

SHIP REPORTING SYSTEM

April 2004

This Edition

The second edition of REEFREP News provides an update on moving to a Coastal VTS, the outcomes from a recent risk assessment workshop on the Torres Strait and the trials to evaluate Dynamic Ship Traffic Information.

Torres Strait – Risk Assessment Workshop

The *Review of Ship Safety and Pollution Prevention Measures in the Great Barrier Reef* (the GBR Review) concluded, amongst other things, that new risk mitigation strategies for the Torres Strait were required. Included in the Review Recommendations were strategies such as upgrading the ship reporting system to a Coastal VTS, enhanced navigation systems (AIS) and compulsory pilotage to improve navigational safety.

Australia became one of the first countries to utilise the recently completed IALA Risk Management Tool to evaluate existing and proposed risk mitigation strategies.

Representatives from the United States Coast Guard, Canadian Coast Guard and IALA personnel were invited to run the IALA Risk Management Tool for the Torres Strait at a workshop in Cairns in March 2004.

Workshop participants included a select group of Torres Strait stakeholders, including shipmasters, coastal pilots, environmentalists and indigenous interests, to evaluate risk factors and provide a qualitative assessment of the effectiveness of various suggested improvements.

The workshop concluded that the measures currently being progressed by Australia would improve navigational safety. In particular, it established that:

- Throughout the Torres Strait, compulsory pilotage would reduce the risk of groundings by 45%, and collisions by 57%.
- In areas such as the Prince of Wales Channel, mandatory pilotage would reduce the risk of groundings by 54%, and collisions by 67%.

Moving to a Coastal VTS

A paper was submitted to the International Maritime Organisation's Safety of Navigation Subcommittee (NAV 49) meeting in July 2003 seeking amendments to the existing mandatory reporting requirements to introduce Automated Position Reporting via INMARSAT C (APR) as the primary means of en route position reporting.

This paper was accepted by NAV and forwarded to the Maritime Safety Committee (MSC) for consideration at their meeting in May 2004. It is expected that the changes will be accepted and a Coastal VTS can be introduced from December 2004.

It is pleasing to note that up to 70% of the traffic transiting the region on a daily basis are now participating in voluntary Automated Position Reporting (APR).

Dynamic STI – Update on the Trials

The last Newsletter provided an introduction to how REEFREP is now using positional data from APR, combined with existing information obtained via Radar and the VHF Reporting Points, to generate dynamic ship traffic information (DSTI) and disseminate this to individual ships transiting the region.

Vessels participating in the trial include the *River Embley, River Boyne, Fitzroy River, Endeavour River and the Palmerston*. While participating in the trial these vessels are

exempt from the En Route mandatory reporting points.

The use of DSTI has also been successfully trialed for survey ships and vessels engaged in towing. Over the coming months gradually more ships will be invited to participate in the DSTI trial.

REEFREP Statistics

With an increasing demand for statistics on ship traffic a reporting tool has been implemented. The total ship traffic through the region for the past 3 years is provided below as an example of the type of information now available.

	<u>2001</u>	<u>2002</u>	<u>2003</u>
No. Ships	1,868	1,890	1,972
No. Ship Transits	7,173	7,150	7,286
Av. Days per Ship	5.3	4.8	4.6

AIS

The revised IMO AIS implementation timetable (originally 2002 to 2008) requires all ships to carry AIS by December 2004. AMSA issued a Marine Notice No8/2003 to advise industry of this requirement.

Three AIS base stations have been in operation (Hammond Island, Yarrabah Ridge, (off Cairns) and Pelorus Island) since the AMSA trials in 2001/02. An additional base station was installed by MSQ at Hay Point earlier this month to service both the local port VTS (Mackay and Dalrymple Bay) and REEFCENTRE.

AMSA and MSQ are monitoring the emerging issues associated with the adoption of AIS shore based stations in other countries. As identified by the IALA VTS Committee in February 2004 there are a number of pressing issues with regards to the implementation of AIS that need to be addressed, including:

- **Equipment Installation** - The physical installation of units (location), Pilot Plugs, Antennas, etc is not always of an appropriate standard.

- **Data Entry** - The information being programmed into AIS units is often incorrect (including, static and voyage related data).
- **Display of Information** - the majority of installations opt for the Minimum Keyboard and Display (MKD) rather having a dedicated graphics display or integrating AIS with other shipboard displays.

SPILLCON

Spillcon is the Asia Pacific region's premier oil spill conference and is being held in Brisbane 23-27 August 2004. This year's theme "*Partnership in Practice*" highlights the various levels of partnership within the National Plan to Combat Pollution of the Sea by Noxious and Hazardous Substances.

A separate one-day Response Issues Seminar will be held at the conclusion of the Conference. The conference will also be accompanied by an exhibition of response equipment and service suppliers, together with a display of oil spill response equipment on the Brisbane River

Key topics covered by the conference include:

- Cause and Prevention
- Preparedness
- Response Management
- Post Spill Issues of Recent Incidents
- Case Studies
- Public Perception

A live demonstration of REEFREP will be available in the Exhibition Hall associated with the Conference.

For more information visit their website - <http://www.spillcon.com/>

Contact Details

Neil Trainor
Manger REEFREP
Ph: 07 3405 6455 / 0408 559 849
Email: neil.trainor@amsa.gov.au

Kerrie Abercrombie
REEFREP Project Officer
Ph: 07 3405 6482 / 0438 451 612
Email: kerrie.abercrombie@amsa.gov.au