

# Ports Corporatisation and Waterways Management Regulation 1997

[1997-383]



New South Wales

## Status Information

### Currency of version

Repealed version for 1 September 1997 to 31 August 2002 (accessed 24 December 2024 at 5:24)

Legislation on this site is usually updated within 3 working days after a change to the legislation.

### Provisions in force

The provisions displayed in this version of the legislation have all commenced.

### Notes—

- **Repeal**

The Regulation was repealed by the [Subordinate Legislation Act 1989 No 146](#), sec 10 (2) with effect from 1.9.2002.

### Authorisation

This version of the legislation is compiled and maintained in a database of legislation by the Parliamentary Counsel's Office and published on the NSW legislation website, and is certified as the form of that legislation that is correct under section 45C of the [Interpretation Act 1987](#).

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# Ports Corporatisation and Waterways Management Regulation 1997



New South Wales

## Part 1 Preliminary

### 1 Name of Regulation

This Regulation is the *Ports Corporatisation and Waterways Management Regulation 1997*.

### 2 Definition

In this Regulation:

**the Act** means the *Ports Corporatisation and Waterways Management Act 1995*.

### 3 Notes

The explanatory note, table of contents and notes in the text of this Regulation do not form part of this Regulation.

## Part 2 Port boundaries

### 4 Boundaries of ports

For the purposes of section 105 of the Act, the boundaries of a port named in Schedule 1 are as described in that Schedule beneath the name of the port concerned.

**Note—**

Section 105 of the Act enables the regulations to describe the boundaries of any port or area of water. If the regulations do so, a reference in the marine legislation to that port or area of water is a reference to that port or area of water with boundaries as so described.

## Part 2A Port charges

### Division 1 Preliminary

#### 5 Definitions

(1) In this Part:

**charge** means a charge under Part 5 of the Act.

**container** means an article of transport equipment (other than a vessel) that:

- (a) is of a permanent character and accordingly is strong enough to be suitable for repeated use, and
- (b) is specially designed or adapted to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading.

**officer of a relevant port authority** means:

- (a) if the relevant port authority is the Minister—a delegate of the Minister, or an officer of such a delegate, appointed by the Minister or the delegate (as the case requires) as an officer for the purposes of this Part, or
- (b) if the relevant port authority is a Port Corporation—an officer of the Port Corporation appointed by the Port Corporation as an officer for the purposes of this Part.

**owner** has the same meaning as in section 48 of the Act.

- (2) Other words and expressions in this Part have the same meaning as they have in Part 5 of the Act.

## **Division 2 General principles for calculation of charges**

### **6 Rates per tonne**

If the amount of any charge is to be calculated at a rate per tonne, that calculation may, at the discretion of the relevant port authority, be made on the basis that 1 tonne is equivalent to:

- (a) a mass of 1000 kilograms, or
- (b) a volume of 1 cubic metre or of 1 kilolitre.

### **7 Goods in bulk**

If, in the terms by which any charge is fixed, reference is made to goods of any specified description being in bulk, the reference is to be construed (unless provision is made to the contrary) as a reference to:

- (a) goods of that description that have been loaded on to or discharged from a vessel at a designated port by means of a pipeline, conveyor, mechanical shovel or bucket, or
- (b) goods of that description that have been loaded on to or discharged from a vessel at a designated port (otherwise than as referred to in paragraph (a)), but only if those goods are the only goods loaded on to or discharged from the vessel at that port.

## **8 Rounding off**

For the purpose of calculating a charge that is to be determined by reference to stated units of measurement (whether of weight or volume) of any goods, the measurement of those goods is the lowest whole number of those units that the actual weight or volume of those goods does not exceed.

## **9 Gross tonnage**

- (1) For the purposes of any charge, the gross tonnage of a vessel is the gross tonnage of the vessel as stated on the International Tonnage Certificate (1969) for the vessel issued in accordance with the *International Convention on Tonnage Measurement of Ships 1969*.
- (2) If no such certificate has been issued in respect of the vessel, the gross tonnage of the vessel is to be calculated by the relevant port authority in accordance with the formula set out in the document known as MSC Circular 653 (entitled "MSC/Circ. 653") issued by the International Maritime Organisation.

