

Adelaide and Regional Ports VTS USER GUIDE - 2023

DOCUMENT REVISION

Date	Details	Approval
9/05/2023	SM, LG – revised PLO VTS Area & Schedule 0 hyperlink	LS
25/06/23	SM – statement providing clarity to call sign as it relates to regional coverage (1 Introduction)	LS
13/08/23	SM – corrections where relevant to address location nomenclature	LS
10/09/23	SM – updates to reporting requirements and general proofing	LS
13/09/23	SM – inclusion of tabulated nomenclature, omission of meets & bounds and objectives	LS
21/01/24	SM – inclusion of AIS navigational status wording under section 5 and removal of BSD requirement under section 6.6.5	LS

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Contents

IMPORTANT	4
FOR MORE INFORMATION	4
1 INTRODUCTION	5
1.1 ROLE OF VTS	5
1.2 AUTHORITY	6
1.3 STANDARDS	7
2 PURPOSE & POLICY.....	7
3 VTS AREAS	8
3.1 ADELAIDE VTS AREA	8
3.2 ARDROSSAN VTS AREA	9
3.3 KLEIN POINT VTS AREA	10
3.4 PORT GILES VTS AREA.....	11
3.5 WALLAROO VTS AREA	12
3.6 SPENCER VTS AREA (comprising Port Pirie, Port Bonython, Whyalla,	13
Transhipment Anchorages & Deep Water Passage)	13
3.7 PORT LINCOLN VTS AREA	14
3.8 THEVENARD VTS AREA	15
4 SHIPS REQUIRED TO REPORT TO VTS	16
4.1 GENERAL OBLIGATION	16
4.2 VOLUNTARY REPORTING	16
5 MASTER’S RESPONSIBILITIES.....	16
5.1 FAILURE TO REPORT	17
6 COMMUNICATION WITH VTS.....	17
6.1 VHF RADIO	17
6.2 VESSEL REPORTING REQUIREMENTS – INBOUND	18
6.3 VESSEL REPORTING REQUIREMENTS – WITHIN VTS AREAS	19
6.4 VESSEL REPORTING REQUIREMENTS – OUTBOUND.....	20
6.5 VESSEL REPORTING REQUIREMENTS – WHILST BERTHED.....	21
6.6 OTHER REPORTING REQUIREMENTS.....	21
6.6.1 DANGEROUS GOODS	21

Safety & Health Above All Else

6.6.2 OVERSIZE VESSEL NOTICE	21
6.6.4 PILOT LADDER CHECKLIST	22
6.6.5 COVID RELATED DECLARATIONS	22
6.6.6 VESSEL DEFICIENCIES	22
7 SERVICES PROVIDED BY VTS	22
7.1 RESPONDING TO DEVELOPING UNSAFE SITUATIONS	23
7.2 COAST RADIO ADELAIDE LISTENING WATCH	23
7.3 INFORMATION SERVICES	24
7.3.1 PASSAGE PLANS	24
7.3.2 NOTICE TO MASTERS OF SHIPS	24
7.3.3 PILOT LADDER & BOARDING ARRANGEMENTS	24
7.3.4 ANCHORAGE LOCATIONS	24
7.3.5 PORT RULES	25
7.3.6 PORT CHARGES	25
8 OTHER RULES AND REGULATIONS	25
8.1 ENVIRONMENTAL PROTECTION	25
8.2 ENVIRONMENTAL INCIDENTS	26
8.3 VESSEL NON-COMPLIANCE	26
9 ABBREVIATIONS	26
10 REFFERENCES	27

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IMPORTANT

VTS relies on the reports that it receives from ships and agents. The information used by VTS is only as accurate as the information that is given in these reports.

VTS may not know about all the hazards in the VTS Areas. If a ship encounters any hazard which is not already included in Maritime Safety Information (for example, a faulty navigational aid), it should advise VTS accordingly.

The Master of a ship is responsible for the ship's operation and is responsible for the safe navigation of the ship under all circumstances.

The information provided within is a guide only and does not replace or change any rules in the Navigation Act 2012 which apply to waters within the VTS areas (refer section 4). Any ship, owner, operator, charterer, Master, or person directing the movement of a ship must still follow all relevant laws or regulations and must take any precaution required by ordinary seamanship or the special circumstances of the case. Neither the State Authority Maritime Safety nor Flinders Ports accept any responsibility for any decision made by any Master or crew member.

If there is any difference between the information in the VTS User Guide and the relevant laws, the relevant laws should be followed.

FOR MORE INFORMATION

For any questions about this document or suggested improvements, please contact: Flinders Ports Pty Ltd, Marine Operations and VTS.

Tel: +61 7 8447 0611

Email: flindersports@flindersports.com.au

Address: 296 St Vincent Street, Port Adelaide, SA 5015

1 INTRODUCTION

Flinders Ports is the VTS Provider for Port Adelaide, Ardrossan, Klein Point, Port Giles, Wallaroo, Port Lincoln, Thevenard and the Spencer VTS area comprising Port Pirie, Port Bonython, Whyalla and the Spencer Gulf Deep Water Passage, providing a Vessel Traffic Service for these regions across South Australia. This is part of its responsibility to provide for the safe navigation in South Australian waters, pursuant to the Harbors and Navigation Act 1993 and The Harbors and Navigation Regulations 2009.

The VTS centre is located in the Passenger Terminal, Oliver Rogers Road, Outer Harbor and is a centralised Vessel Traffic Service managing the Port of Adelaide and all regional ports under its jurisdiction. Call signs for each location are listed in section [6.1 VHF Radio](#).

1.1 ROLE OF VTS

The VTS was established with a purpose to enhance vessel traffic services of Port Adelaide and regional ports, to ensure the safety of navigation of vessels, to protect the marine environment of surrounding waters and to provide VTS users timely information and necessary assistance, within the limits of the VTS coverage. In doing so, VTS;

- monitors the movements of participating ships in the VTS areas
- interacts and communicates with vessel masters and pilots to give them timely and important information that supports the decision making process on board the vessel
- maintains a listening watch on VTS VHF working channels
- responds to requests for information, such as ship traffic and maritime safety information, and promulgated weather warnings.
- responds to developing unsafe situations
- responds to and reports marine incidents within the VTS areas

The VTSO is responsible for the coordination of ships within prescribed VTS areas, working to avoid potential close quarter situations or incidents by managing vessel movements from the VTS Centre.

The VTS Centre work shifts to cover 24-hours, seven days a week, year-round. A continuous listening watch is maintained on the designated frequencies (refer section 6.1).

