

Amendment to MO 56 – REEFREP
Explanation of changes

[No.]	Existing text	New text / comment
1	n/a	1A Name of Orders These Orders are <i>Marine Orders —Part 56 (REEFREP)</i> .
2	AUSREP means the Australian Ship Reporting System established under Division 14 of Part IV of the Navigation Act;	Comment: Definition removed
3	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);	INF Code has the same meaning as in Marine Orders — Part 41 (Carriage of Dangerous Goods).
4	penal provision means a penal provision for the purposes of Regulation 4 of the Navigation (Orders) Regulations; footnote: 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.	penal provision means a penal provision for regulation 4 of the <i>Navigation (Orders) Regulations 1980</i> . <i>Note 1 Navigation (Orders) Regulations 1980</i> , reg 4, states: (1) A person commits an offence if the person does not comply with a provision of an order that is made under subsection 425 (1AA) of the Act and that is expressed to be a penal provision. Penalty: 50 penalty units. (2) An offence against subregulation (1) is an offence of strict liability. <i>Note For strict liability</i> , see section 6.1 of the <i>Criminal Code</i> . <i>Note 2 For the value of a penalty unit</i> , see <i>Crimes Act 1914</i> , s 4AA. Comment: New definition and footnote #1 converted to two notes.
5	REEFCENTRE means the operational centre, located at Hay Point in Queensland, which administers REEFREP and the coastal vessel traffic (REEFVTS);	Comment: Definition removed

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6	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 means the mandatory ship reporting system established by IMO Resolution MSC.52(66), as amended by resolutions MSC.161(78) and MSC.315(88), and given effect to by this Part. Comment: The amending IMO Resolution has been included.

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7	<p>REEFREP area means²:</p> <p>(a) the Torres Strait between longitude 141° 45' E and 144° 00' E, including the Endeavour Strait and the Great North East Channel; and</p> <p>(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;</p> <p>² A chartlet showing the REEFREP area is at http://www.amsa.gov.au.</p>	<p>REEFREP area means:</p> <p>(a) the Torres Strait between longitude 141°45' E and 144°00' E, including the Endeavour Strait and the Great North East Channel; and</p> <p>(b) the waters of the Great Barrier Reef between:</p> <p>(i) the Australian coast; and</p> <p>(ii) the outer edge of the Great Barrier Reef, as bounded by a line:</p> <p>(A) starting from the outer edge of the Reef at latitude 10°44' .00 S, longitude 144°00' E; and</p> <p>(B) then running south east to latitude 21°00' S longitude 152°40' E; and</p> <p>(C) then running east to latitude 21°00' S longitude 152° 55' E; and</p> <p>(D) then running south south east to latitude 23°42' .00 S longitude 153°45' .00 E; and</p> <p>(E) then running south south west to latitude 24°30' .00 S longitude 153°35' .00 E; and</p> <p>(F) then running west to the intersection of latitude 24°30' .00 S with the Australian coast at the low water line.</p> <p>Comment: The new definition defines the whole of the REEFREP area including the extension granted by IMO resolution MSC.315(88)</p>
8		<p>REEFVTS means the navigational service, known as the Great Barrier Reef and Torres Strait Vessel Traffic Service, operated jointly by the Australian Maritime Safety Authority and Maritime Safety Queensland.</p>

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[No.]	Existing text	New text / comment
		Comment: New definition
9 & 10	SOLAS means the Safety Convention as defined in the Navigation Act 1912. ³ 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.	SOLAS means the Safety Convention as defined in the Navigation Act, section 187A. <i>Note</i> At the time of making <i>Marine Orders — Part 56 (REEFREP) Amendment 2011 (No. 1)</i> , the latest text of SOLAS was set out in SOLAS Consolidated Edition 2009, as amended by the IMO publication ‘SOLAS Amendments 2008 and 2009’, ISBN 978-92-801-1520-8. Comment: New definition and footnote #3 converted to a note
11	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) ...	5 Obligation to report The master of a ship to which this Part applies must make the following reports to REEFVTS:
12 & 34	Appendix 1, paragraph 3.2 (e) Footnote 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. Footnote 6: For example, Mandatory Reporting Point Booby (D) to Mandatory Reporting Point Alpha North (F) via Varzin Passage;	Comment: Footnote 6 is converted to a second note below paragraph 3.2(e); no change to text. Footnote 5 is converted to a note below paragraph 3.2(e) with new text in the second sentence ‘ <i>Note</i> Ships are encouraged to provide a passage plan, as described in provision 4 of Appendix 1, when providing an Entry Report. However, it is recognised that when a ship is waiting for a pilot to come aboard, it may not be possible to provide a detailed passage plan until after the pilot has boarded.’
13 & 14	Appendix 1, provision 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.	Comment: Provision omitted and provision 3.4 re-numbered as provision 3.3.
15	Appendix 1, provision 4.1	Comment: Reference to provision 3.4 omitted and 3.3 substituted.
16 & 34	Appendix 1, provision 4.2.1.1 The standard route plans are set out in the REEFREP User Manual	Appendix 1, provision 4.2.1.1 The standard route plans are set out in the

