726 AUSTRALIA - Product - Amendment to Australian Seafarers Handbook AHP20
Australian Hydrographic Service (AA544913)

Substitute accompanying pages 178 to 186 (REEFVTS) and 192 (Maritime Security).

Page 191 11.1.2 paragraph 2 line 1 - Maritime Transport or Offshore Facility Security Incidents
Delete Department of Infrastructure, Transport Regional Development and Local Government

Insert Department of Infrastructure and Transport

Page 257 Index
Insert Antarctic Specially Protected Areas...5.4.1

Page 260 Index
Insert Environmentally Sensitive Sea Areas...5.4.1, 6.2.1

Page 261 Index
Insert Indigenous Australian Estate...5.6
Insert Marine Environmental Protection...6

10.2 The AMVER Organization

1. The Automated Mutual Assistance Vessel Rescue System (AMVER) is a computer-based, voluntary global ship reporting system sponsored by the United States Coast Guard. Appropriate ship position information is made available to recognized SAR agencies of any nation to aid the assistance of persons in distress at sea.

2. In the AUSREP area vessels can indicate in their AUSREP reports that they would like their report passed on to AMVER. This will only occur where the vessel is participating in the AUSREP system.

3. AMVER communications stations and message formats are described in Admiralty List of Radio Signals Volume 1 (ALRS Vol 1). See website below for further information.

Website:	www.amver.com

10.3 The Great Barrier Reef and Torres Strait Vessel Traffic Service - REEFVTS

1. The Great Barrier Reef and Torres Strait Ship Reporting System (REEFREP) was established as a mandatory ship reporting system under the International Convention for the Safety of Life at Sea (SOLAS Regulation V/11). REEFREP was formally adopted by the IMO's Maritime Safety Committee in Resolution MSC.52(66), and later amended by Resolutions MSC.161(78) and MSC.315(88).

2. REEFREP is an integral component of the Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS). Within the REEFVTS area ships identify themselves and report their intended passage through the region. This information, together with the monitoring and surveillance systems used by REEFVTS, assists with the proactive monitoring of a ship's transit through the Great Barrier Reef and Torres Strait.

3. The purpose of REEFVTS is to enhance navigational safety in Torres Strait and the Inner Route of the Great Barrier Reef thereby minimising the risk of a maritime accident and consequential pollution and major damage to the marine environment. REEFVTS also provides the ability to respond more quickly in the event of any safety or pollution incident.

10.3.1 System Overview

1. REEFVTS is manned and operated 24 hours a day by personnel operating from the REEFVTS Centre, radio call identity "REEFVTS", situated in Townsville.

2. REEFVTS provides both an information service and navigational assistance services in the REEFVTS area. In summary, the services delivered include:

   - Ship Traffic Information (STI) - Ship encounters are predicted and this information is sent to individual ships as STI, usually through Inmarsat C messaging.

   - Maritime Safety Information (MSI) - Information that is relevant to the ships location and intended movement is provided.

   - Navigational Assistance - REEFVTS may contact that ship, if there is information available to REEFVTS which may help on-board decision-making such as where the ship is heading into shallow water or deviating from a planned route.

3. REEFVTS may not know about all the hazards in the area. If a ship encounters any hazard that is not already included in Maritime Safety Information (for example, a faulty navigational aid) they should advise REEFVTS so they may pass that information on to other mariners.

10.3.2 Mandatory Reporting Requirement

1. The following categories of ships are required to report to REEFVTS, irrespective of whether they are on overseas, interstate or intrastate voyages:

   a) all ships of 50 metres or greater overall length

b) all oil tankers, liquefied gas carriers, chemical tankers or ships coming within the INF Code, regardless of length

c) ships engaged in towing or pushing where the length of the tow exceeds 150 metres, or a vessel described in a) or b) is involved.

2. Other vessels transiting the REEFVTS area are encouraged to report on a voluntary basis.

3. Mariners are referred to AMSA Marine Orders Part 56 for details of their obligations under REEFREP. This is available on the AMSA website.

