

Standard for Marine Construction Activities within the Cairns Channel Development Construction Activity Area

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1.1 The role of Maritime Safety Queensland (MSQ)

Maritime Safety Queensland is the maritime regulator for all Queensland waters. As such, MSQ's is focussed on achieving the required safety and marine environment protection outcomes envisaged under the *Transport Operations (Marine Safety) Act 1994* and *Transport Operations (Marine Pollution) Act 1995* and their supporting Regulations.

In achieving its legislative commitments MSQ will, as far as possible, avoid setting prescriptive standards or declaring "safe" practices in relation to vessels and their operations. Ultimately, safety outcomes are the responsibility of masters, owners and contracted operators of vessels associated with the construction of the port facilities associated with the project.

The project manager is ultimately responsible for the safe construction and future operation of the Cairns Channel Development project.

MSQ will not be making decisions that properly rest with a vessel's master or owner, nor accepting any responsibility for those decisions. MSQ will be an active, responsive regulator, within the confines of its jurisdiction, relying on the mechanisms of trust and verification.

The foundation principle of the following Standard is that masters, owners and contractors will always be operating within the context of their safety management systems.

The Standard is designed to assist these persons in meeting their responsibilities in this regard.

Section 2 Legislative and statutory provisions

The following apply to the safe operation of vessels in Queensland waters and the protection of the marine environment from ship-sourced pollution:

- Vessels are to comply with the requirements of the:
 - *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*
 - *National Standard for Commercial Vessels (NSCV)*
 - *Transport Operations (Marine Safety) Act 1994* and *Transport Operations (Marine Safety) Regulation 2016*
 - *Transport Operations (Marine Pollution) Act 1995* and *Transport Operations (Marine Pollution) Regulation 2018*
 - *International Regulations for the Prevention of Collisions at Sea (Colregs)*
 - *Port Procedures and Information for Shipping - Port of Cairns.*

Section 3 Cairns Channel Development Construction Activity Area (CCDCAA)

3.1 Preamble

Cairns Harbour is a commercial shipping area with varied import and export activities. In addition, there are numerous tourist vessels visiting the Great Barrier Reef and a large fishing fleet.

The main shipping channel is only 90m wide over much of its length and passing manoeuvres are restricted to vessel with a combined length of less than 180m

The Cairns Channel Development project will require capital dredging operations 24/7 over the period July to November 2019. While there is an expectation that vessel operators will manage safe operations through the appropriate use of ship-borne Automated Information Systems (AIS) and good seamanship, vessel operations will also be monitored by "Cairns VTS". All construction vessel masters and crew operating within the CCDCAA must remain vigilant of all other shipping operations.

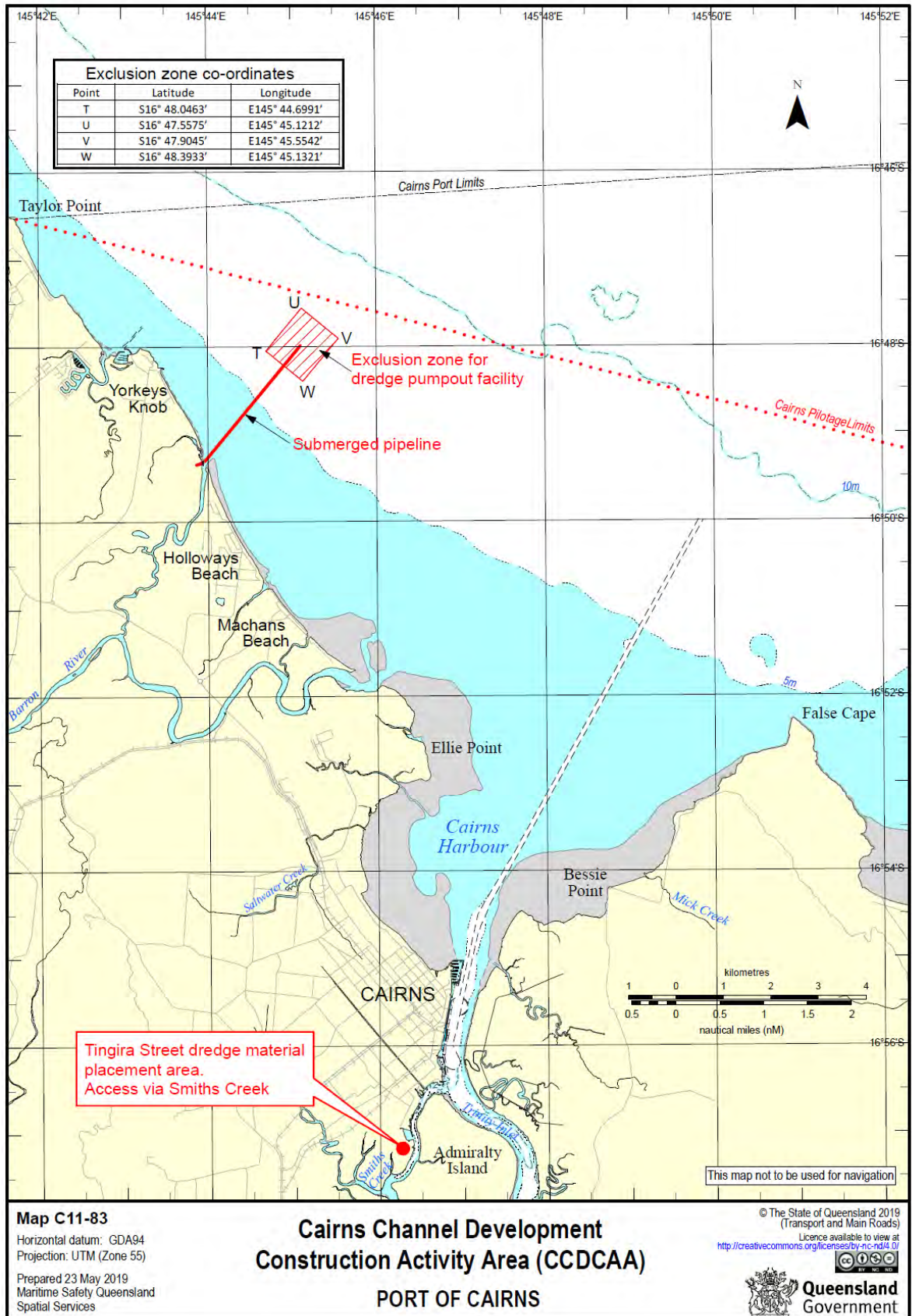
The dredge will be connecting to a pipeline off Thomatis Creek to pump dredge material ashore. A backhoe dredge barge will also be deployed in the channel and inner harbour attended by tug and barges which will discharge in Smiths Creek

The project managers must ensure that all masters and vessel crews are aware of the nature of operations in the Port of Cairns.

