



Australian Government

Australian Maritime Safety Authority

AMSA MO 2015/10

Marine Order 63 (Vessel reporting systems) 2015

I, Gary Prosser, Acting Chief Executive Officer of the Australian Maritime Safety Authority, make this Order under subsection 342(1) of the *Navigation Act 2012*.

4 December 2015

Gary Prosser

Acting Chief Executive Officer

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1 Name of Order

This Order is *Marine Order 63 (Vessel reporting systems) 2015*.

1A Commencement

This Order commences on 1 January 2016.

1B Repeal of Orders

Marine Order 56 (REEFREP) 2004 and *Marine Order 63 (MASTREP) 2013* are repealed.

2 Purpose

- (1) This Order gives effect to:
 - (a) Chapter 5 of the Annex to the SAR Convention; and
 - (b) Regulation 11 of Chapter V of SOLAS.
- (2) This Order establishes a system for the reporting of the movement of vessels in:
 - (a) the MASTREP area; and
 - (b) the REEFREP area.

3 Power

- (1) The following provisions of the Navigation Act provide for this Order to be made:
 - (a) section 221 which provides that the regulations may provide for reporting requirements for foreign vessels that are in, entering or leaving a prescribed area, and for regulated Australian vessels in any area;
 - (b) paragraph 340(1)(a) which provides that the regulations may give effect to SOLAS;
 - (c) subsection 341(1) which provides that the regulations may provide for the imposition of penalties for a contravention of the regulations.
- (2) Subsection 339(1) of the Navigation Act provides for regulations to be made prescribing matters required or permitted to be prescribed, or that are necessary or convenient to be prescribed, for carrying out or giving effect to the Act.
- (3) Subsection 342(1) of the Navigation Act provides that AMSA may make a Marine Order about anything that must or may be made by the regulations.

4 Definitions

- (1) In this Order:

AIS means the automatic identification system required by paragraph 19.2.4 of Chapter V of SOLAS to be fitted on a vessel.

chemical tanker has the same meaning as in Regulation 1 of Chapter 1 of Annex II of MARPOL.

GISIS means the IMO's Global Integrated Shipping Information System.

INF Code has the same meaning as in Regulation 14 of Chapter VII of the Safety Convention.

JRCC Australia means AMSA's Joint Rescue Coordination Centre responsible for coordinating search and rescue across the Australian search and rescue region.

length of tow means the distance between the stern of a towing vessel and the after end of the towed vessel.

MASTREP area means the area, for which JRCC Australia is responsible, described in IMO GISIS module *Radiocommunications and Search and Rescue*, as in force from time to time.

Note The MASTREP area is also described in the Admiralty List of Radio Signals.

near, for a position, means within 2 nautical miles of the position.

oil tanker has the same meaning as in Regulation 1 of Chapter 1 of Annex 1 of MARPOL.

REEFREP area means the area for the mandatory ship reporting system mentioned in IMO Resolution MSC.52(66), as amended from time to time.

REEFVTS means the service, authorised under *Marine Order 64 (Vessel traffic services) 2013*, known as the Great Barrier Reef and Torres Strait Vessel Traffic Service.

SAR Convention means the *International Convention on Maritime Search and Rescue, 1979*, as in force from time to time.

UTC means coordinated universal time.

Note 1 Some terms used in this Order are defined in *Marine Order 1 (Administration) 2013*, including:

- IMO
- MARPOL
- SOLAS.

Note 2 Other terms used in this Order are defined in the Navigation Act, including:

- length overall
- domestic commercial vessel
- foreign vessel
- regulated Australian vessel
- vessel.

Note 3 Information on obtaining copies of any IMO Resolution, IMO document or other document that is mentioned in this Order is available from the AMSA website Marine Orders link at <http://www.amsa.gov.au>.

- (2) A visual representation of the MASTREP area is set out in Schedule 1.
- (3) A visual representation of the REEFREP area is set out in Schedule 2.

5 Geographic positions

The position of a meridian of longitude or a parallel of latitude is by reference to the World Geodetic System 1984 (WGS84).

6 Application

- (1) This Order applies to each of the following vessels in the MASTREP area:
 - (a) a regulated Australian vessel;

- (b) a foreign vessel from its arrival at its first port in Australia until its departure from its final port in Australia.

