

To accompany Australian Notice to Mariners 1014/2017

SANDWAVES

The seabed in this area consists of sandwaves which cause variations in actual depth to those charted. If mariners are unsure of the condition of the seabed in a particular area, local information should be sought prior to crossing.

Note for chart Aus 293

To accompany Australian Notice to Mariners 1014/2017

SANDWAVES

The seabed in this area consists of sandwaves which cause variations in actual depth to those charted. If mariners are unsure of the condition of the seabed in a particular area, local information should be sought prior to crossing.

Note for chart Aus 299

Website:	www.bom.gov.au/marine
----------	--

Page 151

Website:	www.bom.gov.au/marine/radio-sat/marine-radio-sat.shtml
----------	--

Page 151

Headquarters Joint Operations Command Attention: Watchkeeper Telephone: +61 2 6128 4339 Email: hqjocjcc.domregops@defence.gov.au
Maritime Trade Operations Team 1 Attention: MTO Duty Operations Officer Telephone: 0431 764 980 Email: mto.opso@defence.gov.au MTOT1 - Maritime Operations c/o Headquarters Maritime Border Command Address: L1, 2 Constitution Ave Canberra ACT 2600

Page 231

9.4.2 Forecasts

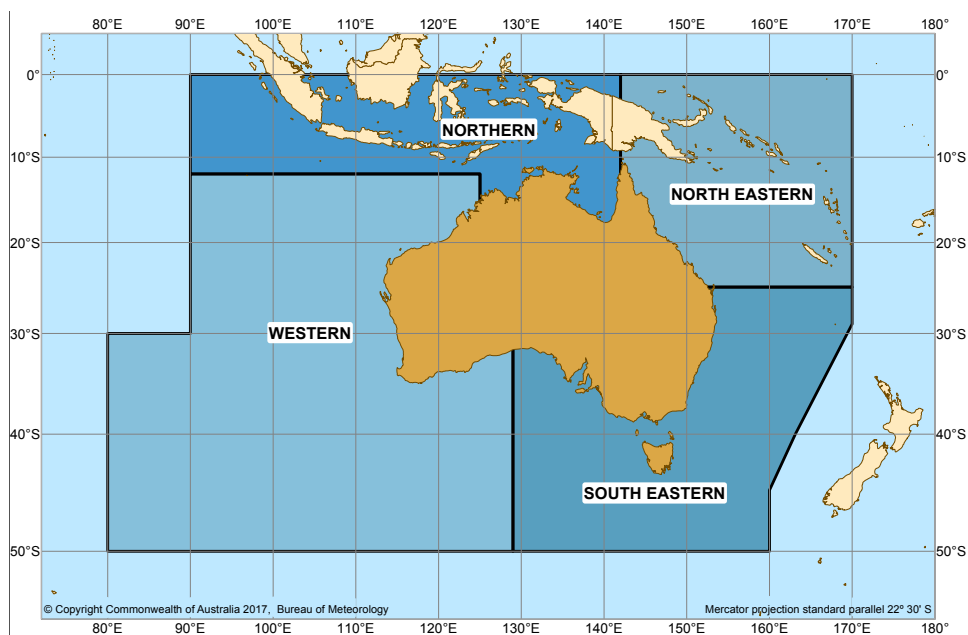
Routine coastal waters forecasts

1. Routine coastal waters forecasts and observation reports are for areas within 60 nautical miles of the coast. They are generally issued twice a day with updates at other times if weather conditions change significantly from those forecasts. The BOM provides forecasts up to four days ahead.

High seas forecasts

2. Routine High Seas Forecasts are issued twice daily for sea areas surrounding Australia. The Australian High Seas areas extend from the coastline to the limits shown in the diagram below.

Australian high seas forecast areas



9.4.3 Warnings

1. Warnings are issued by the BOM under the following categories:

Warning Category	Wind Strength
Strong Wind Warning:	26 - 33 knots
Gale Warning:	34 - 47 knots
Storm Force Wind Warning:	48 - 63 knots
Hurricane Force Wind Warning:	>64 knots

Warnings for coastal waters

2. Warnings for coastal waters are issued whenever strong winds, gales, storm force or hurricane force winds are expected. Warnings are renewed every six hours.