3.2 Description

The CCDCAA consists of those waters in the Cairns Port Limits extending from the Fairway Beacon, the shipping channel inward to the waters of Smiths Creek and the waters north of the shipping channel extending towards Taylor Point

The CCDCAA is shown on the following chartlet. This area may be amended from time to time as circumstances dictate.



Map 1 Cairns Channel Development Construction Activity Area

3.3 Traffic

Construction traffic from the Cairns Channel Development Project, including the transportation of workers to and from the Dredge and the Booster Pump at Thomatis Creek will add new and unfamiliar traffic to the existing mix of trade, commercial, and recreational ships using the harbour.

“On water” rules have been formulated that MSQ proposes to impose primarily as a result of the findings of previous port workshops, but also due to marine incidents, compliance activities and internal deliberations.

These rules will be reviewed from time to time as changes occur to construction and development activities in the port.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case. In particular the *International Regulations for Preventing Collisions at Sea 1972* (COLREGS) must continue to be obeyed.

3.3.1 Recommendations

MSQ, in conjunction with relevant stakeholders will manage the risk of an incident in areas of congestion and interaction. The following ‘On Water’ recommendations are an effective way of managing these activities. Similarly, ‘On Board’ recommendations are also effective in providing supplementary guidance to vessel operators.

The ‘On Water’ considerations are in addition to the existing rules found in the *Port Procedures and Information for Shipping Manual – Port of Cairns*, which all relevant vessels must obey.

These considerations will be reviewed from time to time, as changes occur to construction and development activities within the CCDCAA.

3.3.2 General

These recommendations should be applied to all vessels engaged in, or associated with, marine commercial activities within the CCDCAA, through the approved vessel safety management plans:

- Vessels must be appropriately registered for the operations it is undertaking.
- The Regional Harbour Master (RHM) is to be advised by the project manager of the acceptance of a vessel for use in the CCDCAA.
- The vessel's owner or charterer is to seek approval from the RHM for the vessel to enter the CCDCAA prior to its arrival. As a minimum, the RHM will require details of the vessel, where it is to be berthed or moored on arrival and prior to use, until it is approved to work in the CCDCAA.
- All vessels utilised in any operations for marine construction activities within the CCDCAA must be suitable for all operating conditions that may be experienced.
- All vessels working within the CCDCAA shall have a service speed of no less than five knots against any tide or weather condition.
- Vessels are to display flags/day shapes, as appropriate to the task being conducted.
- Vessels are to show appropriate lights during hours of darkness.
- Appropriate vessels are to have an operating AIS (Automatic Identification System), in accordance with the requirements specified in Section 4.1 – Vessel Information.
- All vessels are to contact “Cairns VTS” at the start of each journey and communicate their departure point and destination. See further requirements in Section 6.1 - Communication Procedures.

In addition to the above, the specific considerations listed in the following sections should also to be included in all vessel Safety Management Plans.

Section 4 Vessel Information

4.1 Automatic Identification System and Electronic Chart System

Automatic Identification System (AIS) and Electronic Chart System (ECS) is to be utilised to enhance situational awareness and aid collision avoidance.

The performance and effectiveness of AIS and ECS as aids to masters and vessel traffic service operators is heavily dependent on the correct configuration and operation of these units.

All requirements listed here are considered to be minimum requirements.

The equipment prescribed in this Standard is to improve situational awareness and collision avoidance and does not replace navigational equipment mandated by relevant national, or international legislation.

4.1.1 Automatic Identification System

All commercial vessels 10 metres or greater in length (excluding dumb barges) and all passenger transfer vessels 6 metres or greater in length, involved in, or associated with, construction activities in the Port and not required to carry Class A AIS must have Class B¹ AIS transceivers installed, configured and operating in the manner prescribed in this document.

The AIS unit must:

- comply with International Electro-technical Commission (IEC) standards²
- be installed, configured and operated so as to transmit and receive AIS data and display received AIS data on an ECS
- broadcast prescribed static information indicating certain particulars of the vessel including Maritime Mobile Service Identity (MMSI)³, name, type of vessel, call sign (if applicable) and dimensions of vessel.
- broadcast prescribed dynamic information⁴ about the vessel's position and movement
- refresh dynamic information at intervals no greater than every 30 seconds (if the speed over ground of the vessel is greater than two knots) and no greater than every three minutes (if the speed over ground of the vessel is equal to or less than two knots)
- be capable of receiving VDL (VHF Data Link) Message 21 – Aids To Navigation Report for reception of Virtual Aid to Navigation information.

Ability to use AIS equipment as a situational awareness tool is to be included as part of construction vessel safety management systems.

Further information about AIS units is provided in Appendix 9.1.

¹ Class B AIS transceivers are AIS units that perform not necessarily in full accordance with IMO's AIS requirements. Class B units are defined in Recommendation ITU-R M.1371 and test standard IEC 62287.

² In particular the AIS unit must conform with the following IEC standards as appropriate:

1. IEC 62287-1 *Maritime navigation and radio communication equipment and systems – Class B ship-borne equipment of the Automatic Identification System (AIS) – Part 1: Carrier Sense time division multiple access (CSTMDA) techniques*
2. IEC 61993-2 *Maritime navigation and radio communication equipment and systems – Automatic Identification Systems (AIS) – Part 2: Class A shipborne equipment of the universal Automatic Identification Systems (AIS) – Operational and performance requirements, methods of test and required test results*

In particular the radar is recommended to conform with the following IEC standard:

3. IEC 62252 *Maritime navigation and radio communication equipment and systems – Radar for craft not in compliance with IMO SOLAS Chapter V – Performance requirements, methods of test and required test results*

³ The Australian Maritime Safety Authority (AMSA) allocates and issues MMSI to vessels.

⁴ Dynamic information to be broadcast includes the vessel's position (with accuracy indication and integrity status), time (in UTC), course over ground, speed over ground and true heading (optional).

