upriver end to 230 m at downriver end	200 m
Webb Dock East (berths 4 and 5)	0 m at northern end of 4 Webb to 731 m at southern end of 5 Webb	731 m
Webb Dock West (berths 1 to 3)	0 m at northern of 1 West to 890 m at southern end of 3 West	890 m
Station Pier West (Outer West to Inner West)	0 m at southern (seaward) end to 495 m at northern (shoreside) end	495 m
Station Pier East (Outer East to Inner East)	0 m at southern (seaward) end to 460 m at northern (shoreside) end	460 m
[1]See **HMD**		

3.5.2.6. ALLOCATION OF BERTHS AND BERTH CHAINAGE MARKS

Minimum clearance requirements between berthed vessels are stipulated in **HMD**.

Leased berths

At leased berths, the terminal operator is responsible for allocating berths and advising the planned chainage marks.

If the vessel's side to as advised by the terminal operator differs from the side to as advised by the vessel's agent, Melbourne VTS will contact the agent to confirm which is correct; otherwise, a vessel's berth and berth chainage details will be entered into PortVIEW based on the information supplied by the terminal operator.

Common user berths

The Ports Victoria Berth Allocator is responsible for the allocation of planned berth marks at all common user berths and Station Pier.

Prior to the vessel's arrival, the Berth Allocator will liaise, as necessary, with the vessel's agent, stevedore and for Station Pier, with the Station Pier Operations Manager to ensure the vessel's planned berthing position is to the satisfaction of all parties.

3.5.2.7. COMMON USER BERTHS

Station Pier Outer East (Operated by Ports Victoria)

Station Pier Outer West (Operated by Ports Victoria)

Station Pier Inner West (Operated by Ports Victoria)

No. 6 Yarraville

Holden Dock

No. 1 Maribyrnong

F Appleton Dock

South Wharf 27

South Wharf 29

South Wharf 33

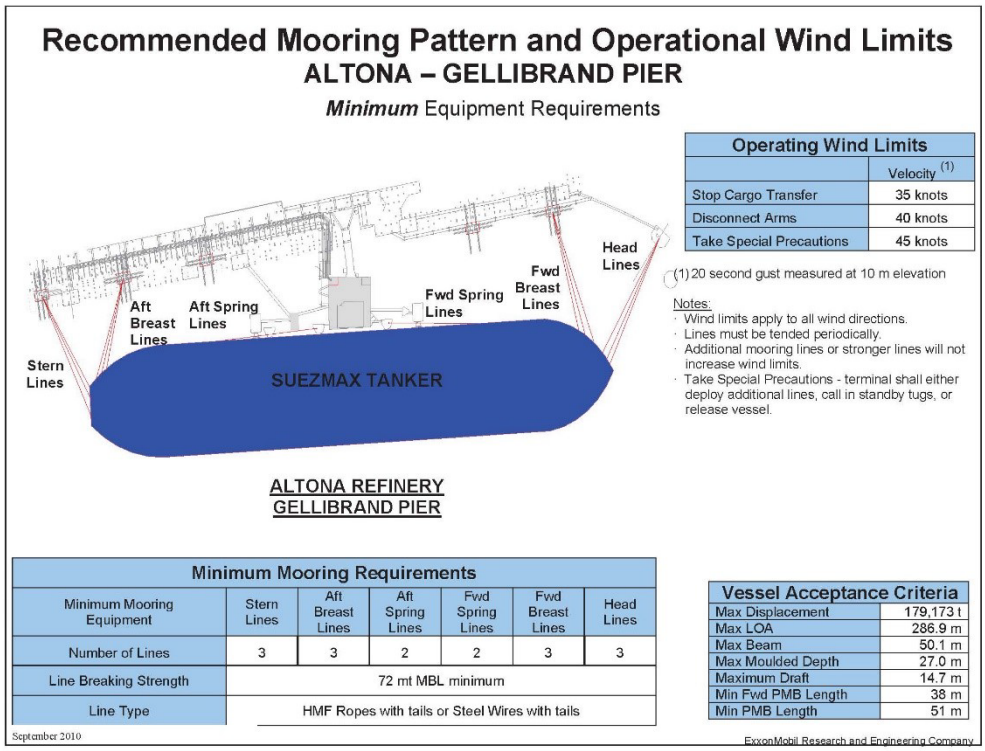
See **HMD** for berth dimensions, ship limits, and restrictions.

3.5.2.8. GELLIBRAND PIER MOORING ARRANGEMENTS

Terminal operator's recommended mooring arrangement and operational wind parameters for various types of tanker:

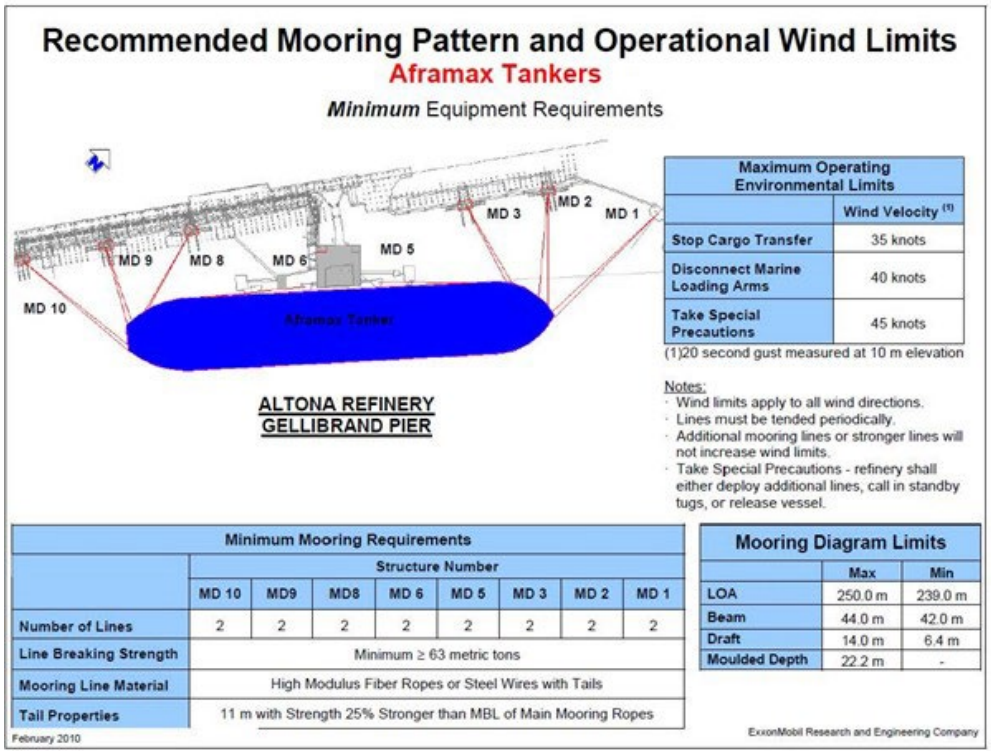
Large Tankers (see **HMD 2.2** for definition of Large Tanker).

Diagram 3(h) Gellibrand Pier recommended mooring arrangements for large tankers



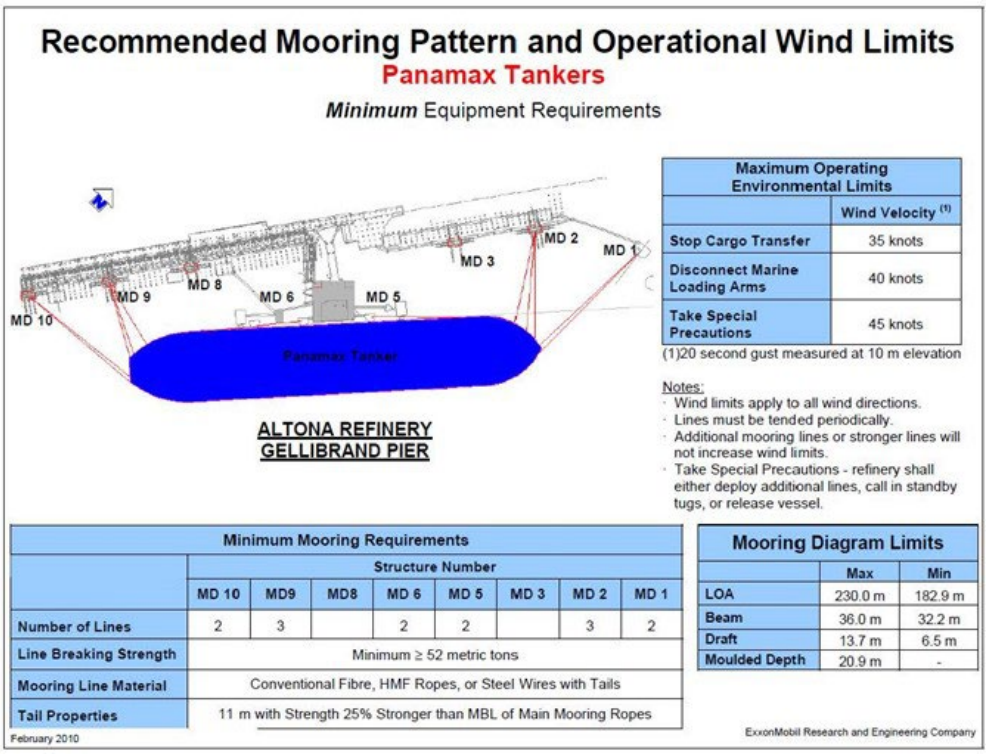
Aframax tankers

Diagram 3(i) Gellibrand Pier recommended mooring arrangements for Aframax tankers



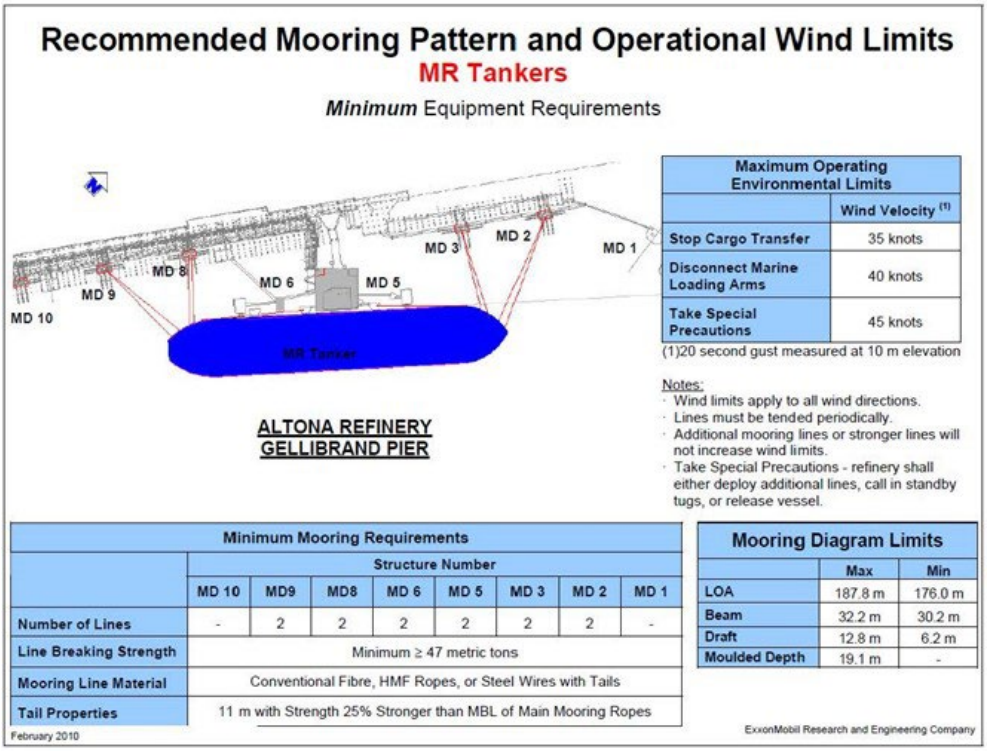
Panamax tankers

Diagram 3(j) Gellibrand Pier recommended mooring arrangements for Panamax tankers



Medium Range tankers

Diagram 3(k) Gellibrand Pier recommended mooring arrangements for Medium Range tankers



3.5.2.9. HOLDEN DOCK MOORING ARRANGEMENTS

See **HMD** for the minimum mooring requirement when berthed at Holden Dock.

3.5.3. Submarine pipelines

3.5.3.1. SUBMARINE GAS PIPELINE

A submarine gas pipeline, which lies on the seabed and passes close southwest of Fawkner beacon, leads northwest from Mordialloc on the east shore of Port Phillip Bay, to a refinery at Altona on the north shore. Where it passes west of the Inner Anchorage, the pipeline is marked by special mark buoys 'P2' and 'P3'. A prohibited anchorage area extends 0.8 NM parallel to and on either side of the pipeline.

3.5.3.2. YARRA RIVER SERVICES

Three submarine pipelines cross under the Yarra River south of the West Gate Bridge:

1. Melbourne Water's Hobsons Bay Main Sewer
2. APA's Gas Pipeline
3. Westernport Altona Geelong oil pipeline (WAG)

Due to the presence of these pipelines, it is critical that vessels avoid anchoring in the area between Yarra River beacons 33/34 and 35/36.

3.5.3.3. DREDGED MATERIAL GROUNDS (SPOIL GROUNDS)

There are two main spoil grounds located within port waters, the Northern Dredged Material Ground (Northern DMG), which lies between the Outer Anchorage and the Port Phillip Bay Shipping Fairway, and the Southern DMG, located approximately 5.5 NM north-northeast from the Hovell Pile beacon. Both DMGs are clearly delineated on the appropriate navigational charts.