Station	Coastal Waters Areas	Broadcast Times
VMC:	QLD, NSW, VIC, TAS, SA, NT	Every hour commencing 0000 EST
VMV:	QLD Gulf, NT, WA, SA	Every hour commencing 0000 WST

Warnings for the high seas

- Warnings to shipping on the high seas are issued whenever gale, storm or hurricane force winds are expected. The initial warning attempts to provide a 24 hour lead time and warnings are renewed every six hours. Australia is responsible for issuing gale and storm warnings in the areas shown in the diagram below.

Areas of responsibility for high sea warnings



- Ocean warnings for the North, North Eastern and South Eastern areas of METAREA X are broadcast from VMC every hour on the hour (EST). Ocean warnings for the Western, Northern and South East areas of METAREA X are broadcast from VMW every hour on the hour (WST).

Station	High Seas Areas	Broadcast
VMC:	Northern North Eastern South Eastern	Every hour on the hour EST
VMW:	Western Northern South Eastern	Every hour on the hour WST

- More information on warnings for the high seas can be found on the BOM website.

Website:	www.bom.gov.au/marine/highseas
----------	--

9.4.4 Tropical cyclone warnings

- Australia is responsible for issuing Tropical Cyclones Warnings in the areas shown in the diagram below.
- For current tropical cyclone warning information visit the BOM website.

Website:	www.bom.gov.au/cyclone
----------	--

- Tropical cyclones are defined when, among other factors, wind speeds equal to or greater than 34 knots are expected. Each tropical cyclone is assigned a distinctive name which it retains throughout its existence. Tropical cyclones vary in both size and intensity. Tropical cyclones are allocated a category which provides

- have information available regarding timber components, such as history of refits etc.
- contain/confine pets or animals on board

Website:	www.agriculture.gov.au/biosecurity/avm/vessels/non-commercial-vessels
----------	--

11.9.5 Cruise vessels

1. The Department of Agriculture and Water Resources considers cruise vessels to be a high biosecurity risk. Under the Biosecurity Act 2015 (Cth), cruise vessels must submit the following documents to the department prior to entering Australian ports or waters:
 - Pre-Arrival Reporting (PAR's) should be submitted within 96 -12 hours of the estimated time of arrival (ETA) of the vessel at the first Australian port of call.
 - Ballast water reports are to be submitted with the PAR, no later than 12 hours before a vessel enters Australia.
 - A human health form must be submitted 12 hours prior to arrival at every subsequent port outlining any new illnesses and/or deaths on board since their last assessment/inspection.
 - A Live Plants Conveyances Log must be submitted prior the voyage, detailing all live plants on board the vessel, location and the condition and maintenance history.
2. To assist industry to plan cruise itineraries for the next cruise season in advance (up to two years), all proposed itineraries must also be submitted to the Maritime Travellers Processing Committee (MTPC) for approval by the Commonwealth Government agencies concerned.
3. The MTPC can be contacted at:

Website:	www.border.gov.au/Trav/Ente/Avia/Maritime/cruise-ships
----------	--

11.9.6 Vessel clearance fees and charges

1. Services provided by the Department of Agriculture and Water Resources to manage incoming international vessels; and returning Australian vessels, are administered through cost-recovered arrangements, as per the Biosecurity Cost Recovery Implementation Statement 2015. For information on relevant fees for vessel clearances see:

Website:	www.agriculture.gov.au/fees/charging-guidelines
----------	--

11.9.7 Biosecurity reporting obligations

1. Delivery of biosecurity inspection services is a crucial part of the Department of Agriculture and Water Resources business that regulates approximately 17,000 commercial vessels and 1,000 non-commercial vessels (such as itinerant yachts) per year.
2. Pre-arrival information, and changes, for maritime conveyances (vessels) must be reported in a form approved by the Director of Biosecurity, which is the Maritime Arrivals Reporting System (MARS). Electronic offline forms can be used where there is limited connectivity, but they do not constitute the approved form. Your reporting obligations are met once your information has been submitted in MARS.
3. MARS is an online web portal to be used by commercial vessel masters and shipping agents to submit pre-arrival documents required of all international vessels seeking Australian biosecurity clearance. MARS has functionality to view information related to the status of your vessel.