4.1.2 Electronic Chart System

Safety management systems for all commercial vessels 10 metres or greater in length (excluding dumb barges) and all passenger transfer vessels 6 metres or greater in length, should require each vessel to have an ECS, operating and configured to display prescribed AIS vessel information for the vessel and vessels in the vicinity on a single graphic display, that complies with the National Standard for Commercial Vessels⁵.

The ECS must show the following AIS information for vessels in the vicinity:

- vessel name
- position and time of position
- course and speed over ground
- Closest Point Approach (CPA)
- Time to Closest Point of Approach (TCPA).

An AIS Minimum Keyboard Display (MKD) which provides information as text only or an MKD which provides limited graphics is **not** sufficient.

Masters are to ensure that the datum of the charts used by the ECS and the electronic position fixing system used by the AIS transceiver are both set to WGS-84.

Masters are to ensure that charts used are current and appropriate for the operating conditions within the Port of Cairns.

4.2 Vessel Specific Information

Approved vessel safety management plans should stipulate that all vessels must comply with minimum crewing levels as per the National Standard for Commercial Vessels (NSCV) Part D Chapter 2, except vessels less than 12 metres (including tender and auxiliary vessels) which are to have a minimum of two crew.

Safety management plans should require that all vessels towing barges and any other floating plant in the Marine Construction Activity Area are required to have sufficient horsepower to enable them to fully navigate all areas of the CCDCAA at all states of the flood and ebb tides.

4.2.1 Barge Safety Management Plan considerations

- When any barge is fitted with a crane, pile driver, excavator, or any other equipment that may affect stability (whether the equipment is being used or not), the barge must be crewed by a barge master, in addition to the supporting tug's master. The barge master is to hold a minimum of Master <35m NC (Restricted to sheltered waters) and is responsible for safe operations aboard the barge.
- The Master <35m NC (Restricted to sheltered waters) may be aboard the support tug when tied alongside. Should the <35m NC (Restricted to sheltered waters) leave the immediate work area, works are to cease.
- Barges must be equipped with a VHF radio to enable contact with harbour control. The radio is to be clearly heard on deck (speakers to be employed if required) and in addition a hand held radio must be carried by the barge master.
- All manned barges must have a tender/auxiliary vessel in attendance. As the barge is fitted with lifesaving appliances, the tender/auxiliary vessel does not need to be of a capacity to carry the entire barge crew at once.
- Barge traffic operating within the CCDCAA will generally be controlled by a primary tug or will, in certain circumstances, have an assist tug standing by alongside the barge, or connected up to the barge. The machinery configuration of the primary tug, the use of the assist tug and the size of the

⁵ As specified in Annex C to Part C, Section 7, Subsection 7C of the *National Standard for Commercial Vessels*:

2.2.2.3 *Display legibility* - The display shall be viewable and all text legible by day and night at a minimum distance of 1 metre from the ECS or where the design of the navigation control station does not allow a 1 metre viewing distance, the maximum distance that the person responsible for navigation may be from the ECS while navigating the vessel.

tugs will be agreed by the Regional Harbour Master (RHM) during the Marine Execution Plan (MEP) approval process. Contractors are encouraged to discuss their proposals with the RHM well in advance of the presentation of any documents, to ensure only suitable vessels are put forward for approval.

4.2.2 Jack-up Barge Safety Management Plan considerations

Any jack-up barges engaged in marine construction activities are required to comply with the following:

- When a jack-up barge less than 24 metres is not in the jacked-up position, but under way, it must have in attendance a person that holds at least the minimum of a Master <24m NC (Restricted to sheltered waters) Certificate of Competence.
- If a jack-up barge less than 24 metres is attended by a tug or work vessel, it is taken to comply with the above if the tug or work vessel is manned by at least a Master <24m NC (Restricted to sheltered waters) Certificate of Competence.
- When the jack-up barge is greater than 24 metres, not in the jacked-up position, under way, it must have in attendance a person that holds at least the minimum of a Master <35m NC (Restricted to sheltered waters) Certificate of Competence.
- If a jack-up barge greater than 24 metres is attended by a tug or work vessel, it is taken to comply if the tug or work vessel is manned by at least a Master <35m NC (Restricted to sheltered waters) Certificate of Competence.
- When in the jacked-up mode, the barge does not require a Master <35m or <24m NC (Restricted to sheltered waters), but it does require competent personnel to operate the jack-up in accordance with any operational policies and procedures for its operation.

4.2.3 Passenger Transfer Vessel Safety Management Plan considerations

- Passenger transfer vessels are to display a yellow flashing light. The yellow flashing light is to be in accordance with the specifications prescribed by Rule 21 of the International Regulations for the prevention of Collisions at Sea (ColRegs) and must:
 - be installed so as to provide 360° arc of visibility
 - only be displayed when the vessel is underway
 - satisfy the colour and intensity specifications of Sections 7 and 8 of Annex 1 (of the Colregs)
 - be displayed on all passenger transfer vessels of greater than 6 metres in length.
- Passenger transfer vessels are not to exceed a maximum speed of 25 knots within the CCDCAA.
- The commercial operator is to submit a Passenger Numbers Verification Procedure as part of a Marine Execution Plan prior to commencing works, including the method of tracking passenger numbers and identities in the event of marine emergencies.
- Vessel operators wishing to have passengers remain in the vehicles for the voyage, must address the hazards to a satisfactory level in the both the SMS and the Marine Execution Plan.

4.2.4 Tug Safety Management Plan considerations

All tugs new to the CCDCAA, must ensure the tow hook/winch quick release will operate under all towing conditions, via a load test. The results of this test are to be provided to the RHM with the vessel's Marine Execution Plan. Approval to operate will not be given until the results of this test are provided.

Section 5 Pilotage Exemption Certificate

5.1 Procedure for Issuing Pilotage Exemption Certificates for Commercial Traffic (Cairns Pilotage Area) vessels or combinations exceeding 50m LOA

This section applies to all ships or combination of ships that are 50 metres LOA (35m LOA in Smiths Creek) or more operating in the Cairns Compulsory Pilotage Area. All such vessels must either carry a licensed marine Pilot or be under the command of a Master who holds a Pilotage Exemption Certificate (PEC) for the ship and Pilotage Area Endorsement (PAE) for the pilotage area.