1.2 AUTHORITY

Flinders Ports is authorised as a Vessel Traffic Service (VTS) Provider in accordance with the provisions of Marine Order 64 (Vessel traffic services) 2022 and the Navigation Act 2012. This provides the regulatory framework for Flinders Ports to:

- Provide VTS within the declared VTS areas defined in the instrument of Authority, and
- Require masters of participating ships to provide reports or any information the VTS Provider requires and comply with instructions issued by the VTS Provider.

Of relevance to VTS, the Harbors and Navigation Act 1993 deals with:

- The delegation of port management obligations to Flinders Ports
- Management of port waters by Flinders Ports
- The requirement to engage a licensed Port Management Officer (Harbor Master)
- Protection from liability of the Port Management Officer (Harbor Master) or authorised officer exercising the functions of the Port Management Officer (in a Port) or Authorised Person (in a Harbor)

Of relevance to VTS, the Harbors and Navigation Regulations 2009 deals with:

- Crewing of vessels and certificates of competence
- Pilots, pilot exemption and compulsory pilotage
- Port Management Officers/Authorised Persons
- Carriage of certificates, licence or exemption

The port is operated in accordance with all laws in force in South Australia and any applicable Commonwealth or International laws, including but not limited to the:

Environment Protection Act

- Maritime Services (Access) Act
- Customs Act
- Biosecurity (Consequential Amendments and Transitional Provisions) Act
- Work Health and Safety Act
- Protection of Marine Waters (Prevention of Pollution from Ships) Act
- South Australian Ports (Bulk Handling Facilities) Act
- South Australian Ports (Disposal of Maritime Assets) Act
- Recreational Access Agreement to Commercial Wharves Agreement

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1.3 STANDARDS

In its capacity as a VTS Provider, it acknowledges and incorporates South Australian and international regulations, resolutions and recommendations, following all relevant guidelines in pursuit of its operations as contained in, but not limited to, the following:

- Relevant IMO Resolutions
- IMO ISPS Code
- MSC/Circular 1065
- SOLAS Chapter V
- STCW including 2010 Manila Amendments
- IALA Recommendations: V-103, V- 119, V-127, V-128
- IMO Navigational Standard Marine Communication Phrases
- AMSA VTS Marine Order 64 (Vessel Traffic Services) 2022
- AS 3846 – 2005 The Handling and Transport of Dangerous Cargoes in Port Areas
- IMDG Code 2018 International Maritime Dangerous Goods Code

2 PURPOSE & POLICY

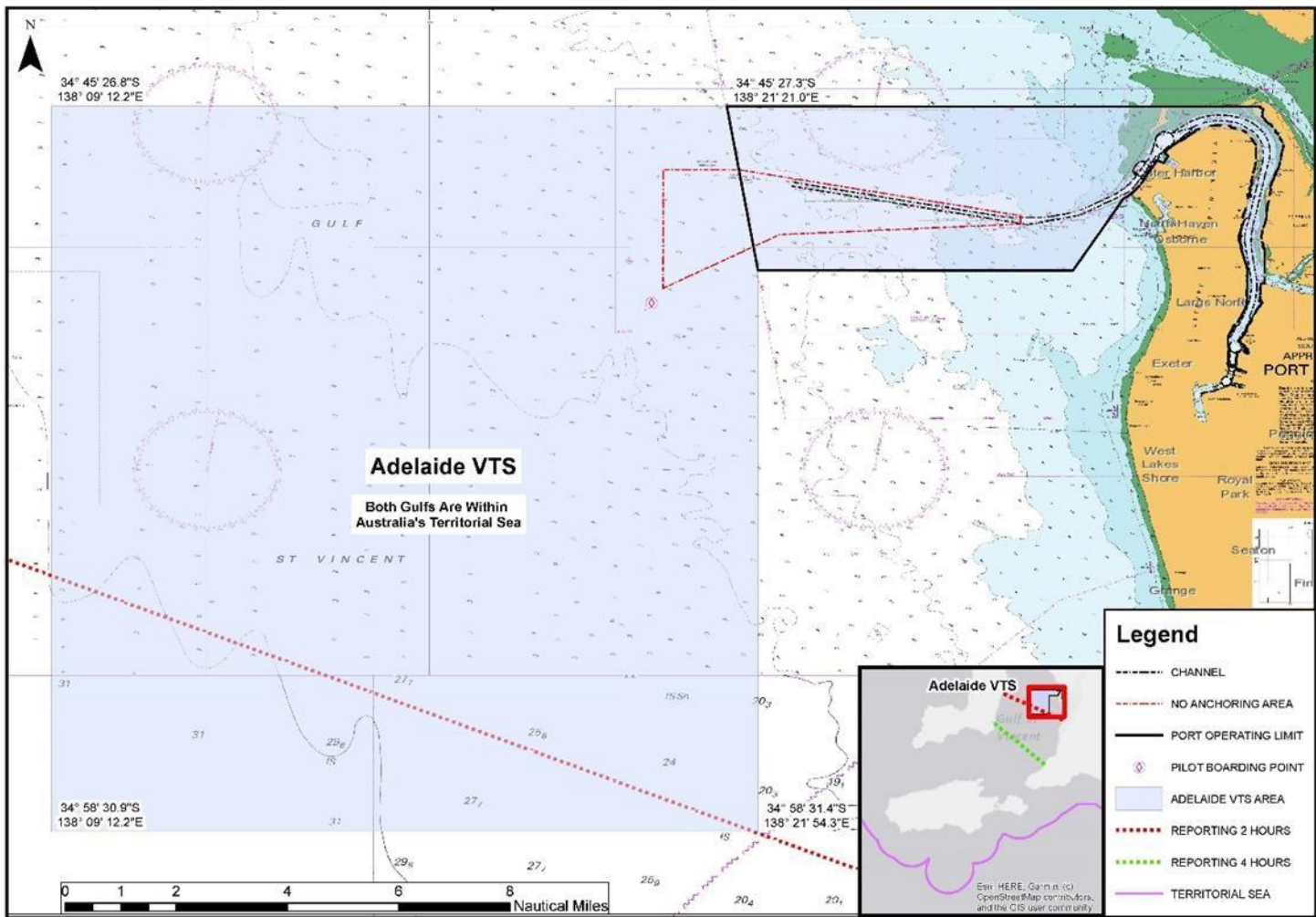
The purpose of the VTS User Guide is to assist masters of ships transiting the VTS areas and port users with an understanding of the services provided by VTS. It describes;

- Scope of vessel traffic services and port areas covered by VTS
- Legislation and regulatory requirements for vessels entering and transiting through VTS areas, including mandatory reporting requirements
- Contact and communication requirements

This document should be read in conjunction with the Flinders Ports Master Port Rules, the Port Rules by location for Port Adelaide and regional ports and Pilot Information contained within the [Flinders Ports website](#).

