

Barangaroo Ferry Hub

Vessel Traffic Management Plan



Executive summary

The purpose of this Vessel Traffic Management Plan (VTMP) is to provide guidance to enhance marine safety and navigation when entering, exiting and operating within the Barangaroo and Darling Harbour area, as agreed by Roads and Maritime Services and the Port Authority of NSW in conjunction with representatives from commercial vessel operators.

This VTMP is to be read in conjunction with, and is subordinate to, NSW and Commonwealth marine legislation, as amended from time to time. In the event of any inconsistency between this VTMP and the legislation or information promulgated on relevant websites (Notices), then the requirements of the legislation and relevant websites take precedence.

The VTMP has been developed in line with the conditions set out in Memorandum of Agreement between Transport for NSW (TfNSW) and Roads and Maritime, utilising information contained in the Thompson Clarke Navigational and Risk Assessment Report commissioned by TfNSW, timetabled services operating out of King Street and Pier 26 berths, Roads and Maritime' Wharf Booking System, external stakeholder workshops, consultation with Harbour City Ferries, TfNSW and the Port Authority of NSW.

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1 Background

In June 2012, Roads and Maritime Services completed preliminary studies to assess navigational impacts associated with the proposed Barangaroo Ferry Interchange. The work included an extensive review of navigational issues associated with the proposed development. It focused on developing a safe navigation framework to support the proposal.

In May 2014, Minister for Transport Gladys Berejiklian announced construction of a new ferry hub at Barangaroo. The Barangaroo Ferry Hub (BFH) is expected to cater for 23,000 commuters by August 2019.

The new ferry hub at Barangaroo will provide room for additional ferry services from Parramatta River to Darling Harbour, and Barangaroo and will relieve future capacity constraints at Circular Quay.

Extensive stakeholder engagement occurred during the planning and construction stages, involving external stakeholders and internal Government stakeholders. Construction of the ferry hub began in January 2016, with completion due in 2017.

2 Implementation and commencement

The implementation stage of the VTMP will begin one month prior to the BFH commissioning.

The implementation will consist of internal Government stakeholder engagement followed by external stakeholder engagement.

The implementation stage includes:

- briefing sessions for stakeholders on the VTMP
- establishing the extended four (4) knot zone through regulated signage
- prohibiting recreational vessels within the BFH area using regulated signage
- issuing of a Marine Notice
- notice to Mariners
- updating Boating Maps
- amending Harbour City Ferries' Safety Management Systems for vessels utilising the BFH.



Artist's impression of Barangaroo Ferry Hub looking south (Source: TfNSW)

3 Regulation change

The BFH will implement two regulated changes to assist with the safe navigation of vessels when entering, exiting and operating within the Barangaroo and Darling Harbour area:

- the current four (4) knot zone will be extended North (Appendix A and B)
- the berthing area surrounding BFH will be prohibited to recreational vessels (Appendix C).

The current four knot zone extends from the north eastern extremity of the Foxtel Wharf in an easterly direction to the Wave Baffle Wharf. The new four knot zone will extend north from the north east extremity of Darling Point in an easterly direction to the south western tip of the concrete landing structure.

Recreational vessels will be prohibited from entering an area 30 metres north of the northern most Barangaroo Ferry Wharf structure to the western most point of the Wave Baffle Wharf.

4 Relevant Marine Legislation

The VTMP does not impact on the compliance of any marine legislation. It will support all relevant legislation, and should be considered in conjunction to the legislation to maintain safe navigation of vessels in the area.

In the event of any inconsistency between this VTMP and the legislation or information within a Marine Notice or Notice to Mariners, the requirements of the legislation and relevant Notices take precedence.

Current legislation that applies to both commercial and recreational vessels includes:

- *Marine Safety Act 1998*
- *Marine Safety Regulation 2016*
- *Ports and Maritime Administration Regulation 2012*
- *Ports and Maritime Administration Act 1995*
- *Protection of the Environment Operations Act 1997*
- *Protection of the Environment Operations (General) Regulation 2009*
- *Protection of the Environment Operations (Noise Control) Regulation 2008*
- *Marine Pollution Act 2012*
- *Marine Pollution Regulation 2014*
- *Marine Safety (Domestic Commercial Vessel) National Law Act 2012.*



Artist's impression of Barangaroo Ferry Hub (Source: TfNSW)

5 Communications

Masters of all commercial and recreational vessels operating in the Barangaroo and Darling Harbour area should monitor VHF Channel 13, at all times.