Note The MASTREP system helps AMSA to carry out its search and rescue functions. For this reason, domestic commercial vessels fitted with Global Marine Distress and Safety System (GMDSS) and AIS are also encouraged to participate in it whenever they are in the MASTREP area, even when it is not mandatory for them to do so.

- (2) This Order applies to the following kinds of vessel in the REEFREP area:
 - (a) a vessel with a length overall of at least 50 metres;
 - (b) an oil tanker;
 - (c) a chemical tanker;
 - (d) a vessel carrying at least 200 m³ of oil, whether the oil is cargo or for use by the vessel;
 - (e) a vessel to which the INF Code applies;
 - (f) a vessel engaged in towing or pushing:
 - (i) if it or the vessel being towed or pushed is a vessel mentioned in paragraph (a), (b), (c), (d) or (e); or
 - (ii) if the length of tow is at least 150 metres.

7 Reporting requirements in MASTREP area

- (1) For a vessel in the MASTREP area, the master of the vessel must ensure that reports are transmitted in accordance with Schedule 3 if the vessel is mentioned in subsection 6(1).

Penalty: 50 penalty units

- (2) An offence against subsection (1) is a strict liability offence.
- (3) A person is liable to a civil penalty if the person contravenes subsection (1).

Civil penalty: 50 penalty units.

Note The publication *MASTREP and Australian Mandatory Reporting Guide* is available at the AMSA website: <http://www.amsa.gov.au>.

8 Reporting requirements in REEFREP area

- (1) For a vessel in the REEFREP area, the master of the vessel must ensure that reports are made to REEFVTS in accordance with Schedule 4 if the vessel is mentioned in subsection 6(2).

Penalty: 50 penalty units

- (2) An offence against subsection (1) is a strict liability offence.
- (3) A person is liable to a civil penalty if the person contravenes subsection (1).

Civil penalty: 50 penalty units.