The north-west corner of the Northern DMG is marked by a special mark buoy 'SG', while the north-east, south-east and south-west corners are all marked by virtual AIS aids to navigation (SG2, SG3 and SG4).

There are two additional disused DMGs situated in the southern part of Port Phillip Bay. The western DMG lies at the southern approaches of Symonds Channel contained between Popes Eye Annulus and Mud Islands. The eastern DMG is positioned southward of South channel beacons 13 and 15.

Vessels should avoid entering these areas as the actual depth within the spoil ground may vary from the charted depth, and there is also the potential for propeller-induced turbulence to disturb the sand-capping which covers the dredged material deposited within the spoil ground.

3.6. Tariffs

3.6.1. PoM tariffs and charges

The Port Management Act provides PoM with the power to determine wharfage fees and channel fees. PoM tariffs and charges may be changed from time to time. For the latest information on charges and payment terms, refer to the Reference Tariff Schedule available at **portofmelbourne.com**

3.6.2. Ports Victoria tariff schedule

The *Reference Tariff Schedule* from Ports Victoria details the pricing for port fees including site occupation charges, wharfage, berth hire, security and other services at Station Pier and fees for use of the Anchorage is available at ports.vic.gov.au.

3.7. Weather, tidal and water density information

3.7.1. Chart Datum

Chart Datum used for soundings in port waters of the Port of Melbourne leading from Port Phillip Heads to the Port of Melbourne is based on the local determination of Lowest Astronomical Tide (LAT). When interpreting soundings and tide data, mariners should refer to the relevant notes printed on the Australian Hydrographic Service charts or details within electronic navigational charts (ENC).

3.7.2. Tides at Port Phillip Heads

Due to significant range variations in tides at Port Phillip Entrance, tidal information for three separate locations i.e. Port Phillip Heads (Point Lonsdale), Rip Bank and Nepean Bank, are published in the Victorian Tide Tables.

Tide predictions for Port Phillip Heads (Point Lonsdale) are for Point Lonsdale Jetty. Studies have shown that while the times of high and low water are also valid for the shipping channels, the height of tide is not.

Tide levels at:

Rip Bank are Mean High Water Springs (MHWS) 2.34 m, Mean High Water Neaps (MHWN) 1.95 m

Nepean Bank MHWS 1.76 m and MHWN 1.56 m.

Mariners should be aware that the tide height for Rip Bank as provided on request by Lonsdale VTS is read from the tide gauge located at Lorne Pier. It is currently not possible to measure height of tide on the Nepean or Rip Banks in real time. Measurement records show a close correlation between tide times and heights on the Rip Bank and the tide gauge at Lorne. These tables are available via the Bureau of Meteorology website.

3.7.3. Tides at Melbourne (Williamstown)

Mean Higher High Water (MHHW) 12-month average rise of tide is 0.9 m.

Highest Astronomical Tide (HAT) is 1.04 m.

The actual height of the tide, and tide height residual, at Williamstown may be obtained from Melbourne VTS.

3.7.4. Tidal surges

Melbourne experiences tidal surges due to strong persistent winds and from intense high or deep low-pressure systems. These surges regularly reach negative 0.2 m and positive 0.4 m. Greater variations have been recorded. Surges can be present for a number of days or be short term only.

3.7.5. Tide/time variations

Vessels should be aware of the tide/time variations along transit. Table 3(p) shows the delay in tide peak relative to Port Phillip Heads.

Table 3(f) Delay in tide peak and rise of tide relative to Port Phillip Heads

Delay in tide peak and rise of tide relative to Port Phillip Heads					
Location	Time difference	Rise of tide			
	(Earlier) Later	MHWS MHHW	MHWN MLHW	MLWN MHLW	MLWS MLLW
	hrs:mins	m	m	m	m
Rip Bank	(0:15)	2.34	1.95	0.97	0.58
Nepean Bank	(0:15)	1.76	1.56	0.94	0.74
Port Phillip Heads (Lonsdale)	0:00	1.5	1.3	0.6	0.4
Queenscliff Pier	0:30	1.2	0.8	0.6	0.3
No. 1 West Channel (Annulus)	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

Delay in tide peak and rise of tide relative to Port Phillip Heads					
Location	Time difference	Rise of tide			
	(Earlier) Later	MHWS MHHW	MHWN MLHW	MLWN MHLW	MLWS MLLW
	hrs:mins	m	m	m	m
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
Note: The rise of tide in italics is based on semi-diurnal tidal data.					

3.7.6. Tidal streams

Due to the restriction of the tidal range within Port Phillip, caused by the relatively narrow entrance, the tidal stream in the vicinity of the Heads does not turn at high and low water.

The force of the tidal streams depends upon the relative water levels inside and outside Port Phillip. The greatest differences in levels occur at about the time of high and low water at Port Phillip Heads when the streams run at their strongest, which can be up to 7 kt under normal conditions and approaching 9 kt in extreme conditions.

Slack water occurs at about 3 hours before and after high water, when the levels inside and outside are the same. The ingoing stream runs from about 3 hours before to about 3 hours after high water and the outgoing stream at other times. On average, it is high water at the Port Phillips Heads 3¼ hours before that at Williamstown and slack water at the Heads when it is high or low water at Williamstown.

As comparatively shallow water extends some distance from the shore at Port Phillip Heads the tide, owing to frictional causes, rises and falls over the shallows more slowly than in the channels. This means that during the rising tide the water level in the fairway is higher than inshore and causes an onshore set. Conversely, during the falling tide when the water level in the fairway is lower than inshore, there is an offshore set. This effect also occurs in the fairways over the Rip, and Nepean Banks.

The main body of the ingoing stream from the southward and eastward direction sets at about 040° directly through the Entrance Fairway, with drifts of considerable force across and through the reefs. These spread towards Shortland Bluff (Queenscliff) and the southern shore thence directly through the channels of the Great Sand.

In South Channel, the ingoing stream sets through at about 110° up to 1½ kt and strongly over the northern banks, generally at about 045°. The outgoing stream sets at about 2 kt and strongly over the southern banks. Through the 'South Channel Cut', at the eastern end of South Channel (between Beacons 12 and 14), the streams set in the direction of its axis, but immediately outside the ends of the cut the streams set obliquely to that direction, the outgoing stream setting at about 260°. Near Hovell Pile light, the ingoing stream sets at about 045°, and the outgoing stream sets directly across the bank at about 180°.

At the western end of South Channel, the outgoing stream coming directly through the channels sets towards Lonsdale Bight, and from there out through the Entrance with great force setting partly athwart the channel at 200°, and thence away south-eastward along the land towards Cape Schanck.

The Victorian Tide Tables give the times of slack water at Port Phillip Heads (referred to as the Rip). Also included are the predicted times and rates of maximum flood and maximum ebb tides.

'Practical experience working with divers in the shipping channel in the Heads has demonstrated that the predictions of the time of slack water are accurate and can be relied on. They are based on many years of instrumental measurements and supported by detailed numerical modelling which is validated against the measured data.' (Technical Memorandum, Cardno 2021).

As the ebb stream at times attains a speed of 9 kt, low-powered vessels will best transit through the Heads around the times of slack water.

Tide stream signals are shown by night at the Point Lonsdale Lighthouse below the main light. See 3.9.13 for further information.

3.7.7. Weather effects

The water level and tidal streams are much affected by the direction and duration of the winds. West to south-west winds cause a rise in sea level outside Port Phillip and a consequent increase both in rate and duration of the ingoing steam. This will continue until sea levels inside and outside have reached equality, then the increased rate of the ingoing stream will cease, and the stream's rate becomes normal. Once these winds abate, the sea level outside falls to normal causing the outgoing stream to increase both in duration and rate until the sea level in Port Phillip has fallen to normal when the sea levels outside and inside are again equal.

3.7.8. Water Density

The density of water within the open waters of Port Phillip Bay for practical purposes can generally be assumed to be salt water.
In the area between the Breakwater and Bolte Bridge due to river flow, the water is brackish, and the exact density can vary, particularly following periods of heavy or persistent rainfall.

If an accurate water density is required by a vessel for operational reasons, it is suggested that the Master organise to take a measurement by hydrometer once the vessel is moored alongside its berth.

3.8. Whale and dolphin emergency hotline

An emergency involving a whale or dolphin should be reported immediately to the Department of Energy Environment and Climate Action by calling the Whale and Dolphin Emergency Hotline on 1300 136 017.

Whale and dolphin emergencies include the following situations:

- Strandings (where an animal becomes trapped onshore or in shallow water)
- Entanglement in nets or debris
- Being struck by a vessel

Where possible and safe to do so, visual contact should be maintained with an entangled whale or dolphin so that information updates can be provided until the rescue team arrives.

It is important to note that marine mammals are protected under law. It is illegal for any member of the public to interfere with them on sea or land.

Significant penalties apply to people who take unauthorised samples or souvenirs such as teeth from a dead whale or dolphin.

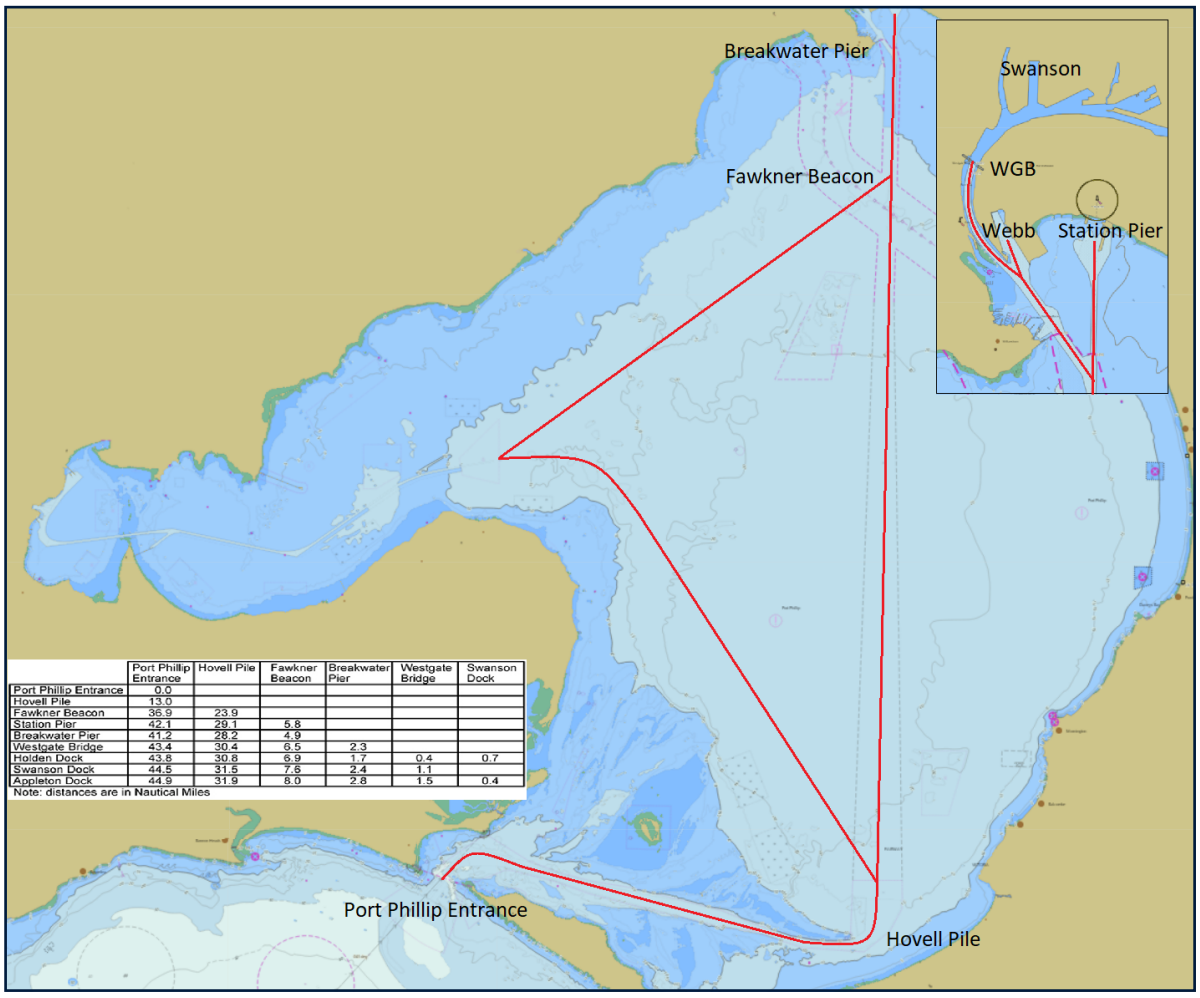
It is a major offence to possess material taken from whales or dolphins. It can also be dangerous to approach a stranded whale.

For further information, visit wildlife.vic.gov.au

3.9. Port navigation

3.9.1. Distance table

Chartlet 3 (g) Distance table



	Port Phillip Entrance	Hovell Pile	Fawkner Beacon	Breakwater Pier	Westgate Bridge	Swanson Dock
Port Phillip Entrance	0.0					
Hovell Pile	13.0					
Fawkner Beacon	35.9	23.9				
Station Pier	42.1	29.1	5.8			
Breakwater Pier	41.2	28.2	4.9			
Westgate Bridge	43.4	30.4	6.5	2.3		
Holden Dock	43.8	30.8	6.9	1.7	0.4	0.7
Swanson Dock	44.5	31.5	7.6	2.4	1.1	
Appleton Dock	44.9	31.9	8.0	2.8	1.5	0.4

Note: distances are in Nautical Miles

3.9.2. Limiting wind speeds

Limiting wind speeds apply for the berthing and unberthing of all vessels, with the limits being based on vessel type and/or the location of the berth.

