

# Great Barrier Reef & Torres Strait Vessel Traffic Service (REEFVTS)

## USER GUIDE

July 2011



**Queensland  
Government**



**Australian Government  
Australian Maritime Safety Authority**

## Important

REEFVTS relies on the reports that it receives from ships. The information used by REEFVTS is only as accurate as the information that is given in these ship reports.

REEFVTS may not know about all the hazards in the region and ships may encounter unreported hazards at any time. Any hazards should be reported to REEFVTS immediately.

The Master of a ship is responsible for the ship's operation, and is responsible for the safe navigation of the ship under all circumstances.

The information provided below is a guide only. Any ship, owner, operator, charterer, Master, or person directing the movement of a ship must still follow all relevant laws or regulations, and must take any precaution required by ordinary seamanship or the special circumstances of the case. Neither the Commonwealth of Australia nor the State of Queensland accept any responsibility for any decision made by any Master or crew member.

If there is any difference between the information in the REEFVTS User Guide and the relevant laws, the relevant laws should be followed.

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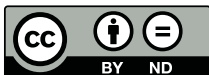
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# 1 Definitions and abbreviations

<b>AIS</b>	Automatic Identification System
<b>AMSA</b>	Australian Maritime Safety Authority
<b>APR</b>	Automated Position Reporting via Inmarsat C
<b>AUSREP</b>	the Australian Ship Reporting System established under Division 14 of Part IV of the <i>Navigation Act 1912</i>
<b>Chemical tanker</b>	a ship to which the BCH or IBC Code applies – see Marine Orders Part 17 (Liquefied Gas Carriers and Chemical Tankers)
<b>Combination carrier</b>	a ship designed to carry either oil or solid cargoes in bulk
<b>IMO</b>	International Maritime Organization
<b>IMN</b>	Inmarsat Mobile Number
<b>INF Code</b>	Irradiated Nuclear Fuel Code – see Marine Orders Part 41 (Carriage of Dangerous Goods)
<b>Length of tow</b>	the distance between the stern of the towing vessel and the after end of the tow
<b>Liquefied gas carrier</b>	a ship to which the EGC, GC or IGC Code applies – see Marine Orders Part 17 (Liquefied Gas Carriers and Chemical Tankers)
<b>MSI</b>	Maritime Safety Information
<b>MSQ</b>	Maritime Safety Queensland
<b>Navigation Act</b>	the Australian Government’s <i>Navigation Act 1912</i>
<b>Oil tanker</b>	a) a ship constructed or adapted primarily to carry oil in bulk as cargo; or b) a combination carrier when it is carrying oil in bulk as cargo; or c) a chemical tanker when it is carrying oil in bulk as cargo; or d) any other ship fitted with cargo spaces which are constructed and used to carry oil in bulk of an aggregate capacity of 200 cubic metres or more.
<b>Overall length</b>	the overall length of a ship is the distance between:  a) a vertical line passing through a point that is the foremost part of the stem; and  b) a vertical line passing through a point that is the aftermost part of the stern;  but if it is not possible to measure the overall length of the ship in this way, the overall length is stated as 110 percent of the length which is shown on the ship’s load-line certificate.
<b>REEFREP</b>	the mandatory ship reporting system established by IMO Resolution MSC.52(66), amended by Resolution MSC.161(78) and Resolution MSC.315(88) – see Marine Orders Part 56 (REEFVTS)
<b>REEFVTS</b>	the Great Barrier Reef and Torres Strait Vessel Traffic Service, operated jointly by the Australian Maritime Safety Authority and Maritime Safety Queensland
<b>STI</b>	Ship Traffic Information
<b>UKCM</b>	Under Keel Clearance Management
<b>VTS</b>	Vessel Traffic Service

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## 2 Purpose

This guide will help masters of ships to give REEFVTS the correct ship reports and to benefit from the services provided by REEFVTS. It describes:

- the requirements for ships entering and transiting through the REEFVTS Area, including the mandatory reporting procedures, recommended shipping routes and compulsory pilotage areas
- the vessel traffic services provided by REEFVTS.

The information in this guide does not replace or change any rules in Australia's *Navigation Act 1912* which apply to waters within the REEFVTS Area (see section 4). If there is any difference between the information in the REEFVTS User Guide and the relevant laws, the relevant laws should be followed.

The master of a ship is responsible for the ship's operation, and is responsible for the safe navigation of the ship under all circumstances.

The information given here is a guide only. Any ship, owner, operator, charterer, master, or person directing the movement of a ship must still follow all relevant laws or regulations, and must take any precautions required by ordinary seamanship or by the special circumstances of the case.

## 3 Introduction

The environmental and cultural significance of the Great Barrier Reef and Torres Strait regions are recognised the world over. The Great Barrier Reef Marine Park was established in 1975 and added to the World Heritage list in 1981. In 1990 the International Maritime Organization (IMO) named the Great Barrier Reef as the world's first Particularly Sensitive Sea Area (PSSA). The IMO also named Torres Strait as a PSSA in 2005.

### 3.1 REEFVTS

The Queensland and Australian Governments established REEFVTS in 2004. Its purpose is to:

- make navigation in Torres Strait and the inner route of the Great Barrier Reef safer by working with shipping to give better information on possible traffic conflicts and other navigational information
- minimise the risk of maritime accidents, and therefore avoid the pollution and damage which such accidents can cause to the marine environment in the Great Barrier Reef and Torres Strait
- respond quickly if a safety or pollution incident does occur.

REEFVTS is operated jointly by the Australian Maritime Safety Authority (AMSA) and Maritime Safety Queensland (MSQ). AMSA is an agency of the Australian Federal Government; MSQ is an agency of the Queensland State Government.

REEFVTS operates 24 hours a day from the VTS Centre, situated at Townsville on the Queensland coast.

### 3.2 Vessel Traffic Service (VTS)

To help with the safe navigation of ships, REEFVTS:

- monitors the movement of participating ships in the REEFVTS Area
- gives timely, relevant and accurate information to ships
- keeps a listening watch on REEFVTS VHF working channels
- receives the information given by masters under the ship reporting requirements
- responds to requests for information, such as ship traffic and maritime safety information.

If REEFVTS has information which may help decision-making onboard a ship, REEFVTS may contact that ship.

### 3.3 Authority

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).

Australia's *Navigation Act 1912* gives the general power to make regulations to implement SOLAS (s191) and the related power to make Australian Marine Orders (s425(1AA)). The laws about mandatory ship reporting are based on these powers.

Marine Orders Part 56 (REEFREP) states that ships which are required to report to REEFVTS must do so whether they are voyaging overseas, between states or within one state.

REEFVTS manages and operates REEFREP.

## 4 REEFVTS Area

The REEFVTS Area is described in Marine Orders Part 56 (REEFREP) and as shown in Figure 1.