Commercial vessels are required to immediately advise Sydney Ports VTS on VHF Channel 13 of any matters affecting safe navigation of a vessel operating in the Barangaroo and Darling Harbour area.

Port Authority of New South Wales' Vessel Traffic Service (VTS) provides a continuous service to monitor the movement of participating vessels within the VTS areas of Sydney Harbour. This includes broadcasted information on navigational warnings, weather forecasts, shipping movements, tidal conditions and special events.

6 General rules and obligations

Vessels wishing to enter Darling Harbour during heavy water traffic at BFH and King Street Wharves are encouraged to utilise the designated waiting area. The location of the waiting area is shown in Appendix A and B.

Vessels entering Darling Harbour shall do so only when their berth is clear and there is sufficient available water space for the vessel to navigate safely to its berth. Vessels should not stop, drift or loiter south (other than in designated waiting area) of the BFH if possible.

All vessels shall enter, exit and operate within Darling Harbour in accordance with the International Regulations for Preventing Collisions at Sea, with particular attention to the following rules:

- Rule 2 – Responsibility
- Rule 5 – Lookout.

All vessels entering or departing Darling Harbour are to proceed on the Starboard (right) side of the Channel.

Vessels are not permitted to berth at BFH unless they have obtained written approval from Roads and Maritime or TfNSW. Only approved vessels shall be allowed to operate from the BFH berths.

All vessels must, at all times, cross the Channel as close to right angles as possible, and shall, avoid impeding the safe passage of vessels travelling north or south in the Channel.

All vessels must, at all times, pass all wharves at a distance whereby they can be clearly seen by a berthed vessel or allow sufficient distance so that avoiding action can be taken by either vessel should a berthed vessel depart.

All vessels transiting Darling Harbour shall avoid impeding the safe passage of a seagoing ship bound for, or departing, Glebe Island and White Bay.

All vessels, shall at all times, observe the speed limits while operating in the Barangaroo and Darling Harbour area.

All vessels are prohibited from anchoring or obstructing the Channel in the Barangaroo and Darling Harbour area.

7 Harbour City Ferries Operations

The operator of a vessel must obtain written approval from Roads and Maritime or TfNSW to berth at BFH. Only approved vessels shall be allowed to operate from BFH berths.

Approved vessels only are permitted to cross to the Port (left) hand side of the Channel to berth at BFH once their berth is available and the approach is clear. If their berth is not available, the vessel should wait in the waiting area until their berth becomes available.

Approved vessels departing the BFH and heading north must enter the Channel at as small an angle as possible to avoid impeding the safe passage of vessels in the Channel.

When departing a BFH berth, either bow or stern first, approved vessels shall maintain a proper lookout and use all available means to ensure a safe departure and avoid impeding the safe passage of vessels in the Channel.

Approved vessels shall maintain a radio watch on VHF Channel 13 at all times whilst operating in the Barangaroo and Darling Harbour area.

Approved vessels must have an up to date Safety Management System in line with this VTMP.

The vessel must meet operational requirements for the vessel to utilise the BFH.

Harbour City Ferries are to update their Harbour Booklet to reflect this VTMP. They are required to implement their own berthing and navigational procedures which align with this VTMP and suit the arrangements with the wharf configuration and Darling Harbour vessel traffic movements.

8 Shipping and commercial vessels

Shipping schedules and ferry timetables will be monitored and assessed regularly to identify any impact on Ferry services due to ship arrivals and departures. If conflicts are found Roads and Maritime, TfNSW, Port Authority of NSW and Harbour City Ferries will convene to implement mitigating strategies.

Operators of commercial vessels that utilise Darling Harbour and its berthing arrangements should include a reference to this VTMP in their vessel's Safety Management System.

Operators of commercial vessels heading south should not to proceed south of Darling Point if approved vessels are preventing a safe passage. The commercial vessels shall wait in the waiting area until the channel is clear.

9 Recreational vessels

Recreational vessels will be prohibited from entering an area 30 metres north of the northern most Barangaroo Ferry Wharf structure, extending along the outer western perimeter of the Wharf's piles in a southerly direction to the western most point of the Wave Baffle Wharf. This area will be promulgated through signage in the area and Marine Notices.

Recreational vessels heading south should not proceed south of Darling Point if approved vessels are preventing a safe passage. Recreational vessels shall wait in the waiting area until the Channel is clear before continuing south.

