



Australian Government
Australian Maritime Safety Authority

Marine Orders

Part 56

REEFREP

Issue 2

Order No.10 of 2004

Pursuant to subsection 425(1AA) of the *Navigation Act 1912*, I hereby make this Order repealing Marine Orders Part 56, Issue 1, and issuing the attached Marine Orders, Part 56, Issue 2, to come into operation on 1 December 2004.

Clive Davidson
Chief Executive Officer
15 November 2004

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1 Purpose & power

1.1 Purpose

This Part gives effect to Regulation 11 of Chapter V of SOLAS dealing with ship reporting systems, and generally makes provision for and in relation to the safety and efficiency of navigation and protection of the marine environment in the Torres Strait region and the Inner Route of the Great Barrier Reef.

1.2 Power

1.2.1 Section 191 of the Navigation Act provides that the regulations may make provision for or in relation to giving effect to SOLAS. Regulation 11 of Chapter V of SOLAS deals with ship reporting systems.

1.2.2 Subsection 425(1) of the Navigation Act provides for regulations to be made prescribing matters requiring or permitted to be prescribed, or which are necessary or convenient to be prescribed for carrying out or giving effect to the Act. In particular, paragraph (db) provides that the regulations may provide for and in relation to the safe navigation and operation of ships.

1.2.3 Subsection 425(1AA) of the Navigation Act provides for the making of orders with respect to matters that can be made by the regulations.

2 Definitions of words and phrases used in this Part

AUSREP means the Australian Ship Reporting System established under Division 14 of Part IV of the Navigation Act;

chemical tanker means a ship to which the BCH or IBC Code referred to in Marine Orders, Part 17 (Liquefied Gas Carriers and Chemical Tankers) applies;

combination carrier means a ship designed to carry either oil or solid cargoes in bulk;

IMO means the International Maritime Organization;

in the vicinity of, in relation to a position, means within two nautical miles of that position;

INF Code means the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships, adopted by IMO Resolution MSC.88(71) as amended by MSC.135(76);

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

liquefied gas carrier means a ship to which the EGC, GC or IGC Code referred to in Marine Orders, Part 17 (Liquefied Gas Carriers and Chemical Tankers) applies;

Navigation Act means the *Navigation Act 1912*;

oil tanker means:

- (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;

overall length, in relation to a ship, means 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;

except that if the overall length of the ship cannot be so ascertained, the overall length is taken to be 110 per cent of the length as shown on the ship's load-line certificate;

penal provision means a penal provision for the purposes of Regulation 4 of the Navigation (Orders) Regulations;¹

REEFCENTRE means the operational centre, located at Hay Point in Queensland, which administers REEFREP and the coastal vessel traffic (REEFVTS);

REEFREP means the mandatory ship reporting system established by IMO Resolution MSC.52(66), as amended by Resolution MSC.161(78), and given effect to by this Part;

REEFREP area means:²

¹ Subregulation 4(1) of the Navigation (Orders) Regulations provides that a person who fails to comply with a provision of an order made under subsection 425(1AA) of the Navigation Act that is expressed to be a penal provision is guilty of an offence and is punishable by:

- (a) if the offender is an individual—a fine not exceeding 20 penalty units; or
- (b) if the offender is a body corporate—a fine not exceeding 50 penalty units.

A penalty unit is currently \$110.

² A chartlet showing the REEFREP area is at <http://www.amsa.gov.au>.

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- (a) the Torres Strait between longitude 141° 45' E and 144° 00' E, including the Endeavour Strait and the Great North East Channel; and
 - (b) the waters of the Great Barrier Reef between the Australian coast and the outer edge of the Great Barrier Reef, starting from the outer edge of the Reef at latitude 10° 44' S, longitude 144° 00' E, and extending southwards to latitude 22° 00' S;

SOLAS means the Safety Convention as defined in the *Navigation Act 1912*.³

3 Interpretation

3.1 In this Part, the position of a meridian of longitude or a parallel of latitude is with reference to the World Geodetic System 1984 (WGS84).