See **HMD** for more information.

3.9.3. Speed

Speed limits apply to all vessels operating in port waters.

Refer to **HMD** for more information**.**

Even when operating within the applicable speed limit, the master of a vessel must always be mindful of the possible impact the vessel's wake may have when passing other vessels or objects and if necessary, adjust the vessel's speed to minimise such impact.

In the South Channel, due to the tidal stream, vessel speed shall be based on 'through the water'.

3.9.4. Swing basins

There are 7 designated swing basins in port waters.

See **HMD** for details of all the swing basins.

It is important to note that in 4 of the locations the declared depth varies within the swing basin itself.

3.9.5. Shipping channels

A list of all the major shipping channels in port waters can be found in **HMD**.

3.9.6. Navigation marks

3.9.6.1. GENERAL

The IALA Maritime Buoyage System, Region A (red to port), is used in port waters of the port of Melbourne (as it is throughout Australia).

Melbourne 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.

Lateral and cardinal marks are lit and are predominantly single-piled structures fitted with topmarks.

3.9.6.2. CHANNEL BEACON OFFSETS

Most lateral marks are offset a distance outside the shipping channel toe line.

South Channel: beacons are approximately 20 m to 25 m outside the channel

Port Melbourne Channel: beacons are approximately 15 m outside the channel

Williamstown and Yarra River Channels: beacons are approximately 10 m to 15 m outside the channel.

3.9.6.3. DIRECTIONAL LIGHTS

Directional lights, usually providing a single fixed white lead light flanked by a coloured sector(s), are used to assist navigation in a number of the main shipping channels.

For a full list of directional lights, refer to **Admiralty List of Lights, Volume K**.

3.9.6.4. AIS AIDS TO NAVIGATION (AIS ATON)

Both temporary and permanent AIS AtoN are used within port waters of the Port of Melbourne as a means of enhancing the safety of navigation and complementing the existing physical network of navigational structures and visual aids.

Permanent AIS AtoN

Table 3 (h) Details of the permanent AIS AtoN licensed for use by Ports Victoria

AIS AtoN	MMSI	Type	Location	Purpose
SG2	995036008	Virtual	37° 59.1' S 144° 54.1' E	Marks northeast corner of the northern DMG
SG3	995036009	Virtual	38° 02.4' S 144° 53.2' E	Marks southeast corner of the northern DMG
SG4	995036010	Virtual	38° 02.4' S 144° 51.0' E	Marks southwest corner of the northern DMG
TOZ Beacon T1	9950031079	Synthetic	38° 00.0' S 144° 55.7' E	Located on Beacon T1 which marks the southern extent of the Transit Only Zone
Entrance Beacon	995031076	Synthetic	38° 17.7' S 144° 41.1' E	Located on the South Channel Entrance Beacon
SC West	995036006	Virtual	38° 17.4' S 144° 41.0' E	Marks the location of the *Goorangi* wreck (least depth 13.5 m)

AIS AtoN	MMSI	Type	Location	Purpose
SC East	995036007	Virtual	38° 19.5’ S 144° 54.5’ E	Helps define part of the western boundary of the deep-water route NE of Hovell Pile.
ECC-1	995036196	Virtual	38° 18.2’ S 144° 38.0’ E	Marks the Eastern Coastal Channel
ECC-2	995036197	Virtual	38° 17.78’ S 144° 38.33’ E	Marks the Eastern Coastal Channel
ECC-3	995036198	Virtual	38° 17.49’ S 144° 39.02’ E	Marks the Eastern Coastal Channel
Oscar	995036194	Virtual	38° 23.40’ S 144° 26.60’ E	Marks the Reporting Point *Oscar* of the Ports Victoria VTS Area
India	995036193	Virtual	38° 26.90’ S 144° 32.60’ E	Marks the Reporting Point *India* of the Ports Victoria VTS Area

Temporary Virtual AIS AtoN

The deployment, purpose and duration of operation of temporary AIS AtoN will be promulgated by means of a Victorian Notice to Mariners.

3.9.7. Anchorages

3.9.7.1. ANCHORAGE OUTSIDE PORT LIMITS

Due to confined shipping traffic, pilot boarding location, strong tidal streams, heavy ground swell and general foul ground in the area (especially SW of Barwon Heads, see AUS 143), as well as the presence of numerous historic wreck sites, **there is no recommended safe anchorage outside port limits** in the vicinity of the approaches to Port Phillip Heads, and therefore masters are strongly advised not to anchor in this area.

If a vessel wishes to stop and drift outside port limits while awaiting the scheduled pilot boarding time, the vessel should remain at least 5 nautical miles clear of the VTS area, see **HMD**.

3.9.7.2. ANCHORING WITHIN PORT LIMITS

Within Port Phillip Bay there is an Inner Anchorage, with 3 designated anchorage circles, and an Outer Anchorage, with 17 designated anchorage circles. Additionally, there are two other anchorages for emergency use located in Lonsdale VTS sector.

A vessel with an LOA of 50 m or greater is only permitted to anchor within a designated anchorage.

Full details of the anchorages and the requirements that apply to vessels at anchor can be found in **HMD**.

3.9.8. Under Keel Clearance (UKC)

3.9.8.1. DRAUGHT 11.6 M OR GREATER

It is mandatory for all vessels (including those proceeding to or from the Port of Geelong) with a draught of 11.6 m or greater intending to transit port waters of the Port of Melbourne to participate in the DUKC system.

An explanation of DUKC and requirements can be found in **HMD**.

3.9.8.2. DRAUGHT LESS THAN 11.6 M

For a draught less than 11.6 m, a minimum static under keel clearance applies.

The amount of static under keel clearance varies depending on the vessel's geographical position within port waters.

See **HMD** for minimum static under keel clearance requirements.

3.9.8.3. VESSEL AT A BERTH

When a vessel is secured to a berth (other than Holden Dock), there is no minimum under keel clearance requirement other than the vessel must stay afloat at all times.

At Holden Dock a minimum under keel clearance of 1.0 m must be maintained at all times.

3.9.9. Right of way

3.9.9.1. PRIORITY GUIDELINES

As far as is practicable, the SVTSO will ensure that the movement of vessels shall be in accordance with the standard shipping priority guidelines below. While the priority of the SVTSO is the safety of navigation of all vessels in the port, Melbourne VTS will seek to optimise the efficient movement of vessels having regard to commercial considerations. As such, the SVTSO has the authority to exercise discretion on these matters, particularly in an emergency or in abnormal circumstances. As far as is possible in such circumstances consultation will be maintained with affected parties.

The following standard shipping priority guidelines apply to the scheduling of vessel movements in port waters of the Port of Melbourne north of Beacons E1 and E2:

1. any ship which is in an emergency situation
2. any ship movement governed by tidal or navigational conditions
3. cruise ships (inwards and outwards)
4. a ship that is ready to depart or shift and is occupying a berth of another ship that has labour waiting
5. inward bound ships, in order of readiness, cleared by Quarantine and with labour waiting
6. outward bound ships
7. inward bound ships without labour waiting
8. ships shifting berth without labour waiting (and where the vacated berth is not immediately required by another vessel)*
9. ships shifting without power unless fouling a berth

*Ships undergoing repairs with labour engaged are accorded priority over ships without labour commitment.

Any ship not ready to shift or depart within 15 minutes of its ordered time may lose its priority, and the attending resources and services may be directed to another ship that is ready.

Inward ships choosing to anchor rather than occupy the available allocated berth, will be programmed to berth so as not to disrupt the priorities of other vessels berthing on arrival with labour waiting. Ships at anchor must maintain a listening radio watch on VHF Channel 12 for advice of any change of berthing instructions, or of other port operational matters. Any ship that fails to observe this requirement may lose its priority.

3.9.9.2. BERTHING PRIORITY FOR ALL POM COMMON USER BERTHS

When two or more vessels are competing for a specific PoM common user berth, including Holden Dock and No. 1 Maribyrnong, the following berthing priorities will apply:

Two or more vessels coming from sea or an anchorage.

- The first vessel to arrive at pilot boarding ground gets priority.

A vessel coming from Geelong versus vessels coming from sea or at anchor.

- The first vessel to pass Fawkner Beacon gets priority.

A vessel at another berth in Melbourne versus a vessel arriving from sea, or from anchor, or from Geelong.

- The vessel at the Melbourne berth gets priority provided it arrived at the Fawkner Beacon prior to the other vessel passing the east-west line through Fawkner Beacon.
- This priority will only apply if the vessel is in all respects ready to shift to the common user berth and commence cargo operations.

The above priorities may be waived if the agents involved, in collaboration with the masters of the vessels and the terminal operators, take responsibility for an alternative agreement. This alternative arrangement should be reflected in the times entered into PortVIEW by the agents.

3.9.10. Restrictions

3.9.10.1. TIDAL STREAM RESTRICTIONS

Tidal stream restrictions apply to some vessel movements, based on draught, transiting the Fairway Through Port Phillip Heads.

Details of these restrictions are contained in **HMD**.

3.9.10.2. PASSING RESTRICTIONS

The following restrictions apply to vessels with an LOA of 50 m or greater:

Restrictions on overtaking and passing apply in Port Melbourne Channel, Eastern By-Pass Channel, Williamstown Channel and Yarra River (see **HMD**)

Restrictions on overtaking and passing apply in the Fairway Through Port Phillip Heads (see **HMD**)

Restrictions on overtaking and passing a vessel with a draught greater than 14.0 m apply in sections of the South Channel (see **HMD**).

3.9.11. Shifting vessels

The requirements relating to shift ship movements are contained in **HMD**.

3.9.12. Docking

Minimum clearance between vessels: see **HMD**.

Webb Dock West storm bollards: see PIG 3.5.2.4 and **HMD**.

Holden Dock mooring requirements: see **HMD**.

3.9.13. Display of signals and lights

All vessels

All vessels are to display lights and shapes in accordance with the International Regulations for Preventing Collision at Sea.

AIS

As required by **HMD**, if a vessel is fitted with AIS, the master should ensure that such equipment is in operation at all times and that the input data is accurate and updated.

Port entry signals

Port entry night time signals are displayed at Lonsdale Signal Station to indicate the status of the Fairway Through Port Phillip Heads. See **HMD** for details.

Tidal stream direction signals

Table 3(q) contains details of the night time light signals, displayed at Point Lonsdale Signal Station, which indicate the direction of flow of the tidal stream off Point Lonsdale.

Tides Table 3(i) Tidal stream signals

Night time signal	Meaning
	In-going tidal stream from end of slack water to High Water.
	In-going stream continuing after High Water to beginning of slack water.
	Out-going stream from end of High Water to slack Low Water.
	Out-going stream continuing after Low Water to beginning of Low Water slack.

Note: Tidal stream direction signals are not displayed when Port entry signals (refer **HMD**) are displayed.

3.9.14. Small vessel navigation

Domestic commercial vessels, port working vessels, volunteer marine rescue and government vessel <50 m LOA are required to participate in VTS as per **HMD** requirements.

Recreational vessels with a length of less than 50 m are required to participate in VTS as per **HMD** requirements.

For all the port rules relating specifically to small vessel operations see **HMD**.

3.9.14.1. RESPONSIBILITIES BETWEEN VESSELS

All vessels with an LOA of less 50 m must keep out of the way of vessels with an LOA of 50 m or greater as well as a tug or lines boat assisting the movement, berthing or unberthing of another vessel (see **HMD**).

3.9.14.2. COMMERCIAL PASSENGER VESSEL REPORTING

When operating in, or transiting, port waters of the port of Melbourne commercial vessels licensed to carry passengers must report the total number of persons on board and the duration of the passage by sending an SMS text message to +61 428 640 602 (see **HMD**).

3.9.14.3. LOGGING A PASSAGE PLAN

If a vessel wishes to log a ‘passage plan’ (for example, when operating outside the Heads), this should be done by contacting Marine Radio Victoria (not Lonsdale VTS) on VHF Channel 16.

3.9.14.4. NO-GO AREAS FOR RECREATIONAL VESSELS

Recreational vessels must not enter Swanson Dock, Webb Dock or the area contained between Gellibrand Pier and Breakwater Pier (see **HMD**).

3.9.14.5. ROWING SHELLS

Rowing shells conducting training exercises may be encountered in the Yarra River between Bolte Bridge and the River entrance. These craft must be accompanied by a support vessel which is required to maintain a listening watch on VHF Channel 12 (see **HMD**).

3.9.14.6. DIVING ACTIVITIES

Any vessel engaged in diving activities must adhere to the applicable part of **HMD**.

Part 4: Port safety and security

Part 4: Port safety and security

4.1. Workplace safety

4.1.1. Protection of the workplace safety – statutory provisions and conventions

Workplace safety in and around ships within the port of Melbourne is primarily regulated by the Victorian WorkCover Authority (WorkSafe Victoria), Safe Transport Victoria (STVic) and the national Australian Maritime Safety Authority (AMSA).

A memorandum of understanding (MOU) for safety management exists between WorkSafe Victoria and AMSA.

The MOU addresses the jurisdiction of WorkSafe Victoria and AMSA.

WorkSafe Victoria is responsible for the development and enforcement of:

Occupational Health and Safety Act 2004 (Vic)

Dangerous Goods Act 1985 (Vic)

and supporting regulations.

AMSA is responsible for the development and enforcement of:

Navigation Act 2012 (Cth)

Occupational Health and Safety (Maritime Industry) *Act 1993* (Cth).