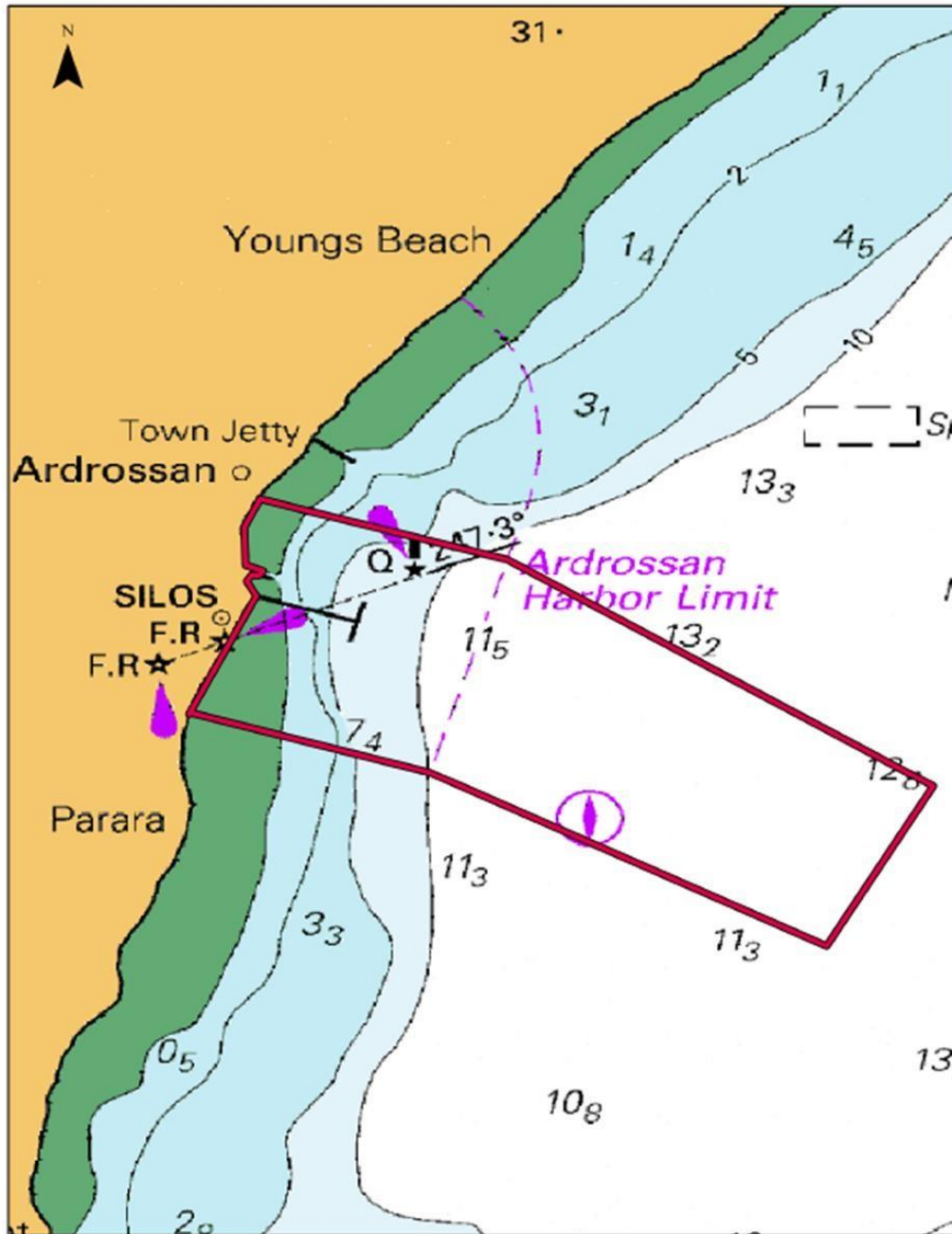
3 VTS AREAS

3.1 ADELAIDE VTS AREA



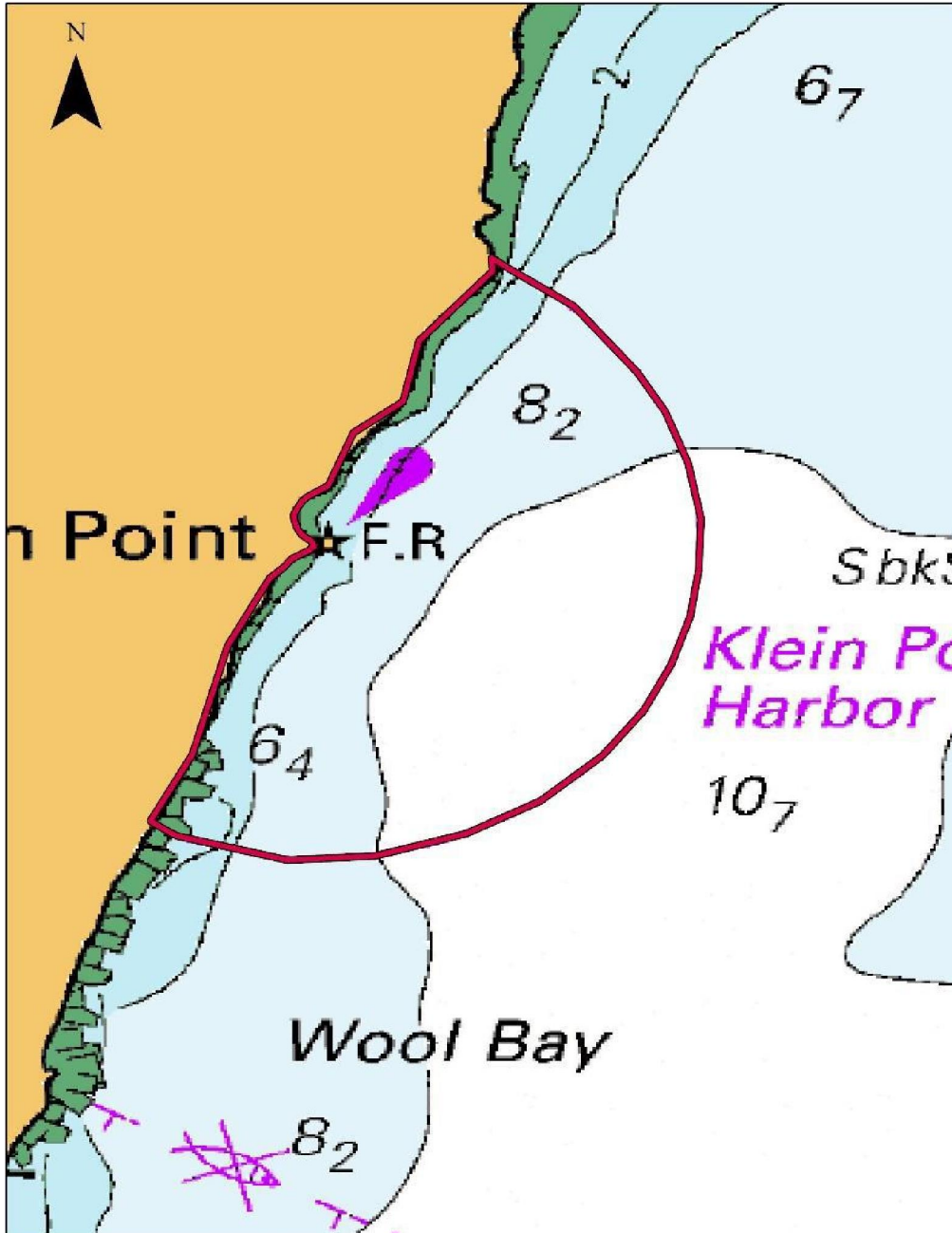
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3.2 ARDROSSAN VTS AREA