3.2 In this Part:

- (a) headings and subheadings are part of the Part;
- (b) each Appendix is part of the Part;
- (c) a footnote is not part of the Part, but may provide additional information or guidance in applying the Part.

4 Application

This Part applies to the following kinds of ship when navigating in the REEFREP area:⁴

- (a) a ship the overall length of which is 50 metres or more;
- (b) an oil tanker, irrespective of length;
- (c) a liquefied gas carrier, irrespective of length;
- (d) a chemical tanker, irrespective of length;
- (e) a ship to which the INF Code applies, irrespective of length;
- (f) a ship engaged in towing or pushing:
 - (i) where it or the ship being towed or pushed is a ship described in (a), (b), (c), (d) or (e); or
 - (ii) where the length of tow is 150 metres or more.

³ The latest text of Regulation 11 of Chapter V of SOLAS is set out in IMO Resolution MSC.99(73), as amended by Resolution MSC.123(75) and SOLAS Conference SOLAS/CONF.5/32.

⁴ Subsection 191(3) of the Navigation Act provides that section 2 of that Act does not have effect in relation to an Order giving effect to a provision of Chapter V of the Safety Convention. This means that this Part applies to all ships in the categories set out above, irrespective of whether they are on overseas, interstate or intrastate voyages.

5 Obligation to report

The master of a ship to which this Part applies navigating in the REEFREP area must make to REEFCENTRE, or arrange the making to REEFCENTRE of, the following reports:

- (a) a Pre-Entry Position Report in accordance with 2 of Appendix 1;
- (b) an Entry Report in accordance with 3 of Appendix 1;
- (c) a Passage Plan Report in accordance with 4 of Appendix 1;
- (d) a Route Deviation Report (if applicable) in accordance with 5 of Appendix 1;
- (e) Intermediate Position Reports in accordance with 6 of Appendix 1;
- (f) Defect Reports (if applicable) in accordance with 7 of Appendix 1; and
- (g) a Final Report in accordance with 8 of Appendix 1.

using a method specified in 9 of Appendix 1.

This is a penal provision.

* * * * *

Appendix 1

REEFREP reporting requirements

1 Definition

In this Appendix, **Mandatory Reporting Point** means one of the points listed in Appendix 2.

2 Pre-Entry Position Report (PER)

2.1 A Pre-Entry Position Report must be made in respect of a ship at least two hours prior to it:

- (a) entering the REEFREP area; and
- (b) departing from a port within the REEFREP area.

2.2 The following information, in the order shown, must be provided in the Pre-Entry Position Report:

- (a) ship name, call sign and IMO number;
- (b) current position (latitude and longitude) and time (in UTC);
- (c) if in the vicinity of a Mandatory Reporting Point when entering the REEFREP area, the name of that Mandatory Reporting Point and estimated time (in UTC) of ship's arrival at a position in the vicinity of that Mandatory Reporting Point;
- (d) if not in the vicinity of a Mandatory Reporting Point when entering the REEFREP area, the position (latitude and longitude) and estimated time (in UTC) of ship's entry to the REEFREP area;
- (e) if departing from a port within the REEFREP area, name of first Mandatory Reporting Point and estimated time (in UTC) of ship's arrival at a position in the vicinity of that Mandatory Reporting Point;
- (f) name of anticipated final Mandatory Reporting Point if ship is to be in the vicinity of that Mandatory Reporting Point when exiting the REEFREP area, or position (latitude and longitude) of anticipated exit from the REEFREP area if not exiting in the vicinity of a Mandatory Reporting Point;
- (g) if fitted with Inmarsat C equipment, the primary Inmarsat C terminal details consisting of Inmarsat Mobile Number (IMN), manufacturer and model.

3 Entry Report (ER)

3.1 An Entry Report must be made in respect of a ship as soon as it:

- (a) enters the REEFREP area; and
- (b) departs from a port within the REEFREP area.