View the WorkSafe Victoria and AMSA MOU on the WorkSafe Victoria website.

4.1.2. Safety and Environment Management Plan

Both Ports Victoria and PoM maintain an integrated Safety and Environment Management Plan (SEMP) in accordance with the requirements of the Port Management Act. The SEMPs address the key activities that fall under each organisation's direct control as well as those on which it has influence only.

The Ports Victoria SEMP details the approach taken to improving safety and environmental performance within Station Pier and other facilities operated by Ports Victoria.

The SEMPs are approved by the Victorian Department of Transport and are supported by each organisation's Safety Management and Environment Management Systems. The SEMPs are audited in accordance with the Port Management Act.

The individual SEMPs can be viewed on each organisation's respective website:

ports.vic.gov.au

portofmelbourne.com

4.2. Emergency

Marine emergencies – Powers of the Harbour Master.

Section 232 of the Marine Safety Act empowers the Harbour Master to give written and oral directions for or with respect to vessels entering or within waters for which he or she has been engaged including:

prohibiting entry by any vessel to or requiring the removal of any vessel from the waters for which he or she has been engaged, if the Harbour Master has reasonable cause to believe that the vessel:

i. is unseaworthy, or

ii. is in imminent danger of sinking and causing an obstruction to navigation in those waters; or

iii. is in imminent danger of causing serious damage to the marine environment or property in those waters.

4.2.1. Melbourne Port Emergency Management Plan

The Melbourne Port Emergency Management Plan details agreed arrangements to achieve preparedness for, response to, and recovery from, emergencies that could occur within the Port of Melbourne. The plan has been produced by Ports Victoria and is integrated with the state and local (municipal) emergency management arrangements. The plan ensures the response to an emergency within the port is a cooperative one and conducted with a coordinated approach from the port community and outside agencies. All emergencies must be reported immediately to Melbourne VTS or Lonsdale VTS where the plan may be activated when necessary.

4.2.2. Melbourne Port Emergency Management Committee

A port emergency management committee has been established in the Port of Melbourne consisting of port stakeholders. All enquiries about the Melbourne Port Emergency Management Committee should be directed to the Harbour Master or the Head of Emergency Management and Critical Infrastructure.

4.2.3. Emergency contacts

See section 4.4.5.

4.2.4. Police operational regions

The port waters of the Port of Melbourne and onshore facilities span a range of Victoria Police operational regions as follows:

- all port waters of the Port of Melbourne and throughout Port Phillip – Melbourne Water Police
- all port land areas west of the Maribyrnong River – Northwest Metropolitan Region
- all port land areas east of the Maribyrnong River – Northwest Metropolitan Region
- all port land areas including and south of Webb Dock – Southern Metropolitan Region

In the event of an emergency, police response will normally be provided via the appropriate region. Emergencies should be reported to Victoria Police Emergency (Tel: 000).

4.3. Response equipment

Ports Victoria maintains a first strike capacity that would generally involve the provision of Tier 1 (up to 10 t) type spill equipment and capacity for its effective operation and management.

In addition, the Victorian Government holds and maintains strategically placed marine pollution equipment stockpiles across the State. This ensures that there are sufficient stocks of equipment available to address the identified risks and respond to a Level 1/2 incident.

This equipment is immediately available to the port in the event of an emergency.

4.3.1. Coordination centre

Ports Victoria has arrangements in place to access a multi-faceted facility that provides the infrastructure and communications required to manage or assist in the management of any incident within the port. It may be used as an incident control centre for pollution or shipping incident, or as an emergency operations centre for police or emergency services to combat an incident.

In addition, Ports Victoria maintains a mobile incident control communication setup that can be transported to other areas in Port Phillip Bay as required by the incident location.

4.4. Emergency scenarios

4.4.1. State Maritime Emergencies (non-search and rescue) Plan

Emergency Management Victoria have prepared the State Maritime Emergencies (non-search & rescue) Plan (MENSAR). The Plan is to ensure an integrated and coordinated approach to Victoria's management of maritime emergencies (non-search and rescue) in order to reduce the impact and consequences of these events on the community, infrastructure and services and environment. This plan considers the following maritime emergencies that are:

- marine pollution by oil, oily mixtures, and undesirable substances
- marine pollution by hazardous and noxious substances (HNS)
- maritime casualties (i.e. vessels – non-search and rescue)
- wildlife affected by marine pollution.

The plan is implemented through the activities of the State Maritime Emergencies Working Group (SMEWK), the Victorian Maritime Emergencies Operations Group, Nominated State Officers and Regional Maritime Emergencies Reference Groups.

Ports Victoria has been directed by the Department of Transport as the State control agency for Marine Pollution, to undertake the role and function of the Regional Coastal Agency for the Port Phillip Region (PPR). The PPR extends from the west of Cape Otway to the east coast of Cape Schanck, including Port Phillip Bay and enclosed waters. Ports Victoria will provide the control and management of incidents reported for PPR up to 10 tons and also escalate the response to the State if required.

4.4.2. Mandatory notification of pollution

In accordance with POWBONS, in the event of a spill or probable spill of a polluting substance from a vessel, the master must:

- report immediately to Melbourne VTS where a Marine Pollution Report (POLREP) will be initiated
- take steps to prevent further spilling of the pollutant and to contain the spill within the vicinity of the vessel
- forward without delay, a POLREP report in writing to AMSA
- ensure the report contains as much of the following information as is relevant:

♦ name, radio call sign and flag of ship

♦ frequency or frequencies of radio channel or channels monitored

♦ name of owner and address, telex, facsimile, email, and telephone number of principal place of business of owner

♦ name, address, telex, facsimile, email, and telephone number of principal place of business of the charterer, manager or operator of the ship and/or their shipping agents in Australia

♦ name, address, telex, facsimile, email, and telephone number of the relevant P&I Club

♦ type of ship (e.g. oil tanker, chemical tanker, dry cargo ship) and gross tonnage

♦ date and time (specify whether Local Time or UTC) when the incident occurred

♦ brief description of the incident including any damage sustained

♦ the position, course and speed of the ship at the time of the incident

♦ the technical name (or, where the technical name is not known, the trade name), UN number, classification in the International Maritime Dangerous Goods (IMDG) Code (where applicable), name of the manufacturer, quantity and concentration, of the oil or oily mixture discharged or likely to be discharged into the sea

♦ type and quantity of cargo carried on board, including details of harmful substances

♦ condition of the ship

♦ ability to transfer cargo and ballast

♦ cause of the spill

♦ whether spilling is continuing and the approximate quantity spilled

♦ weather, sea and current conditions in the vicinity of the spill

- where applicable, an estimate of the movement of the polluting substance and the surface area of the spill
- actions being taken with regard to the spill and the movement of the ship
- assistance which has been requested from or which has been provided by others.

4.4.3. Reporting marine incidents (other than pollution)

The following marine incidents must be reported immediately to Melbourne VTS or Lonsdale VTS by:

- any person who has caused or observed a vessel or any other object to strand, collide, sink, cause damage to any vessel, wharf or property, or in any way to obstruct the use of port waters of the Port of Melbourne
- the master of a vessel involved in a close quarters situation.

The report is forwarded to an STV Investigations Officer for prompt investigation.

4.4.4. Reporting incidents within the port precinct

1. Phone Emergency Services (Police, Fire, Ambulance) – 000
2. Then, phone Melbourne Vessel Traffic Service (Emergency) – 9644 9777

When reporting an incident to **000**, look for the nearest **Emergency Marker** and quote the **locality code** (e.g. POM 301) to help identify the location.

4.4.5. 24-hour emergency support contact numbers at port of Melbourne

PORTS VICTORIA

Melbourne VTS (Emergency incidents)	+61 3 9644 9777
Ports Victoria Duty Port Authorised Officer	+61 3 9644 9745
Ports Victoria Assets Operations	+61 3 8347 8357

PORT OF MELBOURNE (POM)

Duty Port Authorised Officer (Emergency incidents, bulk liquid operations, dangerous goods issues, marine pollution)	+61 3 96831594
Port Assets Operations (Water, power, infrastructure faults)	+61 3 9612 3619
Duty Port Security Officer (Security incidents)	+61 3 9612 3646
PoM Security Monitoring Control Centre (General Enquiries)	+61 3 9681 8044
PoM Security Monitoring Control Centre (Emergencies)	+61 3 9689 0224
Community Contact Line (Enquiry line for local residents or the public)	+61 3 9683 1565

4.5. Port security

4.5.1. *Maritime Transport and Offshore Facilities Security Act 2003* (Cth) (MTOFSA)

The port of Melbourne is a security regulated port as set out in MTOFSA and its associated regulations.

Operators or other stakeholders in the port of Melbourne as well as operators of Australian or foreign registered ships who are unsure of their obligations under MTOFSA should seek advice from the Department of Home Affairs.

Tel: 1300 791 581 (Option 1)
From outside Australia: +61 2 5127 8995
Email: transport.security@homeaffairs.gov.au
Website: Cyber and Infrastructure Security Centre (cisc.gov.au)

4.5.2. Levels of security alert

To comply with the International Ship and Port Facility Security (ISPS) Code, the following three Maritime Security Levels (MARSEC) have been 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.

PoM always refers to the ISPS Code levels of alert.

In addition to the ISPS Code (MARSEC) security levels, the Commonwealth of Australia's National Terrorism Advisory Threat System is a scale of five, colour coded levels the purpose of which is to provide public advice about the likelihood of an act of terrorism occurring in Australia.

Table 4(a) The five tiers of the National Terrorism Threat Advisory System

The National Terrorism Threat level is regularly reviewed in line with the security environment and intelligence information.

Table 4(b) shows the generally accepted correlation that exists between the Commonwealth's National Terrorism Threat Advisory System and ISPS Code levels of alert.

Table 4(b) Correlation between security levels

Correlation between security levels	
Commonwealth of Australia levels of alert	**IPS Code levels of alert**
Not expected	MARSEC Level 1
Possible	
Probable	
Expected	MARSEC Level 2
Certain	MARSEC Level 3

4.5.3. Notification of port security alert level

Port users are advised that any change to the Maritime Security Alert Level (MARSEC) for the port of Melbourne will be notified via a message to shipping broadcast on VHF Channel 12.

4.5.4. Present ISPS security level information

The default level at which the port of Melbourne normally operates is MARSEC Level 1.

4.5.5. Port Security Officer

A Port Security Officer has been appointed in the port of Melbourne.

For more information on security matters, contact PoM Port Security Officer on:
Tel: +61 3 9612 3646 (24 hours).

Ports Victoria's Security Manager (Station Pier Common User Berth Only)

Tel: +61 3 8698 5301 Mobile: +61 429 616 447

4.5.6. Port security committee

A port security committee has been established in the port of Melbourne consisting of port stakeholders. All enquiries about the Port Security Committee should be directed to the Port Security Officer.

4.5.7. Security responsibilities

It is the responsibility of port facility operators within the security regulated port of Melbourne to submit to DHA, maritime security plans in accordance with MTOFSA 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 security regulated ships.

TERMINALS MANAGED BY PORT OF MELBOURNE

Port of Melbourne is responsible for all security related issues for terminals which it manages.

For a visiting ship, a Port Security Officer is responsible for implementing the agreed security measures and resolving any issues with the Ship Security Officer or master.

4.5.7.1. TERMINALS MANAGED BY OTHER OPERATORS

The operator's Port Facility Security Officer (PFSO) is responsible for security.

For a visiting ship, the terminal operator's PFSO, or delegate, is responsible for implementing the agreed security measures and resolving any issues with the Ship Security Officer or master.

4.5.8. Declaration of security

Ship Security Officers seeking a Declaration of Security, 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 port facility security officers and port service provider security officers can be obtained from the Port Security Officer.

4.5.9. Maritime security zones

In accordance with MTOFSA and its associated regulations, a number of security landside, waterside and ship restricted zones exist within the Port of Melbourne.

The locations may change depending on the prevailing MARSEC level.

Maritime security zones are identified by appropriate signage that is in accordance with regulatory requirements.

Unauthorised access to landside, waterside and ship restricted zones is an offence under MTOFSA and severe penalties apply.

For more information about restricted zones contact:

Port Security Officer Tel: +61 3 9612 3646

4.5.10. Reporting of security breaches or suspicious behaviour

Ships' masters, all operators and other stakeholders in the Port of Melbourne 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:

Victoria Police Emergency Tel: 000

Melbourne VTS on VHF Channel 12.

4.5.11. Maritime Security Identification Card

A maritime industry participant other than an 'exempt' person under the regulations, who has an operational reason to enter and remain in a maritime security zone must display a valid Maritime Security Identification Card (MSIC) or be escorted by another person who is displaying a valid MSIC.

4.5.12. Entry and exit requirements for Port of Melbourne cargo terminals

Entry and exit requirements apply for the following Port of Melbourne cargo terminals under the *Customs and AusCheck Legislation Amendment (Organised Crime and Other Measures) Act 2013* (Cth) (the Act):

F Appleton Dock

6 Yarraville

27-29 South Wharf

33 South Wharf

Holden Dock

Maribyrnong No. 1

4.6. Channel patrols

4.6.1. Keep Clear campaign

During the summer months, Ports Victoria conducts *Keep Clear* patrols from the Bolte Bridge to Port Phillip Heads, the aim of which is to educate and advise recreational boat operators and fishermen of the dangers resulting from interaction with commercial shipping. Where required, Penalty Infringement Notices may be issued.

4.6.2. Victoria Police - Water Police

Water Police are responsible for Maritime Search and Rescue (MSaR) operations and in charge of tasking Volunteer MSaR Units.