- **Vessel Operator Responsibilities:** The operator of the vessel is obligated to accurately report information in accordance with Section 193 of the Biosecurity Act 2015. This information must be lodged in MARS no later than 12 hours prior to arrival.
 - **Shipping Agent Responsibilities:** Where the vessel operator uses a shipping agent, the agent is responsible for lodgement of accurate and timely information into MARS. The agent must ensure that this information is a true and correct representation of the reports provided by the vessel operator, and that any changes have been confirmed with the operator.
 - **Any changes in circumstances during the voyage in Australian waters must be reported to the department as soon as practicable.**
4. There is now a single source of information for biosecurity directions and advice for each voyage. This is the Biosecurity Status Document (BSD). The BSD is auto generated in MARS and is version controlled to reflect any reported changes to directions or status occurring during a voyage. It uses a traffic light system as a visual cue to alert the user regarding the vessel status and any associated directions or advice issued by the department.
5. The BSD document will be emailed to the port agent (and master where there is an email address) any time conditions change and will include:
- approval to berth
 - certificate of pratique
 - ballast water and non-first point of entry approvals
 - treatment directions

Accessing MARS

6. MARS a secure portal environment and accessible only through registration which will provide and a user name and the password. Access to information will be based on security permissions. Access to the portal will be via the Department of Agriculture and Water Resources website.

What commercial vessel types need to use MARS

- Cruise
- General cargo
- Barges
- Break bulk
- Heavy lift
- Tugs
- Tankers
- Tankers
- Livestock carriers
- Containers
- Ro-Ros
- Government and Military
- Fishing

A key policy initiative, the Vessel Compliance Scheme

7. One of the key policy initiatives being developed in conjunction with MARS is the Vessel Compliance Scheme (VCS). This compliance scheme provides a transparent and flexible regime for improved compliance by vessel operators. The core objective of the VCS is to provide greater visibility to clients on what department officers look for when they board a vessel and the consequences of failing to comply with these requirements.
8. An efficient and effective compliance scheme is essential to ensuring resources are targeted at vessels that present the greatest risk to the favourable pest and disease status of Australia. The key aim of this scheme is providing a framework of 'informed compliance' where vessels understand the department's requirements and seek to comply in order to receive reduced intervention and costs. This encourages vessel masters and agents to comply with the department's requirements, reducing inadvertent and opportunistic non-compliance and

create an effective penalty mechanism for deliberate non-compliance. Vessels that continue to demonstrate high levels of non-compliance will still be able to visit Australia, but will be subject to increased fees and intervention.

9. The Department of Agriculture and Water Resources has produced a number of publications to help vessel masters and agents prepare for biosecurity inspection.

Website:	www.agriculture.gov.au/biosecurity/avm/vessels/mars/vessel-compliance
----------	--

11.9.8 Ballast water management

1. Each year about 150 million tonnes of ballast water is discharged in Australian waters from overseas vessels. Australian scientists have identified over 200 introduced marine species in Australian coastal waters, most of which have been translocated from overseas ports to Australian ports via shipping. A number of these organisms have become harmful to Australia's marine environment, threatening fisheries, aquaculture, tourism industries and public health.
2. Unlike other major pollutants of the oceans that can eventually be cleaned up, harmful aquatic organisms and pathogens, once established, are virtually impossible to eradicate and can have serious and permanent consequences.
3. The impact from harmful aquatic organisms threatens marine and estuarine environments in Australia and around the world.
4. The shipping industry operates within a highly regulated environment established by the IMO. The International Convention for the Control and Management of Ships Ballast Water and Sediments (BWM Convention) was adopted by a Diplomatic Conference at IMO in February 2004. The BWM Convention aims to prevent the potentially devastating effects of the transfer of harmful aquatic organisms through ballast water discharge.
5. The BWM Convention will enter into force 12 months after 30 IMO Member States; representing 35 percent of world merchant shipping tonnage have ratified the Convention. Australia has signed the Convention subject to ratification and as a signatory is obliged to refrain from actions that would defeat the object and purpose of the Convention.
6. Under the BWM Convention, ballast water exchange in the open sea will be progressively replaced by ballast water treatment using onboard ballast water management systems (BWMS). The feasibility of this replacement is related to the effectiveness of the treatment of ballast water and the probability aquatic organisms have of surviving after the treated ballast water is discharged into the sea. In addition, the exchange of ballast is not always feasible in areas that do not meet the requirements of depth and distance from land.
7. It is important that officers and crew are familiar with the procedures for managing ballast, whether that be by exchange or treatment. Regular training must be undertaken with the aim to minimise possible safety hazards, for example during the exchange of ballast water as this operation can directly influence the safety of the vessel.