A PEC and PAE will only be issued for Australian registered ships, except for foreign registered dredges operating under a Harbour Master's Direction issued under s.88 of the *Transport Operations (Marine Safety) Act 1994* (TOMSA).

5.1.1 Requirements for a full Cairns Exemption from Pilotage

- The candidate must hold a Certificate of Competency for the class of vessel being operated.
- Successfully complete a **minimum** of 12 observation trips – 2 at night, then 4 mentor and 3 check trips (one of each at night, if required). The RHM may adjust the minimum number of observation trips required based on the previous knowledge and observed competency of the candidate.
- If applying for a night exemption, not less than 4 of the 12 observation pilotage trips must be conducted during the hours of darkness.
- It is permissible to have more than one skipper on the vessel for the observations runs, but only one at a time can do the Mentor and Check trips.
- Observations can be done under a Master already holding an exemption for the pilotage area.
- Successfully complete a written exam and blank chart test.

5.1.2 Apply to MSQ for pilotage exemption by submitting the following

- application for marine pilotage qualification
- current medical
- original marine qualifications copy of local knowledge qualification
- passport photos
- fees

Obtain MSQ-issued Temporary Authority for pilotage exemption until formal PEC card is issued.

5.2 Procedure for Issuing Pilotage Exemption Qualification for Commercial Traffic (CCDCAA) vessels or combinations exceeding 35m LOA

This section applies to marine commercial vessels 35 metres LOA or more operating solely within the CCDCAA

5.2.1 Introduction

Harbour PEC for Masters of vessels operating solely within the CCDCAA.

All ships or combination of ships that are 35 metres LOA or more operating solely within the CCDCAA must either carry a licensed marine Pilot or be under the command of a Master who holds a Pilotage Exemption Certificate (PEC) to operate the ship within the CCDCAA.

Port operational requirements mean it may not always be feasible to engage the services of a licenced marine Pilot. A Master holding a PEC for a vessel 35 metres or more may provide observation training for new Masters, who will then be checked for local knowledge and competency by a Marine Pilot

The Master applying for an exemption may be an employee or contractor of the ship owner. First Mates who hold a valid Master's Certificate of Competency for the vessel they are operating are also eligible to apply for a PEC.

5.2.2 Requirements for a CCDCAA Exemption from Pilotage

- Successfully complete 6 hours observation in daylight plus 3 hours in darkness, covering the CCDCAA. The RHM may adjust the minimum number of observation trips required based on the previous knowledge and observed competency of the candidate.
- It is permissible to have more than one skipper on the vessel for the observations runs, but only one at a time can do the Mentors and Checks.
- Successfully complete 2 mentor trips
- Successfully complete 3 checks – one at night
- Observations can be done under a master holding an exemption
- Check Pilot assessment includes competency to handle vessels/barges
- Successfully complete written exam and blank chart

5.2.3 Apply to MSQ for pilotage exemption by submitting the following:

- application for marine pilotage qualification
- current medical
- original marine qualifications copy of local knowledge qualification
- passport photos
- fees.

Obtain MSQ-issued temporary authority for pilotage exemption until original certificate is issued.

The decision whether to issue a pilotage exemption, and if any conditions are imposed, will be made by the Regional Harbour Master (Cairns).

Endorsements are valid for a period of two years and are subject to a minimum number of voyages specified by the RHM being undertaken in that period.

5.2.4 Auditing

Holders of pilotage exemptions granted by MSQ may be subject to audits conducted by MSQ personnel.

These audits may include verification of records of service and check pilot observational assessments conducted on board routine movements to verify the holders' practical ship handling ability and local knowledge.

A Check Pilot refers to a person who is licensed under a Regulation as a Pilot and who is authorised by the RHM to assess an applicant's competence.

5.3 Crewing Requirements – All vessels

5.3.1 Master

The Master must:

- hold the appropriate qualification for the size and class of the vessel
- be familiar with the CCDCAA and have documented sea time within the CCDCAA
- hold a Pilotage Exemption Certificate
- demonstrate and provide confirmation to MSQ that all crew have been inducted in the operation of basic emergency marine radio communication skills on the vessel in case of an emergency.

Minimum qualifications for Masters operating commercial craft in the Cairns Compulsory Pilotage Area are specified in the table below:

Australian issued certificate of competency

Vessels	Minimum certificate of competence required	Local knowledge test	Pilotage Exemption Certificate
Less than 12 m long	Coxswain Grade 1 NC	X	-
Less than 24 m long	Master <24m NC (Restricted to sheltered waters)	X	-
Less than 35 m long	Master <35m NC (Restricted to sheltered waters)	X	-
More than 35 m long	Master <35m NC (Restricted to sheltered waters)	X	X
Less than 120m long	Relevant AMSA Certificate of Competency	X	X

5.4 Registration Guidelines

5.4.1 All ships defined as Domestic Commercial Vessels are regulated by National Law.

AMSA has introduced a number of changes affecting Australian commercial vessels, such as those travelling beyond Australia's exclusive economic zone, or foreign vessels in Australian waters, through the *Navigation Act 2012*.

Individual circumstances may apply to ships that dictate whether they are regulated by the Navigation Act or National Law, however a vessel cannot be regulated by both.

A number of provisions of the *Transport Operations (Marine Safety) Act 1994* still apply to **all** vessels. These provisions include pilotage and Pilotage Exemption Certificate requirements, responsibilities around the carriage of dangerous goods and powers of the Regional Harbour Master, including the issuing of directions.

All vessels operating in Queensland waters, regardless of vessel type and applicable safety legislation, will still have to comply with Queensland's *Transport Operations (Marine Pollution) Act 1995* (TOMPA) and *Transport Operations (Marine Pollution) Regulation 2018* (TOMPR).

5.4.2 Tug and Unpowered Tow Combinations

- Certificate of Competency for powered vessel length as described above.
- Tug and unpowered tow combinations are classified as a 'small ship', for the purposes of pilotage, as detailed in s163(3)(b) of the *Transport Operations (Marine Safety) Regulation 2016*.
- For combinations of ships over 35m (total lengths of ships), in addition to the relevant Certificate of Competency and successful completion of specified local knowledge test, Masters will require a Pilotage Exemption Certificate and require an endorsement of the certificate for specific vessels or combinations of vessels.