Website:	www.amsa.gov.au

10.3.3 Communicating with REEFVTS

1. Communication with REEFVTS is in English. The IMO's Standard Marine Communication Phrases are to be used.

2. The means of communication with REEFVTS are:

INMARSAT C

3. REEFVTS will pay the cost of messages sent by Inmarsat C if the ship uses the special access code (SAC) 861 via POR LES 212.

4. When setting up the Inmarsat C address book, select either: ASCII or 7-bit or IA5 for data presentation or character code.

VHF Radio

5. A VHF radio network is available along the Queensland coast and Torres Strait to communicate with REEFVTS. REEFVTS keeps a listening watch at all times on the VHF working Channels 11 and 14 as shown below:

VHF Channel	Latitude from:	Latitude to:
14	9° 00' S	13° 30' S
11	13° 30' S	18° 00' S
14	18° 00' S	20° 00' S
11	20° 00' S	22° 00' S
14	22° 00' S	24° 30' S

Other Communications

6. If for any reason a ship cannot communicate via Inmarsat C or the VHF working channel, the ship must send the required information to REEFVTS in another way. The ship can use one of the following:

Telephone:	+61 7 4726 3428 1300 721 293
Fax:	+61 7 4721 0633
email:	reefvts@vtm.qld.gov.au

7. If a ship's radio equipment fails and the ship cannot send the required reports to REEFVTS, the failure must be recorded in the ship's radio log book or the official log book.

10.3.4 REEFVTS Area

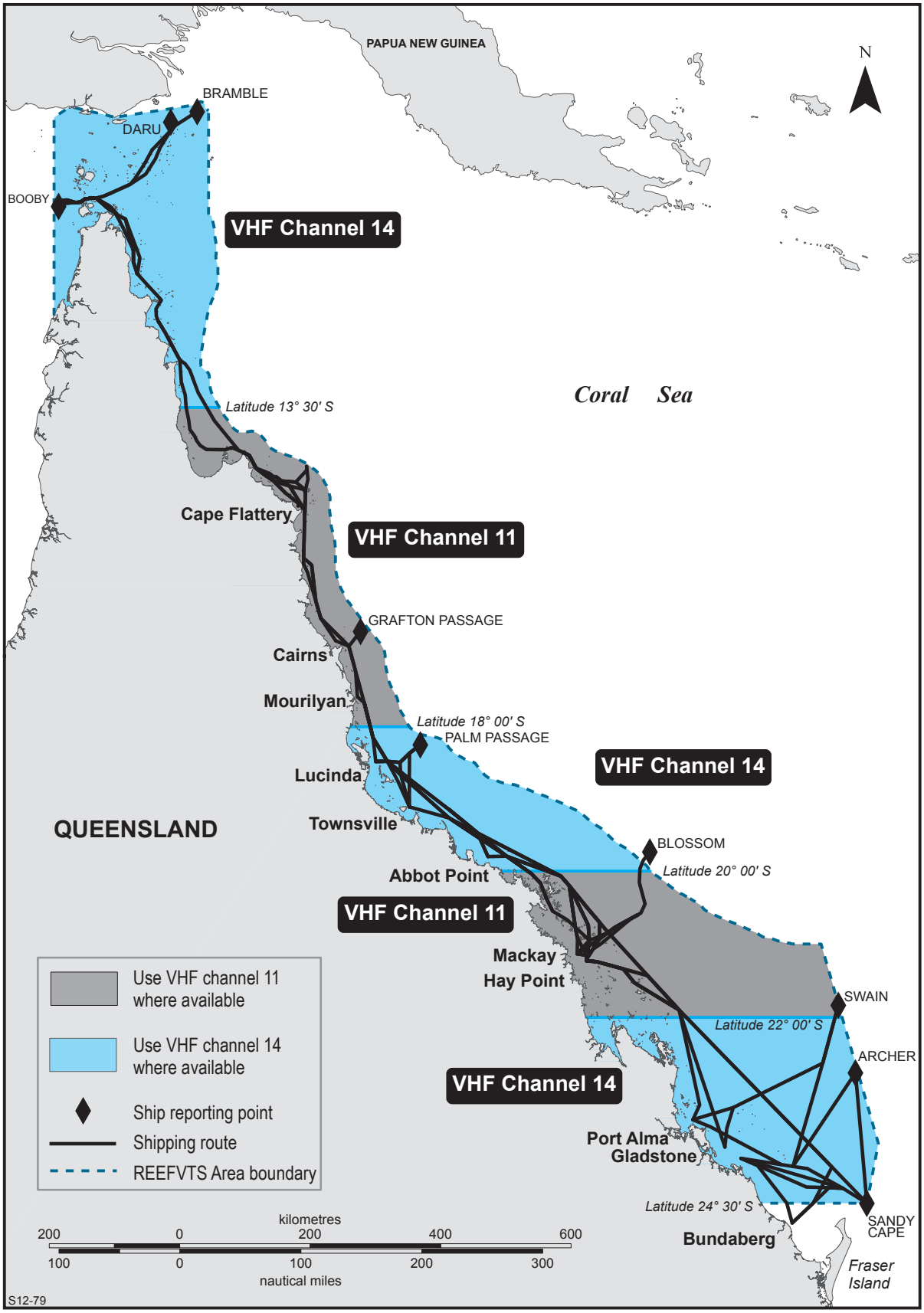
1. Australian Nautical Charts Aus 4620, 4621, 4635 and 490 provide details of the REEFVTS Area, categories of ships required to report, mandatory reporting positions and VHF Working Channels (see diagram next page).