3.2 The following information must be provided in the Entry Report:

- (a) ship name, call sign and IMO number;
- (b) if in the vicinity of a Mandatory Reporting Point when entering the REEFREP area, the name of that Mandatory Reporting Point and time (in UTC);
- (c) if not in the vicinity of a Mandatory Reporting Point, the position (latitude and longitude) and time (in UTC) at that position of ship's entry to the REEFREP area;
- (d) if departing from a port within the REEFREP area, name of first Mandatory Reporting Point and estimated time (in UTC) of ship's arrival at a position in the vicinity of that Mandatory Reporting Point;
- (e) passage plan⁵ or, name of next two Mandatory Reporting Points and proposed route between those Mandatory Reporting Points where there are two or more recommended routes;⁶
- (f) speed (ship's anticipated average speed until next report, in knots & tenths of a knot) or estimated time of arrival (ETA) at next Mandatory Reporting Point;
- (g) draught fore and aft (in metres and decimals of metres);
- (h) pilotage details including whether a coastal pilot is on board and if so, the pilot's surname and licence number;
- (i) name of anticipated final Mandatory Reporting Point if ship is in the vicinity of that Mandatory Reporting Point when exiting the REEFREP area, or position (latitude and longitude) of anticipated exit from the REEFREP area if not exiting in the vicinity of a Mandatory Reporting Point;
- (j) cargo information⁷ with details to include normal name of the cargo and whether cargo is classified as hazardous;

⁵ Ships are encouraged to provide a passage plan as described in 4 of this Appendix, when providing an Entry Report. However, it is recognised that at this stage in their passage, they are unlikely to have a pilot on board and are therefore unable to provide a detailed passage plan.

⁶ For example, Mandatory Reporting Point Booby (D) to Mandatory Reporting Point Alpha North (F) via Varzin Passage;

⁷ If preferred, cargo information may be passed to REEFCENTRE by non-voice means prior to the Pre-Entry Position Report.

- (k) defects, damage, deficiencies or other limitations (see 7 of this Appendix);
- (l) ship description details including ship type, length (metres) and gross tonnage;
- (m) any additional information which would contribute to the navigational safety of other shipping in the REEFREP area should also be reported.

3.3 Information described in 3.2(g),(h),(i),(j) and (l) need not be reported by a ship if these details have been previously provided in a report to AUSREP.

3.4 Where a passage plan is not included in the Entry Report under 3.2(e), it must be provided within one hour following the ship's entry into the REEFREP area, or departure from a port within the REEFREP area.

4 Passage Plan Report (PP) ⁸

4.1 Requirement for passage plan

For the purposes of 3.2(e) and 3.4 of this Appendix, route information must be provided for a ship in the form of a passage plan in accordance with 4.2.

4.2 Means of providing passage plan

A passage plan can be provided to REEFCENTRE by one or more of the means specified in 4.2.1, 4.2.2 or 4.2.3.⁹

4.2.1 Standard Route Plan (PPI)

4.2.1.1 The standard route plans are set out in the REEFREP User Manual.¹⁰

4.2.1.2 For a ship using a standard route plan, the following information must be provided:

- (a) ship name, call sign, IMO number and time (in UTC);
- (b) name of first Mandatory Reporting Point if ship is in the vicinity of that Mandatory Reporting Point, or current position (latitude and longitude) if not in the vicinity of a Mandatory Reporting Point;
- (c) name of anticipated final Mandatory Reporting Point if ship is in the vicinity of that Mandatory Reporting Point when exiting the REEFREP area or position

⁸ Passage Plan Reports are also known as Route Plan Reports.

⁹ One or more of the means may be utilised during a ship's transit of the REEFREP area.

¹⁰ Standard route plans have been developed to enable ships to communicate their intended route through the REEFREP area. These are based on vessel draught, Mandatory Reporting Points, and where there are two or more recommended routes between Mandatory Reporting Points, the names of the alternative routes between these.

(latitude and longitude) of exit from the REEFREP area if not in the vicinity of a Mandatory Reporting Point;

- (d) Standard Route;¹¹
- (e) speed (ship's anticipated average speed in knots and tenths of a knot) or estimated time of arrival (ETA) at final Mandatory Reporting Point if ship is in the vicinity of that Mandatory Reporting Point when exiting REEFREP area or position of exit from the REEFREP area if not in the vicinity of a Mandatory Reporting Point.