5.4.3 Barge Masters

- Barge Masters supervising barges where stability is a concern must hold a minimum qualification of Master <35m NC (Restricted to sheltered waters).
- Barge Masters supervising barges less than 24 metres in length where stability is not a must have minimum of Master <24m NC (Restricted to sheltered waters).
- Barge Masters, when Master of a dumb barge, under this subsection are not required to possess a local knowledge qualification for Cairns Harbour.

5.4.4 Mates

In the event of the incapacity of a vessel's Master, the Mate must be ready to take command of the vessel. The Mate should therefore possess a measure of knowledge of Cairns Harbour to enable the person to safely navigate the vessel within the harbour. Companies are to ensure all Mates joining vessels are to be provided with local knowledge training as part of their induction training and a record of completion of the local knowledge training is to be held either by the individual or their company.

5.4.5 Deckhands

Deckhands must:

- have formalised marine Occupational Health and Safety (OHS) training or equivalent
- hold the minimum of a recreational boat licence
- hold a current first aid certificate
- be in-house competency trained to operate the vessel in emergency situations including radio communications.

5.4.6 Foreign Certificates

Masters with foreign certificates must consult the Australian Maritime Safety Authority for information on the issue of a Certificate of Recognition.

Section 6 Operating Procedures

6.1 Communication Procedure

In order to enhance the safety of vessels within the CCDCAA, as well as maintain efficient communications for all port users, revised communications procedures have been implemented and are to be adhered to by all vessels operating in the Port of Cairns.

It is mandatory for **ALL** construction craft operating in the CCDCAA to establish and maintain radio communications with “Cairns VTS” on VHF Ch12, advising of departure point and intended destination. Vessels are **NOT** to commence moving within the pilotage area prior to establishing communications and advising VTS of intended movement. Subsequent instructions and advice received from “Cairns VTS” is to be adhered to at all times. **(Note: there is no requirement for construction craft to notify “Cairns VTS” of their arrival at their destination).**

The following table details the radio channels used in the Port of Cairns and the service each channel provides

Note: It is mandatory that all construction craft be able to work VHF Ch12 whilst maintaining a listening watch on VHF Ch16.

Cairns Harbour VHF radio channels

Channel	Call sign	Service
06	User (tugs/pilots)	Primary tug (port) operating channel
08	User (tugs/pilots)	Secondary tug (port) operating channel
12	Cairns Harbour Control	Vessel reporting, vessel traffic management, port working
14	REEFVTS	Vessels transiting Great Barrier Reef
16	User	Emergency and initial calling

Construction vessels must utilise **UHF** radio for communicating between individual operations (for example, a tug and its barge) and in-house communications.

In order to assist with construction craft master on board decision making Cairns VTS will transmit an all ships broadcast on VHF channel 16, advising when commercial vessels are approaching designated waypoints. This is a general broadcast and there is no requirement to respond via radio.

The following examples indicate a typical radio broadcast and format.

‘All ships this is “Cairns VTS” – the vessel BIGSHIP is approaching the Fairway Beacon inbound to Trinity Wharf Berth 5 ...out.’

‘All ships this is “Cairns VTS” – the vessel BIGSHIP is Departing Berth 10 outbound ...out.’

Construction activities have increased port activity and consequently, 'choke-points' have been identified within the harbour where it is deemed hazardous for both commercial shipping and construction craft to inhabit the same water simultaneously. To facilitate the avoidance of this interaction, designated waypoints have been established where it is mandatory for vessels involved in construction activities to advise other port users they are approaching an area of concern.

When approaching waypoints, vessels associated with construction activities need only make advisory transmissions indicating positions of their vessels and destination. "Cairns VTS" will not answer calls unless identified in the initial call.

Vessels are to contact "Cairns VTS" when approaching the following designated reporting points:

WAYPOINT	Commercial	Construction
Entering Shipping Channel (inbound)	Yes	No
Departing Berth (outbound)	Yes	Yes
Approaching Smiths Creek (inbound)	Yes	Yes
Departing Smith Creek (outbound)	Yes	Yes

To ensure good understanding of intentions and to maintain sound communications, correct marine radio etiquette is to be observed at all times including listening for other radio transmissions prior to transmitting, clarity in transmissions and patience.

Examples of standard radio transmissions are:

"Cairns VTS" this is Bessie Black – passing Wharf 12 Inbound to Smiths Creek
"Cairns VTS" this is True Blue – Departing Smiths Creek

6.2 Evacuation Procedure

Owners/operators shall provide details of their evacuation procedure for all persons involved in marine construction activities as part of the Marine Execution Plan (see Section 7), for approval by the Regional Harbour Master. This evacuation procedure must outline the interaction with Port services, facilities and emergency services.

Information provided must include but is not limited to:

- Evacuation of persons involved in shore based facilities.
- Evacuation of crew and passengers working on all vessels involved in the marine construction group.
- Evacuation of persons in the case of an incident causing injury.

6.3 Extreme Weather Event Contingency Plan

Extreme Weather Event Contingency Plans can be found on the MSQ website

<https://publications.qld.gov.au/dataset/maritime-safety-extreme-weather-contingency-plans/resource/c5fb294b-5da7-43fd-86f0-cb10a669c13f>

A tropical cyclone watch message is issued by the Bureau of Meteorology (BOM), when a cyclone or potential cyclone is expected to affect conditions in the area within the next 48 hours and is reviewed every six hours.

A tropical cyclone warning message is issued when a cyclone or potential cyclone is expected to affect conditions in the area within the next 24 hours and is reviewed every three hours or sooner depending on circumstances.

Cyclone warnings and reports may be polled by fax 1800 630 100 from the Australian Bureau of Meteorology. They may also be found on the BOM website <http://www.bom.gov.au/cyclone/index.shtml>.

A Cyclone tracking chartlet can be found at Appendix 16.4 of the Cairns Port Procedures and Information for Shipping Manual on the MSQ Website.

6.3.1 Cyclone Procedures

In the event of a cyclone threat the Regional Harbour Master (RHM) will take the following action:

- Ensure that ships are advised of relevant warnings and response requirements.
- Ensure that shipping complies with the response requirements.
- Closing and reopening the port to ensure the safety of shipping.

The VTS Centre will implement the **Extreme Weather Event Contingency Plan** on behalf of the Regional Harbour Master by acting as a central communications point.