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		<p>REEFREP User Guide</p> <p>Comment: There is a change to the name of the publication and Footnote 10 is converted to a note below the provision.</p>
17 & 34	<p>Appendix 1, paragraph 4.2.1.2 (d), footnote 11</p> <p>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”.</p>	<p>Comment: In footnote 11 the name High Peak is changed to ‘Sandy Cape’ and the footnote is re-located as a note at foot of provision 4.2.1.2.</p>
18	<p>Appendix 1, paragraph 4.2.1.2 (e)</p> <p>(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.</p>	<p>(e) speed (ship’s anticipated average speed in knots and tenths of a knot)</p> <p>Comment: The Standard Route Plan requires ship’s anticipated average speed and no longer offers the alternative report of ETA at final Mandatory Reporting Point.</p>
19	<p>Appendix 1, provision 4.2.3, paragraph (d)</p> <p>(d) 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.</p>	<p>(d) speed (ship’s anticipated average speed in knots and tenths of a knot)</p> <p>Comment: The Waypoint Route Plans require ship’s anticipated average speed and no longer offer the alternative report of ETA at final mandatory Reporting Point.</p>
20	<p>Appendix 1, provision 6.4</p> <p>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:</p>	<p>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 REEFVTS. The following information must be provided:</p>
21 & 22	<p>Appendix 1, paragraph 6.4 (c)</p>	<p>Comment: Insert additional report after (c):</p> <p>(d) speed (ship’s anticipated average speed in knots</p>

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		and tenths of a knot).												
23	<p>Appendix 1, paragraph 7.1 (d) (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;</p>	<p>(d) speed (ship’s anticipated average speed in knots and tenths of a knot) Comment: The Defect Report requires ship’s anticipated average speed and no longer offers the alternative report of ETA at final mandatory Reporting Point.</p>												
24 & 25	<p>Appendix 1, paragraphs 8.2 (e) and (f) (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;</p>	<p>Comment: Paragraphs (e) and (f) are omitted and paragraph (g) re-lettered as paragraph (e)</p>												
26	<p>Appendix 1, provision 9.1 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;1 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). Table 2</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><i>Name of reporting point</i></th> <th style="text-align: center;"><i>VHF Working Channel</i></th> <th style="text-align: center;"><i>Name of reporting point</i></th> <th style="text-align: center;"><i>VHF Working Channel</i></th> <th style="text-align: center;"><i>Name of reporting point</i></th> <th style="text-align: center;"><i>VHF Working Channel</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Bramble</td> <td style="text-align: center;">18</td> <td style="text-align: center;">Cape Flattery</td> <td style="text-align: center;">19</td> <td style="text-align: center;">Bowling South</td> <td style="text-align: center;">19</td> </tr> </tbody> </table>	<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	<p>9.1 Ways of making reports The reports that are required under provision 5 of this Part may be made in any of the following ways: (a) Inmarsat C — through POR LES (212) using special access code (SAC) 861; <i>Note</i> This service is free of charge. (b) VHF Radiotelephone — REEFVTS is operational 24 hours a day and can be contacted on VHF channels 11 or 14 depending on the ship’s position (see Table 2 for a list of positions and VHF channels).</p>
<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									

¹ This service is free of charge.