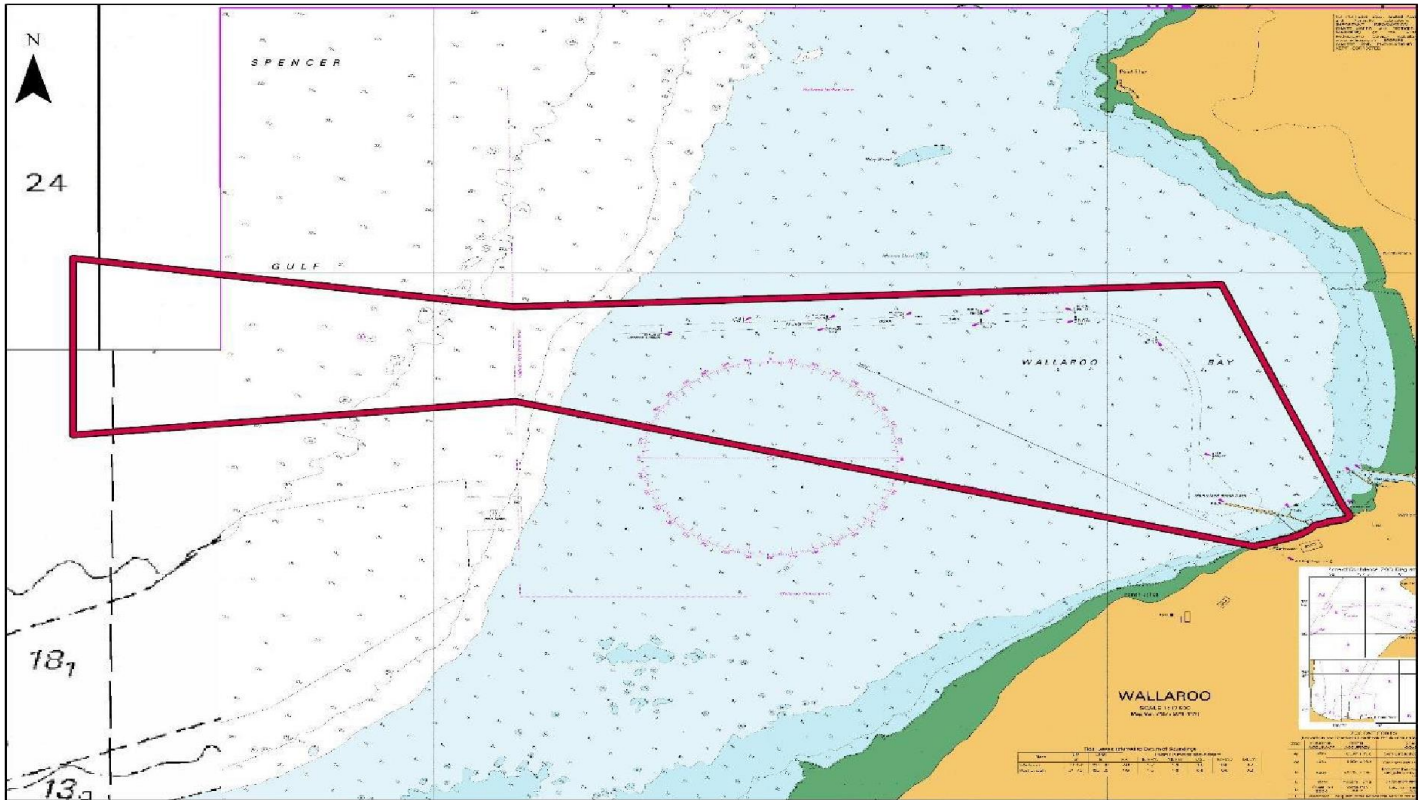
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3.3 KLEIN POINT VTS AREA