4.2.2 Mandatory Reporting Point Route Plan (PP2)

4.2.2.1 Route plans can be provided to REEFCENTRE using the Mandatory Reporting Points.

4.2.2.2 The following information must be provided when a ship is providing a route plan using the Mandatory Reporting Points:

- (a) ship name, call sign, IMO number, time (in UTC);
- (b) name of Mandatory Reporting Point if ship is in the vicinity of that Mandatory Reporting Point, or position (latitude and longitude) if not in the vicinity of a Mandatory Reporting Point;
- (c) name of next two Mandatory Reporting Points ;
- (d) where there are two or more recommended routes between Mandatory Reporting Points, the proposed route;¹²
- (e) speed (ship's anticipated average speed until next report, in knots and tenths of a knot) or estimated time of arrival (ETA) at the next two Mandatory Reporting Points.

4.2.2.3 A ship providing a route plan using the Mandatory Reporting Points must provide the information described in 4.2.2.2 at each Mandatory Reporting Point.

4.2.3 Waypoint Route Plans (PP3)

For a ship not providing route information in accordance with 4.2.1 or 4.2.2, the intended waypoints are to be provided to REEFCENTRE. The following information must be provided:

¹¹ For example, a south bound deep draught ship entering at Booby and departing via High Peak can simply provide the route plan as: "*Inner Route, Deep draught*". Similarly, where it is intended to deviate from the predefined standard route plan (eg. transit via Heath) the route plan can be communicated simply as: "*Inner Route, Deep draught via Heath*".

¹² For example, Mandatory Reporting Point Booby (D) to Mandatory Reporting Point Alpha North (F) via Varzin Passage.

- (a) ship name, call sign and IMO number;
- (b) list of intended waypoints for the transit, using actual latitude and longitude of the proposed waypoints, or the Mandatory Reporting Points listed in Appendix 2, or a combination of both;
- (c) where there are two or more recommended routes between Mandatory Reporting Points, the proposed route¹³;
- (d) speed (ship's anticipated average speed in knots and tenths of a knot) or estimated time of arrival (ETA) at the final Mandatory Reporting Point if ship is in the vicinity of that Mandatory Reporting Point when exiting the REEFREP area or at the position (latitude and longitude) of anticipated exit from the REEFREP area if not in the vicinity of a Mandatory Reporting Point.

5 Route Deviation Report (DR)

5.1 A deviation from a passage plan must be notified to REEFCENTRE, preferably prior to the deviation and no later than 15 minutes after the deviation taking place.

5.2 The deviation is to be reported and a passage plan provided using one of options 4.2.1, 4.2.2 or 4.2.3.

6 Intermediate Position Reports (PR)¹⁴

6.1 When transiting the REEFREP area, a ship must provide to REEFCENTRE Intermediate Position Reports.

6.2 If a ship is fitted with an Inmarsat C terminal it may provide Intermediate Position Reports by means of automated position reporting (APR).¹⁵ If a ship is fitted with a first generation Inmarsat C terminal, which does not support remote programming by REEFCENTRE, the Master is to program the terminal onboard for Intermediate Position Reports to be sent automatically via Inmarsat C.¹⁶

6.3 Ships providing Intermediate Position Reports by means of automated position reporting must comply with REEFREP reporting requirements under 2 (Pre-Entry Position Reports), 3 (Entry Report), 4 (Passage Plan Report), 5 (Route Deviation Report), 7 (Defect Report) and 8 (Final Report), of this Appendix.

¹³ For example, Mandatory Reporting Point Booby (D) to Mandatory Reporting Point Alpha North (F) via Varzin Passage.

¹⁴ Intermediate Position Reports are also known as En Route position Reports.

¹⁵ REEFCENTRE will generally carry out APR remotely without any intervention by the ship's crew.

¹⁶ Instructions relating to programming of these terminals can be obtained from REEFCENTRE.