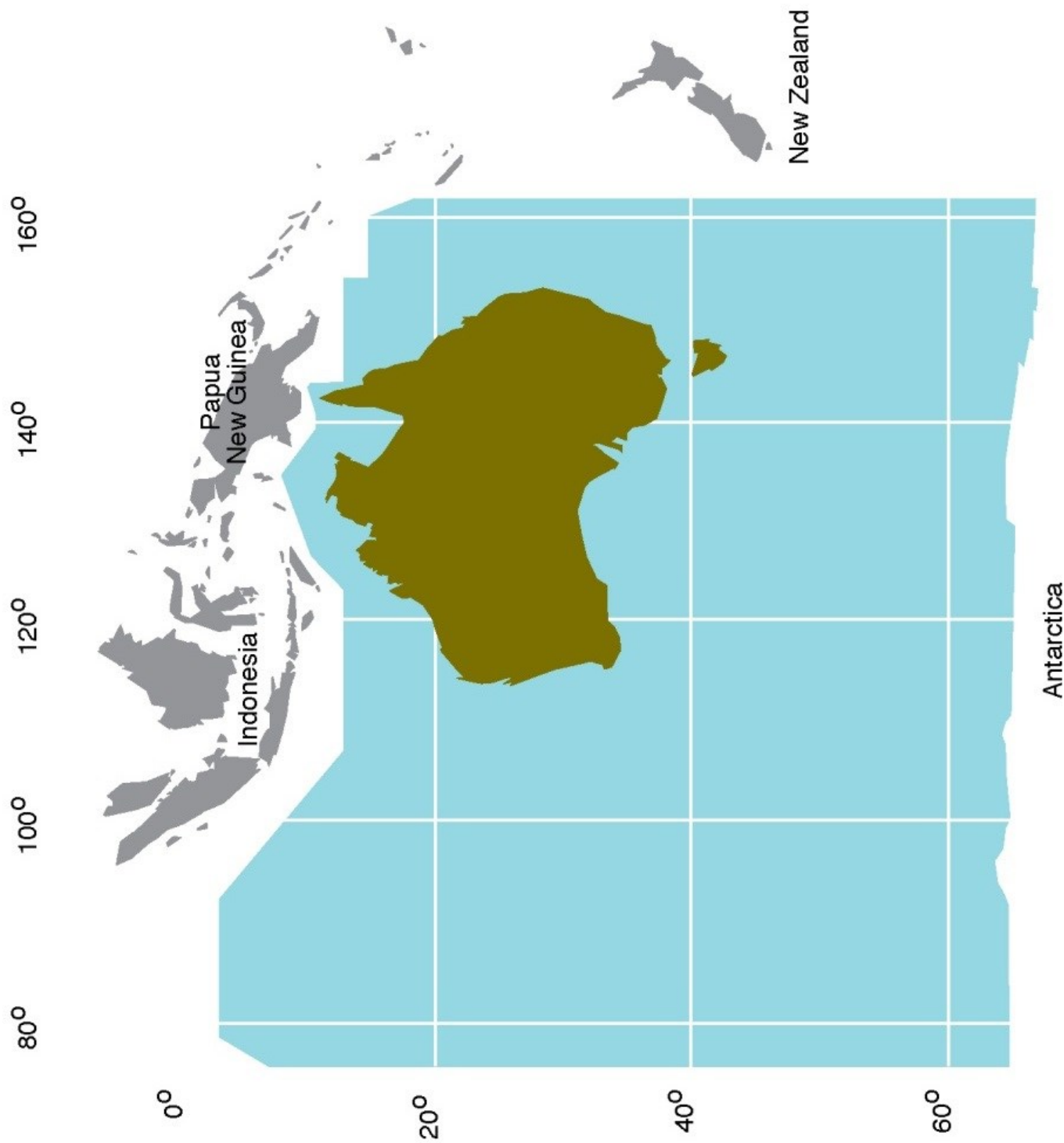
9 Prescribed area

For the definition of *prescribed area* in subsection 221(3) of the Navigation Act:

- (a) the MASTREP area is prescribed; and
- (b) the REEFREP area is prescribed.