Water Police patrol on an ad hoc basis, perform an enforcement and MSaR role. They can be contacted by VHF Channel 12 when on the water.

4.6.3. Maritime Search and Rescue (MSaR)

Maritime Search and Rescue (Emergency Management Victoria) operate various volunteer patrol vessels based in various areas of Port Phillip Bay. They patrol in the Fairway, South Channel and Port Phillip Heads. These patrols occur mainly on the weekends and at other times when the availability of resources allow. These vessels are controlled and tasked by the Water Police.

Part 5: Nautical services and communication

Part 5: Nautical services and communication

5.1. Vessel Traffic Services

5.1.1. Ports Victoria VTS

On 12 April 2024, AMSA issued a Vessel Traffic Services (VTS) Provider Instrument of Authority to Ports Victoria, certifying that Ports Victoria is an authorised VTS Provider under *Marine Order 64 (Vessel Traffic Services) 2022* with responsibilities to manage, operate and coordinate VTS in the VTS Area.

This instrument of authority sets out objectives and standards with respect to the provision of reports or information about a vessel's identity or passage and to comply with instructions from a VTS Provider for the movement of vessels.

The Ports Victoria VTS Area is depicted in **HMD**. This area is separated at Latitude 38° 05' S. The designated VTS working frequency is VHF Channel 12. Vessels should use callsign 'Melbourne VTS' when operating north of 38° 05' S and callsign 'Lonsdale VTS' when operating south of 38° 05' S.

For further information, reporting requirements and vessel participation, refer to **HMD**.

5.2. Pilots

5.2.1. Pilotage

Vessels must comply with the pilotage provisions set out in Chapter 7 of the Marine Safety Act. Without limiting the provisions of the Marine Safety Act, the master of a vessel must not enter or leave port waters of the port of Melbourne or attempt to enter or leave port waters of the port of Melbourne or navigate within port waters of the port of Melbourne or attempt to do so, without the services of a licensed pilot.

The above does not apply to a vessel that is less than 35 m in length (though such a vessel may be subject to compulsory local knowledge certificate requirements) or a pilot exempt master, or a master who has a local knowledge certificate for port waters of the port of Melbourne and who by virtue of the regulations in the Marine Safety Act is not required to use the services of a pilot for those port waters of the port of Melbourne.

A vessel which is required to engage a pilot must not enter port limits until the pilot has boarded and assumed conduct of the vessel.

See **HMD** for pilotage requirements.

5.2.1.1. LOCAL KNOWLEDGE CERTIFICATE

Local knowledge certificates (LKC) are the responsibility of Safe Transport Victoria.

The local knowledge certificate requirements are in addition to the certificate of competency that the master is required to hold to operate the vessel (i.e. a master must hold both a certificate of competency appropriate for the vessel size and type and, if required, a local knowledge certificate for the area of operation).

Pursuant to the Marine Safety Act it is an offence for the master of a commercial vessel to navigate the vessel in waters subject to local knowledge requirements without the master holding the appropriate local knowledge certificate.

For further guidance and information about local knowledge certificates refer to the safetransport.vic.gov.au

5.2.2. Pilotage service providers

Pilotage in the port waters of the Port of Melbourne is provided by privately operated pilotage service providers, licensed by Ports Victoria under the Pilotage Services Providers Standard made pursuant to section 73ZK of the Port Management Act 1995.

The licensed pilotage service providers are:

CONTACT DETAILS:

Port Phillip Sea Pilots Pty Ltd

VHF Channel: Ch 16; 09

Telephone: +61 (0) 3 5254 5500

E-mail: operations@ppsp.com.au

Website: www.ppsp.com.au

Auriga Pilots

VHF Channel: Ch 16; 10

Telephone: +61 (0) 448 324931

E-mail: APM.Dutypilot@auriga.com.au

Website: www.auriga.com.au

Poseidon Sea Pilots

VHF Channel: Ch 16; 13

Telephone: +61 (0) 499 890710

E-mail: psp-melbourne@poseidonpilots.com.au

Website: www.poseidonpilots.com.au

Shipping agents should discuss any particular pilotage requirements or issues, including rates, with their preferred pilotage service provider.

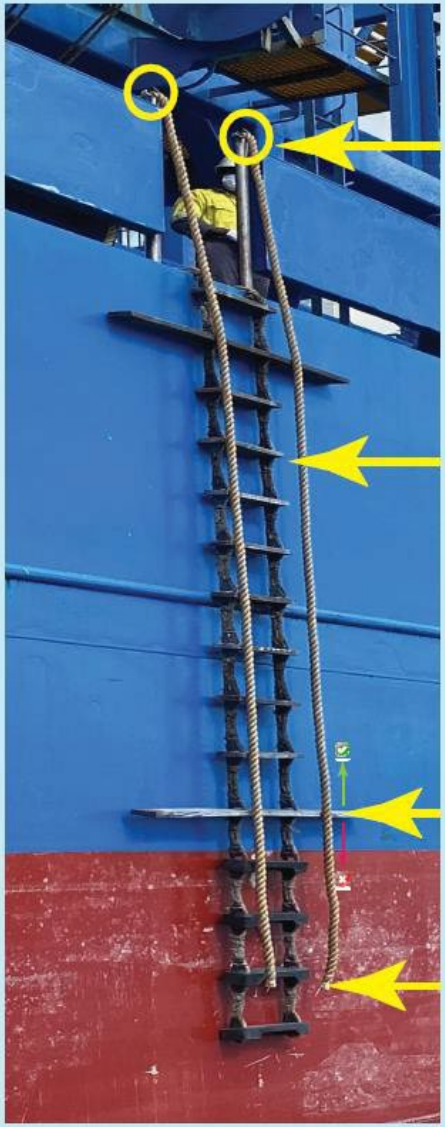
Vessels arriving, departing or shifting should place orders through PortVIEW. For further requirements refer to **HMD**.

More information regarding boarding procedure, vessel passage plans, and other details can be obtained by visiting the respective pilotage service provider's websites.

Pilot transfer arrangements to be rigged in accordance with SOLAS CH. V Reg 23 and IMO Resolution A.1045(27). For further information, visit 2023/04 — Pilot transfer arrangements | Australian Maritime Safety Authority.

PILOT TRANSFER ARRANGEMENTS TO BE RIGGED IN ACCORDANCE WITH SOLAS CH. V REG 23 & IMO RESOLUTION A. 1045 (27)

STRAIGHT LADDER



MAN ROPES MUST PASS THROUGH STANCHIONS

MAN ROPE DIAMETER 28 - 32mm

RUNGS MUST BE HORIZONTAL WITH LADDER RESTING FLAT AGAINST SHIP'S SIDE

TRIPPING LINES (IF FITTED) MUST NOT BE RIGGED BELOW THE LOWEST SPREADER

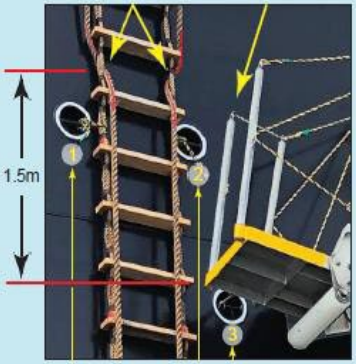
MAN ROPES EQUAL LENGTH WITH NO KNOTS OR SPLICES AT THE END

COMBINATION LADDER

WINCH REELS MUST BE MECHANICALLY LASHED

MAN ROPES TUCKED INSIDE LADDER 1.5m ABOVE PLATFORM

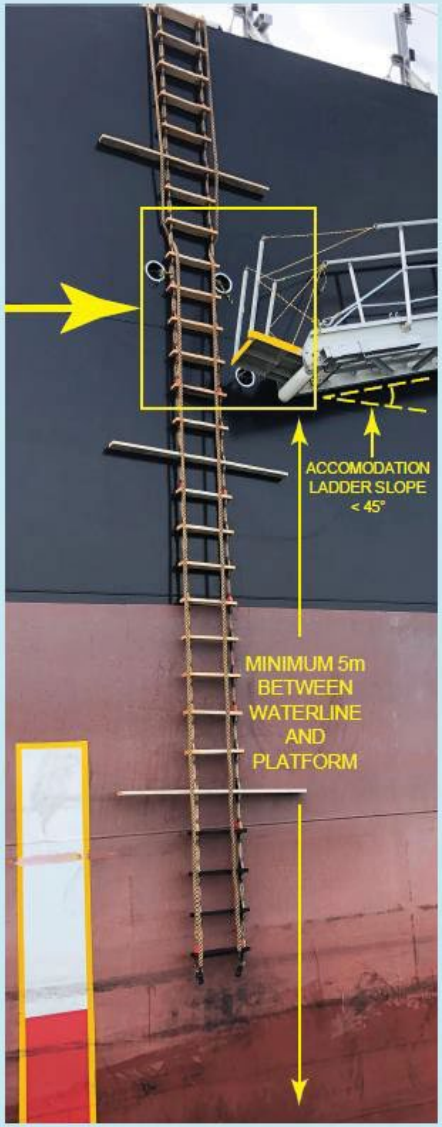
INNER STANCHION MUST BE IN PLACE

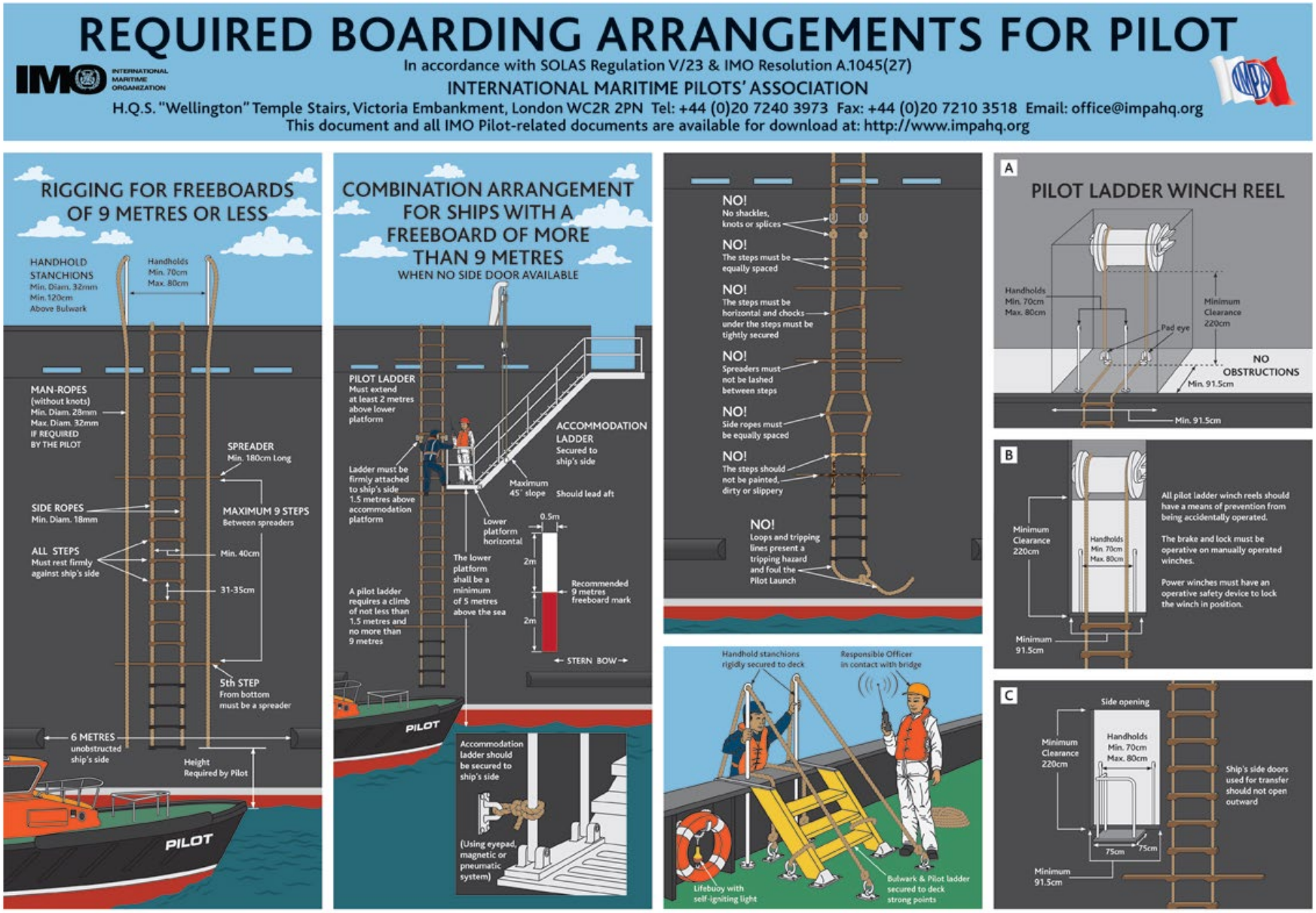


MINIMUM 3 x LASHINGS (OR MAGNETS) - ACCOMODATION LADDER MUST BE LASHED SEPERATELY TO PILOT LADDER

AS PER STRAIGHT LADDER:

- RUNGS MUST BE HORIZONTAL WITH LADDER RESTING FLAT AGAINST SHIP'S SIDE
- TRIPPING LINES MUST NOT BE RIGGED BELOW THE LOWEST SPREADER
- MAN ROPES MUST BE 28 - 32mm DIAMETER, OF EQUAL LENGTH, AND WITH NO KNOTS OR SPLICES AT THE END