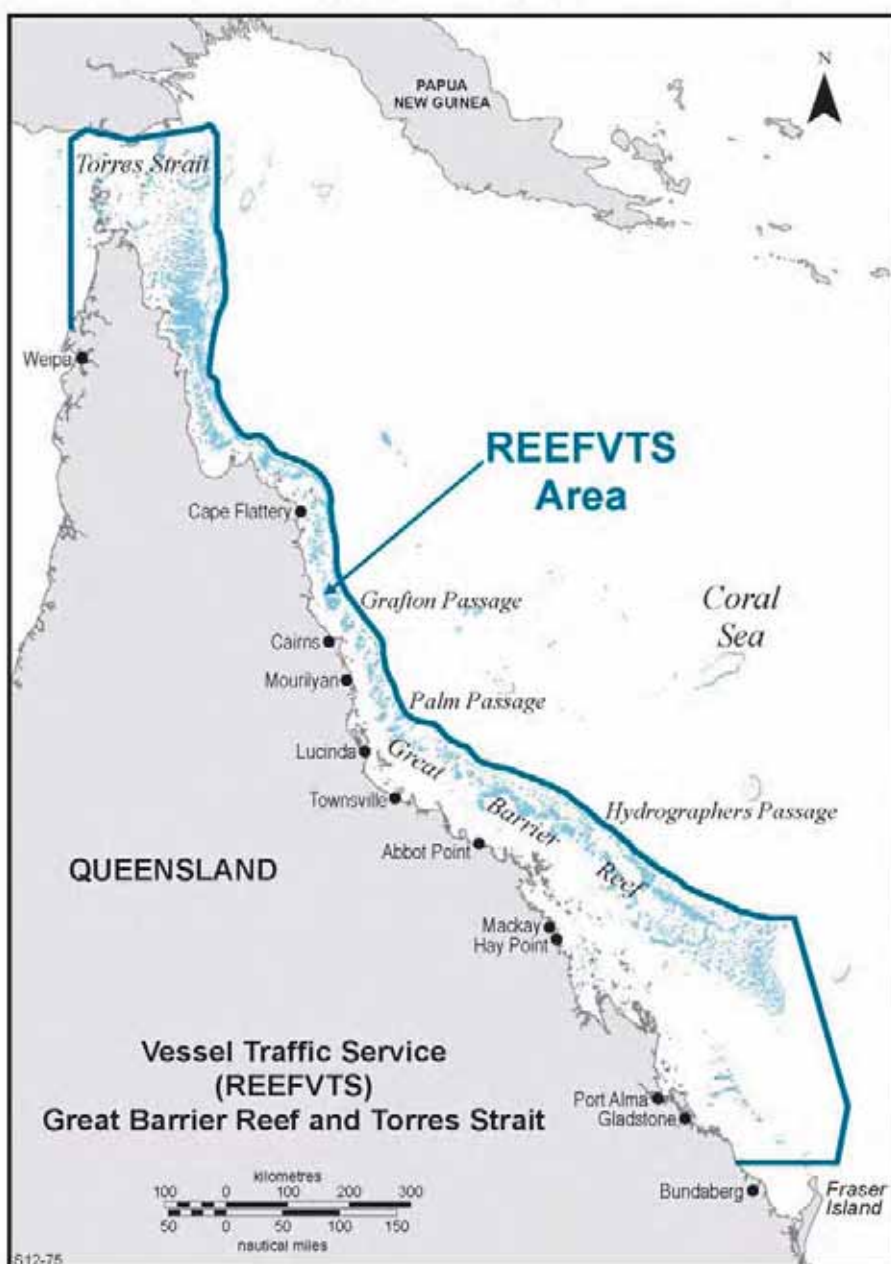


Figure 1: REEFVTS Area

More detailed information on the REEFVTS Area can be found in AUSCHART 4620, 4635 and 490.

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## 5 Ships required to report to REEFVTS

### 5.1 General obligation

The following categories of ships must report to REEFVTS:

- a) all ships with an overall length of 50 metres or more
- b) all oil tankers, liquefied gas carriers, chemical tankers or ships coming within the INF Code, including those with an overall length of less than 50 metres
- c) ships which are towing or pushing, or being towed or pushed, where either of the ships belongs to category a) or category b), or where the overall length of the tow is 150 metres or more. The overall length of the tow is measured from the stern of the towing vessel to the after end of the tow.

### 5.2 Voluntary reporting

Other vessels which are transiting the REEFVTS Area may report on a voluntary basis as defined in this user guide.

### 5.3 Warships, naval auxiliaries and government ships

SOLAS Regulation V/11 does not apply to any warship, naval auxiliary, or any ship owned or operated by government; however SOLAS does state that “such ships are encouraged to participate in ship reporting systems”.

The Australian Government fully supports this approach, and all ships of the Royal Australian Navy are encouraged to participate in REEFVTS on a voluntary basis, along with other ships owned or operated by the Australian Government.

## 6 Master’s responsibilities

It is the responsibility of the ship’s master while in the REEFVTS Area to:

- follow the ship reporting requirements – these are described in Marine Orders Part 56 (REEFREP) and outlined in this user guide
- confirm that information from REEFVTS has been received when asked to do so
- respond appropriately to all information, warnings, and advice given by REEFVTS
- keep a listening watch on REEFVTS VHF working channels
- make sure that the Inmarsat C terminal is logged into the Pacific Ocean Region (POR) at all times
- as soon as possible, notify REEFVTS of any:
  - incident/accident affecting the ship’s safety
  - incident/accident affecting safety of navigation
  - circumstance that may cause pollution
  - pollutants/containers/packages drifting
  - change to route plan.

## 7 Failure to report

Any master, or officer of the watch at the time, who fails to follow the required reporting procedures, or who deliberately transmits information which is incorrect, false or misleading, will have committed an offence and may be fined if convicted.

Regulation 4 of the Navigation (Orders) Regulations states:

### 4. Offences

- 1) A person commits an offence if the person does not comply with a provision of an order that is made under subsection 425 (1AA) of the Act and that is expressed to be a penal provision.  
Penalty: 50 penalty units
- 2) An offence against subregulation (1) is an offence of strict liability.  
Please note, as at 1 July 2011 the fines are:
  - a) if the offender is a natural person – by a fine of 50 penalty units, currently A\$5,500; or
  - b) if the offender is a body corporate – by a fine of 250 penalty units, currently A\$27,500.

## 8 Mandatory reporting requirements

A ship must send the following reports to REEFVTS:

- 1) Pre-Entry Position Report (PER)
- 2) Entry Report (ER)
- 3) Route Plan Report (RP)
- 4) Final Report (FR)

Additional reports which must be sent to REEFVTS include:

- 5) Route Deviation Report (DR)
- 6) Intermediate Position Reports (IP)
- 7) Defect Reports (IR)

Details of the information required for each report are shown in section 8.1.