Website:	www.agriculture.gov.au/biosecurity/avm/vessels/ballast
----------	--

11.9.9 Mandatory ballast water management requirements

1. The Conveyances and Ports Section of the Department of Agriculture and Water Resources - the Australian Government's lead agency for the regulation of ballast water taken up outside Australia's Territorial Sea (TS).
2. On 1 July 2001, after extensive consultation with the IMO and the shipping industry, Australia implemented mandatory ballast water management requirements requiring vessels to achieve a 95 percent volumetric exchange of ballast water.

3. All internationally plying vessels intending to discharge ballast water anywhere inside the Australian TS are required to manage their ballast water in accordance with Australia's Ballast Water Management Requirements.
4. The Australian Ballast Water Management Requirements provide guidance on how vessel operators should manage ballast water when operating within Australian seas in order to comply with the Biosecurity Act 2015. They also align to the International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004 (the Ballast Water Management Convention), which entered into force internationally on 8 September 2017.
5. Full details of the Australian ballast water management requirements may be downloaded from the Department of Agriculture and Water Resources website.

Website:	www.agriculture.gov.au/biosecurity/avm/vessels/ballast/australian-ballast-water-management-requirements
----------	--

6. Australia does not require any action by the Master that imperils the lives of seafarers or the safety of the ship.
7. All commercial vessels arriving in Australia from international waters are required to submit a Pre-Arrival Report (PAR) to the Department of Agriculture and Water Resources 12-96 hours prior to arrival at an Australian port. The PAR may be submitted electronically, which is the department's preferred method of submission (ePAR), or by email or fax (PAR) to the Maritime National Coordination Centre (MNCC).
8. Masters / agents who do not submit the PAR to the Department of Agriculture and Water Resources will not be given formal biosecurity clearance to enter port. This will cause delays to the vessel and additional charges will be incurred by the vessel.
9. The PAR requires Masters to declare whether or not they intend to discharge ballast in Australian waters and whether accurate records of ballast exchanges have been maintained.
10. Vessel Masters may also submit an Australian Ballast Water Management Summary Sheet (ABWMS) to the Department of Agriculture and Water Resources MNCC. The ABWMS requires replaces the previous versions of this form which were known as the "AQIS Ballast Log and the AQIS Ballast Water Summary" and requires details about ballast water uptake ports, mid ocean exchanges and intended Australian discharge locations.
11. Vessels are not permitted to discharge ballast water in Australian waters until the Department of Agriculture and Water Resources has verified and confirmed that appropriate ballast exchanges have been conducted. Ballast verification can occur prior to arrival by submitting the ABWMS to the MNCC for assessment prior to arrival or alternatively an onboard verification can be conducted by biosecurity officers following arrival.
12. Completed originals of both the PAR and ABWMS, including any comments by biosecurity officers on the back of the forms, must be retained on the vessel for a period of two years and provided to the Department of Agriculture and Water Resources on request.
13. Vessels cannot discharge ballast water without written permission from the Department of Agriculture and Water Resources.
14. Vessels that are eligible for PDC (Pratique Documentary Clearance) may be required to undergo an onboard ballast water verification at no further charge, provided ballast water exchanges and documentation are deemed as compliant by a biosecurity officer. This activity may be conducted at a first or subsequent port of arrival. Notification of inspection times will be given through the ship's agent.