10.4 REEFVTS Reports

1. The Master is responsible for ensuring that the information required by REEFVTS is reported to the VTS Centre. The following reports must be provided to REEFVTS:

- Pre-Entry Position Report
- Entry Report
- Route Plan Report
- Route Deviation Report
- Intermediate Position Reports
- Defect Reports
- Final Report.

2. Send all reports to REEFVTS by Inmarsat C or call on the VHF working channels. Mariners are encouraged to send reports in IMO format.



REEFVTS VHF Channel overview

Source: Maritime Safety Queensland

Message Fields Reference Codes

Line	Content	Example field text
A	Ship Name / Callsign / IMO number	A/HIBISCUS/BCBC/8502453//
B	Date/Time (UTC)	B/010200UTC//
C	Current position (name of mandatory reporting point, or lat/long)	C/BOOBY//
F	Speed (The planned Speed of the ship in knots and tenth of knots)	F/13//
H	Date, time (UTC) and point of entry to area (enter the name of the first mandatory reporting point entering the area or lat/long)	H/1036S/14144E//
J	Pilot on board - name and number	J/YES/BROWN/0012134//
K	Date, time (UTC) and point of exit from REEFVTS Area	K/041300UTC/SANDY CAPE//
L	Route Information (Usually a Route Plan. If not, the name of the next two Mandatory Reporting Points, or the course if the ship is not tracking between Mandatory Reporting Points)	L/INNER ROUTE DEEP//, or L/ALPHA NORTH VIA VARZIN PASSAGE/ HANNIBAL//
M	Communication Methods (including Inmarsat IMN, manufacturer and model)	M/450111333/JRC/JUE-75C//
O	DRAFT (fore and aft, in metres and decimetres)	O/FORE 11.5/AFT 11.3//
P	Cargo (normal name of cargo, whether dangerous)	P/BULK CHEMICALS/DG YES//
Q	Defects and other limitations	include as required
R	Pollution/dangerous goods lost overboard	include as required
U	Ship type, length (metres) and gross tonnage	U/TANKER/180/28000
X	Additional information which would contribute to navigation safety in REEFVTS Area	include as required

3. A summary of the reports is listed below and the REEFVTS User Guide should be consulted for a more detailed description. Copies of the REEFVTS User Guide are available online, hardcopies from AMSA or can be requested via email.

Websites:	www.amsa.gov.au www.msq.qld.gov.au
email:	reefvts@amsa.gov.au

10.4.1 Pre-Entry Position Report

1. A Pre-Entry Position Report is required at least 2 hours prior to entering the REEFVTS area or departing from a port within the REEFVTS area.

2. The purpose of a pre-entry report is to advise REEFVTS of the ship intentions (e.g. entry to the REEFVTS area) and take the necessary steps to ensure that the ship's Inmarsat C terminal is operational when the vessel enters the region. The vessel's Inmarsat C terminal is to be logged into the Pacific Ocean Region.