### 8.1 Reporting codes reference table

ID	Message type (PER, ER, RP, FR, DR, IP, or IR)
A	Ship name, call sign and IMO number
B	Date and time (UTC)
C	Current position Either the name of the mandatory reporting point, or the current position (latitude and longitude)
F	Speed The planned speed of the ship in knots and tenths of a knot
H	Date, time (UTC) and point of entry to REEFVTS Area Either the name of the first mandatory reporting point entering the Area, or the position (latitude and longitude) of entry
J	Pilot Is a coastal pilot onboard? (State yes or no) If yes, give the pilot's last name and identification number
K	Date, time (UTC) and point of exit from area Either the name of the last mandatory reporting point leaving the Area, or the position (latitude and longitude) of exit

<b>L</b>	<b>Route information</b> Usually a Route Plan Report. If not, the name of the next two mandatory reporting points, or the course if the ship is not tracking between mandatory reporting points
<b>M</b>	<b>Communication methods</b> Primary Inmarsat C details: Inmarsat Mobile Number (IMN), manufacturer and model
<b>O</b>	<b>Draft</b> Fore and aft, in metres and decimetres
<b>P</b>	<b>Cargo onboard</b> Give the normal name of cargo and state whether it is classified as hazardous (yes or no). Note: If required, this information may be given by non-voice means before the first REEFVTS report
<b>Q</b>	<b>Defects, damage, deficiencies or other limitations</b> Describe details of any damage, failure or breakdown: (i) collision, grounding, fire, explosion, structural failure, flooding, cargo shifting; (ii) failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipboard navigational equipment
<b>R</b>	<b>Pollution/dangerous goods lost overboard</b> Give brief details of the type of pollution (oil, chemicals and so on) or dangerous goods lost overboard. State the ship's position
<b>U</b>	<b>Ship type, length (metres) and gross tonnage</b> Give details of the ship, including ship type, length (metres) and gross tonnage
<b>X</b>	<b>Remarks</b> Give any additional information which would help the navigational safety of shipping in the REEFVTS Area; for example, abnormal weather; faulty navigational aid; or any Dangerous Goods (DG), Harmful Substances (HS) or Marine Pollution (MP) incident reports

## 8.2 REEFVTS reporting information required

Send all reports to REEFVTS by Inmarsat C or call on the VHF working channels (see section 10).

### 8.2.1 Pre-entry report (PER)

Give the following information for a pre-entry report:

When/where	Line	Information required	Example
<b>At least two hours before:</b> <b>Entering the REEFVTS Area</b> <b>or</b> <b>Departing from a port within the REEFVTS Area</b>	<b>ID</b>	<b>Message type</b>	ID/PER
	<b>A</b>	<b>Ship name, call sign and IMO number</b>	A/HAPPY SAILOR/ ABCD/1234567
	<b>B</b>	<b>Date and time (UTC)</b>	B/010200UTC
	<b>C</b>	<b>Current position</b>	C/1036S/14144E
	<b>H</b>	<b>Date, time (UTC) and point of entry to the REEFVTS Area</b>	H/010400UTC/BOOBY
	<b>K</b>	<b>Date, time (UTC) and point of exit from the REEFVTS Area</b>	K/042100UTC/SANDY CAPE
	<b>M</b>	<b>Communication methods – Primary Inmarsat C details</b>	M/423456789/JRC/JUE-85C

## 8.2.2 Entry report (ER)

Give the following information for an entry report:

When/where	Line	Information required	Example
Immediately on entry to the REEFVTS Area or Departing from a port within the REEFVTS Area	ID	Message type	ID/ER
	A	Ship name, call sign and IMO number	A/HAPPY SAILOR/ ABCD/1234567
	B	Date and time (UTC)	B/010200UTC
	C	Current position	C/1036S/14144E
	F	Speed – ship’s planned average speed	F/13
	J	Pilot – is a pilot onboard? (yes/no)	J/NO or J/YES/BROWN/987654
	K	Date, time (UTC) and point of exit from the REEFVTS Area	K/042100UTC/SANDY CAPE
	L	Route information Ship’s masters are encouraged to provide a Route Plan. However it is understood that this may not be possible until a pilot boards	L/INNER ROUTE DEEP DRAFT or L/ALPHA NORTH VIA VARZIN PASSAGE/ HANNIBAL
	O	Draft	O/FORE 11.5/AFT 11.3
	P	Cargo onboard	P/BULK CHEMICALS/ DG YES
	Q	Defects, damage, deficiencies or other limitations	Include details as required
U	Ship type, length and gross tonnage	U/TANKER/180/28000	
X	Remarks	Include details as required	

## 8.2.3 Route plan report (RP)

Give route plan details either as standard route plan, reporting points or way points.

### 8.2.3.1 Standard route plan

Standard route plans for the Inner Route and the Great North East Channel are described in detail at Appendix A.

Give the following information for a standard route plan report:

When/where	Line	Information required	Example
Send to REEFVTS with entry report (ER)	ID	Message type	ID/RP
	A	Ship name, call sign and IMO number	A/HAPPY SAILOR/ ABCD/1234567
	B	Date and time (UTC)	B/010200UTC
	C	Current position	C/1036S/14144E
	F	Speed – ship’s planned average speed	F/13
	K	Date, time (UTC) and point of exit from the REEFVTS Area	K/042100UTC/SANDY CAPE
L	Route information	L/INNER ROUTE DEEP VIA WEST OF CAIRNCROSS	

### 8.2.3.2 Reporting points

Give the following information for a route plan report using reporting points:

When/where	Line	Information required	Example
Send to REEFVTS with entry report (ER)	ID	Message type	ID/RP
	A	Ship name, call sign and IMO number	A/HAPPY SAILOR/ ABCD/1234567
	B	Date and time (UTC)	B/ 010200UTC
	C	Current position	C/BOOBY
	F	Speed – ship’s planned average speed	F/13
	K	Date, time (UTC) and point of exit from the REEFVTS Area	K/042100UTC/SANDY CAPE
	L	Route information  Either the name of next two mandatory reporting points, or the course of the ship.  Where there are two or more routes between mandatory reporting points, the planned route (for example, Booby to Alpha North via Varzin Passage).	L/ALPHA NORTH VIA VARZIN PASSAGE/ HANNIBAL

### 8.2.3.3 Waypoints

Give the following information for route plan report using waypoints:

When/where	Line	Information required	Example
Send to REEFVTS with entry report (ER)	ID	Message type	ID/RP
	A	Ship name, call sign and IMO number	A/HAPPY SAILOR/ ABCD/1234567
	B	Date and time (UTC)	B/010200UTC
	C	Current position	C/1036S/14144E
	F	Speed – ship’s planned average speed	F/13
	K	Date, time (UTC) and point of exit from the REEFVTS Area	K/042100UTC/SANDY CAPE
	L	Route Information  A list of the planned waypoints for the transit – either the latitude and longitude of the planned waypoints, the reporting point names or a combination of both.	Include details as required

### 8.2.4 Final report (FR)

Give the following information for a final report:

When/where	Line	Information required	Example
Immediately on exiting the REEFVTS Area  or  Arriving at a port in the REEFVTS Area	ID	Message type	ID/FR
	A	Ship name, call sign and IMO number	A/HAPPY SAILOR/ ABCD/1234567
	B	Date and time (UTC)	B/010200UTC
	C	Current position	C/SANDY CAPE

### 8.2.5 Route deviation report (DR)

If the ship deviates from the Route 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.