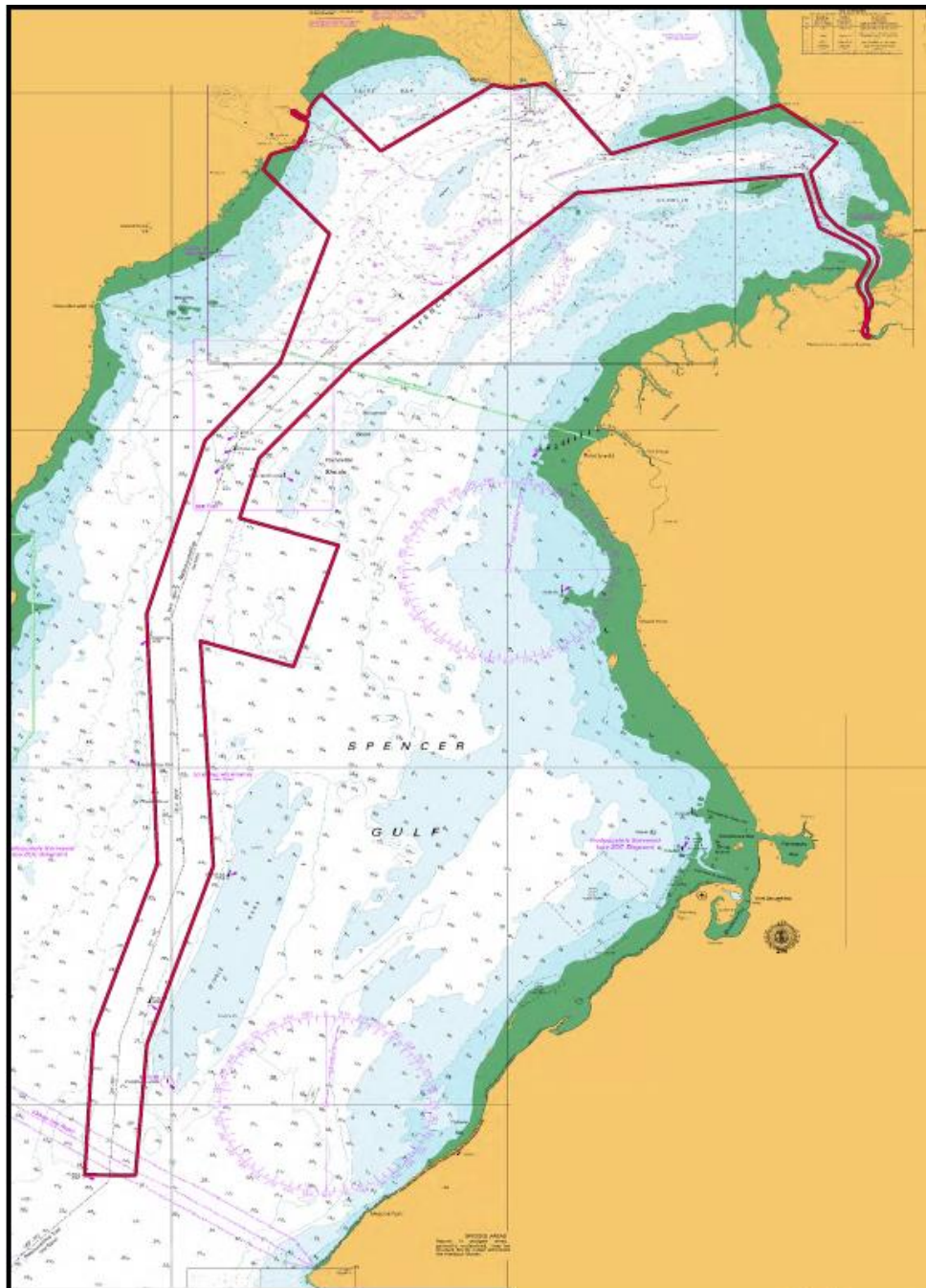
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3.5 WALLAROO VTS AREA



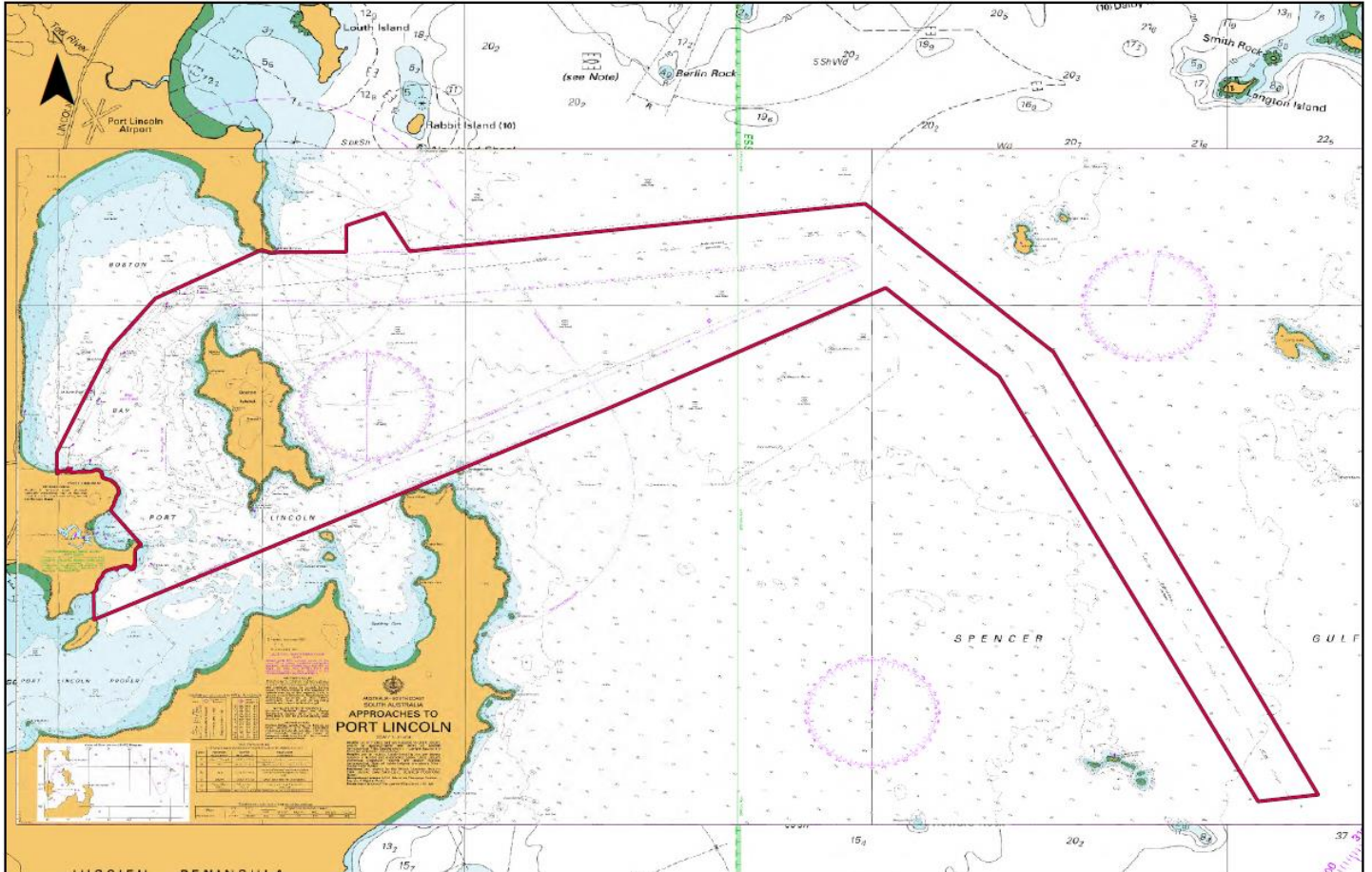
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3.6 SPENCER VTS AREA (comprising Port Pirie, Port Bonython, Whyalla, Transhiment Anchorages & Deep Water Passage)