- All ships in the pilotage area will be notified on VHF channels 16 and 12.
- Ships are to maintain a continuous listening watch on VHF Ch 16 and 12 for updates.
- The VTS Centre will broadcast extreme weather advices, warnings, information and directions on VHF Ch 16 and 12.

The contingency plan shall become effective at the very latest, when the Cairns region is likely to be affected by a cyclone (or developing cyclone), as determined by the BOM within 48 hours. However, the contingency plan may be enacted when a cyclone (or developing cyclone) is 72 hours or more away from affecting the region.

6.3.2 Construction Traffic Extreme Weather Event Procedures

All construction vessels operating in the port are required to have Extreme Weather Event Contingency Plans as part of a Marine Execution Plan (see Section 5) endorsed by the RHM. Construction traffic will enact their individual extreme weather event contingency plans when the port extreme weather event contingency plan is activated.

Vessels will proceed to their designated cyclone moorings or safe haven.

Nominated safe havens can be any of the following:

- a. The streams and creeks in the upper reaches Trinity Inlet.

6.4 Ship-Sourced Pollution Management

The information provided in this section is available from the Maritime Safety Queensland (MSQ) and National Marine Safety Committee (NMSC) websites. It should be noted **these are not new requirements**. The information has been added to this *Standard* for easy reference.

The *Transport Operations (Marine Pollution) Act 1995* and Regulation 2018 outline the requirements for ship-sourced pollution management in Queensland. The ship-sourced pollutants covered by this legislation are oil, noxious liquid substances (in bulk), packaged harmful substances, sewage and garbage.

For ships engaged in marine construction activities within Cairns Harbour, the major ship-sourced pollutants, from an operational perspective, are:

- oil and oily residues or mixtures
(including diesel fuel, petrol and oil products)
- chemicals and chemical residues
- sewage

- garbage
(including food wastes, paper products, rags, glass, metal, bottles, crockery, fishing gear, nets, bait boxes, deck sweepings, paints, wood products and all plastics).

It is an offence to discharge pollutants (either deliberately or negligently) into Queensland coastal waters and severe penalties apply.

All ships operating in Queensland waters must carry the applicable pollution prevention documentation. Additionally, all ships more than 15 metres in length overall are required to have insurance for pollution clean-up, vessel salvage and wreck removal (Refer Section 4.5.5).

For information regarding the requirements for the National Standard for Commercial Vessels (NSCV). Operators should also refer to the AMSA website at:

<http://nationalsystem.amsa.gov.au/standards.php>

6.4.1 Oil & Chemicals

A high proportion of the ship-sourced oil and chemical pollution that enters the water comes from refuelling, vessel maintenance and bilge discharges. Operators must ensure that they use and dispose of all on board oil and chemicals correctly and safely.

Keeping bilges clean helps to reduce pollution from oil and chemicals. Use absorbents to mop up excess oil or fuel, wash bilges with biodegradable degreasers or detergents and dispose of any cleaning residue ashore.

If oil does spill into the water, use absorbents to mop it up and let the regional harbour master, marina manager or port authority know so that it can be cleaned up as soon as possible. Do not use dispersants or other cleaning chemicals because they can increase the toxic effects of oil spills.

There are several specific oil and chemical requirements that operators must adhere to, including:

- having a **shipboard oil pollution emergency plan (SOPEP)** on board -
 - applies to all ships that are more than 35 metres in length overall, or
 - more than 24 metres in length overall, carrying oil as cargo or a vehicle that is carrying more than 400 litres of oil as cargo
- having an **oil record book** on board -
 - applies to the following ships;
 - a ship that is an oil tanker of 150 gross tonnage or more
 - a ship, other than an oil tanker, of 150 gross tonnage or more that carries oil in a portable tank with a capacity of 400 litres or more
 - a ship, other than an oil tanker, of 400 gross tonnage or more

6.4.2 Bunkering

Bunkering involves the transfer of substances⁶ between a ship and another ship, or between the shore and a ship and includes transfer of fuel to truck on board a barge or landing craft.

⁶Substances include:

- flammable and combustible fuel for main propulsion and auxiliary operations
- lubricating and hydraulic oil for machinery
- waste oils, sludge and residues
- slops and, tank washings
- grey water and sewage

Bunkering is permitted in daylight hours only.

Prior to commencing bunkering operations:

- The person in charge of bunkering on board must ensure that a bunker transfer checklist has been completed. Amongst other preparations this should include:
 - checking of hoses and equipment
 - bunkering procedures discussed and agreed by all involved
 - method of communication established
 - method of shutdown and emergency stop established
 - spill kits readily available
 - scuppers and save-alls plugged as appropriate.
 - Completed the Oil Transfer Form
- A Marine Execution Plan that includes details of the bunkering operational plan must be endorsed by the Regional Harbour Master.
- All necessary approvals must be obtained from local, state and federal authorities.
- State, national and international bunkering standards including the *International Convention on the Prevention of Pollution from Ships* (MARPOL) and the *Transport Operations (Marine Pollution) Act 1995* and subordinate legislation must be complied with.

6.4.3 Sewage

Restrictions apply to the discharge of sewage within the port limits.

For **untreated sewage** the nil discharge waters include:

- all prohibited discharge waters
- all smooth waters
- in open waters:
 - For ships with 1-6 persons **on board**:
 - within half a nautical mile (926 metres) of a wharf or jetty
 - within one nautical mile (1852 metres) of aquaculture fisheries resources (e.g. oyster leases or fish farms)
 - For ships with 7 – 15 persons **on board**, as above plus:
 - within one nautical mile (1852 metres) of a reef or the mean low water mark of an island or the mainland
 - For ships with 16 or more persons **on board**:
 - total nil discharge in coastal waters

Note: This means that **all ships with 16 or more persons on board are prohibited from discharging untreated sewage anywhere in Queensland coastal waters. This includes discharge from holding tanks, collected during times that 16 or more persons were on board.**

For **treated sewage** the nil discharge waters include:

- all prohibited discharge waters
- areas outside prohibited discharge waters, as follows—
 - Grade C treated sewage— nil discharge within ½ n mile (926 metres) of a person in the water, aquaculture fisheries resources (such as oyster leases or a fish farms, for example) or a reef
 - Grade B treated sewage— nil discharge within 700 metres of a person in the water, aquaculture fisheries resources (such as oyster leases or a fish farms, for example) or a reef

— Grade A treated sewage—no further restrictions once outside prohibited discharge waters.

