

Participation in Port of Darwin Traffic Organisation Service

Port Notice

PN/007

Work Safe. Live Safe.

VERSION CONTROL

VERSION	DATE	POSITION	NAME	REASON FOR CHANGE
1.0	28/05/2015			Initial Version
2.0	01/07/2015			Review – Introduction of Ports Management Act
2.1	30/06/2017	DOM	Gary Bawden	Biannual review
2.2	30/06/2017	GMO	Ian Niblock	Review of Updates
2.3	13/07/2017	GML	Sarah-Jane Archdale	Legal Review
2.4	27/12/2017	Executive Assistant	Alleen Breward	Re-brand
2.5	05/01/2018	GMO	Ian Niblock	Final Review & QA
3.0	08/01/2018	CEO	Terry O'Connor	Approval
3.1	13/02/2018	GMO	Ian Niblock	Insert 'bunker barges of any length' in participating vessels
4.0	21/02/2018	CEO	Terry O'Connor	Approval

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1. TITLE

Port Notice for Participation in Port of Darwin Traffic Organisation Service.

2. REFERENCE LEGISLATION

- *Navigation Act 2012 (Cth)*
- *Ports Management Act 2015 (NT)*

3. SCOPE

This Port Notice applies within the gazetted Port of Darwin as detailed in figure 1.

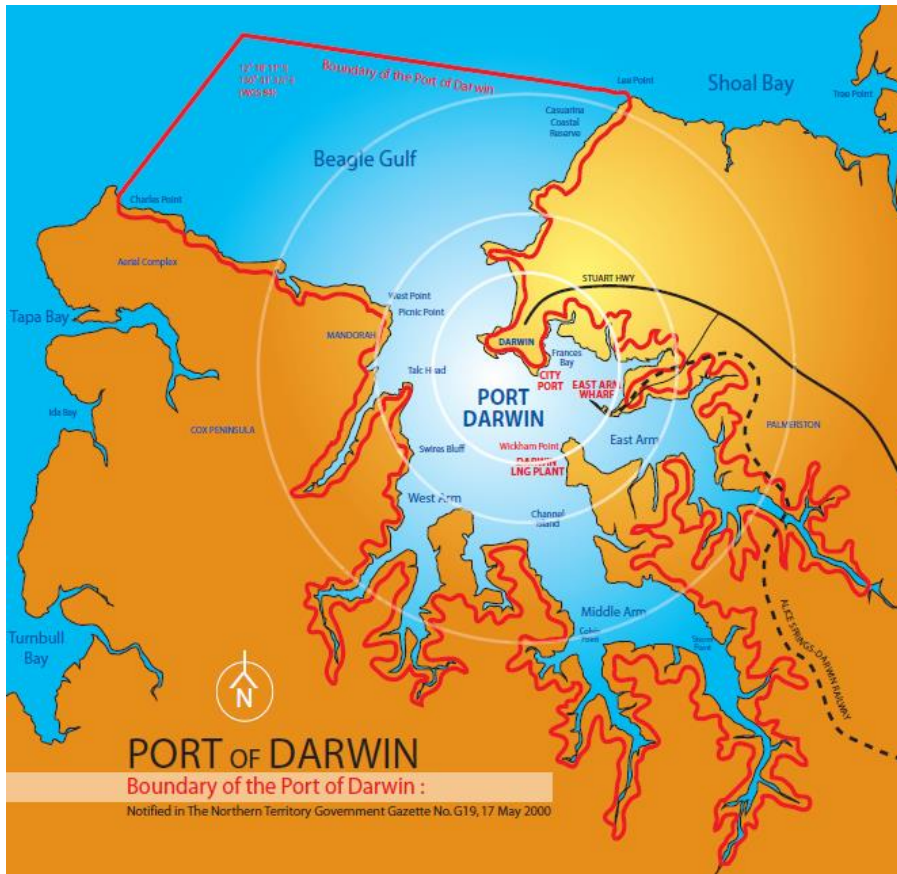


Figure 1: Darwin Port Limits

4. PREFACE

This Port Notice is issued Pursuant to Section 57 of the *Ports Management Act*.