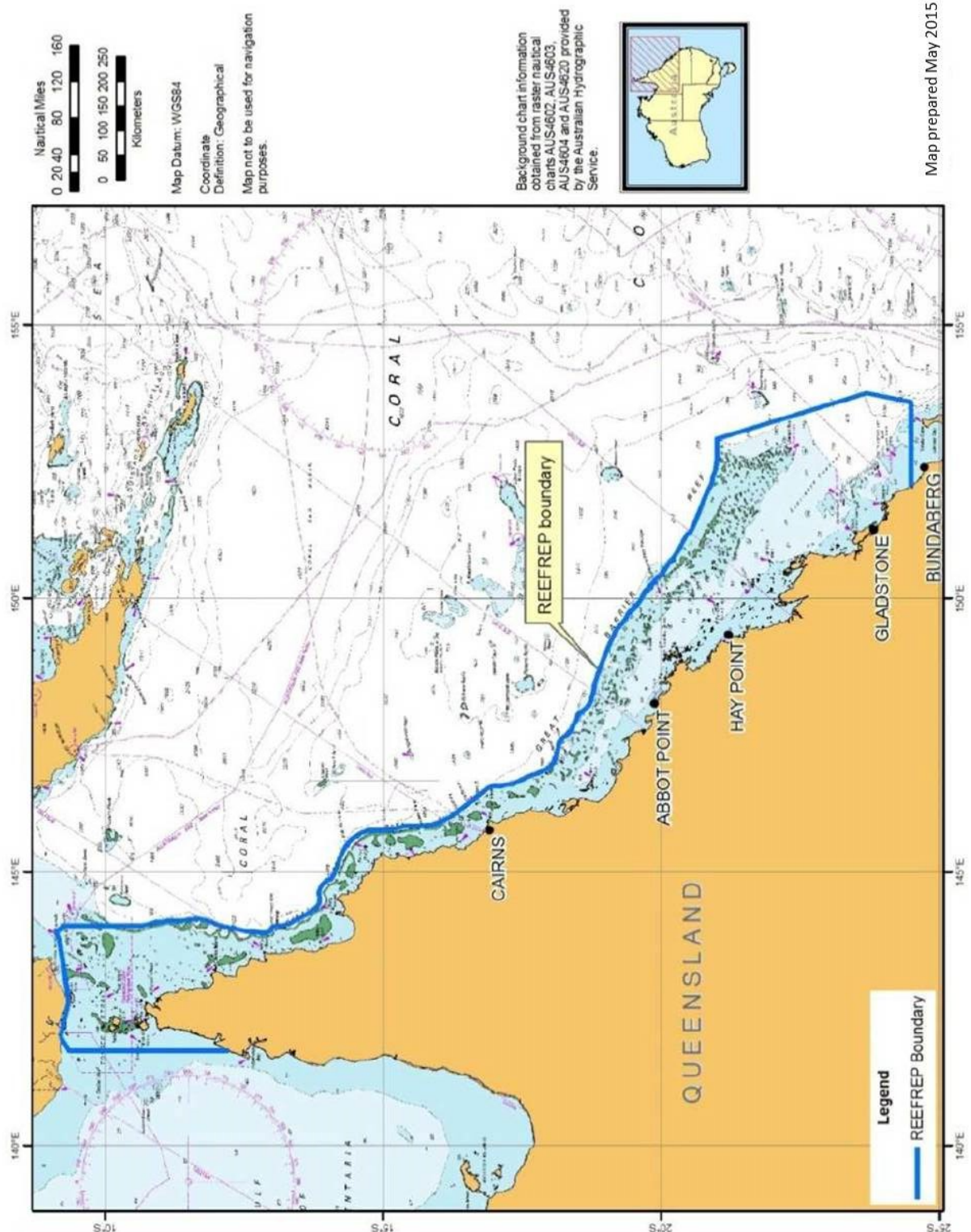
Schedule 1 MASTREP area

(subsection 4(2))



Schedule 2 REEFREP area

(subsection 4(3))



Schedule 3 Reports for vessels in MASTREP area

(subsection 7(1))

Position report

1 Information to be included in position report

A position report must include the following information about the vessel:

- (a) identity;
- (b) type;
- (c) position;
- (d) course;
- (e) speed;
- (f) navigational status;
- (g) any safety related information.

Note Regulation 19.2.4 of Chapter V of SOLAS requires AIS to provide this information.

2 Position report to be transmitted by AIS

- (1) A position report must be transmitted by AIS.
- (2) The AIS must be operated in accordance with Regulation 19.2.4.7 of Chapter V of SOLAS.

Note Regulation 19.2.4.7 of Chapter V of SOLAS provides that AIS must be operated taking into account guidelines adopted by the IMO. Relevant guidelines are the *Guidelines for the onboard operational use of shipborne automatic identification systems (AIS)* adopted by IMO Resolution A.917(22) as amended from time to time.

AIS malfunction or deactivation report

3 Reporting if AIS is not operating

- (1) Any malfunction of the AIS must be reported to JRCC Australia.
- (2) If the master of the vessel switches off the AIS, this action and the reason for it must be reported to JRCC Australia, unless the reporting would compromise the safety or security of the vessel.

Schedule 4 Reports for vessels in REEFREP area

(section 8)

1 Pre-Entry Report

- (1) A Pre-Entry Report must be made at least 1 hour before a vessel:
 - (a) enters the REEFREP area; or
 - (b) departs from a port in the REEFREP area.
- (2) The following information, in the order shown, must be given in the Pre-Entry Report:
 - (a) vessel name, call sign and IMO number;
 - (b) if near an Entry/Exit Point when entering the REEFREP area — the name of the Entry/Exit Point and time (in UTC);
 - (c) if not near an Entry/Exit Point — the position (latitude and longitude) and time (in UTC) at the position of vessel's entry to the REEFREP area;
 - (d) if departing from a port in the REEFREP area — name of the port of departure and estimated time (in UTC) of vessel's arrival at a position near the Entry/Exit Point;
 - (e) the last port visited, the next port to be visited and the route being used;
 - (f) speed (vessel's anticipated average speed until next report, in knots and tenths of a knot) or estimated time of arrival (ETA) at next Entry/Exit Point;
 - (g) draught fore, aft and midships (in metres and decimals of metres);
 - (h) name of anticipated final Entry/Exit Point if vessel is near the Entry/Exit Point when exiting the REEFREP area, or position (latitude and longitude) of anticipated exit from the REEFREP area if not exiting near an Entry/Exit Point;
 - (i) if the vessel is fitted with Inmarsat C equipment — the primary Inmarsat C terminal details consisting of Inmarsat Mobile Number (IMN), manufacturer and model;
 - (j) the vessel's satellite phone number;
 - (k) cargo information including normal name of the cargo and whether cargo is classified as hazardous;
 - (l) any of the matters required to be reported in accordance with clause 4;
 - (m) vessel details including vessel type, length (metres) and gross tonnage;
 - (n) other information for the navigational safety of shipping in the REEFREP area.
- (3) For paragraph (2)(e):
 - (a) a standard route plan must be nominated; and
 - (b) any planned deviation from the standard route must be identified.

