



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

Marine Notice

NAV-003
Rev. 07/20

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND AUTHORIZED CLASSIFICATION SOCIETIES**

**SUBJECT: Protection of the Great Barrier Reef Region and the Torres Strait - Compulsory
Pilotage Requirement**

Reference: (a) Great Barrier Reef Marine Park Amendment Act 1991,
(b) Australian Commonwealth Navigation Act of 1912 as amended April 2006
(c) Convention for the Protection of the World Cultural and Natural Heritage
(UNESCO, 1972),
(d) **IMO Resolutions MEPC.44(30) adopted 16 November 1990 and
MEPC.133(53), adopted 22 July 2005**
(e) **IMO Resolution A.710(17), adopted 6 November 1991**
(f) IMO Ships' Routing

Supersedes: Marine Notice NAV-003, dated 06/2012,

The following changes have been included:

It updates contact and website information.

PURPOSE:

This Marine Notice advises those involved with the operation and navigation of Liberian vessels of the action taken by the International Maritime Organization and the Commonwealth of Australia toward minimizing the risk of vessel source pollution in The Great Barrier Reef Region and the Torres Strait through the implementation of voluntary and compulsory pilotage schemes.

APPLICABILITY:

Under the Great Barrier Reef Marine Park Amendment Act of 1991, enacted by the Australian Parliament, and also provided by Ref. (d) ships of 70 metres in length and over, as well as all oil tankers, chemical tankers, and gas carriers, irrespective of size operating within the areas of The Great Barrier Reef and the Torres Strait are regulated.

REQUIREMENTS:

1.0 Compulsory Pilotage

1.1 Great Barrier Reef Pilotage Area

- .1 The Great Barrier Reef between the northern extreme of Cape York Peninsula (10° 041' South) and the vicinity of Cairns Roads (16° 40' South); and in Hydrographer's Passage.
- .2 All ships of 70 metres in length and over, as well as all oil tankers, chemical tankers, and liquefied gas carriers, irrespective of size must have a pilot onboard.

1.2 Torres Strait Pilotage Area

- .1 The Torres Strait Pilotage Area is bound on the south by the line of latitude (10° 41' South), and on the north by Australia's EEZ, and divided into the following two parts:
 - .1 Torres Strait Pilotage Area A is bound by the longitudes (141° 50' East and 142° 05' East).
 - .2 Torres Strait Pilotage Area B is bound by the longitudes 142° 05' East and 143° 24' East).
- .2 All vessels of 70 metres or more in overall length, and all tankers, chemical tankers and liquefied gas carriers, except defense force vessels, when transiting through Torres Strait Pilotage Area A with a draught of 8 metres or more must have a pilot onboard.
- .3 All vessels (irrespective of draft) of 70 metres or more in overall length, and all tankers, chemical tankers and liquefied gas carriers, except defense force vessels, when transiting through Torres Strait Pilotage Area B must have a pilot on board.
- .4 Further details regarding Torres Strait pilotage requirements can be found at:
<https://torrespilots.com.au/pilot-information/>

2.0 **Areas to Avoid**

Furthermore, being aware of the close relationship between the safety of navigation and the prevention of pollution from ships, and recalling the recent Amendment to the General Provisions on Ships' Routing, which states that Ships' Routing may be used to reduce the risk of pollution caused by ships colliding or grounding in or near environmentally sensitive areas; navigators are reminded that the Capricornia Section of the Great Barrier Reef Marine Park is designated in IMO Ships' Routing as an "AREA TO BE AVOIDED" (Part D, page 11).

3.0 **Additional Hazards**

The Great Barrier Reef Region of Australia contains a scattered maze of submerged shoals and reefs. Added to these hazards are the strong trade winds and occasional cyclones that are indicative of the region. When all of these factors are combined with intense fishing activity, peaking from April to October, the result is a significant obstacle to the safe navigation of a vessel.

4.0 **Administration Requirements**

In light of this, the Office of the Deputy Commissioner requires the following from the vessels in its registry:

- .1 Absolute compliance with the Australian Pilotage Requirements;
- .2 Regular use of properly licensed pilots in those areas where it is specified that pilotage is necessary; and
- .3 The use of sound judgment and caution when navigating in or near this particularly sensitive area.