6.4 Subject to 9.3, if for any reason a ship cannot provide Intermediate Position Reports via Inmarsat C, Intermediate Position Reports must be provided via VHF Radiotelephone on an hourly basis or as advised by the REEFREP operator. The following information must be provided:

- (a) ship name, call sign and IMO number;
- (b) date and time (UTC); and
- (c) name of Mandatory Reporting Point if ship is in the vicinity of that Mandatory Reporting Point, or position (latitude and longitude) of the ship if not in the vicinity of a Mandatory Reporting Point.

7 Defect Report

7.1 The following information must be provided when a ship within the REEFREP area suffers damage, failure or breakdown affecting the safety of the ship, makes a marked deviation from a route due to defect, course or speed previously advised or requires to report safety related information and reports of incidents involving Dangerous Goods (DG), Harmful Substances (HS) or Marine Pollutants (MP):

- (a) ship name, call sign and IMO number;
- (b) position (latitude and longitude) and time of reporting (in UTC);
- (c) name of next Mandatory Reporting Point or course if not tracking between Mandatory Reporting Points;
- (d) speed (ship's anticipated average speed until next report, in knots & tenths of a knot) or estimated time of arrival (ETA) at next Mandatory Reporting Point;
- (e) description and details of any damage, failure or breakdown suffered:
 - (i) collision, grounding, fire, explosion, structural failure, flooding, cargo shifting;
 - (ii) failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipborne navigational aids;
- (f) details of any safety messages (navigational safety, abnormal weather, unserviceable aids to navigation) or DG HS MP incident reports using the recognised IMO reporting formats.

7.2 Information need not be provided under 7.1 if information has been provided in compliance with section 268 of the Navigation Act or Part 3 of the *Transport Safety Investigation Act 2003*.

8 Final Report (FR)¹⁷

8.1 A Final Report must be made in respect of a ship:

- (a) when exiting the REEFREP area; and
- (b) arriving at a port within the REEFREP area.

8.2 The following information must be provided in the Final Report:

- (a) ship name, call sign and IMO number;
- (b) if in the vicinity of a Mandatory Reporting Point when exiting the REEFREP area, the name of that Mandatory Reporting Point and time (in UTC);
- (c) if not in the vicinity of a Mandatory Reporting Point, the position (latitude and longitude) and time (in UTC) of ship's exit from the REEFREP area;
- (d) if ship is arriving at a port in the REEFREP area, the name of Mandatory Reporting Point if in the vicinity of a Mandatory Reporting Point, or position (latitude and longitude) and time (in UTC) of arrival at port;
- (e) whether continuing to report to AUSREP for the remainder of its voyage and, if affirmative, date and time (in UTC) of ship's next AUSREP report (not to be more than 24 hours from Final Report);
- (f) if arriving at a port within the REEFREP area, advise if this REEFREP report is also an AUSREP Final Report;
- (g) any additional information which would contribute to the navigational safety of other shipping in the REEFREP area.

9 Reporting method

9.1 Primary means of communication

The primary means of communication for REEFREP reports, required under 5 of this Part, is:

- (a) **Inmarsat C**—through Perth LES (222) using special access code (SAC) 861;¹⁸ or
- (b) **VHF Radiotelephone**—REEFCENTRE is manned 24 hours a day and can be contacted on VHF channels 5, 18 and 19 (Radio call sign VZQ641) depending on the ship's position (see Table 2 for list of Mandatory Reporting Points and the associated VHF channels).

¹⁷ A Final Report is also known as an exit report.

¹⁸ This service is free of charge.

Table 2

<i>Name of reporting point</i>	<i>VHF Working Channel</i>	<i>Name of reporting point</i>	<i>VHF Working Channel</i>	<i>Name of reporting point</i>	<i>VHF Working Channel</i>
Bramble	18	Cape Flattery	19	Bowling South	19
Daru	18	Two Isles	19	Blossom	5
Twin	19	Gubbins East	19	Abbot Point	5
Thursday Island	19	Gubbins West	19	Molle (<i>southbound</i>)	18
Alpha North	19	Grafton Passage	5	Edward	18
Booby	19	Cairns	5	Cid Harbour	18
Alpha South	19	Mourilyan	18	Shaw (<i>northbound</i>)	18
Endeavour	19	Barnard	18	Creal	19
Shortland	19	Palm Passage	18	Mackay	19
Hannibal	5	Lucinda	18	Hay Point (N)	19
Inset	18	Townsville (N)	19	Hay Point (NE)	19
Heath	18	Townsville (S)	19	Hay Point (S)	19
Pipon	5	Bowling North	19	High Peak	18

9.2 Language

The language to be used for reporting is English, using the IMO *Standard Marine Communications Phrases*.