Report the deviation using one of Route Plan Reports as shown in 8.2.3 above.

### 8.2.6 Intermediate position reports (IP)

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.

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

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

Give the following information for an intermediate position report:

When/where	Line	Information required	Example
As advised by REEFVTS	ID	Message type	ID/IP
	A	Ship name, call sign and IMO number	A/HAPPY SAILOR/ ABCD/1234567
	B	Date and time (UTC)	B/010200UTC
	C	Current position	C/BARNARD  or C/1742S/14618E
	F	Speed – ship's planned average speed	F/13

### 8.2.7 Defect report (IR)

Give the following information for a defect report:

When/where	Line	Information required	Example
Immediately if a ship suffers damage, failure or breakdown which affects the ship's safety or Immediately if there is pollution or cargo lost overboard or Special reports as defined by IMO for incidents involving Dangerous Goods (DG), Harmful Substances (HS) or Marine Pollutants (MP)	ID	Message type	ID/IR
	A	Ship name, call sign and IMO number	A/HAPPY SAILOR/ ABCD/1234567
	B	Date and time (UTC)	B/010200UTC
	C	Current position	C/TWO ISLES  or C/15252S/145241E
	F	Speed	F/5
	Q	Defects, damage, deficiencies or other limitations	Include details as required
	R	Pollution/dangerous goods lost overboard	Include details as required
X	Remarks DG, HS, MP incident reports	Include details as required	

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## 9 Services provided by REEFVTS

REEFVTS provides both information services and navigational assistance services in the REEFVTS Area.

The information that REEFVTS uses comes from AIS, Radar, Automated Position Reporting (APR) via Inmarsat C and the route plans which ships have given to REEFVTS. Route plans are only as accurate as the information that is given in these reports and ships are encouraged to take care that reports are correct.

REEFVTS may not know about all the hazards in the REEFVTS Area. If a ship encounters any hazard which is not already included in Maritime Safety Information (for example, a faulty navigational aid), it should advise REEFVTS.

### 9.1 Information services

REEFVTS provides two types of information services to ships in the REEFVTS Area: ship traffic information and maritime safety information.

#### 9.1.1 Ship traffic information (STI)

REEFVTS predicts ship encounters and sends this information to individual ships as Ship Traffic Information (STI), usually through Inmarsat C messaging.

REEFVTS advises individual ships of STI:

- 1) when the ship enters the REEFVTS Area;
- 2) when there is new or changed traffic information;
- 3) in an update every 4-6 hours, depending on the ship's speed; and
- 4) at any other time when the ship asks REEFVTS to provide it.

There is no general broadcast of STI.

##### 9.1.1.1 When a ship enters the REEFVTS Area

A ship will receive STI about predicted ship encounters and Maritime Safety Information for the next six hours of its transit. The STI lists the ship, the time and the location of the predicted encounter.

Example:

**Expected STI (EST):**

Meet SILVER ZHANG (P) in your area now

Overtake ENDEAVOUR RIVER (P) at 10 1215

Meet FAR EASTERN SILO (P) at 10 1240

Meet GLORIOUS HALO (P) at 10 1325

Light altered AUSCOAST warning 340 at 10 30 S 142 13 E

##### 9.1.1.2 New or changed traffic information

REEFVTS monitors the transit of a ship to identify any significant changes to the traffic information which REEFVTS has previously given. An example of this could be when a new ship is identified or there is a change in ETA because of an increase or decrease in speed.

If there is new or changed traffic information, REEFVTS gives the ship updated traffic information for the next six hours, listing the predicted encounters as either:

- new
- changed or
- unchanged.

Example:

**Expected STI (EST):**

Meet JAVA SEA (P) at 25 0755

(Changed) pass OOCL ENVOY (P) at 25 0925

(New) meet CHAMPION (P) at 25 1125

### 9.1.1.3 Traffic information updates

When a ship has transited the REEFVTS Area for a period of 4-6 hours (depending on a ship's speed) and there has been no new or changed traffic information, REEFVTS gives the ship updated traffic information for the next six hours as described under 9.1.1.1 above.

This update will also indicate if there are no predicted ship encounters for the next six hours.

A ship may contact REEFVTS at any time to ask for an STI update.

### 9.1.2 Receiving ship traffic information

REEFVTS gives STI in one of two ways:

#### Inmarsat C Messaging

For a ship to receive STI updates by Inmarsat C it must:

- give REEFVTS the make, model and IMN of the ship's Inmarsat C terminal – this will be used for email messages.
- make sure that messages from REEFVTS are read when they are received.

If a ship is not receiving STI, check that the ship's Inmarsat C terminal is logged into the Pacific Ocean Region (POR).

If the problem continues, contact REEFVTS to arrange for STI to be provided in another way (for example, VHF communications).

#### VHF voice communications

Ships must keep a listening watch on the REEFVTS VHF working channels.

REEFVTS uses VHF channels 11 and 14 as shown in section 10.

### 9.1.3 Common STI phrases:

Some common STI phrases are:

Pass – indicates that the ship is stopped

Overtake – indicates that the ships are heading in roughly the same direction at the position of the predicted encounter

Meet – describes all other situations

(P) – indicates a piloted ship

(NP) – indicates a non-piloted ship

(DD) – indicates a deep draft ship

### 9.1.4 Maritime Safety Information (MSI)

REEFVTS gives ships Maritime Safety Information (MSI) that is relevant to their location and intended movement. If a ship encounters any hazard that may affect the navigational safety of other ships, it should contact REEFVTS.

MSI is sent to ships with the Shipping Traffic Information. MSI is also given in broadcasts from RCC Australia in the form of navigational warnings (AusCoast Warnings).

## 9.2 Navigational assistance services

If REEFVTS has information which may help decision-making onboard a ship, REEFVTS may contact that ship.

REEFVTS may contact a ship if it believes that the ship is heading into shallow water or deviating from a planned route.

A ship may receive Navigational Assistance Services in areas shown in Appendix B.

However, the master remains responsible for the safe navigation of the ship at all times and should not rely on the availability of Navigational Assistance from REEFVTS.

## 10 Communication with REEFVTS

Communication with REEFVTS is in English using the IMO's Standard Marine Communication Phrases.

### 10.1 Means of communication

The means of communication with REEFVTS are:

- 1) Inmarsat C – messages sent to REEFVTS using the special access code (SAC) 861 via POR LES 212. REEFVTS will pay the cost of these messages.
- 2) VHF Radio – REEFVTS can be contacted 24 hours a day on either VHF Channel 11 or 14 (Radio call sign – REEFVTS). The channel to be used will depend on the ship's position as shown in the table below and Figure 2 on the next page.
- 3) Other communications – telephone, fax, email.

#### 10.1.1 Inmarsat C

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.

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

Inmarsat C terminals must be logged into the Pacific Ocean Region (POR).

Ships can also send messages to REEFVTS by email, at reefvts@vtm.qld.gov.au. Ships will pay for the cost of these messages.

