

## 3 Movement and traffic procedures

### 3.1 General

Maritime Safety Queensland, through the authority of the RHM, has jurisdiction over the safe movement of all shipping within the pilotage area.

The scheduling of ship movements is initiated by the agent submitting movement details for a vessel to Hay Point VTS via the QSHIPS ship planning programme in accordance with this section

These requirements apply to ships of 35 metres and over or a ship under 35 metres in length that is combined with another ship for propelling one of the ships and the total lengths of the ships is 35 metres or more proceeding to an anchorage within the pilotage area of the Whitsundays. It does not apply to vessels transiting the pilotage area.

Applicable vessels (see section 2.2.2 above) are required to comply with the mandatory reporting requirements of [Reef VTS](#).

### 3.2 Vessel Traffic Service

MSQ does not operate a VTS for the Whitsunday pilotage area. However, a VTS centre operates from Hay Point, south of Mackay with the callsign "Hay Point VTS" and maintains a listening watch on VHF Channels 10, 16 and 67 via repeaters though the Whitsunday region.

VTS is the principal tool by which the RHM manages the safe and efficient movement of vessel traffic approaching, departing and operating within the Hay Point/Mackay VTS areas.

This service is provided by MSQ on a 24 hour, seven days a week rotating roster and operates within the declared Hay Point / Mackay VTS area, Hay Point / Mackay Compulsory Pilotage area and the Port of Hay Point / Mackay Limits. The VTS will operate under with the callsign "Hay Point VTS" and provides this service in accordance with [IMO Resolution A.1158\(32\)](#).

VTS is delivered from the VTS centre in Hay Point and is manned by trained and qualified vessel traffic service operators, under the management of the MVTs and the RHM (Mackay).

The purpose of VTS is to contribute to safety of life at sea, safety and efficiency of navigation and the protection of the environment within the VTS area by mitigating the development of unsafe situations through:

- The provision of timely and relevant information on factors that may influence the ship's movements and assist on-board decision making.
- The monitoring and management of ship traffic to ensure the safety and efficiency of ship movements.
- Responding to developing unsafe situations

In discharging this role, VTS will, within the declared VTS area provide a VTS that includes:

#### **Timely Information**

Hay Point VTS will, transmit essential and timely information to assist in the on-board decision-making process, which may include, position, identity and intentions of other traffic, hazards and other factors which may affect a vessels transit

### **Monitoring and management of ship traffic**

Hay Point VTS will plan vessel movements to prevent congestion and provide for safe and efficient movement of traffic. The VTS will identify and manage potentially dangerous traffic situations and provide essential and timely information to assist the on-board decision-making process and may advise, instruct, or exercise the authority to direct movements.

### **Responding to developing unsafe situations**

Hay Point VTS may provide navigational support to an individual vessel, at the request of the vessel or when deemed necessary by the VTS, to assist the decision-making process on board the vessel concerned. This service consists of navigational matters relating to a specific vessel and may include information, warning, advice and instruction subject to the authority of the VTS. There may be occasions where Hay Point VTS will be unable to provide navigational assistance and the requesting vessel will be advised of this information.

## **3.3 Prior notification of movement**

Action	Minimum notice	Approved form
Prior notification of arrival to an anchorage in the pilotage area	48 hours prior to entry	Arrival information to Regional Harbour Master via QSHIPS and Port Control.
Transport of dangerous goods in pilotage area	48 hours prior to entry	Dangerous cargo report ( <a href="#">section 7 Dangerous Cargo</a> )
Anchorage permit application to GBRMPA	At least three months prior to arrival.	
Fitzalan anchorage 'Application for technical assessment'	When application has been made for a GBRMPA permit	<a href="#">Form 1 - Fitzalan Anchorage - Application for technical assessment</a>
Fitzalan anchorage 'application to visit'	When application has been made for a GBRMPA permit	<a href="#">Form 2 - Fitzalan Anchorage - Application to visit</a>
Fitzalan anchorage 'voyage plan'	At least three days prior to Arrival.	<a href="#">Form 3 - Fitzalan Anchorage - Voyage plan</a>

**Table 2 – Prior notification of movement**

### **3.3.1 QSHIPS (Queensland Shipping Information Planning System)**

The movement of all vessels of LOA 35 m or more arriving at Whitsundays is recorded in an internet based program known as QSHIPS. <https://qships.tmr.qld.gov.au/webx/>

The program is operated from the VTS centre; shipping agents submit booking information on line in accordance with the reporting requirements and record their requisitions for tugs, pilot and linesmen. The ancillary services respond on line to acknowledge the booking and allocate their resources; the movement then assumes the confirmed status. Work permits (section 10) requests should be submitted on line and to the respective agencies if required. QSHIPS will indicate when the approval has been granted and the agent is then able to print the permit for the vessel.

Since the program is live, port service providers, agents, government agencies and the general community are able to view scheduled movements in any Queensland port in real time.