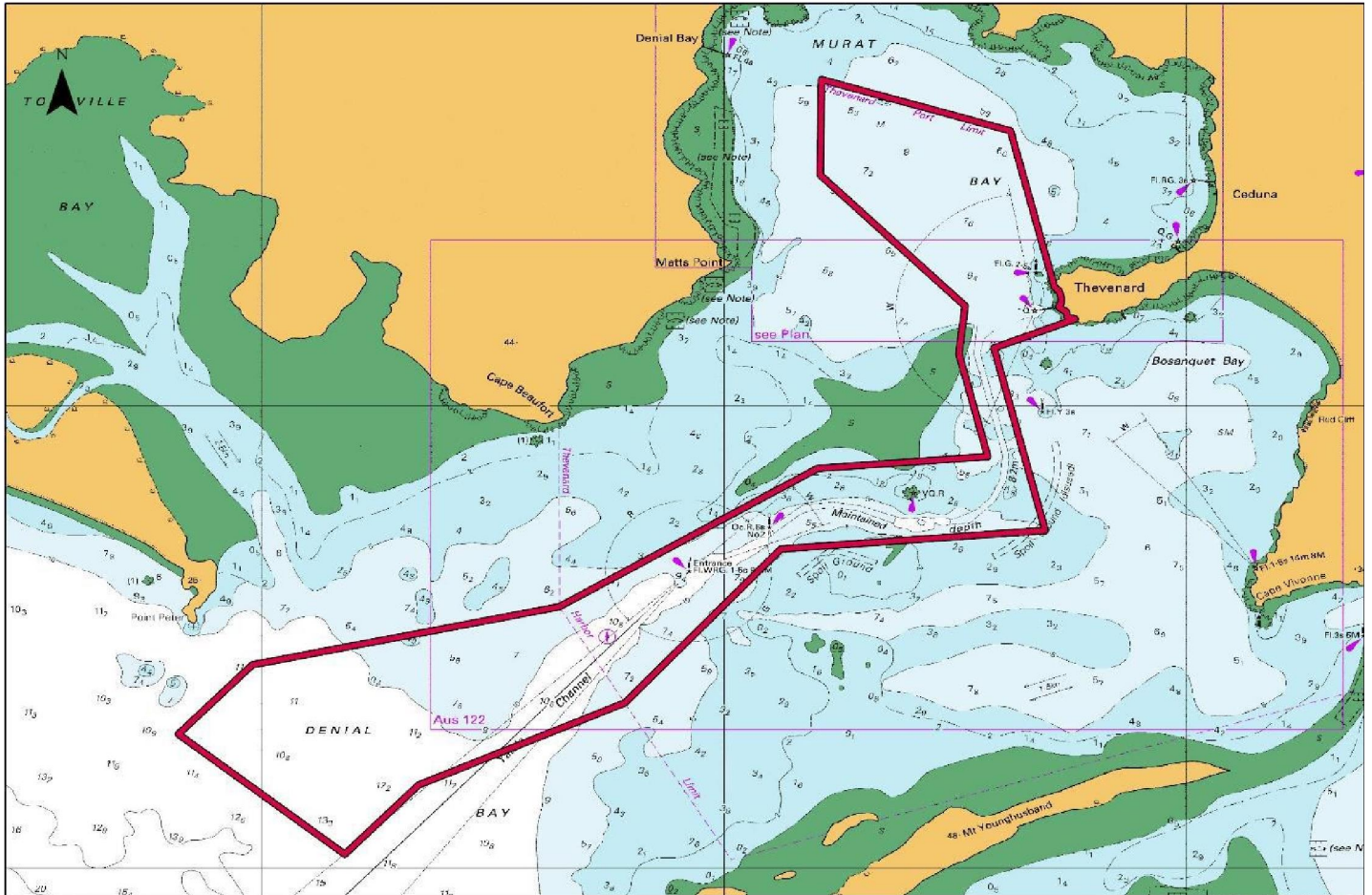
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3.7 PORT LINCOLN VTS AREA



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3.8 THEVENARD VTS AREA



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4 SHIPS REQUIRED TO REPORT TO VTS

4.1 GENERAL OBLIGATION

It is mandatory for all vessels having a length overall of greater than 35 metres and operating within the VTS coverage areas to participate in the VTS. Additionally;

- All commercial vessels when operating within the VTS coverage areas will be required to participate in the VTS reporting requirements.
- VTS may request any other vessel entering the VTS coverage area to participate in the VTS reporting requirements.

4.2 VOLUNTARY REPORTING

Other vessels transiting the VTS Areas may report on a voluntary basis as defined in this user guide.

Any vessels wishing to participate on a voluntary basis (ie, not designated as participating vessels), must comply with the mandatory reporting requirements of the VTS and any guidance issued by the VTS provider.

5 MASTER'S RESPONSIBILITIES

It is the responsibility of the ship's master while in the VTS Areas to:

- follow the ship reporting requirements – these are described in section 6
- confirm that information from VTS has been received when asked to do so;
- respond appropriately to all information, warnings, and advice given by VTS;
- keep a listening watch on VTS VHF working channels;
- to ensure that the AIS is transmitting the correct data for the vessel and its navigational status is set to 'underway' when pilot is onboard and for the duration of the pilotage;
- as soon as possible, notify VTS of any:
 - i. incident/accident affecting the ship's safety;
 - ii. incident/accident affecting safety of navigation;
 - iii. defects affecting the ships safety or navigation
 - iv. circumstance that may cause pollution;
 - v. pollutants/containers/packages drifting;
 - vi. change to route plan.

5.1 FAILURE TO REPORT

Any master, or officer of the watch at the time, who fails to follow the required reporting procedures, or who deliberately transmits information, which is incorrect, false or misleading, will have committed an offence and may be fined if convicted.

Section 215 and 216 of the Navigation Act 2012 makes it an offence for a person to fail to report the required information or provide false or misleading information.

6 COMMUNICATION WITH VTS

VTS is the first and primary point of contact for all marine traffic and can be contacted 24 hours a day, maintaining a listening watch on VHF Channel 12 and 16 (radio call sign by location – Adelaide VTS, Ardrossan VTS, Klein Point VTS, Port Giles VTS, Wallaroo VTS, Spencer VTS, Port Lincoln VTS and Thevenard VTS). Communication with VTS is in English, using IMO's Standard Marine Communication Phrases.

All vessels shall maintain a listening watch on VHF channels 12 and 16 when within or approaching Port Adelaide or regional South Australian VTS Areas. Port Authorities Regulations 2001, Schedule 1, Division 4, Clause 37.

If for any reason a ship cannot communicate via the VHF working channel, the ship must send the required information to VTS in another way. The ship can use one of the following:

- Telephone: +61 8 8447 0902
- Email: portops-adl@flindersports.com.au or fpvtsmoc@flindersports.com.au
- Have their Agent relay the information to VTS

6.1 VHF RADIO

The following tables list the VTS call signs as they relate to a particular port or region and the working channels for operational requirements.