11.9.10 Ballast water management using type-approved ballast water management systems

1. Once the BWM Convention enters into force, Australia will recognise the IMO's approval process and accept discharge from BWMS that have received Type Approval. Prior to the Convention entering into force, vessels arriving in Australian waters are required to continue to manage their ballast water in accordance with Australia's current ballast water requirements but can apply to use Type Approved BWMS on future voyages. Applications will only be considered on a case by case basis.
2. Ship agents and vessel operators are requested to notify the Department of Agriculture and Water Resources of any arriving vessels fitted with a BWMS with intended use to satisfy Australia's current ballast water management requirements. Specific information (including vessel details, type of BWMS, BWMS certification, discharge intentions and voyage details) will need to be provided to the Department of Agriculture and Water Resources as soon as possible, but at least 10 working days prior to arrival and cooperation will be sought from the vessel upon arrival in the form of providing access for biosecurity officers to assist in the verification. The intention of the verification inspection is to determine whether the crew is familiar with the operation of the system and that it has been operated in accordance with systems stated operating parameters and the ships' ballast water management plan. If the vessel meets the Department of Agriculture and Water Resources verification requirements it will be granted approval to use the BWMS on future visits to Australia.
3. For further information on Australia's Ballast Water Management Requirements and ballast water reporting requirements can be obtained by contacting the National Seaports Program in the Department of Agriculture and Water Resources.

	National Seaports Program:	Maritime National Coordination Centre:
Email:	seaports@agriculture.gov.au	maritimenc@agriculture.gov.au
Telephone:	+61 409 604 543 (mobile) / 1800 020 504 (Aust only)	1300 004 605 (Aust only)
Fax:		1300 005 882
Website:	www.agriculture.gov.au/biosecurity/avm/vessels	

To accompany Australian Notice to Mariners 1005/2017

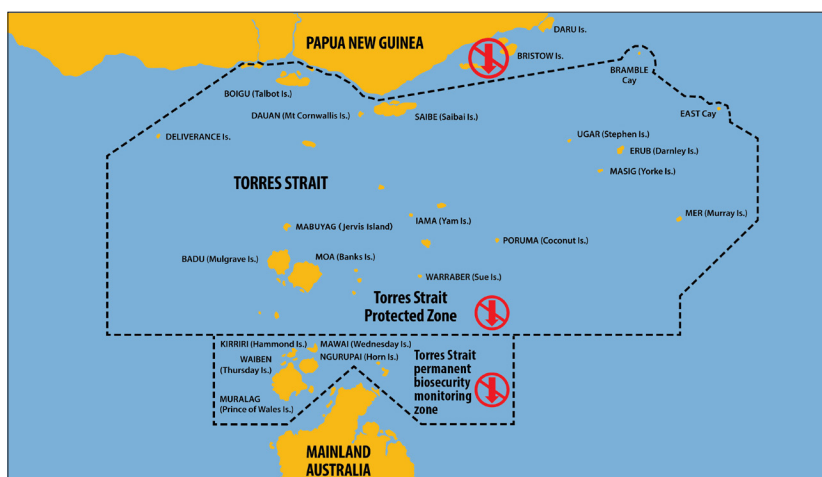
- dispose of all animal waste in a manner approved by the Department of Agriculture and Water Resources
- provide immediate notification if any animal on board becomes ill, dies or escapes

11.9.23 Torres Strait biosecurity travel regulations

1. Commonwealth Biosecurity regulations apply in the Torres Strait that prevent certain goods such as fresh produce, live plants and animals from travelling southward within the region and from the region to mainland Australia.
2. All vessels over seven metres which have been in the Torres Strait and are returning to mainland Australia must report to the Department of Agriculture and Water Resources 12 to 96 hours before making landfall on the mainland. After biosecurity assessment, masters will be issued with a notification number. Masters are required to record this number in their vessel's logbook for auditing purposes. Vessels transiting the Torres Strait in the main shipping channel and not travelling into and stopping in the Torres Strait are exempt from these requirements. The Department of Agriculture and Water Resources can be contacted on VHF CH 16 on Thursday Island or through harbour authorities at most mainland ports. Masters are strongly advised to contact the Department on Thursday Island or Cairns, prior to travelling into the Torres Strait for further biosecurity information.
3. For more information:

Telephone	
Thursday Island:	+61 7 42120185
Cairns:	+61 7 1800 900 090 (select option 1, then option 6)
Website:	www.agriculture.gov.au/biosecurity/australia/naqs/torres-strait