#### 10.1.2 VHF radio

A VHF radio network is available along the Queensland coast and Torres Strait for communication with REEFVTS. REEFVTS keeps a listening watch at all times on the VHF working Channels 11 and 14 as shown in the Table below and Figure 2 in the next page.

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

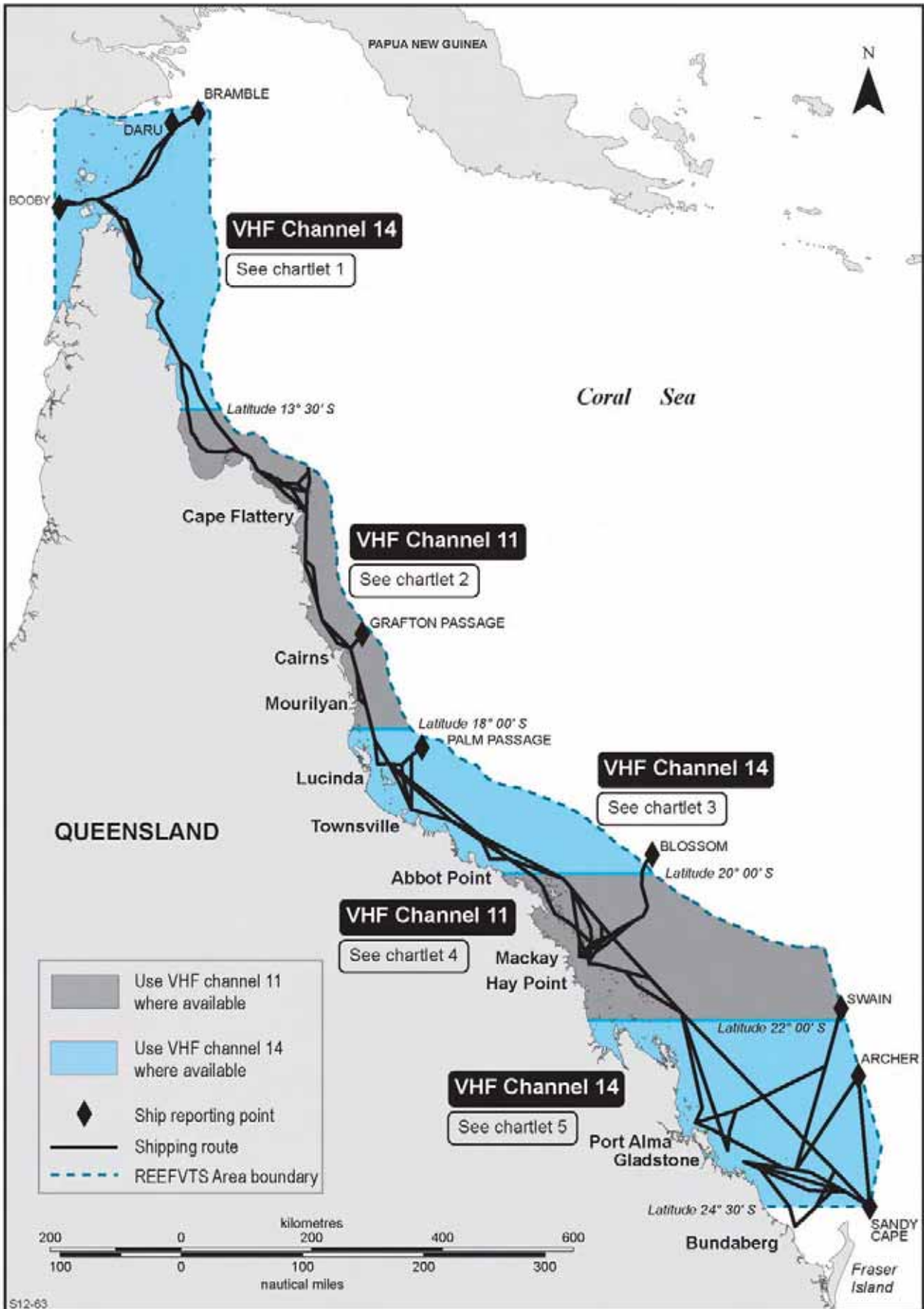


Figure 2: REEFVTS VHF Channel Overview

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## 10.2 Other communications

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 1300 721 293 or +61 7 4726 3428
- Facsimile: +61 7 4721 0633
- Email: reefvts@vtm.qld.gov.au

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.

## 11 Other rules and regulations

### 11.1 Compulsory Pilotage Areas in the REEFVTS Area

Under Australian law 'regulated ships' must carry a licensed pilot in Torres Strait and sections of the Great Barrier Reef. The pilots are licensed by the Australian Maritime Safety Authority.

The areas where a pilot is required are shown in Figure 3 on the next page. More information on coastal pilotage is available in Marine Orders Part 54 (Coastal Pilotage) or at the AMSA website [www.amsa.gov.au](http://www.amsa.gov.au).

A 'regulated ship' includes ships with an overall length of 70 metres or more and all loaded oil tankers, chemical tankers and liquefied gas carriers, except Defence Force vessels.

A pilot is also required for a tug and tow if either the towing vessel or the vessel being towed has an overall length of 70 metres or more, regardless of the length of tow.

#### 11.1.1 Great Barrier Reef – Inner Route

All regulated ships must carry a licensed pilot when they are transiting through:

- the Inner Route of the Great Barrier Reef between Cape York (latitude 10° 41' S) and the vicinity of Cairns Roads (latitude 16° 40' S) or
- Hydrographers Passage or
- the Whitsundays.

#### 11.1.2 Torres Strait – Great North Eastern Channel

All regulated ships with a draft of 8 metres or more must have a licensed pilot onboard when they are transiting Torres Strait Compulsory Pilotage Area A (bounded by the longitudes 141° 50' E and 142° 05' E).

All regulated ships of any draft must have a licensed pilot onboard when they are transiting Torres Strait Pilotage Area B (bounded by the longitudes 142° 05' E and 143° 24' E).

#### 11.1.3 Torres Strait – Under Keel Clearance Management

The Australian Maritime Safety Authority is introducing an Under Keel Clearance Management (UKCM) System. The goal of this system is to improve the safety and efficiency of shipping through Torres Strait.

When implemented, it is intended that the system will be compulsory for all regulated ships with a draft of 8 metres or more. The pilot will create a transit plan, operate the system and monitor compliance with minimum UKC rules.

REEFVTS will monitor the transit against the plan and provide relevant information to the ship as required. The UKCM System is expected to be fully operational in 2012.