The working channels listed remain the same throughout all Ports and regions.

VTS Call signs

Port / location	Call sign
Port Adelaide	Adelaide VTS
Ardrossan	Ardrossan VTS
Klein Point	Klein Point VTS
Port Giles	Port Giles VTS
Wallaroo	Wallaroo VTS
Port Pirie, Port Bonython, Whyalla, Transshipment areas, Spencer Gulf Deep Water Passage	Spencer VTS
Port Lincoln	Port Lincoln VTS
Thevenard	Thevenard VTS

VTS Working channels (applies to all locations)

Channel	Utilisation
6	tugs / pilots / mooring services teams
8	tugs / pilots / mooring services teams (alternate channel)
12	VTS
16	call channel

6.2 VESSEL REPORTING REQUIREMENTS – INBOUND

3 - 4 hours to Pilot Boarding Ground (PBG)

- Name of vessel
- ETA to PBG
- Advise if intention is to anchor

(VTS will advise anchoring location if anchoring on arrival)

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1-2 hours to PBG (or entering VTS Area)

- Name of vessel
- ETA to PBG
- Fore and aft drafts
- Distance from bow to bridge
- Operational status of thrusters and capacity (if fitted)
- Request permission to enter VTS Area

VTS will advise the following information;

- *Confirm scheduled pilot boarding time*
- *Pilot ladder arrangements*
- *Anchorage location if anchoring on arrival*

Entering VTS Area

- Name of vessel
- Side in which pilot ladder is rigged and confirm if combination

6.3 VESSEL REPORTING REQUIREMENTS – WITHIN VTS AREAS

Arrival to anchor

- Vessel name
- Time of anchoring
- Bearing and distance to the Entrance beacon or GPS position

Shifting from anchor to PBG

- Vessel name
- Request permission to heave anchor
- Anchor aweigh time
- Intention
- Side in which pilot ladder is rigged and confirm if combination
- Request traffic clearance

(VTS will advise when pilot is underway in pilot vessel or transferring from outbound movement)

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Approaching Pilot Boarding Ground (approx 30 minutes to 1 hour to pilot boarding)

VTS will advise the following information;

- *Notify when pilot vessel is underway with pilot or if transferring from outbound movement*
- *Confirm ETA of pilot vessel / time to pilot boarding*
- *Any other requirements VTS may have*

From PBG to berth

- Vessel Name
- Channel entry point and berth
- Request wind, tide and traffic information
- Request permission to proceed

From berth to PBG

- Vessel Name
- Berth and channel exit point
- Request wind, tide and traffic information
- Request permission to proceed

6.4 VESSEL REPORTING REQUIREMENTS – OUTBOUND

Upon departure from PBG

- Next port
- Any other relevant information
- Request permission to proceed

Anchoring on departure

- Reason for anchoring
- Anticipated duration at anchorage prior to resuming sea passage
- Request permission to proceed

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Departure from Anchor

- Request permission prior to heaving anchor
- Anchor aweigh time
- Destination port
- Request permission to proceed

6.5 VESSEL REPORTING REQUIREMENTS – WHILST BERTHED

- Commencement and expected duration of any work activities, such as main engine immobilisation (refer section 6.6.3 for more information)
- Completion of work activity
- Request to test main engine(s)
- Immediately upon any incident involving marine pollution (refer section 8.2).

6.6 OTHER REPORTING REQUIREMENTS

6.6.1 DANGEROUS GOODS

Dangerous goods manifests should be submitted no less than two clear business days prior to vessel arrival to allow for screening and approval from regulatory authorities if required*. Dangerous goods documentation should be sent to portops-adl@flindersports.com.au

* Dangerous goods of Class 1 are required to be formally approved by the regulatory authority via a [Schedule 0 form](#) – prior to vessel entry into port. This applies for all Class 1 cargoes onboard a vessel, whether being loaded, discharged, transhipped or retained onboard.

*Dangerous goods of Class 7 will be referred to the Environmental Protection Agency Radiation department for approval.

6.6.2 OVERSIZE VESSEL NOTICE

Vessels with principle dimensions exceeding the described port limits (refer section 7.3.5, Port Rules) for the port they intend visiting are required to make such a declaration via an [oversize notice](#). This requirement is typically arranged through the ship's agent as part of their husbandry duties and submitted at the time of the vessel Visit Application Request (VAR) lodgment.*

* A manual method of VAR lodgment can be made via an Application for Use of Port Facilities form. Requests for electronic input direct to PortMIS can be applied for via an Application to Access PortMIS System form. Both forms are obtainable [here](#).

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6.6.3 WORK NOTICES

Vessels intending to carry out routine maintenance or activities such as main engine immobilization, hot work or the testing and lowering of lifeboats are required to apply via a relating [work notice](#). Per previous, this is normally arranged through the ship's agent once requested.

6.6.4 PILOT LADDER CHECKLIST

A [Pilot Ladder Checklist](#) - addressing important safety aspects is required to be completed prior to vessel entry into any SA port requiring pilotage. FHP does not accept any pilot ladder(s) and man ropes that are more than 2 years old.

6.6.5 COVID RELATED DECLARATIONS

There is currently no requirement for COVID checklists to be completed, however advice must be given for any instances of unwell crew members onboard or other information which may affect the health and safety of Flinders Ports personnel.

6.6.6 VESSEL DEFICIENCIES

VTS must be informed of any equipment or machinery failure which may influence the safe pilotage of vessels in or out of SA ports. This may include (but not be limited to);

- Bridge and navigational equipment, such as gyro compasses
- Hull and Machinery, such as main and auxiliary engines and bow / stern thrusters (if fitted)
- Any additional relevant information e.g. Conditions of Class (COC).

7 SERVICES PROVIDED BY VTS

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 areas 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.

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As is defined by IMO regulatory regime, an information service ensures that essential information becomes available in time for on-board navigational decision making. Information provided by VTS includes, but is not limited to;

- Confirmation and updating of vessel's scheduled movement times.
- Advice on designated anchorage areas.
- Pilot boarding requirements.
- Meteorological Information
- Traffic

VTS provides this service throughout South Australian ports and navigationally sensitive areas as defined in section 3.

VTS will also offer traffic information, arrange for launches to take Pilots out to ships and provide Local Port Services to all other ports owned and/or operated by Flinders Ports. The information that VTS uses comes from AIS, radar and PortMIS to form a common operating picture (COP) and other technological tools which model meteorological conditions such as tidal flow and residuals, and live wind activity.