Torres Strait Special Biosecurity Zones



11.10 Military Information

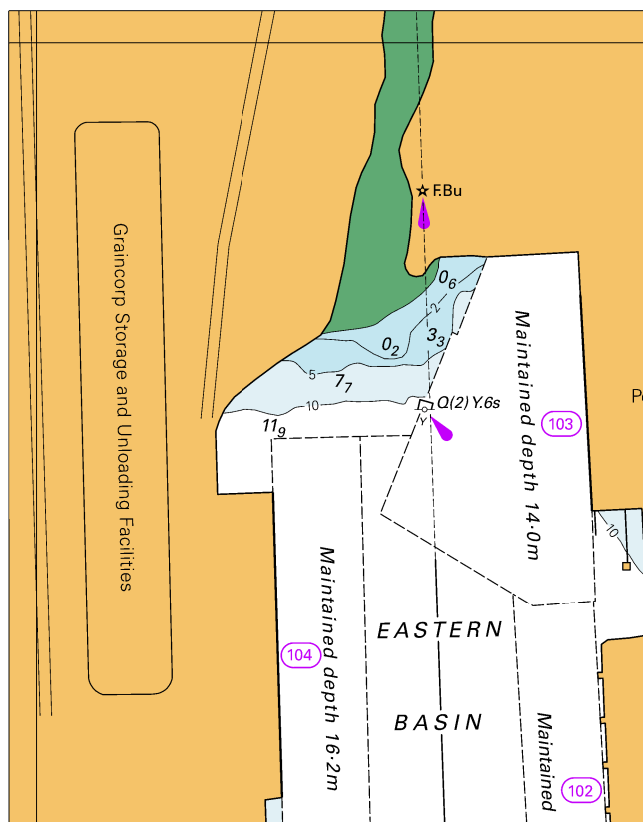
11.10.1 Military firing practice and exercise areas

1. Military practice areas are published in the Commonwealth Government Gazette and the Designated Airspace Handbook (published on Air Services Australia website). Restricted and dangerous areas with associated airspace coordinates and chartlets are published on the Australian Hydrographic Service (AHS) website.

Notification of warnings

2. As clear range procedures are followed no broadcast warnings will be issued in respect of weapons firing practices in the areas depicted in *Notice to Mariners No 9* and in this section major exercises will be the

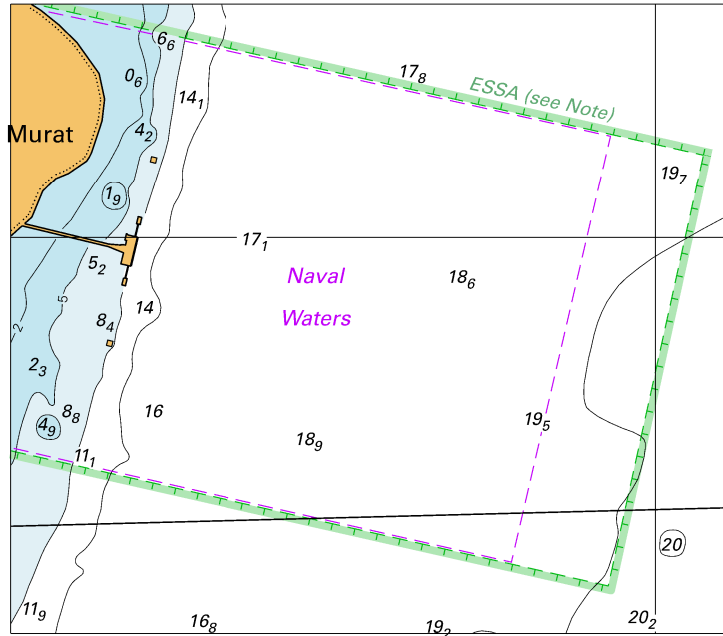
To accompany Australian Notice to Mariners 1009/2017



© Commonwealth of Australia 2017
Block for Chart Aus 194

(84.4 x 107.4mm)

To accompany Australian Notice to Mariners 1018/2017

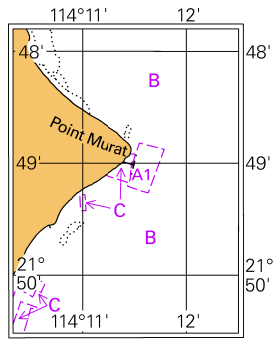


© Commonwealth of Australia 2017

Block A for Chart Aus 72

(95-1 x 83-2mm)

To accompany Australian Notice to Mariners 1018/2017



© Commonwealth of Australia 2017
Block B for Chart Aus 72 (31.0 x 41.2mm)

To accompany Australian Notice to Mariners 1019/2017