Recreational vessels departing Cockle Bay to transit Darling Harbour shall at all times observe the visual and audible warnings of commercial vessels operating in the area.

Recreational vessels should not impede the safe passage of approved vessels and other commercial vessels manoeuvring and berthing within the Barangaroo and Darling Harbour area.

10 Noise

All vessel operators are to operate within the Barangaroo and Darling Harbour area in a manner that does not create offensive noise.

Under Section 263 of the *Protection of the Environment Operations Act 1997*, Roads and Maritime is the Appropriate Regulatory Authority issuing noise control notices for noise pollution from premises such as marinas, boat repair facilities, and vessels.

Offensive noise relates to noise which is, or is likely to be, harmful to other people, or that which interferes, or is likely to interfere, unreasonably with their comfort or repose. A number of factors determine whether the noise is offensive, including but not limited to:

- level (loudness or intrusiveness)
- nature, character and tonal qualities
- time at which the noise is made.

11 Review of VTMP

A BFH Working Group will be established, and key stakeholders will meet to discuss the implementation of the VTMP, operational aspects of the BFH, and overall functionality of the area. The Working Group will meet weekly for the first month of the BFH operation, then as required.

The VTMP will be reviewed at three, six and twelve month intervals from the date of the BFH commencement. During these reviews, stakeholders will be engaged to provide feedback on the current VTMP, including current scheduling and timetables for ferry and charter boat operations.

At the completion of the twelve month operating period, Roads and Maritime will review the VTMP on an annual basis or more regularly if required.

Key stakeholders and the Working Group may convene to discuss matters of priority for the operation of the BFH at any stage.

Roads and Maritime will monitor operations within the area during the initial implementation of the VTMP and commencement of the BFH. This will be achieved through CCTV monitoring, water and land based surveillance.

Roads and Maritime will update the VTMP as required and disseminate information by updating VTMP on the Roads and Maritime website, or by issuing of a Marine Notice or Notice to Mariners, and/or facilitate briefings to Commercial Vessel Operators.

12 Further considerations

The VTMP is developed to be simplistic and effective without introducing complicated regulations or increasing organisational resources to manage the area.

Some additional strategies were also considered and will be implemented if required. These are:

- further recreational vessel restrictions
- enhanced navigational requirements
- restricting vessels without approval i.e. Wharf Bookings
- Sydney Ports VTS Traffic Control
- implement further regulation i.e. Transit Zone
- coordination Plan for shipping a ferry services
- limit wharf bookings during peak times.

Consultation will continue with key stakeholders to keep them notified of future considerations.

13 Consultation process

The consultation process involved key stakeholders to review and provide comment on the VTMP. The final VTMP will be communicated via briefing sessions prior to the commencement of the BFH. Further stakeholder engagement will be sought at the three, six and twelve month reviews.

Key stakeholders to be consulted include but is not limited to:

- Transport for NSW
- Port Authority of NSW
- NSW Water Police
- Harbour City Ferries
- Captain Cook Cruise
- Commercial Vessel Operators
- Water Taxis
- Sydney Harbour Regional Boating Advisory Group
- Boat Industry Association
- Boat Owners Association.



Artist's impression of Barangaroo Ferry Hub looking north (Source: TfNSW)

14 Definitions

Approved vessel

Vessel approved by Roads and Maritime or TfNSW to berth at the BFH in accordance with this VTMP.

Darling Harbour/Barangaroo

The section of Sydney Harbour that is bounded by the western most point of Millers Point to the position of Darling Street Wharf, and south to Pyrmont Bridge excluding the waters between Peacock Point and the northwest corner of Darling Island.

Nestled within these boundaries is Darling Harbour, which is recognised as a major commercial vessel hub in Sydney Harbour. The area in and around Darling Harbour encompasses a range of different marine related commercial facilities, which include:

- multiple commercial charter vessel operations
- public ferry wharves
- charter vessel booking wharves
- International Convention Centre berthing facilities
- a 50 berth recreational marina
- the Australian National Maritime Museum marina.

Wharves subject to charter, ferry and commuter services are regulated by the Wharf Access Policy. Timetables for these services are listed on the providers' websites.

Speed limits

Means the speed limits as included in:

- the Port Authority of NSW Harbour Master's Directions for Sydney Harbour and Botany Bay
- section 11 of the *Marine Safety Act 1998*
- on authorised signs displayed in the vicinity of Darling Harbour
- as published in the Government Gazette Notice.