REQUIRED BOARDING ARRANGEMENTS FOR PILOT
IMO INTERNATIONAL MARITIME ORGANIZATION
In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: http://www.impahq.org
RIGGING FOR FREEBOARDS OF 9 METRES OR LESS
HANDHOLD STANCHIONS
Min. Diam. 32mm
Min. 120cm
Above Bulwark
Handholds
Min. 70cm
Max. 80cm
MAN-ROPES
(without knots)
Min. Diam. 28mm
Max. Diam. 32mm
IF REQUIRED
BY THE PILOT
SPREADER
Min. 180cm Long
SIDE ROPES
Min. Diam. 18mm
MAXIMUM 9 STEPS
Between spreaders
ALL STEPS
Must rest firmly
against ship's side
Min. 40cm
31-35cm
5th STEP
From bottom
must be a spreader
6 METRES
unobstructed
ship's side
Height
Required by Pilot
PILOT
COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES
WHEN NO SIDE DOOR AVAILABLE
PILOT LADDER
Must extend
at least 2 metres
above lower
platform
ACCOMMODATION LADDER
Secured to
ship's side
Ladder must be
firmly attached
to ship's side
1.5 metres above
accommodation
platform
Maximum
45° slope
Should lead aft
Lower
platform
horizontal
0.5m
2m
2m
Recommended
9 metres
freeboard mark
The lower
platform
shall be a
minimum
of 5 metres
above the sea
A pilot ladder
requires a climb
of not less than
1.5 metres and
no more than
9 metres
STERN
BOW
PILOT
Accommodation
ladder should
be secured to
ship's side
(Using eyepad,
magnetic or
pneumatic
system)
NO!
No shackles,
knots or splices
NO!
The steps must be
equally spaced
NO!
The steps must be
horizontal and chocks
under the steps must be
tightly secured
NO!
Spreaders must
not be lashed
between steps
NO!
Side ropes must
be equally spaced
NO!
The steps should
not be painted,
dirty or slippery
NO!
Loops and tripping
lines present a
tripping hazard
and foul the
Pilot Launch
Handhold stanchions
rigidly secured to deck
Responsible Officer
in contact with bridge
Lifebuoy with
self-igniting light
Bulwark & Pilot ladder
secured to deck
strong points
A
PILOT LADDER WINCH REEL
Handholds
Min. 70cm
Max. 80cm
Minimum
Clearance
220cm
Pad eye
NO
OBSTRUCTIONS
Min. 91.5cm
Min. 91.5cm
B
Minimum
Clearance
220cm
Handholds
Min. 70cm
Max. 80cm
Minimum
91.5cm
All pilot ladder winch reels should
have a means of prevention from
being accidentally operated.
The brake and lock must be
operative on manually operated
winches.
Power winches must have an
operative safety device to lock
the winch in position.
C
Side opening
Minimum
Clearance
220cm
Handholds
Min. 70cm
Max. 80cm
75cm
75cm
Minimum
91.5cm
Ship's side doors
used for transfer
should not open
outward

5.3. Tugs

5.3.1. Towage

Masters and shipping agents should familiarise themselves with the provisions of **HMD** which stipulates the minimum towage requirements and tug ordering procedures.

To place an order for tugs, the master or shipping agent should enter the details into PortVIEW. For further requirements refer to **HMD**.

There are two towage providers active within the Port of Melbourne, Svitzer Australia and Smit Lamnalco.

All the harbour tugs, however, are operated by Svitzer Australia (a Towage Services Agreement exists between the two companies under which Svitzer perform towage operations on behalf of Smit Lamnalco).

Contact details:

Svitzer
Tel: +61 1800 133 022 (24 hours)
Email: aumel.operations@svitzer.com

Smit Lamnalco
Tel: +61 2 9695 0700
Email: SLtowageinfo@smitlamnalco.com

Svitzer Australia operates a fleet of omni-directional Z-drive harbour tugs, based at Short Road Wharf and 30 South Wharf.

All tugs listed in Table 5(a) are rated Tier 1 or Tier 2 (see **HMD** for further information on tugs and towage requirements).

Table 5(a) Svitzer Australia tugs

Tug name	Built	GT (T)	Length/Beam (m)	Speed (kt)	Bollard pull (t)	Propulsion system
Svitzer Marysville	2011	250	24/11	12.7	68	Azimuth Stern Drive
Svitzer Eureka FIFI	2016	299	24/12	12.6	70	Tractor (towing aft/ azipods forward)
Svitzer Otway FIFI	2014	299	24/12	12.6	70	Tractor (towing aft/ azipods forward)
SL Daintree	2010	250	24/11	12.5	68	Azimuth Stern Drive
Svitzer Meringa FIFI	2006	249	24/11	12.7	70	Azimuth Stern Drive
Tingari	2000	395	32/11	12	60	Azimuth Stern Drive

TUG SAFETY IN AUSTRALIAN PORTS

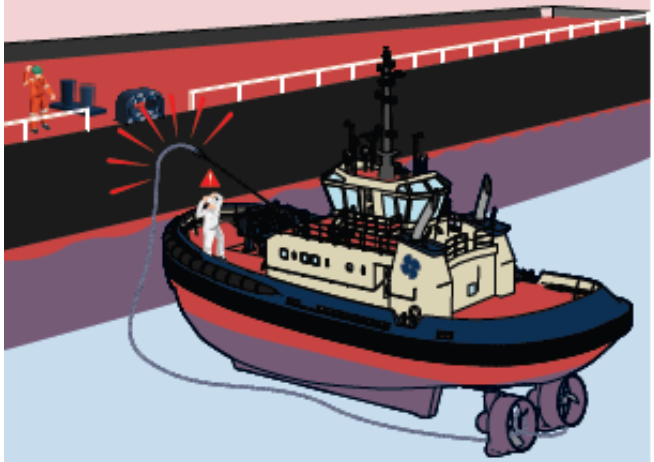
SVITZER

- **DO NOT** release tugs until instructed by the pilot
- Duty Mate or Bosun in charge must look at the tug to make sure it is ready before lowering the line and following signals from tug crew
- One other crew member slowly lower the line **as directed by** the ship's person in charge on deck.

NEVER

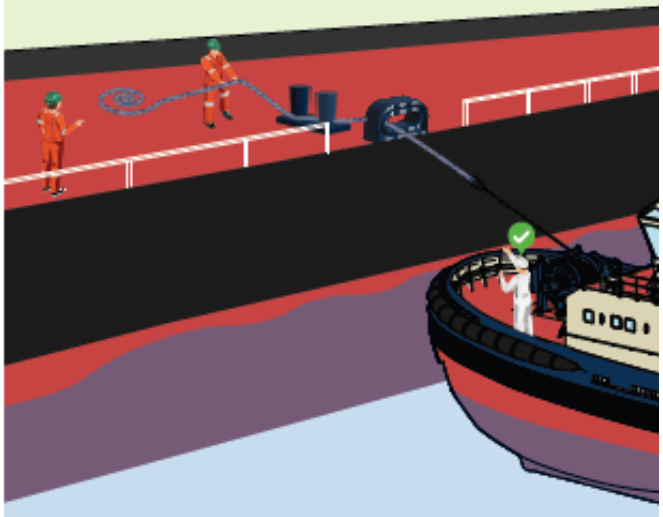
Release the lines without visual confirmation from tug crew or when crew are in drop zone.

Lines could hurt tug crew or land in the water.



ALWAYS

Look at the tug. Make sure it's ready via hand signals, then lower Tow Line and Messenger slowly as directed



MAKING MARINE OPERATIONS SAFER AND MORE EFFICIENT – EVERY TIME, EVERYWHERE

5.4. Mooring

5.4.1. Lines boats

Lines boats for the mooring of vessels are provided by:

LW Marine Launches Pty Ltd
Mob: +61 488 226 200 (24 hours)
Fax: +61 3 9681 7990
Email: lwms.melbourne@hotmail.com

Australian Port Services (Vic) Pty Ltd
Tel: +61 3 9646 2585
Fax: +61 3 9646 2587
Mobile: +61 (0)401 636 101
Email: central@aaships.com
Web: www.aaships.com

Masters and shipping agents should familiarise themselves with the provisions of **HMD** which includes the situations where the use of lines boats is mandatory.

5.4.2. Mooring Service Providers

The master or shipping agent must place orders for a mooring service provider using PortVIEW at least 24 hours before the vessel movement to or from a berth and indicate the mooring service provider to be used.

Ports Victoria does not determine the number of mooring personnel to be allocated to a particular vessel at a particular berth; this is for the service provider to determine. If a master/pilot believes it is unsafe to berth/unberth a vessel with the allocated number of mooring personnel, then the operation should be suspended until an acceptable resolution can be agreed with the mooring service provider.

Mooring services are provided by:

Australian Port Services (Vic) Pty Ltd

Tel: +61 3 9646 2585
Fax: +61 3 9646 2587
Mobile: +61 (0)401 636 101
Email: central@aaships.com
Website: aaships.com

1 Port

Mobile: +61 424 166 299 (24 hours)
Email: mel.ops@1port.com.au

5.4.3. Lashing of cargo

The lashing of cargo is carried out by the stevedores operating within the port.

Masters should also be aware of the requirements of **HMD** for securing of cargo prior to departure.

5.5. Nautical communication

5.5.1. Communications frequencies

VHF channels and frequencies (all are ‘international’):

Channel 2	156.100/160.700 MHz	Port Operations
Channel 6	156.300 MHz	Port Operations
Channel 9	156.450 MHz	Pilot Operations
Channel 10	156.500 Mhz	Pilot Operations
Channel 12	156.600 MHz	Melbourne VTS and Lonsdale VTS working channel

Channel 13	156.650 MHz	Pilot Operations
Channel 16	156.800 MHz	Distress, Safety and Calling
Channel 19	156.950/161.550 MHz	Port Operations
Channel 67	156.7 MHz	Supplementary safety channel
Channel 74	156.725 MHz	Small commercial vessels

5.5.2. VHF watch keeping

Vessel operators must adhere to the VHF watch keeping requirements contained in **HMD** as applicable.

5.5.3. Weather broadcasts

The master of a vessel while in port waters of the Port of Melbourne must ensure that the vessel monitors weather conditions and obtains weather forecasts from the Bureau of Meteorology or by monitoring VHF Channel 16/67 for weather reports issued from Marine Radio Victoria.

Regular weather forecasts are broadcast via VHF by Marine Radio Victoria on Channel 16 (initial call) and 67 (full message). The routine broadcasts are made at 0648 and 1858 each day, and subsequently at 2-hourly intervals whenever a weather warning is in force.

Melbourne VTS will provide current and forecast weather reports on request on VHF Channel 12.

5.5.4. Telephones

It is a requirement that all ships have an operating telephone, connected to an Australian telephone service, manned 24-hours a day, seven days a week, in a secure environment (e.g. Cargo Control Room or Ship's Office) while alongside any berth in the port of Melbourne.

It is the responsibility of the shipping agent or master to provide a telephone at all other berths and to ensure the associated number is entered into PortVIEW.

Mobile telephones can also be supplied by arrangement with the contracted mooring service provider. Please make enquiry through the contracted shipping agent.

Part 6: Port operations

Part 6: Port operations

6.1. Cargo operations

6.1.1. Containerised dangerous and bulk liquid or dry cargoes

The Port Management Act (and supporting Acts and Regulation) provides Ports Victoria, through duly appointed Port Safety Officer (PSOs), the ability to issue authorities to carry out and exercise statutory powers to enforce legislative provisions with respect to hazardous port activities as defined in the Port Management Act.

A person must not carry out bulk liquid or dry transfer without the prior written authorisation of Ports Victoria. Any such authorisation may be subject to conditions as specified in the authority including requirements to comply with Ports Victoria and PoM guidelines, which are available from their respective websites.

Vessels loading, unloading or transiting with containerised or bulk liquid dangerous cargoes are to comply with the Port Management Act, Dangerous Goods Explosives Regulations Vic 2011, the Port Management (Port of Melbourne Safety and Property) Regulation 2010 as well as the relevant Ports Victoria and PoM guidelines, available from the Ports Victoria and PoM websites.

The requirements specified in the relevant publications of the International Maritime Organization (IMO), International Chamber of Shipping (ICS) and the Oil Companies International Marine Forum (OCIMF) apply and must be complied with by all vessels using the port.

Notification of the intention to load, unload or transit with dangerous and bulk liquid or dry cargoes must be lodged with Ports Victoria Health and Safety. Dangerous goods notifications are mandatory and will only be accepted either as EDI files or by manual entry through DG Hub.

All relevant guidelines, procedures, and forms on the notification and handling of packaged and bulk dry and liquid cargo transfers are available from the websites of:

ports.vic.gov.au

portofmelbourne.com

More information can be obtained from:

Ports Victoria Health and Safety: PortSafety@ports.vic.gov.au

PoM Health and Safety: Safety@portofmelbourne.com

Ports Victoria and PoM conduct assurance programs to appraise the handling and transport of dangerous goods in port areas, with an elevated focus on Class 1 (Dangerous Goods – Explosives) cargoes. Non-compliance may result in the vessel owners or their appointed shipping agents being fined, prosecuted or the vessel being denied entry into the port or if the vessel is at berth, immediately removed from the berth.

The *Class 1 Dangerous Goods Management Plan* is available at ports.vic.gov.au.

Note: compliance with the Dangerous Goods Act and supporting Regulations are enforced by WorkSafe Victoria: this covers all Dangerous Goods except Class 7, which fall within the jurisdiction of the Department of Health.

6.1.2. Dry bulk cargoes and dust

Handling of dry bulk cargoes at shipping terminals in the port of Melbourne must comply with all relevant legislation and dry bulk cargo guidelines, and with the requirements outlined in *Port Rule No. 1 – Handling of Dry Bulk Cargoes at Shipping Terminals in the port of Melbourne*.