3. The following message fields are required:

Mandatory fields:	A, B, C, H, K, M

10.4.2 Entry Report

1. An Entry Report is required when a ship enters the REEFVTS area or departs from a port within the REEFVTS area. Masters are encouraged to provide a route plan with the Entry Report. However, it is understood that this may not be possible until a pilot boards.

2. The following message fields are required:

Mandatory fields:	A, B, C, F, J, K, L, O, P, Q, U, X

10.4.3 Route Plan Report

1. If a route plan is not included in the entry report, then it must be provided within 1 hour of entering the REEFVTS area or departing from a port within the REEFVTS area. More information on standard routes and associated chartlets for the Inner Route and Great North East Channel are detailed in the REEFVTS User Guide.

2. The following message fields are required:

Mandatory fields:	A, B, C, F, K, L

3. Route plan details are to be provided by one or more of the following methods:

Standard Route Plan

4. These have been developed to enable communication of the intended routes based on the name of the route (e.g. Inner Route, Great North East Channel), predefined route by communicating the ship's draft (e.g. Deep, Moderate or Shallow), and the name of any alternative legs intended to be taken that vary from the standard route.

Mandatory Reporting Points

5. Route plans can be provided by reporting at Mandatory Reporting Points as the vessel progresses through the REEFVTS area. When a vessel reports, the next two Mandatory Reporting Points need to be advised. Where there are two or more routes between Mandatory Reporting Points, the planned (e.g. Alpha North to Hannibal via Varzin Passage).

Waypoints

6. The use of non-standard routes is accommodated by providing a list of the planned waypoints for the transit - either the latitude and longitude of the planned waypoints, the Mandatory Reporting Point names, or a combination of both.

10.4.4 Intermediate Position Reports

1. Where REEFVTS advises that the ship's position is being tracked by sensors then Intermediate Position Reports at the Mandatory Reporting Points are not required.

2. If the ship's position is not being tracked by sensors, then a brief position report must be given as advised by REEFVTS.

3. Note: Make sure that the ship's Inmarsat C terminal is logged into the Pacific Ocean Region (POR).

4. The following message fields are required:

Mandatory fields:	A, B, C, F

10.4.5 Route Deviation Report

1. If the ship deviates from the Passage Plan which was sent to REEFVTS, this information should be reported to REEFVTS before the deviation is made. However, in situations where a deviation is made without much warning, a report should be sent to REEFVTS as soon as possible.

2. A new route plan report is to be sent to REEFVTS.

10.4.6 Defect Report

1. Reports must be provided without delay should a ship suffer damage, failure or breakdown which affects the safety of the ship.

2. The following message fields are required:

Mandatory fields:	A, B, C, F
Additional fields: (if appropriate)	Q, R, X

3. Reports of pollution or cargo lost overboard must also be reported to REEFVTS without delay using fields Q and R, or special reports as defined by the IMO for incidents involving Dangerous Goods (DG), Harmful Substances (HS) or Marine Pollutants (MP). See Paragraph 10.5 for further details.

10.4.7 Final Report

1. A final report is required when exiting the REEFVTS area, or when arriving at a port within the REEFVTS area.

2. The following message fields are required:

Mandatory fields:	A, B, C

10.4.8 Interaction Between REEFVTS and AUSREP

1. AUSREP is another ship reporting system. It is designed to make life at sea safer and is operated by the Australian Maritime Safety Authority (AMSA) through the Australian Rescue Coordination Centre (RCC Australia) in Canberra. Marine Orders Part 63 defines the AUSREP Area and lists the ships which must report to AUSREP.

2. REEFVTS automatically forwards regular position reports to RCC Australia. Ships participating in AUSREP will also continue to be polled while they are transiting the REEFVTS Area.

3. When a ship departs a port within the REEFVTS Area and intends to report to AUSREP when it exits the REEFVTS Area, the ship should send a Sailing Plan to RCC Australia no more than 2 hours after it has departed from the port.

4. When a ship departs the REEFVTS Area and is reporting to AUSREP, the Master should continue reporting directly to RCC Australia until the ship departs from the AUSREP area.