For the purposes of sewage requirements all vessels are defined as either:

i. Declared ship: Class 1 commercially-registered vessel fitted with a toilet.

ii. A ship other than a declared ship: Includes all recreational vessels and commercial vessels of Class 2 (non-passenger) and Class 3 (fishing).

The specific sewage requirements that ALL operators must adhere to, include:

- all ships must be fitted with a **macerator** that cannot be bypassed
- all ships fitted with a **sewage treatment system** must—
 - ensure that the sewage treatment system is kept in proper working order,
 - ensure that the system conforms with the minimum standard required for a treatment system,
 - ensure that the system is assessed by an independent testing entity⁷ at required intervals⁸ and is maintained in the way required by the system service manual,
 - ensure that the system documentation and system service manual are kept on board and readily available for inspection,
 - ensure that written **service records** for the treatment system are kept on board and readily available for inspection.

In recognition of their potentially greater sewage-generating capacity, declared ships must adhere to more stringent sewage discharge requirements:

- all **declared ships** must—
 - be fitted with a **sewage holding device**
 - carry a **sewage disposal record book**
 - have a **shipboard sewage management plan**.

6.4.4 Garbage

It is an offence to discharge garbage (either deliberately or negligently) into Queensland coastal waters. Operators can prevent garbage entering the water by:

- ensuring that nothing is thrown overboard
- having secure garbage bins/bags to store garbage on board until you return to shore
- retrieving garbage if it does enter the water.

There are several specific garbage requirements that operators must adhere to, including:

- displaying a **placard** about garbage disposal requirements (vessels over 12m)

⁷ Independent Testing Entity means an entity accredited by the National Association of Testing Authorities (NATA) as competent to perform analyses in Australia.

⁸ For a declared ship – at least annually for the first 2 years and afterwards at least every 2 years.

For a ship other than a declared ship – at least once in the first 5 years and afterwards at least every 2 years.

- having a **shipboard waste management plan** on board (vessels over 35m, or designed to sleep at least 15 persons).

6.4.5 Insurance

All ships over 15 metres in length overall are required to have insurance sufficient to pay for potential pollution clean-up, salvage and wreck removal. The insurance policy must meet the following requirements:

- all recreational ships more than 15 metres but less than 35 metres in length overall—
 - A\$250 000 for pollution clean-up costs, and
 - A\$10 000 000 for salvage and wreck removal
- all commercial ships more than 15 metres but less than 35 metres in length overall—
 - A\$500 000 for pollution clean-up costs, and
 - A\$10 000 000 for salvage and wreck removal
- all ships 35 metres or more in length overall—
 - A\$10 000 000 for pollution clean-up costs, salvage and wreck removal.

A current certificate of insurance must be carried on board and be available for inspection. Penalties apply for non-compliance.

Ships visiting Queensland coastal waters are also required to comply with the legislation. Temporary insurance cover may be necessary if existing insurance coverage does not meet the above requirements.

6.4.6 Summary of Pollution Prevention Documentation

Ships operating in Queensland waters are required to carry documentation in relation to various aspects of pollution prevention, including:

- Shipboard Oil Pollution Emergency Plan (SOPEP)
- Oil Record Book
- Shipboard Sewage Management Plan
- Sewage Disposal Record Book
- Sewage Treatment System Documentation, System Service Manual and Service Records
- Placard about garbage disposal requirements
- Shipboard waste management plan (garbage).

6.5 Marine Incident Reporting

▪ **Vessels operating under the *Marine Safety (Domestic Commercial Vessels) National Law Act 2012***

All incidents must be reported to Australian Maritime Safety Authority via an initial report, as soon as reasonably practicable after becoming aware of the incident.

The initial report can be via phone, email or faxed letter. The initial report does not need to be on the marine incident report form but can be if you wish.

When making an initial report of a marine incident the minimum details required for the report are:

- The incident details (date, time, location, type of incident and incident description explaining what happened);
- Details on your vessel (domestic commercial vessel); and
- Details of persons involved (owner/master and if available, the injured person details).

Both the owner and master of a Domestic Commercial Vessel that is involved in a marine incident must report the incident within 72 hours on Incident Report form <https://www.amsa.gov.au/vessels-operators/incident-reporting/incident-report-form-19>

Further details of these requirements and relevant forms are available on the AMSA website: <https://www.amsa.gov.au/vessels-operators/incident-reporting/report-marine-incident>

▪ **Vessels operating under the Navigation Act 2012**

All incidents must be reported directly to the Australian Maritime Safety Authority (AMSA) using [Form 18 - Incident Alert](#) within four hours of the incident occurring.

A detailed incident report must be submitted to AMSA on <https://www.amsa.gov.au/vessels-operators/incident-reporting/incident-alert-form-18> within 72 hours of the incident occurring.

Reports are to be submitted by fax: +61 2 6230 6868 or 1800 622 153 or by email: reports@amsa.gov.au.

Further details of these requirements and relevant forms are available on the AMSA website: <https://www.amsa.gov.au/vessels-operators/incident-reporting/report-marine-incident>

6.6 Marine Pollution Reporting

The *Transport Operations (Marine Pollution) Act 1995* is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, sewage and garbage from ships (MARPOL Annexes I, II, IV and V) are prohibited in Queensland coastal waters and pilotage areas.

MSQ has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

Section 67 of the *Transport Operations (Marine Pollution) Act 1995* requires the master of a ship to report a discharge or probable discharge without delay to the harbour master.

The report should be made via 'Cairns VTS' (24 hours) on:

VHF radio: 12, or 16 Phone: +61 7 4052 7470 Fax: +61 7 4052 7460

Email: VTSCairns@msq.qld.gov.au

The local contact for North Queensland Bulk Ports Corporation can be contacted on:

Phone: +61 7 40697749 / 0428 885 022

The following details should be provided in a report of marine pollution:

- date/time of incident
- location (latitude, longitude and/or physical site)
- report source and contact number
- nature, extent and estimated quantity of spill
- type of oil or description
- spill source and point of discharge from source
- identity and position of nearby ships or name of alleged polluter
- nature and extent of spill and movement and speed of spill
- local weather/tide/sea conditions
- whether a sample of the substance spilled has been collected, and
- any additional information that relates to the spill.