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	Daru	18	Two Isles	19	Blossom	5	<p style="text-align: center;">Table 2</p> <table border="1"> <thead> <tr> <th>Latitude from:</th> <th>Latitude to:</th> <th>VHF Channel</th> </tr> </thead> <tbody> <tr> <td>9° 00' S</td> <td>13° 30' S</td> <td>14</td> </tr> <tr> <td>13° 30' S</td> <td>18° 00' S</td> <td>11</td> </tr> <tr> <td>18° 00' S</td> <td>20° 00' S</td> <td>14</td> </tr> <tr> <td>20° 00' S</td> <td>22° 00' S</td> <td>11</td> </tr> <tr> <td>22° 00' S</td> <td>24° 30' S</td> <td>14</td> </tr> </tbody> </table> <p>(c) on telephone number +61 7 4726 3660; (d) on facsimile number +61 7 4721 0633; (e) by email: reefvts@vtm.qld.gov.au.</p> <p>Comment: Appendix 1, Provisions 9.1, 9.3.1 and 9.3.2 have been rewritten to create new provision 9.1. The text of 9.2 is unchanged.</p>	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
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																							
	Twin	19	Gubbins East	19	Abbot Point	5																			
	Thursday Island	19	Gubbins West	19	Molle	18																			
	Alpha North	19	Grafton Passage	5	Edward	18																			
	Booby	19	Cairns	5	Cid Harbour	18																			
	Alpha South	19	Mourilyan	18	Shaw	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 <i>Standard Marine Communications Phrases</i> .																								
	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;																								

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	<ul style="list-style-type: none"> • email: reefvts@rcs1.amsa.gov.au 	
27	<p>Appendix 1, provision 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.</p>	<p>9.3 Failure to report Failure of a ship’s equipment that prevents reporting under provision 5 of this Part must be recorded in: (a) for radio equipment — the ship’s radio log book; or (b) for other equipment — the Official Log Book. Comment: Provision 9.3.3 has been rewritten, given a separate heading and re-numbered as 9.3.</p>
28	<p>Appendix 2 table Footnote 19 Ship Reporting Point symbol with designation as per chart AUS4620.</p>	<p>Comment: Footnote 19 converted to a note placed below the first page of the Annex 2 table Mandatory Reporting Points: <i>Note</i> Ship Reporting Point symbol with designation according to charts AUS 490, AUS4620 and AUS4635.</p>
29	<p>Appendix 2 table Mandatory Reporting Point Hay Point (N)</p>	<p>Comment: Reporting point removed.</p>
30	<p>Appendix 2 table Mandatory Reporting Point High Peak</p>	<p>Comment: For line item High Peak the entry in column ‘Type’ is changed from ‘E’ to ‘I’.</p>

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31	Appendix 2 table; after item High Peak	<p>Comment: Additional Mandatory Reporting Points are added as follows:</p> <table border="0"> <tr> <td>Swain</td> <td>Z1 E 21°50'</td> <td>153°10'</td> </tr> <tr> <td>Archer</td> <td>Z2 E 22°45'</td> <td>153°25'</td> </tr> <tr> <td>Sandy Cape</td> <td>Z3 E 24°30'</td> <td>153°35'</td> </tr> <tr> <td>Port Alma</td> <td>Z4 P 23°23'</td> <td>151°03'</td> </tr> <tr> <td>Gladstone (N)</td> <td>Z5 P 23°45'</td> <td>151°31'</td> </tr> <tr> <td>Gladstone (E)</td> <td>Z6 P 23°54'</td> <td>151°45'</td> </tr> <tr> <td>Bundaberg (W)</td> <td>Z7 P 24°30'</td> <td>152°25'</td> </tr> <tr> <td>Bundaberg (E)</td> <td>Z8 P 24°30'</td> <td>152°48'</td> </tr> </table>	Swain	Z1 E 21°50'	153°10'	Archer	Z2 E 22°45'	153°25'	Sandy Cape	Z3 E 24°30'	153°35'	Port Alma	Z4 P 23°23'	151°03'	Gladstone (N)	Z5 P 23°45'	151°31'	Gladstone (E)	Z6 P 23°54'	151°45'	Bundaberg (W)	Z7 P 24°30'	152°25'	Bundaberg (E)	Z8 P 24°30'	152°48'
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32	Further amendments — references to REEFCENTRE	<p>Comment: All references to REEFCENTRE are omitted and 'REEFVTS' substituted.</p>																								
33	Further amendments — omission of abbreviations	<p>Comment: Each heading in Appendix 1 mentioning an abbreviation is amended by omitting the abbreviation.</p>																								
34	Further amendments — footnotes	<p>Comment: Footnotes, where not mentioned previously, have been re-located as notes as appropriate.</p>																								
35	Further amendments — definitions	<p>Comment: Definitions in provision 2 are amended by:</p> <ul style="list-style-type: none"> (a) omitting the concluding semi-colon and substituting a full-stop; and (b) formatting each defined term in bold italic. 																								