Port Rule No. 1 applies to all dry bulk handling operations, including tenants, and all hirers and licensees of Common User Facilities in the Port of Melbourne.

Operations are required to be conducted in a manner that will appropriately manage waste and pollution, promote efficient use of resources and manage environmental impacts. In order to ensure that users are complying with Port Rule No. 1, PoM may carry out random inspections of operations at the terminal. A copy of Port Rule No. 1 is available at portofmelbourne.com.

6.1.3. Bulk liquid cargo ship to ship transfers

Ship to ship transfer of bulk liquid cargoes, other than bunkering operations, is subject to permission being granted by the Harbour Master.

Such an operation will be conducted at the Outer Anchorage or within a temporary restricted area declared by the Harbour Master for the planned transfer operation.

See **HMD** for applicable requirements.

6.1.4. Heavy vehicle access requirements

The first point of contact regarding heavy vehicle access is the National Heavy Vehicle Regulator (NHVR), although PoM is the road manager for the road network within the port boundary.

Access to the port road network is based upon vehicle specification and performance as they align to the road network.

The road network is classified into access levels based on the characteristics of the road such as the amount of space provided, the structural capacity of the infrastructure, and the expected traffic levels.

Access to the port road network falls into the following groups:

General access: vehicles comply with the prescriptive standards as detailed in the Australian Design Rules and the Australian Vehicle Standard Rules.

PoM pre-approved vehicles: there are three classes of PoM pre-approved vehicles: the 109 t quad-tri B-double; and the 117 t quad-quad B-double.

Performance Based Standard vehicles (PBS): vehicles approved under the PBS scheme may be able to gain access to the parts of the port road network which match the performance level achieved by the vehicle

PoM special assessment vehicles: vehicles which do not meet the requirements of PoM pre-approved vehicles or PBS vehicles are treated as PoM special assessment vehicles. After having met PoM requirements, these will operate under a permit issued for operation only on the port road network.

For more information on vehicle access requirements contact:

PoM Assets email: assetsresponse@portofmelbourne.com

6.1.5. Port load chart

POM MANAGED FACILITIES

For guidance on the maximum allowable loads permitted on wharves, piers and shed floors at port-owned facilities at the Port of Melbourne refer to portofmelbourne.com.

PORTS VICTORIA MANAGED FACILITIES

For guidance on the maximum allowable loads permitted on wharves, piers and building floors at Station Pier refer to the Load Chart on the Use of Ports Victoria's port facilities - Ports Victoria.

6.2. Cleaning procedures

6.2.1. Tanker operations – tank cleaning or gas freeing

Tank cleaning/washing is not permitted to be conducted alongside berths, at anchorages or within Port Phillip.

At tanker berths, vessels engaged in gas freeing must obtain permission from PoM by contacting safety@portofmelbourne.com . All vessels are required to comply with Guide to tank washing and Gas Freeing available at portofmelbourne.com

6.2.2. Hold cleaning

The following information is provided for a vessel intending to undertake hold cleaning in the port waters of the port of Melbourne and is not applicable to tanks following transport of bulk liquid cargoes:

• All spillage on a vessel arising from dry bulk cargo handling must be cleaned up and disposed of in an appropriate manner before the vessel departs.

• All spilt cargo on a vessel must be continually swept up to minimise cargo build up on the vessel deck and to ensure that no offsite emission of particulates occurs during loading or unloading of dry bulk cargo as well as at the end of the cargo transfer.

• At no time shall cargo residue be swept or disposed of into port waters.

• Water must not to be used to wash down a vessel's deck or equipment whilst the vessel is within port waters.

• Ballast water intake must not overflow onto the vessel deck resulting in cargo residues being washed into port waters.

The discharge of cargo residues, including wash water containing cargo residues from hold cleaning, is prohibited in port waters.

For more information on managing solid bulk cargo residues in Australian waters, visit Marine pollution | Australian Maritime Safety Authority.

6.2.3. Entry into confined spaces

When personnel are required to enter a cargo tank or other confined space that has previously held a bulk dangerous cargo or where the condition of the atmosphere is not known, the following procedures shall apply:

Where a member of the ship's crew is required to enter the cargo tank or other confined space, the entry procedure must be fully documented and in accordance with ICS/OCIMF guidelines such as International Safety Guide for Oil Tankers and Terminals (ISGOTT) and/or the ship's own operating procedures; and

Where a person other than a member of the ship's crew is required to enter a cargo tank or confined space, an independent chemist must issue an Enclosed Space Entry Permit for the particular cargo tank or confined space, approving it safe for entry.

Entry must be in accordance with WorkSafe Victoria requirements.

6.3. Vessel operations

6.3.1. Maintenance and repair

6.3.1.1. HOT WORK

Pursuant to the Port Management Act and regulations, before undertaking hot work, the master of a ship anchored or berthed in the Port of Melbourne, or the shipping agent, must notify Ports Victoria's Port Authorised Officer of such intention and request a hot work authority.

To apply for a hot work authority, please proceed to the Ports Victoria website: Permit to Work.

Ports Victoria hot work procedural guidelines are available at ports.vic.gov.au.

For more information, please contact the Ports Victoria Health and Safety Department during business hours Monday to Friday:

Tel: +61 3 9644 9744
Email: PortSafety@ports.vic.gov.au

6.3.1.2. UNDERWATER INSPECTIONS

Any company undertaking diving activities for the purpose of hull inspections must complete a works notification available at ports.vic.gov.au.

6.3.1.3. HULL MAINTENANCE BELOW THE LOAD LINE

Cleaning, painting and/or maintenance of any part of the hull below the load line is strictly **prohibited** within the port waters of the port of Melbourne.

6.3.1.4. HULL MAINTENANCE ABOVE THE LOAD LINE

All painting, cleaning and/or maintenance of any part of the hull above the load line are only allowed with the prior consent of PoM. Above the load line painting includes painting of vessel draught marks. These activities are permitted only at the berths and **not at the anchorages**.

The applicant requesting consent shall complete an application to undertake works and submit the application form '*Application for vessel hull cleaning and painting'* (portofmelbourne.com) as an attachment to an email to PoM's Environment Services at environment@portofmelbourne.com, with the word 'paint' in the email subject line. Applications must be submitted **at least 48 hours before proposed painting**.

In accordance with relevant legislation adequate measures must be taken to ensure nothing, including debris and paint materials, enters port waters of the port of Melbourne. Any pollution must be reported as per the pollution notification procedure (refer to Section 4.4.2) and the applicant is liable for clean-up costs and probable prosecution under the Environment Protection Act.

More information can be obtained from:

portofmelbourne.com

PoM Health and Safety

Email: environment@portofmelbourne.com

See 2.4.2 for more information.

6.3.2. Fumigation

If it is intended to conduct in-transit fumigation of a vessel at the port of Melbourne it will be necessary to comply with the requirements of both AMSA and the Australian Pesticides and Veterinary Medicines Authority.

Notification should be provided to AMSA as soon as possible, but not later than 72 hours before the vessel's arrival at the port. Such notice is given by completing and submitting AMSA form 82 amsa.gov.au.

If the fumigation is to occur at Station Pier permission must first be obtained from the Ports Victoria Health and Safety Department, Tel: +61 3 9644 9744, email: PortSafety@ports.vic.gov.au.

At all other berths the PoM Safety and Environment department must be provided with prior notification, at environment@portofmelbourne.com.

General recommendations relating to fumigation are included in the supplement to the latest consolidated edition of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

6.4. Port inspections

6.4.1. Inspections from Port State Control

The Australian Government is committed to the protection of life and property at sea and to the preservation of the marine environment. Port State Control (PSC) is one of the methods used to ensure that these objectives are achieved.

Port State Control is of particular importance to Australia due to the significant role shipping plays in Australia's trade and the sensitivity of the vast Australian coastline to environmental damage. Australia continues to dedicate considerable resources in order to maintain a rigorous port state control program of the highest standard. This program is administered by AMSA.

AMSA Marine Surveyors may board a ship at any time to inspect and detain unseaworthy or substandard ships under s. 257 and s. 248 of the Navigation Act.

More information on Australia's PSC program may be obtained from the AMSA website: Port State control | Australian Maritime Safety Authority

6.4.2. Routine vessel inspections by Department of Agriculture Fisheries and Forestry (DAFF)

All vessels entering Australian territory from international waters pose a potential biosecurity risk. Routine vessel inspections (RVIs) are undertaken by a department biosecurity officer to ensure that biosecurity risks are identified and treated accordingly. Refer to DAFF website for detailed information agriculture.gov.au.

6.4.3. Ballast water verification inspection

Biosecurity officers may conduct on-board ballast water verification inspections.

Officers may compare the ballast water report and the vessel's deck, engineering, ballast water recording system or voyage charts (electronic and paper charts) to verify that the information supplied is correct.

The verification inspection will take around 30 minutes to complete and, in most cases, will be conducted at the same time as a routine vessel inspection. However, under some circumstances the inspection may be longer.

6.4.4. Inspections from other parties

Random inspections may be carried out by representatives of the Harbour Master, Port of Melbourne Operations, the Office of Transport Security, Australian Border Force, Quarantine, ITF Representatives and other bodies authorised to do so.

Part 7: Port services

Part 7: Port services

7.1. Fuel and lubrication oil

7.1.1. Bunkering

Pursuant to the Port Management Act, and the Port Management (Port of Melbourne Safety and Property) Regulations 2020 Vic, a person must not carry out bunker operations without the prior written authorisation of Ports Victoria.

Any such authorisation includes a requirement to comply with Ports Victoria's *Bunker & (non-cargo) Liquid Transfer Management Guideline* (incorporating ship/road vehicle liquid transfers). This guideline is available on the ports.vic.gov.au.

When bunkering from a bunker vessel or road tanker all bunker transfers must also comply with Ports Victoria's *Bunker & (non-cargo) Liquid Transfer Management Guideline*.

Ports Victoria must be given notification of the intention to conduct a bunker or (non-cargo) liquid transfer at least 24 hours prior to commencement of the activity. This is done by completing and submitting the interactive online hazardous port activities form available at ports.vic.gov.au.

Once the notification has been submitted, the applicant will receive an immediate automated email reply from the system approving the application and issuing an Authority number.

7.1.1.1. REQUIREMENTS FOR VESSEL/BUNKER BARGE OPERATIONS AT TANKER BERTHS

A bunker vessel may not approach or come alongside a tanker in the Port of Melbourne unless the agent has made suitable arrangements in consultation with the shore officer at the pre-arrival or arrival meeting.

7.1.1.2. BUNKERING VIA IBC/DRUM

The lifting of Intermediate Bulk Containers (IBCs) or any type of drum from one vessel to another for the purpose of bunkering is not permitted in the port of Melbourne. In the event of a leak or spill, the products used in bunkering operations pose an unacceptable risk to the environment and or human health.

Bunkering via IBC/drum from a berth or landside area must only be conducted where there is adequate spill containment in place for the quantity of product being bunkered. This could include the berth bunding and containment configuration, portable bunding or engineering modifications to the vehicle transporting the IBCs/drums. All persons proposing bunkering operations in the Port of Melbourne involving IBCs/drums must submit safety documentation and receive approval from Ports Victoria port authorised officers prior to commencing bunker operations.

See **HMD** for more requirements for bunkering operations.

7.1.2. Supply of bunkers

Bunker fuel is provided by Viva Energy Australia Pty Ltd.

Bunkers are delivered by the bunker vessel *ICS Tenacious.*

Bunker vessel particulars: LOA 102.6 m; beam 19 m. Due to the vessel's fendering arrangement on the port side, it is preferred by the bunker vessel to moor port side to when bunkering another vessel at anchorage.

Bunkering can occur at a berth or, weather permitting, at a designated anchorage.

Diesel and lube oil products are supplied by road tanker.

7.2. Fresh water

Fresh water for domestic purposes can be provided if required. Supply may be limited depending on water restrictions. The shipping agent should make the necessary arrangements through the mooring service provider for the delivery of equipment.

Supply of fresh water to vessels shall be for the purpose of personal consumption by the crew and other visitors to the vessel (e.g. drinking, washing and cooking) and the owner must ensure that the water supplied is not used for industrial or commercial purposes, including washing down decks or for ballast purposes.

7.3. Stores

Ship's stores can be ordered via the shipping agent.

Numerous companies are active in this field and the shipping agent will be able to advise on this matter.

7.4. Shore based electricity

Shore based electricity is not available at any berth, including Station Pier.

7.5. Waste

Under MARPOL Annex V (Prevention of pollution by garbage from ships) all commercial vessels must carry a garbage management plan if:

- the ship is 100 gross tonnage or greater; or
- is certified to carry 15 or more persons.

Vessels that are 12 m in length or greater must display placards which notify the crew and passengers of the ships garbage disposal requirements.

Discharge of refuse, rubbish, and other waste matter (solid or liquid) into port waters of the port of Melbourne or upon any wharf, pier or jetty is prohibited. Sewage (treated or untreated) must be retained on board.

Note: The Environmental Protection Authority (EPA) considers Black and Grey water as sewage. EPA is the controlling agency for any marine pollution is state waters.

Environmental Protection Authority

Phone: 1300 372 842 (24 hours)

Email: contact@epa.vic.gov.au

Garbage collection is available in most areas of the port and the following conditions apply:

Containers used for the collection of ships' garbage and discharge ashore must be in sound condition, i.e. containers must not be perforated to allow drainage of liquids on to the wharf, or wharf fendering.

Tail ropes when in use should be affixed in a manner which does not require perforation of the drum-type container.