Amendments

Suggested amendments or variations to this plan should be submitted to Roads and Maritime, NSW Maritime, Manager Operations Sydney Harbour via email to Daniel.duemmer@rms.nsw.gov.au. Suggestions will be considered and submitted for consultation where appropriate.

Harbour Master

Means a person appointed by the Minister to exercise the functions detailed in marine legislation. The general powers of the Harbour Master are described under s88 of the *Marine Safety Act 1998* no. 121.

VHF communications

Means to maintain effective communications by very high frequency (VHF) with Vessel Traffic Service (VTS) (channel 13) and monitor vessel traffic communications within the area.

Waiting area

An area designated for vessels to wait until safe passage is available for all vehicles operating in the area. (Appendix A and B).

Operator of a vessel

The Master and/or the Owner of a Vessel.

Recreational vessel

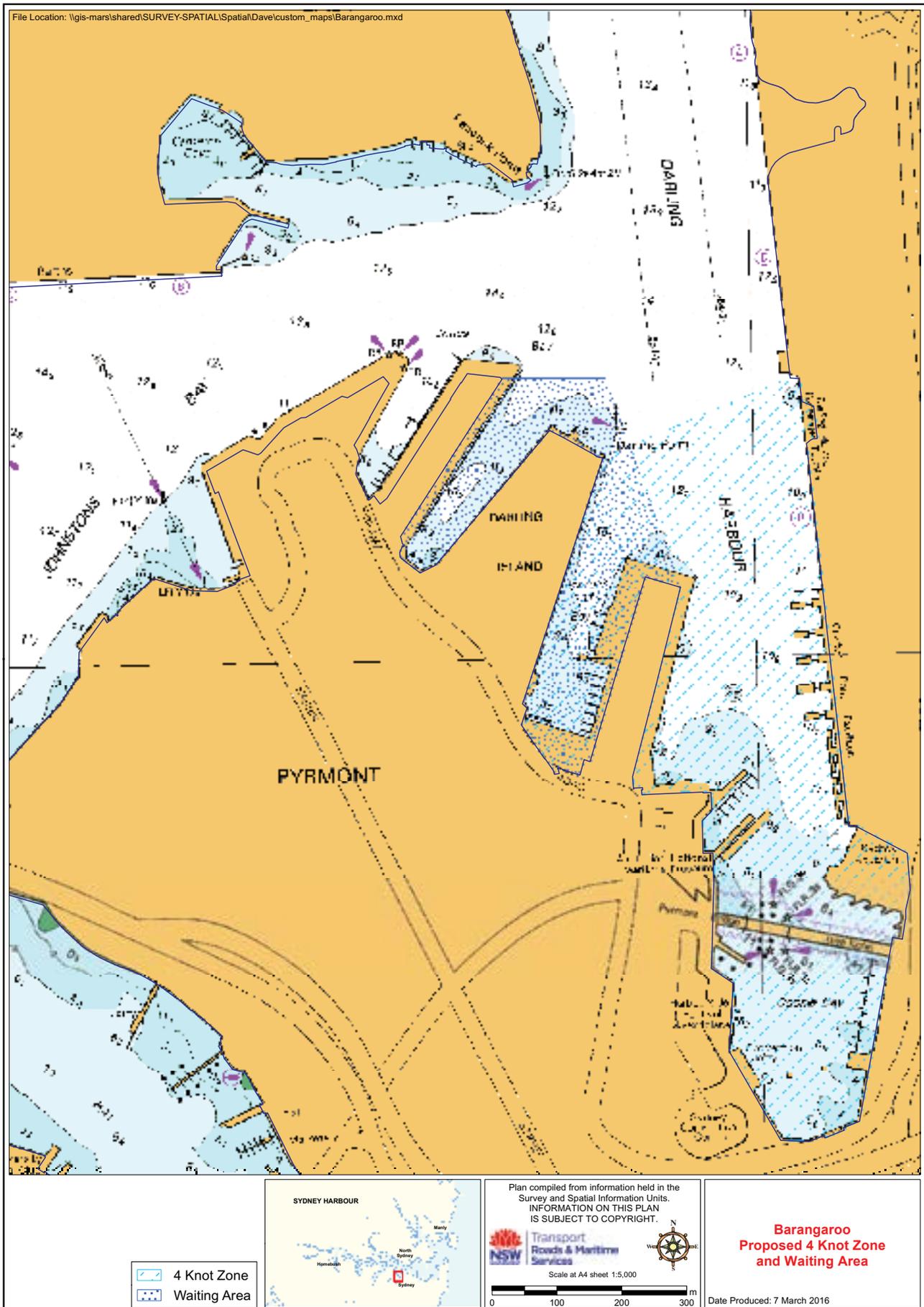
Means a Vessel used solely for recreation and which is not allowed or authorised to be used in the course of any business or in connection with any commercial transaction.