5. Further information about reporting to AUSREP is provided in the AUSREP User Manual. This Manual is available from AMSA offices or the AMSA website.

Website:	www.amsa.gov.au

10.5 Special Reports to AUSREP and REEFVTS

1. A ship must advise AUSREP (RCC Australia) or REEFVTS (REEFVTS Centre) as appropriate when damage or defects occur which affect its operation or seaworthiness, or when a discharge of dangerous goods, harmful substances or marine pollutants is about to or is likely to occur. The following specific reports are to be used:

10.5.1 Dangerous Goods Reports

1. When an incident occurs involving the loss or likely loss overboard of packaged dangerous goods, including those in freight containers, portable tanks, rail and road vehicles and shipborne barges into the sea, a Dangerous Goods Report (DG) is to be sent. Particulars not immediately available should be reported in a supplementary message. The primary report should contain message format fields:

Mandatory fields:	A, B, C, M, Q, R, S, T, U
Additional fields:	P,Q

2. If the condition of the ship is such that there is a danger of further loss, fields P and Q should be reported. See table 1 - Dangerous Good Reports on page 184 for further details.

10.5.2 Harmful Substances Reports

1. When an incident takes place involving the discharge or probable discharge of oil (Annex I of MARPOL) or noxious liquids in bulk (Annex II of MARPOL), a Harmful Substances Report (HS) is to be sent. Particulars not immediately available should be reported in a supplementary message. The primary report should contain message format fields.

Mandatory fields:	A, B, C, E, L, M, N, Q, R, S, T, U. X

2. The Master of a ship engaged in an operation to render assistance or undertake salvage work should report, as far as practicable, fields:

Mandatory fields:	A, B, C, E, F, L, M, N, P, Q, R, S, T, U, X

3. See table 2 - Harmful Substance Reports on page 185 for further details.

10.5.3 Marine Pollutants Reports

1. In the case of the loss or likely loss overboard of harmful substances in packaged form, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, identified in the International Maritime Dangerous Goods Code as marine pollutants (Annex III to MARPOL) a Marine Pollutants Report (MP) is to be sent. In the case of actual discharges the primary report should include message format fields:

Mandatory fields:	A, B, C, M, Q, R, S, T, U, X

2. In the case of a probable discharge field P should also be included.

3. The Master of a ship engaged in an operation to render assistance or undertake salvage work should report, as far as practicable, fields:

Mandatory fields:	A, B, C, M, P, Q, R, S, T, U, X.

4. See table 3 - Marine Pollutants Reports on page 186 for further details.

Table 1 - Dangerous Goods Reports

A	Ship Name/Callsign/IMO Number
B	Date/Time of incident
C	Position
M	Coastal Radio Stations monitored/Inmarsat numbers
P	P1: Technical name(s) of goods P2: UN number(s) P3: IMO hazard class(es) P4: Names of manufacturers of goods, or consignee or consignor P5: Types of packages (portable tanks, container, vehicle etc). Include official registration marks and numbers assigned to the unit P6: Estimated quantity and likely condition of the goods
R	R1: Technical name(s) of the goods R2: UN number(s) R3: IMO hazard class(es) R4: Names of manufacturers of goods, or consignee or consignor R5: Types of packages (portable tanks, container, vehicle etc). Include official registration marks and numbers assigned to the unit R6: Estimated quantity and likely condition of the goods R7: Whether lost goods floated or sank R8: Whether loss is continuing R9: Cause of loss

Table 2 - Harmful Substance Reports

A	Ship Name / Callsign / IMO Number
B	Date /Time of incident
C	Position
E	Course
F	Speed
L	Route
M	Coastal Radio Stations monitored / Inmarsat numbers
N	Nominated daily reporting time
P	P1: Type of oil or technical name of the noxious liquid substances on board P2: UN number(s) P3: IMO pollution category (A, B, C or D), for noxious liquid substances P4: Names of manufacturers of goods, or consignee or consignor P5: Quantity
Q	Q1: Condition of the ship as relevant Q2: Ability to transfer cargo / ballast / fuel
R	R1: Type of oil or technical name of the noxious liquid substances on board R2: UN number(s) R3: IMO pollution category (A, B, C or D), for noxious liquid substances R4: Names of manufacturers of goods, or consignee or consignor R5: Quantity R6: Whether lost substances floated or sank R7: Whether loss is continuing R8: Cause of loss R9: Estimated movement of discharge or lost substances, giving current conditions if known R10: Estimate of the surface area of the spill if possible
T	Name, address, telex and telephone number of ship's owner and representative (charterer, manager and operator or their agent)
X	X1: Action being taken with regard to the discharge and the movement of the ship X2: Assistance or salvage efforts which have been requested or provided X3: The Master of an assisting or salvaging vessel should report particulars of the action undertaken or proposed