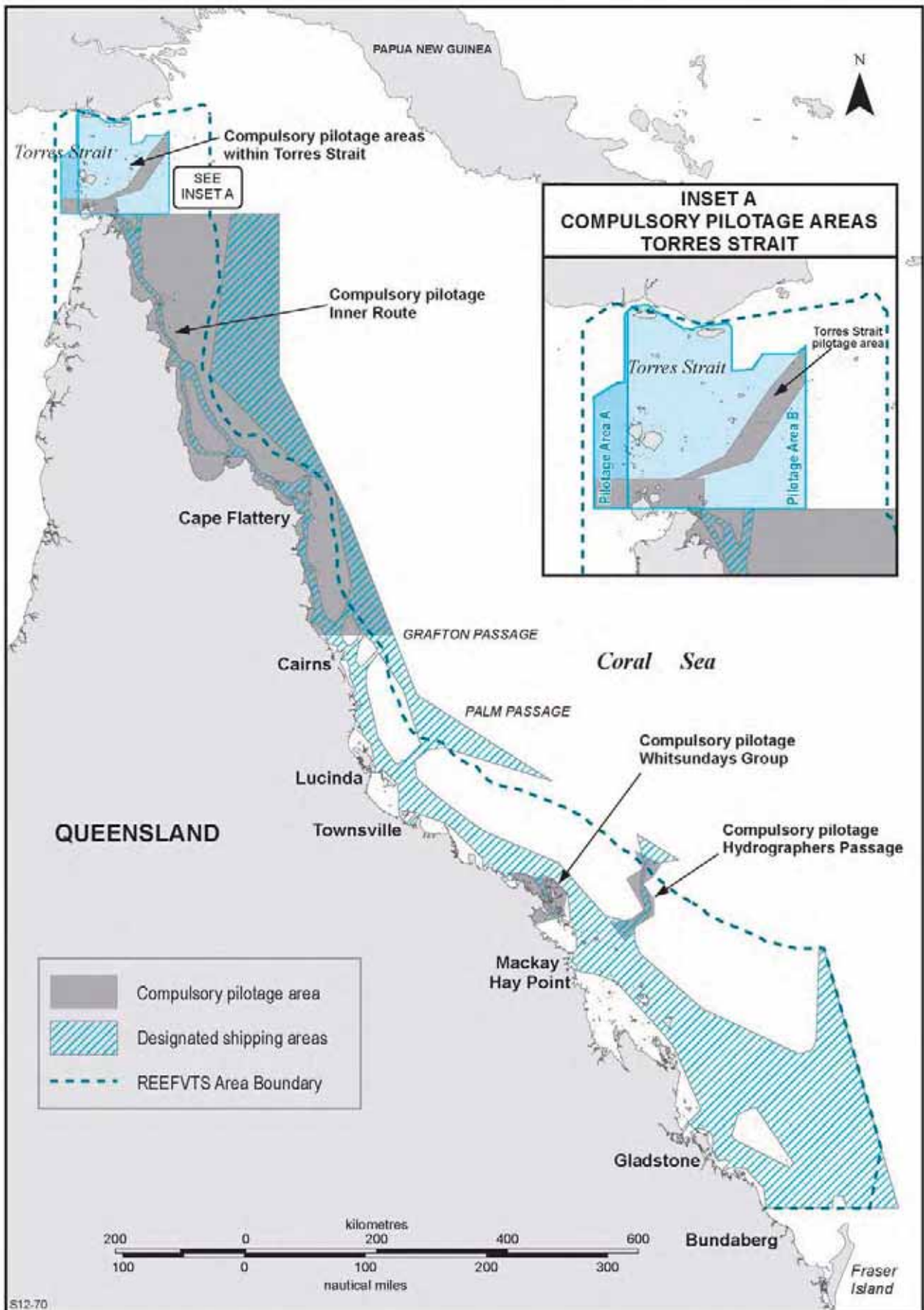


Figure 3: Compulsory Pilotage Areas and Designated Shipping Areas

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## 11.2 Designated Shipping Areas in the Great Barrier Reef Marine Park

The Great Barrier Reef Marine Park Authority has put in place Designated Shipping Areas and General Use Zones within the Great Barrier Reef Marine Park as part of the Great Barrier Reef Marine Park Zoning Plan.

Ship operators need a permit from the Great Barrier Reef Marine Park Authority to navigate outside the Designated Shipping Areas and General Use Zones.

A penalty of up to AUD \$5.5 million currently applies if a ship is navigated outside the Designated Shipping Areas and the General Use Zones without written permission from the Great Barrier Reef Marine Park Authority.

Further information is available from GBRMPA by phoning +61 7 4750 0700, emailing [info@gbmpa.gov.au](mailto:info@gbmpa.gov.au) or at the GBRMPA website [www.gbrmpa.gov.au](http://www.gbrmpa.gov.au)

## 11.3 Reporting to AUSREP

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.

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.

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.

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.

Further information about reporting to AUSREP is provided in the AUSREP User Manual. This Manual is available from AMSA offices or the AMSA website [www.amsa.gov.au](http://www.amsa.gov.au).

## 11.4 Pollution reporting

The MARPOL 73/78 definition of “nearest land” prohibits operational discharges in the Great Barrier Reef and Torres Strait regions.

The following should be reported to REEFVTS:

- any quantity of oil (including diesel fuel, petrol and oil products)
- any discharge from a ship of chemicals or chemical residues or
- garbage (food waste, glass, plastic etc).

Information on reporting ship sourced pollution is available on:

- AMSA website [www.amsa.gov.au/marine\\_environment\\_protection](http://www.amsa.gov.au/marine_environment_protection)
- MSQ website [www.msq.qld.gov.au/environment](http://www.msq.qld.gov.au/environment).

## Appendix A – Standard route plans

### A.1 Inner route

There are three standard route plans for transiting the REEFVTS Area by the inner route between Booby and Sandy Cape. The route plan applies in either direction of the transit and also applies to any portion of the inner route.

The standard route plan should be communicated to REEFVTS by stating:

- inner route
- predefined route by communicating the ship's draught of deep, moderate or shallow
- the name of any alternative legs intended to be taken that vary from the standard route (for example, shaded boxes) for that draft category.

For example, a ship plans to transit the inner route, moderate draft route via Varzin Passage (rather than using the standard route via Gannet Passage). This should be communicated to REEFVTS as "INNER ROUTE, MODERATE VIA VARZIN".

Deep draft		Moderate draft		Shallow draft	
Standard route	Alternative	Standard route	Alternative	Standard route	Alternative
<b>BOOBY</b>		<b>BOOBY</b>		<b>BOOBY</b>	
via Varzin Passage	via Gannet Passage	via Gannet Passage	via Varzin Passage	via Gannet Passage	
<b>ALPHA NORTH</b>	via ALPHA SOUTH	<b>ALPHA NORTH</b>	via ALPHA SOUTH	<b>ALPHA NORTH</b>	via ALPHA SOUTH
via East Of Cairncross	via West Of Cairncross	via East Of Cairncross	via West Of Cairncross	via East Of Cairncross	via West Of Cairncross
<b>HANNIBAL</b>		<b>HANNIBAL</b>		<b>HANNIBAL</b>	
<b>INSET</b>		<b>INSET</b>		<b>INSET</b>	
via Fairway Channel	via HEATH	via Fairway Channel	via HEATH	via Fairway Channel	via HEATH
<b>PIPON</b>		<b>PIPON</b>		<b>PIPON</b>	
via Howicks		via Miles	Via Howicks	via Miles	
via Lizard Island/ Palfrey	Via North of Nymph	Via Mid-Decapolis	Via North of Nymph	via Petherbridge	via Mid-Decapolis
<b>TWO ISLES</b>		<b>TWO ISLES</b>		<b>TWO ISLES</b>	
<b>GUBBINS WEST</b>	via GUBBINS EAST	<b>GUBBINS WEST</b>	via GUBBINS EAST	<b>GUBBINS WEST</b>	via GUBBINS EAST
<b>BARNARD</b>		<b>BARNARD</b>		<b>BARNARD</b>	
<b>BOWLING NORTH</b>	via BOWLING SOUTH	<b>BOWLING NORTH</b>	via BOWLING SOUTH	<b>BOWLING NORTH</b>	via BOWLING SOUTH
Via North Holbourne	via South Holbourne	Via North Holbourne	via South Holbourne	Via North Holbourne	via South Holbourne
<b>EDWARD</b>	Via MOLLE/ SHAW	<b>EDWARD</b>	Via MOLLE/ SHAW	<b>EDWARD</b>	Via MOLLE/ SHAW
<b>HIGH PEAK</b>		<b>HIGH PEAK</b>		<b>HIGH PEAK</b>	
<b>SANDY CAPE</b>		<b>SANDY CAPE</b>		<b>SANDY CAPE</b>	