Ship's waste disposal containers must be covered with a well-fitting lid.

To avoid inadvertent contamination of the wharves or port waters of the Port of Melbourne, garbage containers should be placed inboard and in a position on deck where facilities are available for discharge from the ship to the refuse removal vehicle. At no time should any waste come in contact with the wharf surface.

The shipping agent or user of the facility should arrange for appropriate waste management services. At collection time it is the responsibility of the ship to deliver garbage to the refuse removal vehicle.

Garbage containers must be discharged only at the time when a refuse removal vehicle is in attendance.

Disposal of any quarantine waste must be carried out in accordance with the Quarantine Regulations 2000.

Commercial vessels entering the port of Melbourne can find information concerning waste reception facilities through the IMO Global Integrated Shipping Information System (GISIS).

7.6. Repairs

Some workshop facilities are available and can be arranged via the shipping agent.

7.7. Ship sanitation control exemption certificate

The Department of Agriculture Fisheries and Forestry (DAFF) administers Ship Sanitation Certificate (SSC) requirements on behalf of the Department of Health.

For further information see agriculture.gov.au

7.8. Surveyors

Surveyors are available and can be arranged via the shipping agent.

7.9. Shipping agents

A list of shipping lines that visit the Port of Melbourne and local shipping agents is available at portofmelbourne.com.

7.10. Medical facilities

Bridge Street Clinic (general practice)
141 Bridge Street, Port Melbourne VIC 3207
Tel: +61 3 9646 3551

Epworth Richmond Hospital (24 hours)
89 Bridge Road, Richmond VIC 3121
Tel: +61 3 9426 6666

The Alfred Hospital (24 hours)
55 Commercial Road, Melbourne, VIC 3004
Tel: +61 3 9076 2000

The South Melbourne Dental Group
265 Parks Street, South Melbourne VIC 3205
Tel: +61 3 9690 6388

7.11. Seafarers' missions

The Mission to Seafarers (Flying Angel Club)

717 Flinders Street, Docklands 3008 VIC
Tel: +61 3 9629 7083
Email: admin.mtsmel6@swiftdsl.com.au
Website: missiontoseafarers.com.au

Stella Maris Seafarers' Centre

600 Little Collins Street, Melbourne VIC 3000
Tel: +61 3 9629 7494
Email: melbourne@stellamaris.org.au

7.12. Transport

7.12.1. Nearest airports:

Melbourne Airport - Tullamarine VIC 3045
(approximately 26 km from the port)

Avalon Airport - Lara VIC 3212
(approximately 52 km from the port)

7.12.2. Nearest railway stations:

Southern Cross Station (suburban and interstate connections)

Corner Spencer and Collins streets, Melbourne VIC 3000

Beacon Cove (a light rail service)
Waterfront Place, Port Melbourne VIC 3207 (near Station Pier)

The service, route 109 Port Melbourne to Box Hill, runs regularly throughout the day, with the journey from Port Melbourne to the Melbourne city centre taking about 20 minutes.

Part 8: Annexes

Part 8: Annexes

8.1. Cruise ship berth bookings

1. Station Pier is the cruise ship facility in Melbourne. The pier has three dedicated cruise ship berths: Outer West (OWSP) Outer East (OESP) and Inner West (IWSP).

Make a cruise ship berth booking (Bookings)

2. All cruise ships must be represented by a local shipping agent.
3. Bookings email: CruiseBerthBooking@ports.vic.gov.au; please check the cruise ship schedule ports.vic.gov.au prior to requesting a booking.
4. Email subject heading to include: **ship's name – date of visit**
5. Bookings must include the following information:

(1) Agent's Name	(2)
(3) Berth Request	(4) NEW BOOKING / CANCELLATION / AMENDMENT
(5) Port	(6) Station Pier, MELBOURNE
(7) Ship Name	(8)
(9) IMO #	(10)
(11) GRT	(12)
(13) LOA	(14)
(15) Berth	(16) Outer West / Inner West / Outer East
(17) ETA: Date and Time	(18) Day DD-Mmm-YY 24:00
(19) ETD: Date and Time	(20) Day DD-Mmm-YY 24:00
(21) Visit status	(22) Transit / Turnaround
(23) Previous Port	(24)
(25) Next Port	(26)
(27) Other Ships in Port	(28)

6. Bookings for cruise ships not currently listed in PortVIEW will only be processed when the following documents have been received:
   - International Tonnage Certificate
   - Pilot card
   - Shell door plan
   - Ship's side profiles (including any overhangs).
7. Bookings for new builds will be accepted based on plans and specifications being provided as early as possible.
8. Bookings will be responded to within (3) business days as ACCEPTED or DECLINED.
9. All provisionally accepted bookings will be entered on the Ports Victoria website. Bookings will only be uploaded on Ports Victoria's website after confirmation by all parties.
10. It is the Agent's responsibility to check that all entries on the Ports Victoria website are correct as per accepted booking.

11. Forward bookings will be accepted for the current and the next three seasons only.
12. When two ships are booked on the same day the Berth Allocator will determine priorities for arrival times and berths based on vessel dimensions.
13. Departure times for both cruise ships will follow the requirements of Harbour Master's Directions.
14. Inner West Berth will be allotted at the Berth Allocator's discretion (with special conditions).
15. The Berth Allocator reserves the right to change berth allocations (including within the duration of the visit) and can split an extended visit between berths when deemed necessary to allow efficient use of berths.
16. PortVIEW: all ship movements must be entered in PortVIEW at least one month prior to arrival or at the earliest possible time that the call is confirmed, and movement times are to be updated regularly to ensure delivery of port services.
17. Times confirmed in PortVIEW take precedence over times listed on the website.

Special bookings (exceptional circumstances)

18. Ships with exceptional circumstances (emergency /security, medical evacuation, promotional /special events) will be considered on a ship-by-ship basis. Agents must contact the Berth Allocator on: +61 3 9644 9740. Email booking applications as per Para. 5 above.

Booking changes (ship substitution, dates/times, berths or visit status)

19. Ship substitutions are accepted providing the substituted ship has all the same characteristics. Ships with substantially different characteristics will be treated as a new booking (refer to paragraph 3 above).
20. All changes to an existing booking must be notified to: CruiseBerthBooking@ports.vic.gov.au
21. Date changes and/or significant time changes (more than one hour) will be treated as a new booking and must be submitted as outlined from paragraph 3 above.
22. Visit status changes (Transit/Turnaround) must be approved by the Berth Allocator via CruiseBerthBooking@ports.vic.gov.au (minimum 48 hours prior to arrival).

Changed/revised departure times whilst in port

23. For revised departure times of more than two hours, the Shipping Agent must obtain approval for the change from the VTS Duty Manager (MVTS on 03 9644 9702).

Cancellations

24. Written notification (email) is required to cancel an existing booking.

Shore side gangways

25. The Berth Allocator is responsible for allocating shore-side gangways, where applicable, at the cost to the cruise line

Closures/restricted shipping movements

26. Any port closure or restricted shipping movement will be communicated by the Harbour Master.

Conditions – Turnarounds and/or 2-ship days

27. The following conditions will form part of every confirmed booking:

The Berth Allocator / Ports Victoria **reserves the right to**:

- Change berths.
- Change ETA and ETD times and/or stagger arrival times when 2 ships berth.
- Relocate smaller ships to release longer berths for larger ships.
- Request ships to ensure safe/efficient operations.
- Not allow storing on high operational days.

Ships at Outer East (OESP) must comply with the following on turnaround days:

- OESP berth to be used as an access road by vehicles to turn at the southern end of the Pier and all embarking turnaround traffic for the turnaround ship at OWSP
- Taxis and passenger queues (with luggage) will operate at Outer East berth.
- Tour coaches for the OESP ship will operate from the designated area on the Central Roadway.
- Storing may not be permitted when a ship is berthed at Inner West.
- Storing will be planned in conjunction with the ship agent and managed to prioritise pier operations
- Provide additional ground handling/customer service staff in the terminal/pier
- Give consideration to shuttle/ticket all passengers, rather than separate tour coaches.
- Ships undertaking turnaround operations may not be permitted to host travel agents.

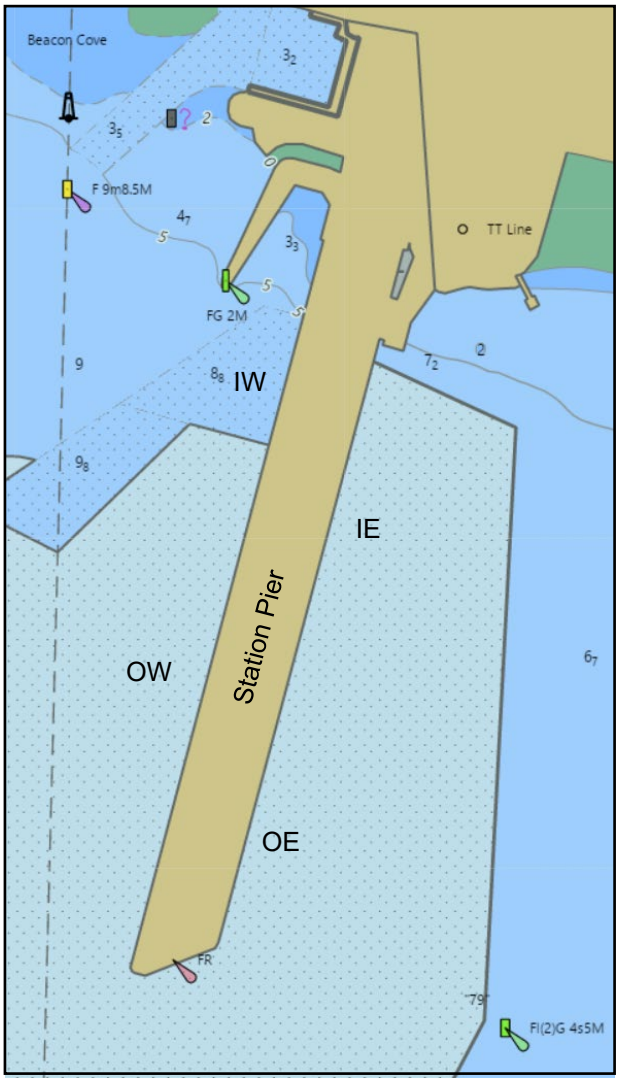
NOTE: Exceptions to these protocols will be at the Station Pier Operation Manager's discretion (in consultation with the Cruise Shipping group).

Station Pier berths

IW: Inner West berth IE: Inner East berth (Not in use)

OW: Outer West berth OE: Outer East berth

Station Pier berths



8.2. Abbreviations

ABF	Australian Border Force
AIS	Automatic Identification System
AMSA	Australian Maritime Safety Authority
AtoN	Aid to navigation
Aus	Australia
BOM	Bureau of Meteorology
BWM Convention	International Convention for the Control and Management of Ballast Water and Sediments
CASA	Civil Aviation Safety Authority
CG	Coast Guard
DCV	Domestic Commercial Vessel
DMG	Dredged material ground (spoil ground)
DUKC®	Dynamic Under Keel Clearance
ENC	Electronic Navigational Chart
EPA Victoria	Environment Protection Authority (Victoria)
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
GISIS	Global Integrated Shipping Information System
HAT	Highest Astronomical Tide
HMD	Harbour Master's Directions
IALA	International Association of Marine Aids to Navigation & Lighthouse Authorities
ICS	International Chamber of Shipping
IMDG	International Maritime Dangerous Goods Code
IMO	International Maritime Organisation
ISGOTT	International Safety Guide for Oil Tankers and Terminals
ISPS Code	International Ship and Port Facility Security Code
kt	Knot
LOA	Length Overall
LVTS	Lonsdale VTS
m	Metre
MARS	Maritime Arrivals Reporting System
MARSEC	Maritime Security Levels
MCV	Maritime Crew Visa

MENSAR	Maritime Emergencies (non-search & rescue) Plan
mm	Millimetre
MNCC	Maritime National Coordination Centre
MRV	Marine Radio Victoria
MSA	Marine Safety Act 2010 (Vic)
MTOFSA	Maritime Transport and Offshore Facilities Security Act 2003 (Cth)
MVTS	Melbourne VTS
N/A	Not applicable
NM	Nautical mile
OCIMF	Oil Companies International Marine Forum
OI	Operational Instruction
PAR	Pre-arrival report
PBG	Pilot boarding ground
PEC	Pilot Exemption Certificate
PEL	Port entry light
PFD	Personal Flotation Device
PFSO	Port Facility Security Officer
PIG	Port Information Guide
POCC	Port Operations Control Centre
POLREP	Marine pollution report
PoMO	Port of Melbourne Operations
Portainer	Shoreside container crane
POWBONS	Pollution of Waters by Oils and Noxious Substances Act
PPSP	Port Phillip Sea Pilots
PPU	Portable Pilotage Unit
PSC	Port State Control
PSO	Port Safety Officer
SEMP	Safety and Environment Management Plan
SO	Terminal Shore Officer
SOLAS	International Convention for the Safety of Life at Sea
SSC	Ship Sanitation Certification
STV	Safe Transport Victoria
SVTSO	Senior Vessel Traffic Services Officer (Assistant Harbour Master)
TOZ	Transit Only Zone

UKC	Under keel clearance
VHF	Very High Frequency
Vic	Victoria
VICPLAN	Victorian Marine Pollution Contingency Plan
VMR	Volunteer Marine Rescue
VTS	Vessel Traffic Services i.e. Melbourne VTS (MVTS) and Lonsdale VTS (LVTS)
VTSO	Vessel Traffic Services Officer
WGS84	World Geodetic System 1984

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