Sydney Ports VTS

Means a Vessel Traffic Service (VTS) operated by the Port Authority of NSW for the Ports of Sydney Harbour and Botany Bay. The service is implemented under a law of Commonwealth or of a State or Territory, and in accordance with the guidelines for Vessel Traffic Services. The VTS is adopted by the International Maritime Organisation to improve the safety and efficiency of Vessel Traffic and to protect the environment.

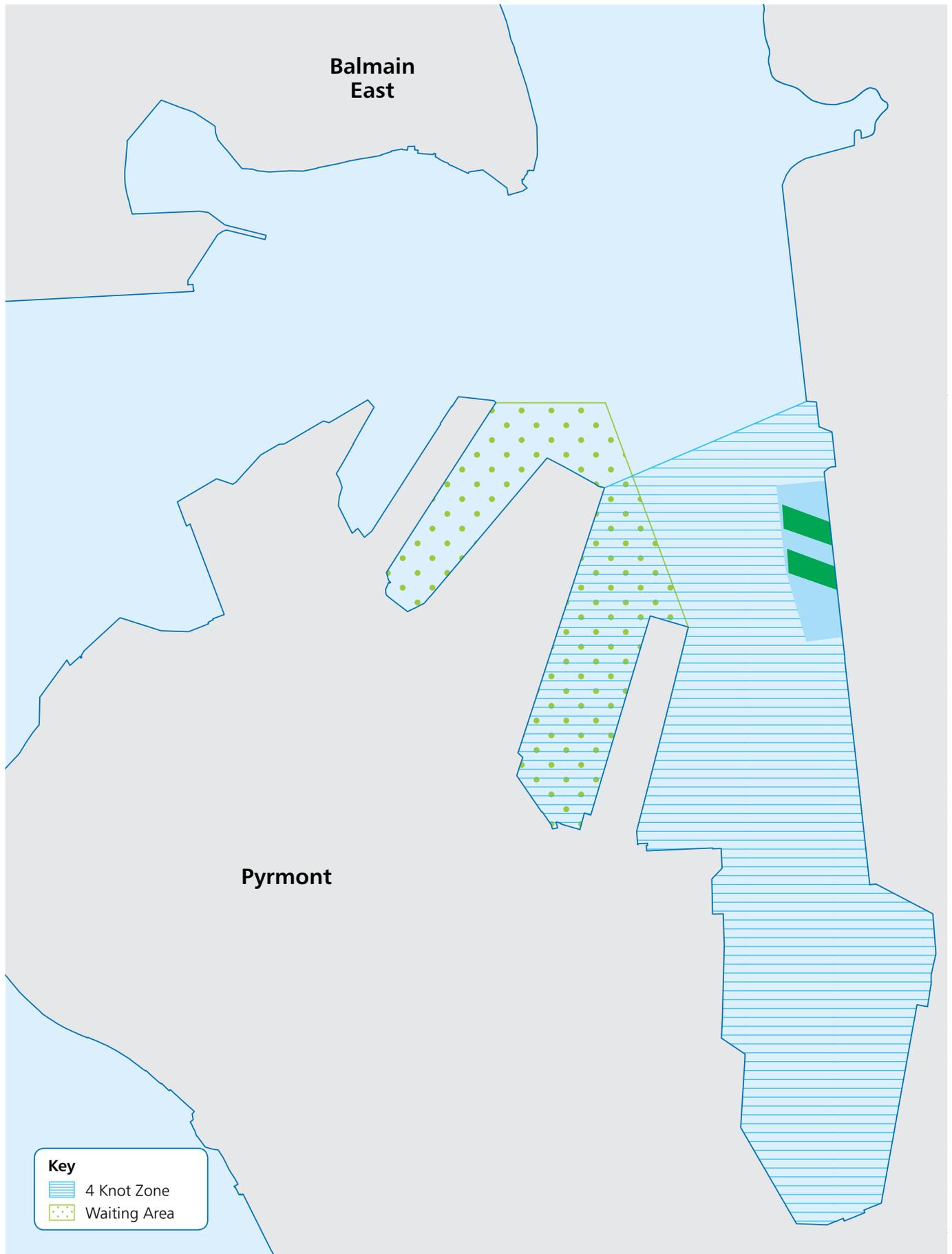
Appendix A

BFH designated four knot zone/waiting area chartlet



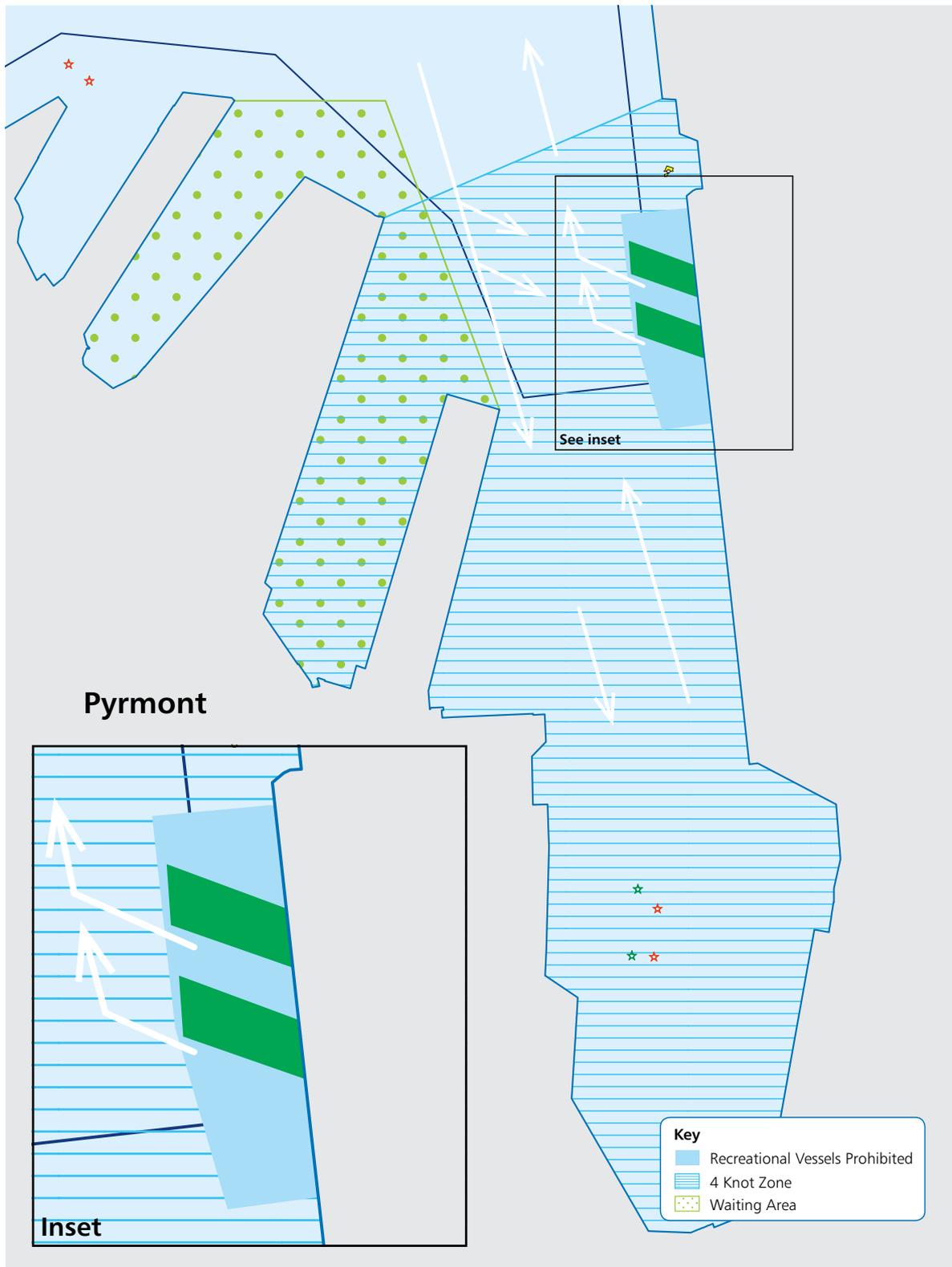
Appendix B

Map of BFH designated four knot zone/waiting area



Appendix C

Map of BFH traffic flow



Contact us:

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