### 3.4 Booking a vessel movement

When an agent is advised by his principals that a ship is bound for the Whitsundays then that agent shall book in the ship via the QSHIPS program at least 48 hours prior to the movement as required under [Transport Operations \(Marine Safety\) Regulations 2016 section 168](#). Request for the supply of a pilot should also be made via QSHIPS <https://qships.tmr.qld.gov.au/webx>

The use of the QSHIPS program is recommended for notification of the impending arrival and subsequent movements of a vessel unless exceptional circumstances preclude this. If an agent is unable to submit a booking by QSHIPS the Arrival / Departure Report must be faxed or emailed to the VTS centre. If a vessel is calling at the port for the first time the Vessel details report (new ship) form must also be completed and submitted.

Details of any removal movement and departure information are to be submitted at least 24 hours prior to the start time in a similar manner to the above.

Arrival advice should be confirmed to the VTS centre 24 hours prior to the start of the movement.

### 3.5 Arrival reporting requirements

Report the expected arrival date and time at the pilotage area to the Regional Harbour Master by;

- If the ship is 50m or more in length, notifying Hay Point VTS by submitting a booking in QSHIPS at least 48 hours prior to the expected arrival at the pilotage area.
- If the ship is 35m or more in length, but less than 50m in length, notifying Hay Point VTS at least 24 hours prior to the expected arrival at the pilotage area

When entering the pilotage area, notify Hay Point VTS, the ship's name, intended anchorage and ETA at the anchorage.

Notify Hay Point VTS when safely anchored.

### 3.6 Departure reporting requirements

Report the intended departure from the pilotage area to the Regional Harbour Master by;

- If the ship is 50m or more in length, notifying Hay Point VTS at least 24 hours prior to departure.
- If the ship is 35m or more in length, but less than 50m in length, notifying Hay Point VTS at the time of departure.

Notify Hay Point VTS when commence heaving anchor.

Notify Hay Point VTS when departing the pilotage area.

### 3.7 Tug and tow transiting the GBRMPA Compulsory pilotage area.

The Regional Harbour Master has directed that ships engaged in towing or pushing;

- where the combined length of the tow measured from the stern of the towing vessel to the stern of the last vessel being towed exceeds 150 metres

- and intend to transit between the Whitsunday's region and the mainland, within the GBRMPA designated compulsory pilotage area
- are required to carry an AMSA licensed pilot. (Refer section 2.2.2 for more information)

## 3.8 Cruise ship anchorage applications

There are eight gazetted cruise ship anchorages within the Whitsundays that are controlled by a joint permit arrangement involving the Great Barrier Reef Marine Park Authority and Queensland Parks and Wildlife Service. The issue of a permit is required for vessels over 70 metres LOA.

Vessels wishing to use these anchorages should make application to GBRMPA as ([www.gbrmpa.gov.au/zoning-permits-and-plans/permits](http://www.gbrmpa.gov.au/zoning-permits-and-plans/permits)) early as possible as the application can take at least three months to process and is issued on a first come first served basis. The permit is issued for a specific anchorage on a specified date. With the exception of the Turtle Bay anchorage only one ship at a time is permitted to use a designated anchorage.

Vessels planning to visit the Fitzalan anchorage are required to submit the following forms to the Mackay Regional Harbour Master. These documents can be lodged by the ship's master, owner/operator, or the ship's Australian port agent on their behalf:

[Form 1 - Fitzalan Anchorage - Application for technical assessment;](#)

(9.2) this includes the technical details of the vessel — LOA, tonnage, draft, manoeuvring and navigational equipment for assessment.

[Form 2 - Fitzalan Anchorage - Application to visit;](#)

(9.3) intended date of visit and planned times of arrival and departure.

[Form 3 - Fitzalan Anchorage - Voyage plan](#)

(9.4) at least three (3) days prior to arrival at the anchorage. A 9.9m shoal patch to the south east of "Reef Pt" (approx. position Lat 21° 17.5'S, Long 148° 54.7'E is the controlling depth for ships entry into Fitzalan Passage.

Dangerous goods must not be brought into or handled in the pilotage area until notification has been sent to the harbour master in the approved Dangerous Cargo Report form at least 48 hours prior to arrival in port limits. For further information (see section 7)

## 3.9 MASTREP

The Modernised Australian Ship Tracking and Reporting System (MASTREP) as described in Marine Order 63 (MASTREP) 2013, effective 1 July 2013, is used to track the location of vessels. Under this system:

- Positional reporting for vessels is sourced from the vessel's Automatic Identification System (AIS).
- Sailing Plans, Deviation Reports and Final Reports are not required.
- Communications with vessels continue to be available through Inmarsat, HF, satellite telephony and other means.
- Special Reports are required to support AMSA's role in shipping oversight and incident reporting management.

MASTREP is operated by the Australian Maritime Safety Authority (AMSA) as part of the services offered by the Rescue Coordination Centre (RCC Australia). RCC Australia is staffed 24 hours per day.

### 3.10 Reporting defects

The Australian Maritime Safety Authority (AMSA) requires notification of any deficiencies or suspected deficiencies on ships visiting Australian ports. Deficiencies are to be reported to AMSA which can be found on [AMSA website](#).

‘Report of suspected non-compliance with Navigation Act or Safety/Pollution conventions’.