Note Standard route plans are set out in the REEFVTS User Guide available at the AMSA website: <http://www.amsa.gov.au> and the Maritime Safety Queensland website: <http://www.msq.qld.gov.au/Shipping>. Standard route plans have been developed to enable vessels to communicate their intended route through the REEFREP area. They are based on Entry/Exit Points and vessel draught.

2 Route Deviation Report

- (1) If there is a deviation from the route mentioned in the Pre-Entry Report, a Route Deviation Report must be made to REEFVTS within 15 minutes after the deviation takes place.

Note The Route Deviation Report should be made before the deviation occurs, if possible.

- (2) The Route Deviation Report must contain the information mentioned in paragraphs 1(2)(a) to (g).
- (3) For paragraph 221(2)(e) of the Navigation Act, a deviation occurs if a vessel uses a leg that is different to a leg of the route stated in the Pre-Entry Report.

3 Intermediate Position Reports

Note Intermediate Position Reports are also known as En Route position Reports.

- (1) If a vessel is transiting the REEFREP area, Intermediate Position Reports must be given to REEFVTS.
- (2) Intermediate Position Reports may be given automatically using:
 - (a) AIS; or
 - (b) Inmarsat C.
- (3) If AIS is used, the AIS must be operated in accordance with Regulation 19.2.4.7 of Chapter V of SOLAS.

Note Regulation 19.2.4.7 of Chapter V of SOLAS provides that AIS must be operated taking into account guidelines adopted by the IMO. Relevant guidelines are mentioned in Schedule 3.

- (4) If Inmarsat C is used and the vessel is fitted with an Inmarsat C terminal that does not support remote programming, the master of the vessel must program the terminal on board so that Intermediate Position Reports are sent automatically.

Note Instructions for programming terminals that do not support remote programming can be obtained from REEFVTS. For vessels with Inmarsat C terminals that support remote programming, REEFVTS will normally carry this out remotely without any action required by seafarers on the vessel.

- (5) If Intermediate Position Reports are not given automatically, they must:
 - (a) be given manually by:
 - (i) VHF Radiotelephone on VHF channels in accordance with the vessel's position and as mentioned in the table to subclause 6(1); or
 - (ii) any other means of communication required by REEFVTS; and
 - (b) be given hourly or as required by REEFVTS; and
 - (c) include the following information:
 - (i) vessel name, call sign and IMO number;
 - (ii) date and time (in UTC);
 - (iii) latitude and longitude of the vessel;
 - (iv) speed (vessel's anticipated average speed in knots and tenths of a knot).

4 Defect Report

- (1) A Defect Report that includes the information mentioned in subclause (2) must be given to REEFVTS if a vessel in the REEFREP area:
 - (a) suffers damage, failure or breakdown affecting the safety of the vessel; or
 - (b) deviates because of damage, failure or breakdown; or

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- (c) is required, under the Navigation Act or the *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*, to report:
 - (i) safety related information; or
 - (ii) an incident involving dangerous goods, harmful substances or marine pollutants.
 - (2) The information is the following:
 - (a) vessel name, call sign and IMO number;
 - (b) position (latitude and longitude) and time of reporting (in UTC);
 - (c) course;
 - (d) speed (vessel's anticipated average speed until next report, in knots and tenths of a knot);
 - (e) description and details of any damage, failure or breakdown suffered, including:
 - (i) collision, grounding, fire, explosion, structural failure, flooding or cargo shifting; and
 - (ii) failure or breakdown of steering gear, propulsion plant, electrical generating system or essential shipborne navigational aids;
 - (f) details, using recognised IMO reporting formats, of:
 - (i) safety messages including on matters such as navigational safety, abnormal weather or unserviceable aids to navigation; and
 - (ii) incident reports involving dangerous goods, harmful substances or marine pollutants.