Navigational assistance can be provided to a vessel on request from the master or by observation if the VTS Operator deems it necessary.

7.1 RESPONDING TO DEVELOPING UNSAFE SITUATIONS

Responding to developing unsafe situations involves support to the navigational safety of the ship through the provision of essential navigational information to assist on board navigational decision making. It may also involve the provision of navigational advice and / or instruction. If VTS has information which may help decision making on-board a ship, VTS may contact that ship.

If VTS believes that the ship is heading into an unsafe situation (ie entering shallow water or deviating from a planned route), VTS may contact that ship in response to the developing situation.

A ship may receive information or advice in all areas within the VTS coverage.

7.2 COAST RADIO ADELAIDE LISTENING WATCH

Coast Radio Adelaide is a private agreement between the South Australian Sea Rescue Squadron, State Authority Marine Safety and Flinders Ports. It's aim is to provide continuous monitoring of VHF channels 16 and 67, and compliment the service provided by volunteers throughout South Australia utilizing the VHF repeater network.

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VTS provides this service between 1900 and 0700, relieving the volunteers of this duty overnight.

7.3 INFORMATION SERVICES

7.3.1 PASSAGE PLANS

[Passage Plans](#) are chartlets by region, containing port approach and key navigational information. In most cases they include waypoints which are used by Flinders Port’s pilots for entry and exit from Port Adelaide and other regional ports. These are waypoints for an ECDIS system, which ship’s masters are encouraged to use for passage planning purposes.

Further information on waypoints can be found [here](#).

7.3.2 NOTICE TO MASTERS OF SHIPS

The [Notice to Masters of Ships](#) document contains important information such as emergency and security advice, contacts, pre-arrival requirements and other general requirements whilst alongside. These documents are normally conveyed to masters via their respective shipping agents.

7.3.3 PILOT LADDER & BOARDING ARRANGEMENTS

A document detailing requirements for the appropriate rigging and securing of pilot ladders is provided [here](#).

7.3.4 ANCHORAGE LOCATIONS

Anchorage locations are generally described as a proximity from their respective pilot boarding ground and are listed in the following table. Anchorages are marked on relevant charts.

Port	Anchorage definition
Port Adelaide (ADL)	at least 2nM west of the pilot boarding ground
Ardrossan (ARD)	at least 1nM east of the pilot boarding ground
Port Giles (PGI)	at least 1nM south east of the pilot boarding ground
Wallaroo (WAL)	at least 1nM west of the pilot boarding ground
Port Pirie (PPI)	at least 1nM south of the pilot boarding ground

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	at least 1nM south west of the pilot boarding ground (vessels with a maximum draft exceeding 10m)
Port Bonython (PBY)	2 available locations, as applicable to preferred approach: <ul style="list-style-type: none"> • PPI anchorage (most common) • WYA anchorage
Whyalla (WYA)	at least 1nM south of the pilot boarding ground
Transshipment Point 1 (TP1)	33 06.12' S 137 38.29' E (approximately 4.5nm from Whyalla Port)
Transshipment Point 2 (TP2)	33 09.12' S 137 38.21' E (approximately 7.5nm from Whyalla Port)
Transshipment Point 3 (TP3)	33 10.12' S 137 37.12' E (approximately 9.0nm from Whyalla Port)
Transshipment Point 4 (TP4)	33 07.36' S 137 39.00' E (approximately 5.0nm from Whyalla Port)
Cape Waiting Area	The “cape waiting area” is bounded by the following coordinates: <ul style="list-style-type: none"> • 33° 18.9' South 137° 33.0' East • 33° 20.1' South 137° 37.4' East • 33° 25.5' South 137° 35.4' East • 33° 24.3' South 137° 31.0' East
Port Lincoln (PLO)	at least 1nM east of the pilot boarding ground
Thevenard (THE)	at least 4nM south west of the pilot boarding ground

7.3.5 PORT RULES

[Port Rules](#) are listed by location and contain information relating to business requirements such as the lodgment of vessel visits, UKC and towage requirements, pilotage and berthing priorities.

7.3.6 PORT CHARGES

A comprehensive listing of [port charges](#) covering Cargo, Harbor, Pilotage, Navigation service and Miscellaneous. A Port Service Providers index is available here also.

8 OTHER RULES AND REGULATIONS

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8.1 ENVIRONMENTAL PROTECTION

Under the Environment Protection Act 1993, all port users are required to exercise a general duty of care to minimise the impact of port activities on the environment. VTS is guided by the [Flinders Ports Maritime Environment Guide](#) when providing our port stakeholders with information on the appropriate conduct of marine and industrial activities undertaken at our ports and on Flinders Ports Holdings (FPH) owned/leased land.

Of particular note, the guide sets out requirements for vessel discharges, vessel exhaust fumes, bilge water, ballast water, hold and deck cleaning, quarantine waste and biofouling.

8.2 ENVIRONMENTAL INCIDENTS

Any incident that has the potential to cause, is causing, or has caused environmental harm within the Port environment and Port limits must be reported to VTS on (08) 8447 0902 or VHF Channel 12 immediately upon discovery. Examples of incidents include discharges into the harbor, interactions with fauna, damage or loss of flora, dangerous goods spills, and excessive dust, light and noise.

8.3 VESSEL NON-COMPLIANCE

Instances whereby a ship's master chooses to ignore the guidance or a specific warning given for non-compliant behaviour, escalation can be made to AMSA for exercising its compliance options. Non-compliant behaviour under Marine Order 64 may include (but not be limited to);

- The master of a vessel failing to report information required by the VTS provider
- The master of a vessel failing to comply with instruction for the movement of the vessel given by the VTS provider

9 ABBREVIATIONS

AIS	Automatic Identification System
AMSA	Australian Maritime Safety Authority
BSD	Biosecurity Status Document
COP	Common Operating Picture

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IALA	International Association Of Marine Aids to Navigation and Lighthouse Authorities
IMO	International Maritime Organisation
PBG	Pilot Boarding Ground
PortMIS	Port Management Information System
VAR	Visit Application Request
VTS	Vessel Traffic Service

10 REFERENCES

- I. AMSA website <https://www.amsa.gov.au/>
- II. IALA Recommendation G1141 Operational Procedures for delivering VTS
- III. IALA Recommendation R0127 (V-127) VTS Operations
- IV. [Flinders Ports Maritime Environment Guide](#)
- V. Flinders Ports website, <https://www.flindersports.com.au/>
 - a. [Port Rules](#)
 - b. [VTS](#)
 - c. [Pilotage](#)
- VI. Operational Procedures for delivering VTS