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## A.2 Great North East Channel

Ships transiting the Great North East Channel enter or exit the REEFVTS Area in three main locations. These are Booby, Bramble or Daru.

The standard route plan should be communicated to REEFVTS by stating:

- GNE Channel
- the first set of alternative legs intended to be taken and
- the second set of alternative legs intended to be taken.

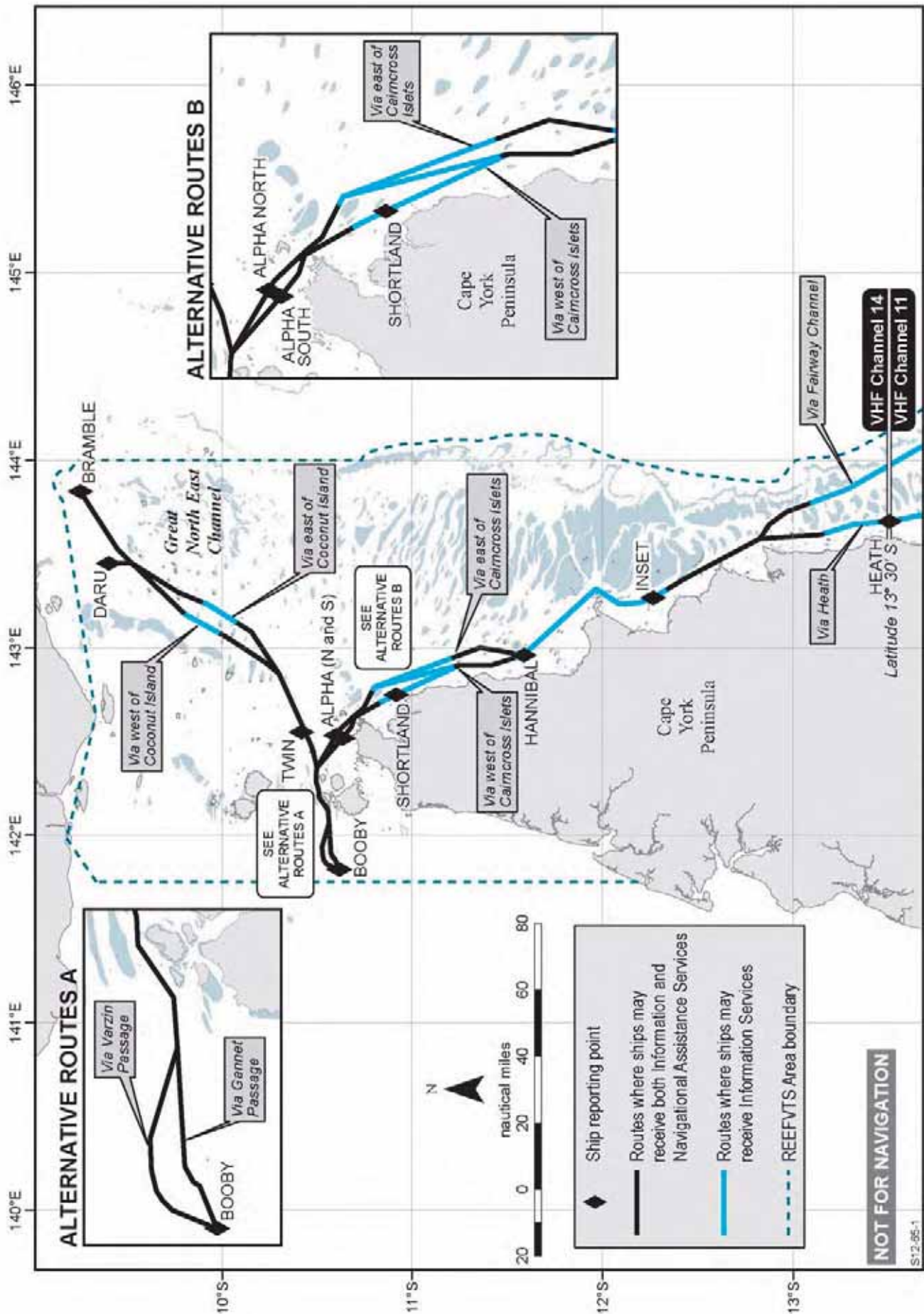
For example, a ship enters at Booby and exits at Bramble, the first leg is via Varzin Passage and the second leg is via West of Coconut Island. This should be communicated to REEFVTS as “GNE, VIA VARZIN AND WEST OF COCONUT ISLAND.”

Standard route	Alternative
<b>BOOBY</b>	
via Gannet Passage	via Varzin Passage
<b>TWIN</b>	
via West of Coconut Island	via East of Coconut Island
<b>BRAMBLE</b>	DARU