5.0 Additional Information

The Australian Maritime Safety Authority recently released a new publication entitled "Reef Guide - A Shipmaster's Handbook to the Torres Strait and the Great Barrier Reef". The booklet could be of invaluable assistance for mariners navigating through these areas.

Mariners, ship owners and operators are encouraged to obtain copies from the following offices:

Maritime Division
Queensland Transport
MacArthur Avenue East
Pinkenba Queensland 4008
Australia
Phone: +61 7 3632 7500z
brisbane.maritime@msq.qld.gov.au

Navigational Services
Australian Maritime Safety Authority
G. P.O. Box 2181
Canberra City ACT 2601
Australia
Phone: +61 6279 5000
Fax: +61 6279 55858

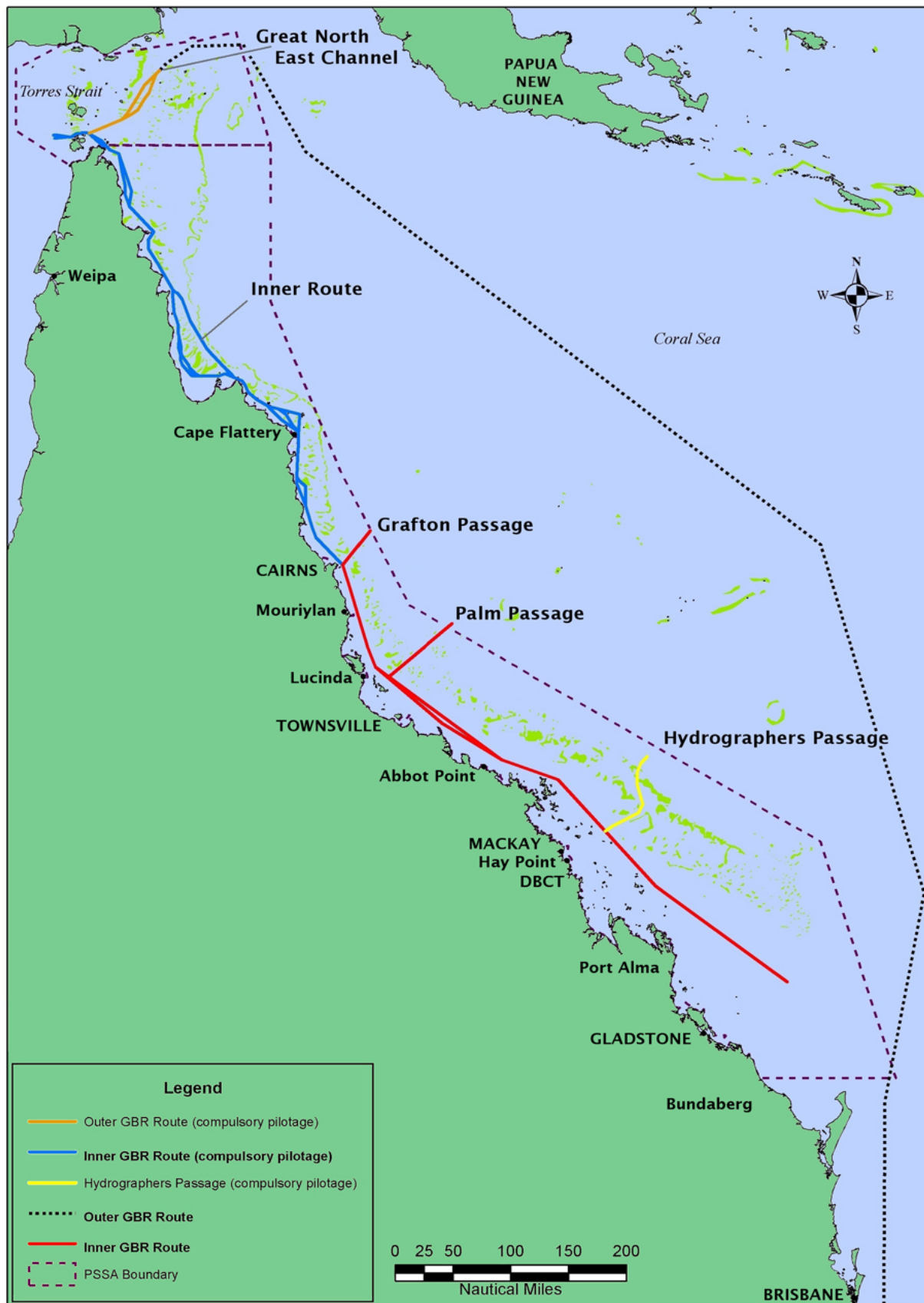
Or visit Australian Maritime Safety Authority website at:

<https://www.amsa.gov.au/safety-navigation/navigating-coastal-waters/navigation-through-great-barrier-reef-and-torres-strait>

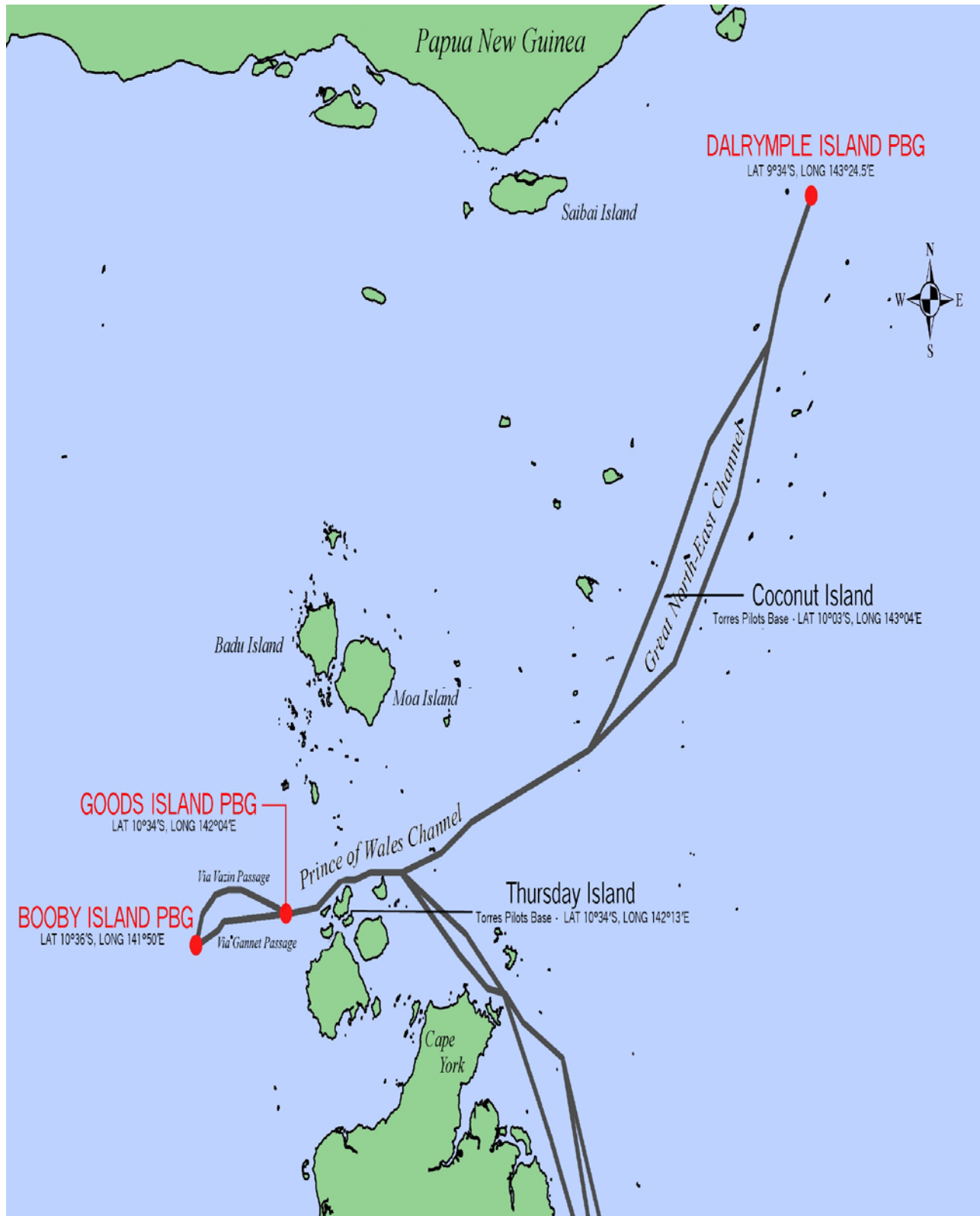
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ANNEX