5. VESSEL TRAFFIC ORGANISATION SERVICE

Darwin Harbour Control provides a Traffic Organisation Service (**TOS**) consistent with IALA Recommendations and Guidelines, as recommended by IMO. This service is defined as:

“A service to provide for the safe and efficient movement of traffic and to identify and manage potentially dangerous traffic situations. A Traffic Organisation Service provides essential and timely information to assist the on-board decision-making process and may advise, instruct or exercise the authority to direct movements”.

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Darwin Harbour Control provides a continuous TOS to monitor the movement of participating vessels within the Port of Darwin in order to improve the safe and efficient movement of such vessels and to protect the environment and infrastructure of the port from possible adverse effects of such traffic.

The TOS is based on information from radar, close circuit television, automatic identification systems (AIS) and VHF radio. All information sources and communications are recorded.

Darwin Harbour Control is operated under the authority of the Port Management Officer under Section 22 of the *Ports Management Act 2015 (NT)*.

6. DIRECTION

Participating Vessels

All vessels of 20m or greater in length, vessels of any length carrying more than 12 passengers, bunker barges of any length, or vessels towing or pushing a tow, where the combined length of the tug and tow is equal to or greater than 35m, are to participate in the TOS.

Other vessels may, and are encouraged to, participate on a voluntary basis and will, when participating, be provided with traffic information.

Type of Service

The TOS requires participating vessels to:

- Seek clearance to enter, leave or move within the Port of Darwin; and
- Report when passing reporting points.

Darwin Harbour Control will:

- Monitor the movement of participating vessels;
- Provide vessel movement updates and information;
- Direct vessels, within delegations, as required;
- Provide an efficient communications base during any emergency situation;
- Advise mariners on the initiation, continuation and termination of activities within the port which may affect the safe passage of vessels;
- Provide navigational information and warnings to mariners; and
- Notify the appropriate organisations about vessels known or believed to be in distress and in need of assistance.

When to Report to Darwin Harbour Control

Vessels shall report to Darwin Harbour Control on VHF ch 10, in the following circumstances:

- Inbound:
 - 2hrs notice prior to entering harbour limits;
 - Outer reporting point – Position A – 12°18.27'S, 130° 41.14'E;
 - Inner reporting point – Position B – 12° 25.28'S, 130° 46.64'E; and
 - At first line, when anchored or moored.
- Outbound:
 - 2hrs notice prior to commencing navigation;
 - 15 minutes before departure, requesting clearance to proceed;
 - At last line;

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- Inner reporting point – Position B – 12° 25.28’S, 130° 46.64’E; and
- Outer reporting point – Position A – 12°18.27’S, 130° 41.14’E.

All other participating vessels, whilst underway in the Port of Darwin, remain in radio communication on VHF ch10, being ready to give a position report or inform Darwin Harbour Control of the Master’s intentions and to take such direction or advice as Darwin Harbour Control may deem necessary.

Note: Darwin Harbour Control will issue clearance for departure, as appropriate using IMO Standard Marine Communication Phrases e.g. “Instruction! (Vessel name) has clearance to depart at 1700hrs local, clearance valid for 15 minutes, proceed when safe to do so, call again at last line.” Where movements may affect a vessel’s departure Darwin Harbour Control will identify the vessels concerned. e.g. “Information! Traffic; warship Melville abeam no6 buoy inbound to Darwin naval base.”

Masters’ Responsibilities

Masters should note that they are not relieved from responsibility for the conduct and navigation of their vessel merely because the vessel is subject to traffic organisation services.

Requirement for Operational AIS

The IMO requires AIS to be fitted to vessels of 300 gross tonnage and upwards engaged on international voyages, cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships (more than 12 passengers), irrespective of size.

Where a vessel is required to fit and operate AIS, the system shall be switched on and operational at all times when the vessel is underway or at anchor within the port or Darwin.

Naval vessels should, unless operational exigencies dictate otherwise, keep their AIS switched on whilst navigating or at anchor within the Port of Darwin.

7. REVIEW STATEMENT

This direction will be reviewed biennially by the Port Management Officer.



TERRY O’CONNOR
Port Operator
Darwin Port

20 February 2018

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