The vessel traffic services centre will complete the necessary form based on the above information and fax to the relevant authorities.

6.7 Environmental Incidents

Incidents with potential to cause or which have caused 'environmental harm' as defined in the *Environmental Protection Act 1994* within the port, including land and facilities under the control of the port authority, must be reported to the authority as soon as reasonably practicable.

Port users, owners, masters and organisations are reminded it is their responsibility to notify the Department of Environment and Science (DES) and/or Cairns Council where the incident is of the nature that requires notification under the *Environmental Protection Act* and environmental protection policies.

6.8 Dangerous Goods Transportation

Transport Operations (Marine Safety) Regulation 2016 Pt 4 Div 1 outlines the duties of owners and masters of vessels in relation to the carriage of dangerous goods. The Regulation requires that ships carrying dangerous goods and bulk liquids must comply with the appropriate directions of the IMDG Code and AS3846 and are to notify the port authority and the Regional Harbour Master of the intent to carry dangerous cargo in a pilotage area.

A person who is the owner or master of a ship operating on a local marine service must lodge a Dangerous Cargo Report at least 48 hours prior to the start of the service which is to be accompanied by a list of dangerous cargo to be carried. Acknowledgement will be issued by the harbour master's office.

6.9 Floating Infrastructure

6.9.1 Buoy and Pipeline Lighting

All floating pipelines are to be lit with yellow flashing lights set on one metre poles on the pipeline at 100 metre intervals, so it is evident that there is no safe passage between successive lights located on the pipeline.

Where sinker pipelines pose a hazard to surface navigation they are to be marked by yellow buoys fitted with yellow flashing lights, with the interval between successive buoys such that the location of the pipeline is readily apparent to the mariner.

Individual buoys that have been laid in preparation for the deployment of cyclone moorings are to be lit with yellow flashing lights on a pile at least one metre high with 360 degree visibility and are not to encroach into the marked navigation channel.

6.9.2 Buoy Moorings

All buoy moorings within Cairns harbour must be authorised by RHM Cairns and are subject to Quarterly Reporting to the RHM's office. This report is due on 01 January, 01 April, 01 July and 01 October each year from each Proponent.

- All buoys currently in Category One Buoy Mooring Areas and any other buoy located within Cairns harbour are to be included in the report.
- Updates must be provided outside of quarterly reporting periods, any time moorings are moved, removed or established.

Details to be included in this report are:

- a. Name (if Any)
- b. Type or Shape (for example, can drum sphere etc)
- c. Position (Lat and Long please)
- d. Colour, Daymarks, Reflective Tape or other devices to enhance visibility
- e. Lights and their Characteristics

Section 7 Marine Execution Plans (MEP)

7.1 Operational Aspects

All commercial operators must submit a Marine Execution Plan at least 30 days prior to commencement of operations.

The purpose of the Marine Execution Plan is:

- to provide an overview for the Port of Cairns on the way vessels are intended to be operated when in the harbour,
- the nature and scope of operations to be undertaken
- to provide an indication of requirements for local bunkering and waste facilities
- to demonstrate the understanding of the operator of local conditions
- to demonstrate understating of regulatory requirements for operating in the Port of Cairns
- to demonstrate or reference the vessels safety management system and method and handling emergencies.

The *Standard for Marine Construction Activities within the Cairns Channel Development Construction Activity Area* describes specific information that must be included in the MEP. Further information on intended vessel activities may be covered under the following headings. It should be noted that this is a guide that covers many types of vessels. It is not intended that every vessel will need to include every heading.

7.2 Example Marine Execution Plan Contents

A. Introduction

Brief on type of vessel, chartered by whom, and operational purpose.

B. Adherence to Government Documents

State, federal and international legislation as applicable

C. Operational Plan

- Intended start date
- Operational activity and duration
- Number of persons involved
- Departure and arrival points
- Public facilities utilised
- Navigation equipment on board as required
- Passenger counting procedure

D. Vessel Specifications

Tugs must include load test results for the tow hook/ winch quick release proving this will operate under all towing conditions and undertaken with an MSQ or Class Surveyor.

E. Crew Qualifications

- E.1 Tug and barge combination
- E.2 Passenger vessels
- E.3 Ropax

F. Manoeuvring Plan

- F.1 General including scheduling
- F.2 Tides and prevailing weather conditions

G. Communications

All operators are to provide details of their means of communication and understanding of requirements within Cairns Harbour.

- G.1 VTS communications
- G.2 Ship to Shore/ Shore to ship

G.3 Intra-ship communications
As outlined in section 6.1.

H. Waste Management/ Ship-Sourced Pollution Management

All operators must provide a plan on how all waste is to be disposed of, what type of system or shore facility will be used.

H.1 Bilge/engine waste
H.2 Garbage
H.3 Sewage
As outlined in section 6.5

I. Incident Reporting

All operators must provide a plan on internal reporting responsibilities to demonstrate reporting requirements will be met in the event of an incident as outlined in section 6.6.

I.1 Marine incident
I.2 Marine pollution

J. Bunkering Plan

J.1 A description of the pollution plan that will be in place prior to any commencement of activities
J.2 A description of the emergency pollution equipment that will be readily available
As outline in section 6.5.2

K. Maintenance Plan

Brief summary of the vessels maintenance plan is to be included.

L Evacuation Procedure

This is to cover the evacuation procedure, any interaction with port services, facilities or emergency services outlined in section 6.3.

M. Cyclone Contingency Procedure

All Construction vessels operating in the port are required to have Cyclone Contingency Procedures endorsed by the Regional Harbour Master (RHM). Construction traffic will enact their individual cyclone contingency plans when the port Cyclone Contingency Plan is activated.

Vessels will proceed to their designated cyclone moorings or safe haven.

Nominated safe havens can be any of the following:

- a. The streams and creeks in the upper reaches of the Trinity Inlet.

N. Health, Safety and Environment and Emergency Response

Where this information already exists in another document, for example vessel safe ship management plan, this should be referenced rather than re-created. A brief summary including drills, training frequency and emergency response is required.

Emergency contacts must be readily available to the master on board the vessel in the event of an emergency.

Section 8 Appendices

8.1 Automatic Identification System (AIS) Class B fact sheet

<https://www.amsa.gov.au/safety-navigation/navigation-systems/about-automatic-identification-system>