9.3 Alternative communications

9.3.1 If, for any reason, communication is not possible via Inmarsat C or on the normal operating VHF channel, the required information must be passed by alternative means to REEFCENTRE using one or more of the following (in order of preference):

- (a) other Inmarsat phone/fax/telex service;
- (b) other (non-Inmarsat) satellite phone/fax/ telex service;

9.3.2 The contact details for REEFCENTRE are:

- telephone +61 7 4956 3581;
- facsimile +61 7 4956 3367;
- telex +7146483;
- email: reefvts@rcs1.amsa.gov.au

9.3.3 Any failure of a ship's radio equipment that prevents the communication of required reports by either primary or alternative communication means is to be recorded in the ship's radio log book or the Official Log Book.

* * * * *

Appendix 2

Mandatory Reporting Points

In this Part, **Mandatory Reporting Point** means one of the following points:

<i>Name of reporting point</i>	<i>Designation</i> ¹⁹	<i>Type</i> [†]	<i>Latitude South</i>	<i>Longitude East</i>
Bramble	A	E	09° 15'	143° 50'
Daru	B	E	09° 24'	143° 27'
Twin	C	I	10° 25'	142° 33'
Thursday Island	D1	P	10° 35.5'	142° 13.5'
Alpha North	F	I	10° 36'	142° 32'
Booby	D	E	10° 37'	141° 49'
Alpha South	G	I	10° 38'	142° 31'
Endeavour	E	E	10° 49'	142° 15'
Shortland	H	I	10° 55'	142° 45'
Hannibal	I	I	11° 35.2'	142° 57.7'
Inset	J	I	12° 16'	143° 16'
Heath	K	I	13° 30'	143° 40.4'
Pipon	L	I	14° 08.2'	144° 30'
Cape Flattery	M1	P	14° 54'	145° 18'
Two Isles	M	I	15° 01'	145° 24'
Gubbins East	N	I	15° 42'	145° 27.7'
Gubbins West	O	I	15° 43'	145° 23'
Grafton Passage	P	E	16° 40'	146° 12.8'
Cairns	P1	P	16° 48'	145° 51'
Mourilyan	Q1	P	17° 35'	146° 10'
Barnard	Q	I	17° 40'	146° 16'
Palm Passage	R	E	18° 15'	147° 05'
Lucinda	R1	P	18° 29'	146° 26'
Townsville (N)	S1	P	19° 06'	146° 54'

¹⁹ Ship Reporting Point symbol with designation as per chart AUS 4620.

<i>Name of reporting point</i>	<i>Designation</i> ¹⁹	<i>Type</i> [†]	<i>Latitude South</i>	<i>Longitude East</i>
Townsville (S)	S2	P	19° 08'	146° 57'
Bowling North	S	I	19° 09'	147° 30'
Bowling South	T	I	19° 16'	147° 30'
Blossom	U	E	19° 44'	150° 25.5'
Abbot Point	T1	P	19° 48'	148° 04'
Molle (<i>southbound</i>)	V	I	20° 10'	148° 50'
Edward	X	I	20° 12'	149° 15'
Cid Harbour	V1	P	20° 15'	148° 55.7'
Shaw (<i>northbound</i>)	W	I	20° 33'	149° 00.5'
Creal	Y	I	20° 36'	150° 15'
Mackay	Y1	P	21° 08'	149° 22'
Hay Point (N)	Y2	P	21° 10'	149° 26'
Hay Point (NE)	Y3	P	21° 11'	149° 30'
Hay Point (S)	Y4	P	21° 14'	149° 30'
High Peak	Z	E	21° 54'	150° 51'

- † E = Entry and exit locations
I = Intermediate reporting locations
P = Port arrival and departure locations