Note Clause 3 of Schedule 3 requires vessels to which that Schedule applies to report any malfunction or deactivation of the AIS to JRCC Australia.

5 Final Report

- (1) A Final Report must be given to REEFVTS when a vessel is:
 - (a) exiting the REEFREP area; and
 - (b) arriving at a port in the REEFREP area.
- (2) The Final Report must include the following information:
 - (a) vessel name, call sign and IMO number;
 - (b) if near an Entry/Exit Point when exiting the REEFREP area — the name of the Entry/Exit Point and time (in UTC);
 - (c) if not near an Entry/Exit Point — the position (latitude and longitude) and time (in UTC) of vessel's exit from the REEFREP area;
 - (d) if arriving at a port in the REEFREP area:
 - (i) the name of an Entry/Exit Point if the vessel is near an Entry/Exit Point, or
 - (ii) the position (latitude and longitude) and time (in UTC) of arrival at the port;
 - (e) other information for the navigational safety of shipping in the REEFREP area.

6 Reporting method

- (1) A report mentioned in this Schedule must be made by one of the following methods:
- (a) **AIS**;
 - (b) **Inmarsat C** — through POR LES (212) using special access code (SAC) 861;
 - (c) **VHF Radiotelephone** — on VHF channels in accordance with the vessel's position and as mentioned in the following table:

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

- (d) on telephone number +61 1300 721 293;
 - (e) on fax number +61 7 4721 0633;
 - (f) by email: reefvts@vtm.qld.gov.au.
- Note for paragraph (b)* This service is free of charge.
- Note for paragraph (c)* REEFVTS is operational 24 hours a day.
- (2) However, subclause (1) does not apply to Intermediate Position Reports.
- (3) The language to be used for reporting is English, using the IMO *Standard Marine Communications Phrases*.
- (4) If failure of a vessel's equipment prevents reporting, an entry must be made:
- (a) for radio equipment — in the vessel's radio log book; and
 - (b) for other equipment — in the vessel's official logbook.

7 Entry/Exit points

In this Schedule:

Entry/Exit Point means 1 of the following points:

Name of reporting point	Designation	Latitude	Longitude
		South	East
Bramble	A	09° 15'	143° 50'
Daru	B	09° 24'	143° 27'
Thursday Island	D1	10° 35.5'	142° 13.5'
Booby	D	10° 37'	141° 49'
Endeavour	E	10° 49'	142° 15'
Cape Flattery	M1	14° 54'	145° 18'
Grafton Passage	P	16° 40'	146° 12.8'
Cairns	P1	16° 48'	145° 51'

Name of reporting point	Designation	Latitude	Longitude
		South	East
Mourilyan	Q1	17° 35'	146° 10'
Palm Passage	R	18° 15'	147° 05'
Lucinda	R1	18° 29'	146° 26'
Townsville (N)	S1	19° 06'	146° 54'
Townsville (S)	S2	19° 08'	146° 57'
Blossom	U	19° 44'	150° 25.5'
Abbot Point	T1	19° 48'	148° 04'
Cid Harbour	V1	20° 15'	148° 55.7'
Mackay	Y1	21° 08'	149° 22'
Hay Point (NE)	Y3	21° 12.45'	149° 30'
Hay Point (S)	Y4	21° 14'	149° 30'
Swain	Z1	21°50'	153°10'
Archer	Z2	22°45'	153°25'
Sandy Cape	Z3	24°30'	153°35'
Port Alma	Z4	23°23'	151°03'
Gladstone (N)	Z5	23°45'	151°31'
Gladstone (E)	Z6	23°54'	151°45'
Bundaberg (W)	Z7	24°30'	152°25'
Bundaberg (E)	Z8	24°30'	152°48'

Note Entry/Exit Points are shown on charts AUS490, AUS4620 and AUS4635 as ship reporting points, with designation and position. They are also listed in the Admiralty List of Radio Signals NP286(4) Volume 6.

Note

1. All legislative instruments and compilations are registered on the Federal Register of Legislative Instruments kept under the *Legislative Instruments Act 2003*. See <http://www.frli.gov.au>.