Table 3 - Marine Pollutants Reports

A	Ship Name/Callsign/ MO Number
B	Date/Time of incident
C	Position
M	Coastal Radio Stations monitored/Inmarsat numbers
P	P1: Technical name(s) of goods P2: UN number(s) P3: IMO hazard class(es) P4: Names of manufacturers of goods, or consignee or consignor P5: Types of packages (portable tanks, container, vehicle etc). Include official registration marks and numbers assigned to the unit P6: Estimated quantity and likely condition of the goods
Q	Q1: Condition of the ship as relevant Q2: Ability to transfer cargo/ballast/fuel
R	R1: Technical name(s) of the goods R2: UN number(s) R3: IMO hazard class(es) R4: Names of manufacturers of goods, or consignee or consignor R5: Types of packages (portable tanks, container, vehicle etc). Include official registration marks and numbers assigned to the unit R6: Estimated quantity and likely condition of the goods R7: Whether lost goods floated or sank R8: Whether loss is continuing R9: Cause of loss
T	Name, address, telex and telephone number of ship's owner and representative (charterer, manager and operator or their agent)
X	X1: Action being taken with regard to the discharge and the movement of the ship X2: Assistance or salvage efforts which have been requested or provided X3: The Master of an assisting or salvaging vessel should report particulars of the action undertaken or proposed

2. The International Ship and Port Facility Security Code (ISPS) contains three security levels which will be set by the Department taking into account the prevailing threat environment. The three maritime security levels are:

Security Level 1

3. This level is the default level at which ships, port and offshore facilities normally operate.

Security Level 2

4. This level will apply in circumstances where there is a heightened risk of a security incident. Additional protective measures shall be maintained for a period of time.

Security Level 3

5. This level is activated where there is a probable or imminent risk of a security incident. This will mean further specific 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.

6. The National Counter-Terrorism Alert System guides national preparation and planning and also dictates levels of precaution and vigilance to minimize the risk of a terrorist incident occurring. There is no direct relationship between the Alert System and maritime security levels.

7. Once a higher level has been declared, maritime industry participants, including security regulated foreign ships, must comply with the relevant requirements in their security plans. Unless the Department of Infrastructure advises otherwise, maritime security levels apply to:

- a security regulated port
- a regulated Australian ship
- a regulated foreign ship
- a security regulated offshore facility
- an area within a security regulated port
- a maritime industry participant.

8. Upgrades or downgrades in security levels will be advised in writing by the Department. Once a security level 2 or 3 declaration has been made to a maritime industry participant, they have an obligation to notify all other maritime industry participants covered by their security plan.

11.1.4 Maritime Security Plans

1. Maritime security plans set out the security measures and procedures to be implemented at each security level. Maritime industry participants who must have and comply with a maritime security plan are:

- operators of security regulated ports
- operators of facilities at security regulated ports
- providers of services at such ports.

2. Maritime security plans must include:

- a security assessment of the participant's operation
- the security activities or measures to be implemented at each security level
- a reference to all security officers responsible for implementing and maintaining the plan
- provision for the use of declarations of security
- how the plan will contribute to maritime security outcomes.

3. The Regulations also provide for additional matters which must be considered in a plan. Maritime security plans must be submitted to the Department of Infrastructure for approval, in writing, and include relevant maps and supporting documentation.

11.1.5 Ship Security Plans

1. Ship security plans identify the security measures to be implemented by ships when different maritime security levels are in force. Regulated Australian ships are required to have, and comply with, ship security plans. Various other ships and people are