### **Note—**

Copies of MSC Circular 653 are available from the Australian Maritime Safety Authority.

## **Division 3 Furnishing of particulars**

### **10 Navigation service charge—particulars to be furnished**

The owner of a vessel in respect of which a navigation service charge is payable must, at the request of the relevant port authority, furnish the relevant port authority with the following particulars:

- (a) the owner's name and address,
- (b) the name and identifying particulars of the vessel,
- (c) the gross tonnage of the vessel,
- (d) the port in respect of which the navigation service charge is payable,
- (e) the time, date and nature of the navigation of the vessel in respect of which the navigation service charge is payable,
- (f) such other information with respect to payment of the charge as the relevant port authority reasonably requests.

Maximum penalty: 20 penalty units.

### **11 Pilotage charge—particulars to be furnished**

The owner of a vessel in respect of which a pilotage charge is payable must, at the

request of the relevant port authority, furnish the relevant port authority with the following particulars:

- (a) the owner's name and address,
- (b) the name and identifying particulars of the vessel,
- (c) the gross tonnage of the vessel,
- (d) such other information with respect to payment of the charge as the relevant port authority reasonably requests.

Maximum penalty: 20 penalty units.

## **12 Port cargo access charge—particulars of vessel and operations**

A person liable to pay a port cargo access charge must, at the time the person makes the payment, furnish to the relevant port authority the following particulars:

- (a) the name and address of the person making the payment,
- (b) the name of the vessel from or on to which the cargo has been or is to be discharged or loaded, and the site at which the discharge or loading took place or is to take place,
- (c) a description of the cargo,
- (d) the nature and number of the packages, cases or other receptacles in which the cargo is enclosed (whether or not those receptacles are carried in a container), and the identifying marks and numbers of those receptacles as shown on the bill of lading in respect of the cargo,
- (e) the weight and volume (expressed in cubic metres or in kilolitres) of the cargo or, if the goods concerned are carried in a container without anything else in it, of the container,
- (f) the number of any bill of lading that is to be or has been issued in respect of the cargo,
- (g) such other information with respect to payment of the charge as the relevant port authority reasonably requests.

Maximum penalty: 20 penalty units.

## **13 Particulars of site occupation**

(1) The occupier of the site in respect of which a site occupation charge is payable must, at the time of reservation of the site or at such other time as the relevant port authority may require, furnish to the relevant port authority the following particulars:

- (a) the type of site sought,

- (b) the name of the vessel,
- (c) the name and address of the owner of the vessel,
- (d) the date and time the site will be required,
- (e) the general nature of any cargo to be transferred,
- (f) the expected duration for which the site will be required,
- (g) the intended daily hours of work.

Maximum penalty: 20 penalty units.

- (2) The occupier of the site in respect of which a site occupation charge is payable must, within 24 hours of vacating the site, furnish to the relevant port authority details of the times when the occupation of the site commenced and finished.

Maximum penalty: 20 penalty units.

- (3) For the purposes of subclause (2):

- (a) occupation of a site commences at the time when:

- (i) the reservation of the site commences, or
- (ii) the first cargo arrives at the site for export, or
- (iii) the vessel arrives at the site,

whichever first occurs, and

- (b) occupation of a site finishes at the time when:

- (i) the last cargo is removed from the site, or
- (ii) the vessel leaves the site,

whichever last occurs.