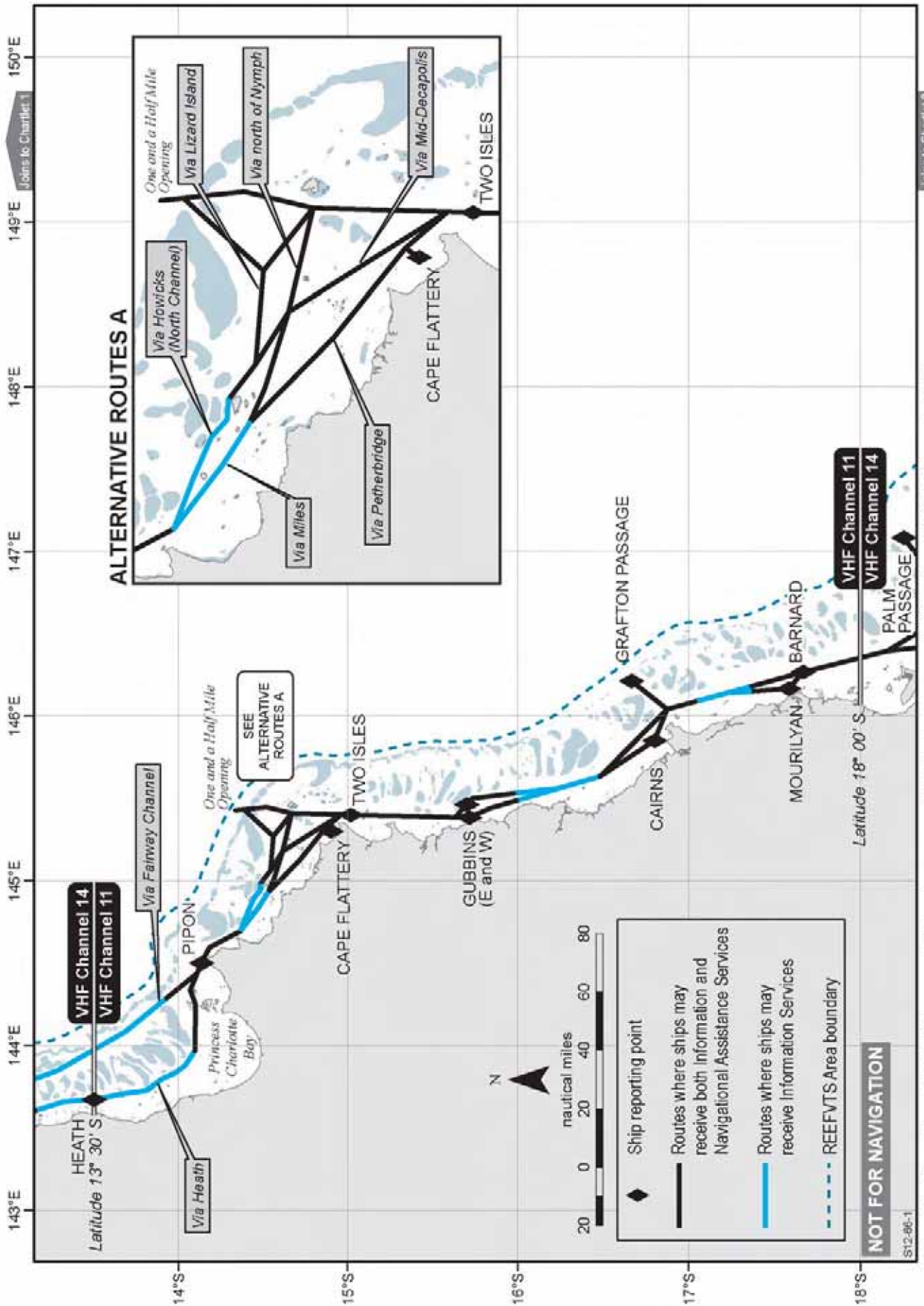
## Appendix B – REEFVTS chartlets

The following chartlets show:

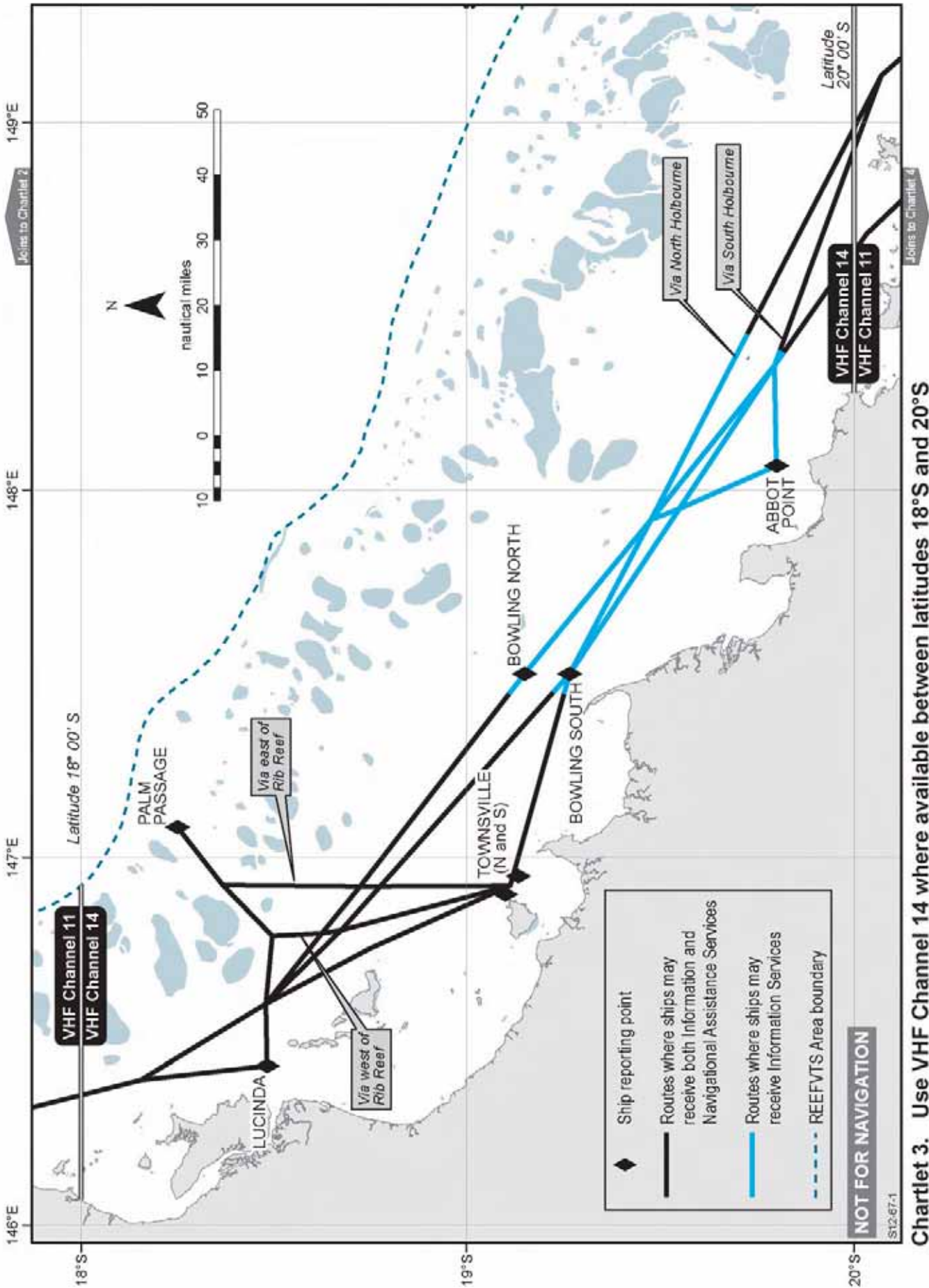
- details of the standard routes and alternatives
- the VHF working channels
- routes where ships may receive both information and navigational assistance services
- routes where ships may receive information services.



**Chartlet 1. Use VHF Channel 14 where available**



Chartlet 2. Use VHF Channel 11 where available between latitudes 13°30'S and 18°S



**Chartlet 3. Use VHF Channel 14 where available between latitudes 18°S and 20°S**