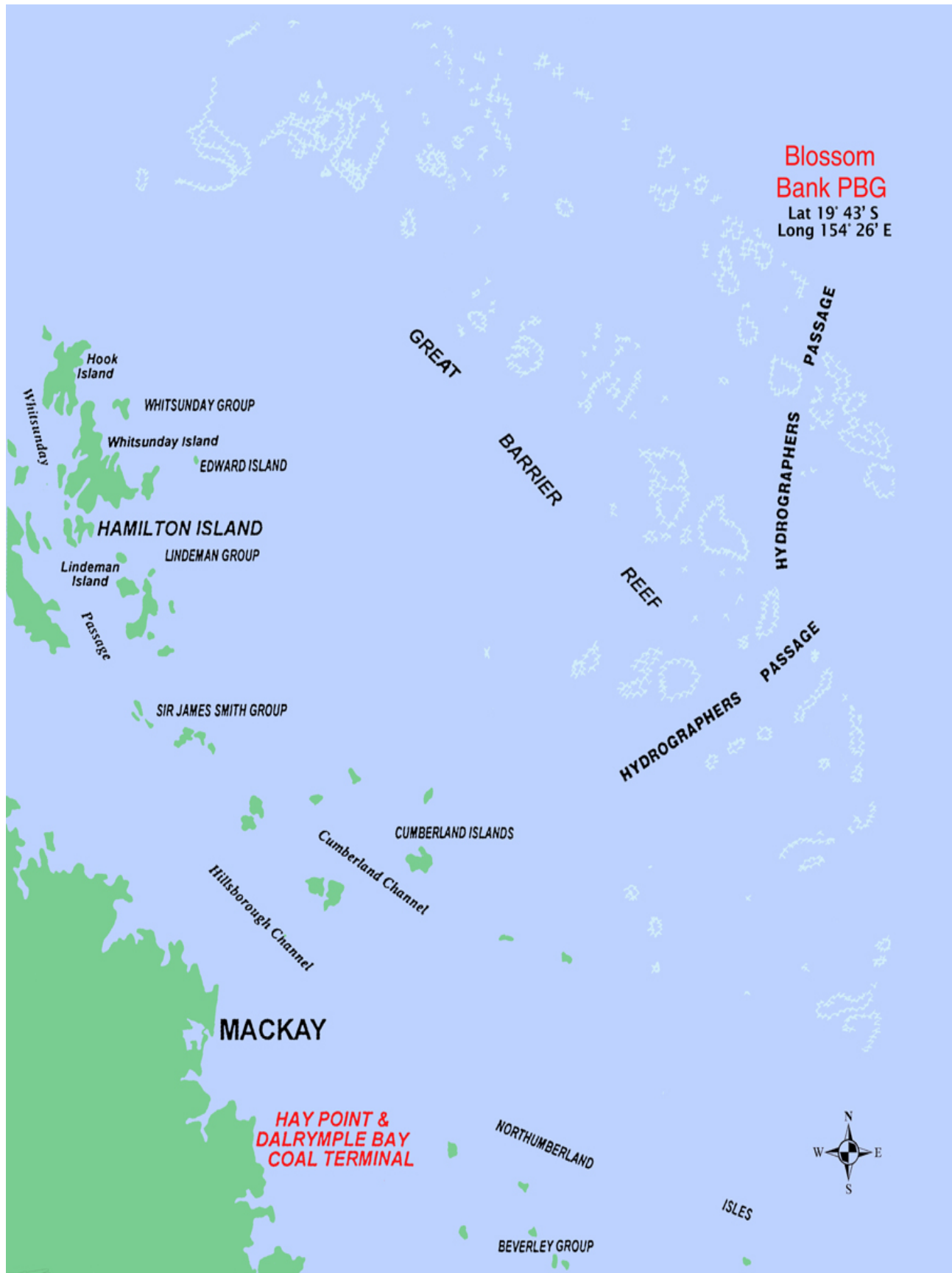
Compulsory Pilotage Chart



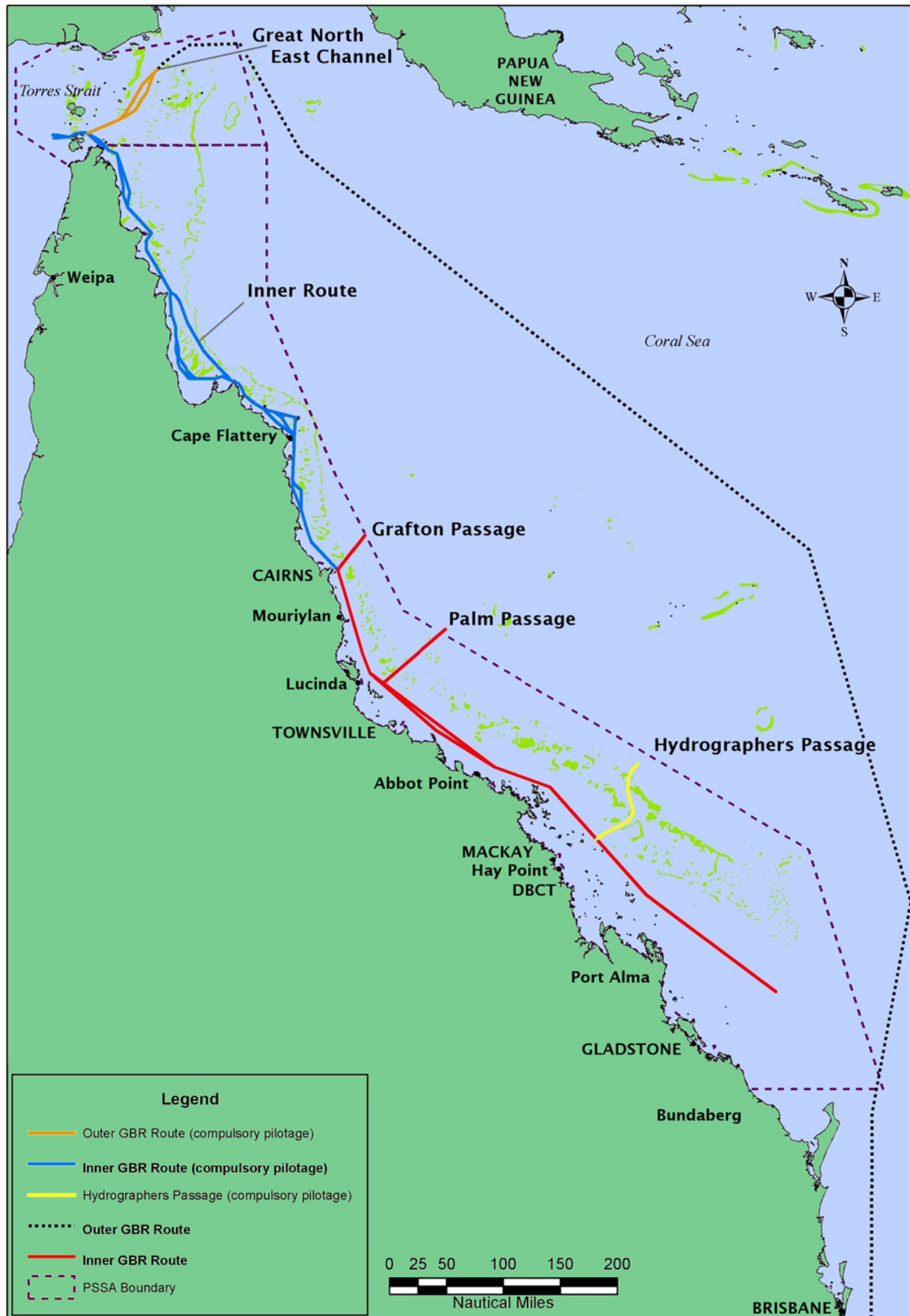
Torres Strait and Great Northeast Channel Chart



Hydrographers Passage Chart



Compulsory Pilotage Chart



Reef VTS Reporting Chart