#### **14 Wharfage charge—particulars of vessel and operations**

- (1) A person liable to pay a wharfage charge must, at the time the person makes the payment, furnish to the relevant port authority the following particulars:

- (a) the name and address of the person making the payment,
- (b) the name of the vessel from or on to which the cargo has been or is to be discharged or loaded, and the site at which the discharge or loading took place or is to take place,
- (c) a description of the cargo,



- (d) the nature and number of the packages, cases or other receptacles in which the cargo is enclosed (whether or not those receptacles are carried in a container), and the identifying marks and numbers of those receptacles as shown on the bill of lading in respect of the cargo,
- (e) the weight and volume (expressed in cubic metres or in kilolitres) of the cargo or, if the goods concerned are carried in a container without anything else in it, of the container,
- (f) the number of any bill of lading that is to be or has been issued in respect of the cargo,
- (g) such other information with respect to payment of the charge as the relevant port authority reasonably requests.

Maximum penalty: 20 penalty units.

- (2) An officer of a relevant port authority may require the owner of any goods in respect of which a wharfage charge is payable:
  - (a) to produce to that officer any document in respect of a matter relevant to the payment of that charge, or
  - (b) to make those goods available for inspection by the officer.
- (3) The owner of any goods who does not comply with any such requirement is guilty of an offence.

Maximum penalty: 20 penalty units.

- (4) Subclause (3) does not apply if the documents or goods, at the time their production or availability was required, were not in the owner's possession or under the owner's control.

## **15 Manifest for arriving vessel**

- (1) On any occasion on which a vessel enters a designated port, the owner of the vessel must ensure that the relevant port authority is given a manifest of all those goods on the voyage that were discharged from the vessel in that port by the close of business on the first working day after the vessel leaves the designated port.

Maximum penalty: 20 penalty units.

- (2) The particulars required to be included in the manifest are as follows:
  - (a) the name of the vessel and the berth at which the goods are discharged,
  - (b) the name of the importer of the goods or the agent of the importer,

- (c) the place (or places) at which the goods (or respective goods) were first loaded for carriage by sea to the designated port,
- (d) the description of the goods, the nature and number of the packages, cases or other receptacles in which they are enclosed (whether or not those receptacles are carried in a container), the identifying marks and numbers of those receptacles as shown on the bill of lading in respect of the goods and the name of the consignee of the goods,
- (e) the weight and volume (expressed in cubic metres or in kilolitres) of the goods,
- (f) if the goods are carried in a container, the identifying marks and number of the container.

(3) If the vessel is a cargo vessel and no such goods are discharged from the vessel in the designated port, the owner of the vessel must ensure that the relevant port authority is given notice of that fact by the close of business on the first working day after the vessel leaves the designated port.

Maximum penalty: 20 penalty units.

(4) This clause applies to a vessel only if a wharfage charge or port cargo access charge is payable in respect of the vessel.

#### **16 Manifest for departing vessel**

(1) On any occasion on which a vessel leaves a designated port, the owner of the vessel must ensure that the relevant port authority is given a manifest of all goods that on the voyage were loaded on the vessel in that port by the close of business on the first working day after the vessel leaves the designated port.

Maximum penalty: 20 penalty units.

(2) The particulars required to be included in the manifest are as follows:

- (a) the name of the vessel and the berth at which the goods were loaded,
- (b) the name of the exporter of the goods or the agent of the exporter,
- (c) the destination (or destinations) to which the goods (or respective goods) are ultimately to be carried by sea,
- (d) the description of the goods, the nature and number of the packages, cases or other receptacles in which they are enclosed (whether or not those receptacles are carried in a container), the identifying marks and numbers of those receptacles as shown on the bill of lading in respect of the goods and the name of the consignor of the goods,
- (e) the weight and volume (expressed in cubic metres or in kilolitres) of the goods,

(f) if the goods are carried in a container, the identifying marks and number of the container.

(3) If the vessel is a cargo vessel and no such goods have been loaded in the designated port, the owner of the vessel must ensure that notice is given to the relevant port authority of that fact by the close of business on the first working day after the vessel leaves the designated port.

Maximum penalty: 20 penalty units.

(4) This clause applies to a vessel only if a wharfage charge or port cargo access charge is payable in respect of the vessel.

