



**Australian Government**  
**Australian Maritime Safety Authority**

AMSA Operations EX 2019/3

**Marine Order 54 (Torres Strait draught variation) - Exemption 2019 (No.3)**

I, Stephen Curry, National Operations Manager, Operations and a delegate of the Chief Executive Officer of the Australian Maritime Safety Authority, make this instrument under subsection 334(1) of the *Navigation Act 2012*.

22 July 2019

A handwritten signature in blue ink, appearing to be 'S Curry', written over a blue circular stamp or watermark.

**Stephen Curry**  
National Operations Manager, Operations

**1 Name of instrument**

This instrument is *Marine Order 54 (Torres Strait draught regime) Exemption 2019 (No.3)*.

**2 Duration**

- (a) This instrument commences on 1 July 2019; and
- (b) ceases to have effect on 30 June 2024.

**3 Repeal**

- (1) The following exemptions are revoked:
  - (a) Marine Order 54 (UKCM system compulsory usage draught limit) Exemption 2018(No. 5)
  - (b) Marine Order 54 (Torres Strait UKCM system draught regime review trial) Exemption 2019 (No. 1)
  - (c) Marine Order 54 (Torres Strait UKCM system draught regime review trial) Exemption 2019 (No. 2)

**4 Definitions**

In this instrument:

*Marine Order 54* means *Marine Order 54 (Coastal pilotage) 2014*.

**UKCM system** — means the underkeel clearance management system implemented by AMSA.

**Vessel** means a vessel to which Section 162 of the Navigation Act 2012 applies.

**Bulk Carrier, Tanker, Container vessel** means a vessel for which the *parent hull form* is *Bulk Carrier, Tanker or Container vessel* in the *UKCM system Vessel Modelling table* included in Appendix A.

**The set 12.5 metre part of the trial** means the part of the Torres Strait UKCM system draught regime review trial to be conducted in 2019 by OMC International in cooperation with Maersk Line, Limited (Maersk) to investigate the potential for, and verify, the safe transit through the Prince of Wales Channel and Varzin Passage of Maersk container vessels with draughts of up to 12.5 metres.

## **5 Exemption for pilots**

- (1) A pilot mentioned in clause 5(1) of Schedule 3 of Marine Order 54 is exempt from clause 5(2) of Schedule 3 of Marine Order 54 if the vessel being piloted has a draught of not more than 9 metres.
- (2) Each pilot is exempt from paragraph 5(1)(a) of Schedule 3 of Marine Order 54 while piloting a Bulk Carrier or a Tanker, only if the vessel:
  - (a) has a maximum draught of 12.5m or less; and
  - (b) has on board:
    - (i) an active UKCM system transit plan for the whole time the vessel is within the UKCM system monitoring area; and
    - (ii) at least 1 complete hard copy of the activated UKCM system transit plan outlining the intended transit plan with details of the trial transit including key UKCM waypoints, speeds (and calculated residuals), vessel dynamic motions and underkeel clearance figures; and
    - (iii) a type approved and fully functioning Class A Automatic Identification System (AIS).
- (3) Each pilot participating in the set 12.5m part of the trial is exempt from paragraph 5(1)(a) of Schedule 3 of Marine Order 54 while piloting a vessel for the trial, only if the vessel:
  - (a) has a maximum draught of 12.5m or less; and
  - (b) has on board:
    - (i) an active UKCM system transit plan for the whole time the vessel is within the UKCM system monitoring area; and
    - (ii) at least 1 complete hard copy of the activated UKCM system transit plan outlining the intended transit plan with details of the trial transit including key UKCM waypoints, speeds (and calculated residuals), vessel dynamic motions and under keel clearance figures; and

- (iii) a type approved and fully functioning Class A Automatic Identification System (AIS); and
- (iv) functioning GPS measurement equipment operated by OMC International for the duration of the transit.

## **6 Exemption for pilotage provider**

- (1) The pilotage provider for a pilot mentioned in subsection 5(1) of this instrument is exempt from clause 7 of Schedule 1 of Marine Order 54 to the extent the pilot is exempt from clause 5(2) of Schedule 3.
- (2) The pilotage provider for each pilot mentioned in subsection 5(2) or 5(3) of this instrument is exempt from clause 7 of Schedule 1 of Marine Order 54. The exemption is subject to the condition that the pilotage provider must ensure that each pilot who pilots a vessel does so in accordance with clause 5 of Schedule 3 of Marine Order 54 as it applies to the pilot, taking into account the exemptions and conditions mentioned in subsection 5(2) or 5(3) of this instrument.

UKCM System Vessel Modelling Table

Code	Type	Parent hull form	Comment
40	Bulk Carrier	Bulk Carrier	
30	Chemical Tanker	Tanker	
12	Combination Carrier	Bulk Carrier	
53	Container Ship	Container	
73	Factory Ship	SELECTABLE <sup>1</sup>	
20	Gas Carrier	Tanker	
60	General Cargo / Multi-purpose Ship	SELECTABLE	Vessel type does not have a specific hull form
75	Heavy Load Carrier	SELECTABLE	
84	High Speed Cargo Craft	SELECTABLE	
83	High Speed Passenger Craft	SELECTABLE	
67	Livestock Carrier/*/*	Container	
80	MODU or FPSO	Tanker	
11	NLS tanker	Tanker	
76	Offshore Service Vessel	SELECTABLE	
13	Oil Tanker	Tanker	
71	Passenger Ship	SELECTABLE	
61	Refrigerated Cargo Vessel	Container	Assuming all these are Reefer container vessels
55	Ro-ro Cargo Ship	Container	Assuming fine hull
70	Ro-ro Passenger Ship	SELECTABLE	
82	Special Purpose Ship	SELECTABLE	
85	Tug Boat	SELECTABLE	
52	Vehicle Carrier	Container	
63	Wood-Chip Carrier	Bulk Carrier	
99	Other Types of Ship	SELECTABLE	Vessel type does not have a specific hull form

Source: Torres Strait – UKCMS Configuration document