### **17 Berthing charge—particulars to be furnished**

(1) The owner of a vessel in respect of which berthing charges are payable must, within 24 hours of those charges first becoming payable due to the berthing of the vessel at a wharf, dolphin or buoy, furnish to the relevant port authority in triplicate the following particulars:

(a) the owner's name and address,

(b) the name of the vessel,

(c) the wharf, dolphin or buoy at which the charges first became payable,

(d) the gross tonnage of the vessel,

(e) in the case of a fishing vessel, the length of the vessel,

(f) in the case of a ferry, the number of passengers the vessel is authorised by law to carry or, if that ferry is a vehicular ferry, a statement of that fact,

(g) the time and date of the berthing of the vessel at the wharf, dolphin or buoy.

Maximum penalty: 10 penalty units.

(2) The owner of such a vessel must, within 24 hours after berthing charges have ceased to be payable in respect of that vessel, inform the relevant port authority in writing of that fact.

Maximum penalty: 10 penalty units.

## **Part 3 General**

### **18 Repeal of Ports Boundaries Regulation 1978**

(1) The *Ports Boundaries Regulation 1978* made under the [Maritime Services Act 1935](#) and, by operation of clause 13 (2) of Schedule 5 to the Act, taken to be a regulation made under the Act, is repealed.

- (2) Any act, matter or thing that had effect under a provision of the repealed regulation is taken to have effect under any corresponding provision of this Regulation.

## **19 Repeal of Marine Port Charges Regulation 1990**

- (1) The *Marine Port Charges Regulation 1990* made under the *Marine Port Charges Act 1989* and, by operation of clause 13 (1) of Schedule 5 to the Act, taken to be a regulation made under the Act, is repealed.
- (2) Any act, matter or thing that had effect under a provision of the repealed regulation is taken to have effect under any corresponding provision of this Regulation.

## **Schedule 1 Description of port boundaries**

(Clause 4)

### **1 Botany Bay**

The waters of Botany Bay and of all bays, rivers and their tributaries connected or leading thereto bounded by mean high water mark and by, as upstream boundaries, the eastern side of the Endeavour Bridge in Cooks River and the eastern side of the Captain Cook Bridge in Georges River together with that part of the South Pacific Ocean below mean high water mark enclosed by the arc of a circle of radius 4 sea miles having as its centre the navigation light at Henry Head.

### **2 Clarence River (Yamba)**

The waters of the main channel of the Clarence River, Iluka Bay and Yamba Channel bounded by mean high water mark and by, as upstream boundaries, the eastern side of Harwood Bridge in the main channel and, in Yamba Channel, a line drawn from the southernmost point of Freeburn Island to the easternmost point of Rabbit Island and thence produced south-westerly to the opposite shore and by, as seaward boundary, a line drawn between the eastern extremity of the northern breakwater at the entrance to the Clarence River and the eastern extremity of the southern breakwater at that entrance.

### **3 Newcastle Harbour**

The waters of Newcastle Harbour and of all bays, rivers and their tributaries connected or leading thereto (but excluding Fullerton Cove) bounded by mean high water mark and by, as upstream boundary, the eastern side of the Hexham Bridge together with that part of the South Pacific Ocean below mean high water mark enclosed by the arc of a circle of radius 3 sea miles having as its centre the navigation light at Nobbys Head.

### **4 Port Kembla**

The waters of Port Kembla Inner and Outer Harbours bounded by mean high water mark together with that part of the South Pacific Ocean below mean high water mark enclosed by the arc of a circle of radius 2.5 sea miles having as its centre the navigation light on

the outer extremity of the eastern breakwater at the entrance to the Outer Harbour.

## **5 Sydney Harbour**

The waters of Sydney Harbour and of all tidal bays, rivers and their tributaries connected or leading thereto bounded by mean high water mark together with that part of the South Pacific Ocean below mean high water mark enclosed by the arc of a circle of radius 4 sea miles having as its centre the navigation light at Hornby Lighthouse.

## **6 Eden**

The waters of Twofold Bay bounded by mean high water mark (but excluding all rivers and their tributaries connected or leading thereto) and by, as seaward boundary, a line drawn between the southernmost point of Worang Head and the northernmost point of Red Point.