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## 11.2 Designated Shipping Areas in the Great Barrier Reef Marine Park

The Great Barrier Reef Marine Park Authority has put in place Designated Shipping Areas and General Use Zones within the Great Barrier Reef Marine Park as part of the Great Barrier Reef Marine Park Zoning Plan.

Ship operators need a permit from the Great Barrier Reef Marine Park Authority to navigate outside the Designated Shipping Areas and General Use Zones.

A penalty of up to AUD \$5.5 million currently applies if a ship is navigated outside the Designated Shipping Areas and the General Use Zones without written permission from the Great Barrier Reef Marine Park Authority.

Further information is available from GBRMPA by phoning +61 7 4750 0700, emailing [info@gbmpa.gov.au](mailto:info@gbmpa.gov.au) or at the GBRMPA website [www.gbrmpa.gov.au](http://www.gbrmpa.gov.au)

## 11.3 Reporting to AUSREP

AUSREP is another ship reporting system. It is designed to make life at sea safer and is operated by the Australian Maritime Safety Authority (AMSA) through the Australian Rescue Coordination Centre (RCC Australia) in Canberra. Marine Orders Part 63 defines the AUSREP Area and lists the ships which must report to AUSREP.

REEFVTS automatically forwards regular position reports to RCC Australia. Ships participating in AUSREP will also continue to be polled while they are transiting the REEFVTS Area.

When a ship departs a port within the REEFVTS Area and intends to report to AUSREP when it exits the REEFVTS Area, the ship should send a Sailing Plan to RCC Australia no more than 2 hours after it has departed from the port.

When a ship departs the REEFVTS Area and is reporting to AUSREP, the master should continue reporting directly to RCC Australia until the ship departs from the AUSREP Area.

Further information about reporting to AUSREP is provided in the AUSREP User Manual. This Manual is available from AMSA offices or the AMSA website [www.amsa.gov.au](http://www.amsa.gov.au).

## 11.4 Pollution reporting

The MARPOL 73/78 definition of “nearest land” prohibits operational discharges in the Great Barrier Reef and Torres Strait regions.

The following should be reported to REEFVTS:

- any quantity of oil (including diesel fuel, petrol and oil products)
- any discharge from a ship of chemicals or chemical residues or
- garbage (food waste, glass, plastic etc).

Information on reporting ship sourced pollution is available on:

- AMSA website [www.amsa.gov.au/marine\\_environment\\_protection](http://www.amsa.gov.au/marine_environment_protection)
- MSQ website [www.msq.qld.gov.au/environment](http://www.msq.qld.gov.au/environment).

## Appendix A – Standard route plans

### A.1 Inner route

There are three standard route plans for transiting the REEFVTS Area by the inner route between Booby and Sandy Cape. The route plan applies in either direction of the transit and also applies to any portion of the inner route.

The standard route plan should be communicated to REEFVTS by stating:

- inner route
- predefined route by communicating the ship’s draught of deep, moderate or shallow
- the name of any alternative legs intended to be taken that vary from the standard route (for example, shaded boxes) for that draft category.

For example, a ship plans to transit the inner route, moderate draft route via Varzin Passage (rather than using the standard route via Gannet Passage). This should be communicated to REEFVTS as “INNER ROUTE, MODERATE VIA VARZIN”.

Deep draft		Moderate draft		Shallow draft	
Standard route	Alternative	Standard route	Alternative	Standard route	Alternative
<b>BOOBY</b>		<b>BOOBY</b>		<b>BOOBY</b>	
via Varzin Passage	via Gannet Passage	via Gannet Passage	via Varzin Passage	via Gannet Passage	
<b>ALPHA NORTH</b>	via ALPHA SOUTH	<b>ALPHA NORTH</b>	via ALPHA SOUTH	<b>ALPHA NORTH</b>	via ALPHA SOUTH
via East Of Cairncross	via West Of Cairncross	via East Of Cairncross	via West Of Cairncross	via East Of Cairncross	via West Of Cairncross
<b>HANNIBAL</b>		<b>HANNIBAL</b>		<b>HANNIBAL</b>	
<b>INSET</b>		<b>INSET</b>		<b>INSET</b>	
via Fairway Channel	via HEATH	via Fairway Channel	via HEATH	via Fairway Channel	via HEATH
<b>PIPON</b>		<b>PIPON</b>		<b>PIPON</b>	
via Howicks		via Miles	Via Howicks	via Miles	
via Lizard Island/ Palfrey	Via North of Nymph	Via Mid-Decapolis	Via North of Nymph	via Petherbridge	via Mid-Decapolis
<b>TWO ISLES</b>		<b>TWO ISLES</b>		<b>TWO ISLES</b>	
<b>GUBBINS WEST</b>	via GUBBINS EAST	<b>GUBBINS WEST</b>	via GUBBINS EAST	<b>GUBBINS WEST</b>	via GUBBINS EAST
<b>BARNARD</b>		<b>BARNARD</b>		<b>BARNARD</b>	
<b>BOWLING NORTH</b>	via BOWLING SOUTH	<b>BOWLING NORTH</b>	via BOWLING SOUTH	<b>BOWLING NORTH</b>	via BOWLING SOUTH
Via North Holbourne	via South Holbourne	Via North Holbourne	via South Holbourne	Via North Holbourne	via South Holbourne
<b>EDWARD</b>	Via MOLLE/ SHAW	<b>EDWARD</b>	Via MOLLE/ SHAW	<b>EDWARD</b>	Via MOLLE/ SHAW
<b>HIGH PEAK</b>		<b>HIGH PEAK</b>		<b>HIGH PEAK</b>	
<b>SANDY CAPE</b>		<b>SANDY CAPE</b>		<b>SANDY CAPE</b>	

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## A.2 Great North East Channel

Ships transiting the Great North East Channel enter or exit the REEFVTS Area in three main locations. These are Booby, Bramble or Daru.

The standard route plan should be communicated to REEFVTS by stating:

- GNE Channel
- the first set of alternative legs intended to be taken and
- the second set of alternative legs intended to be taken.

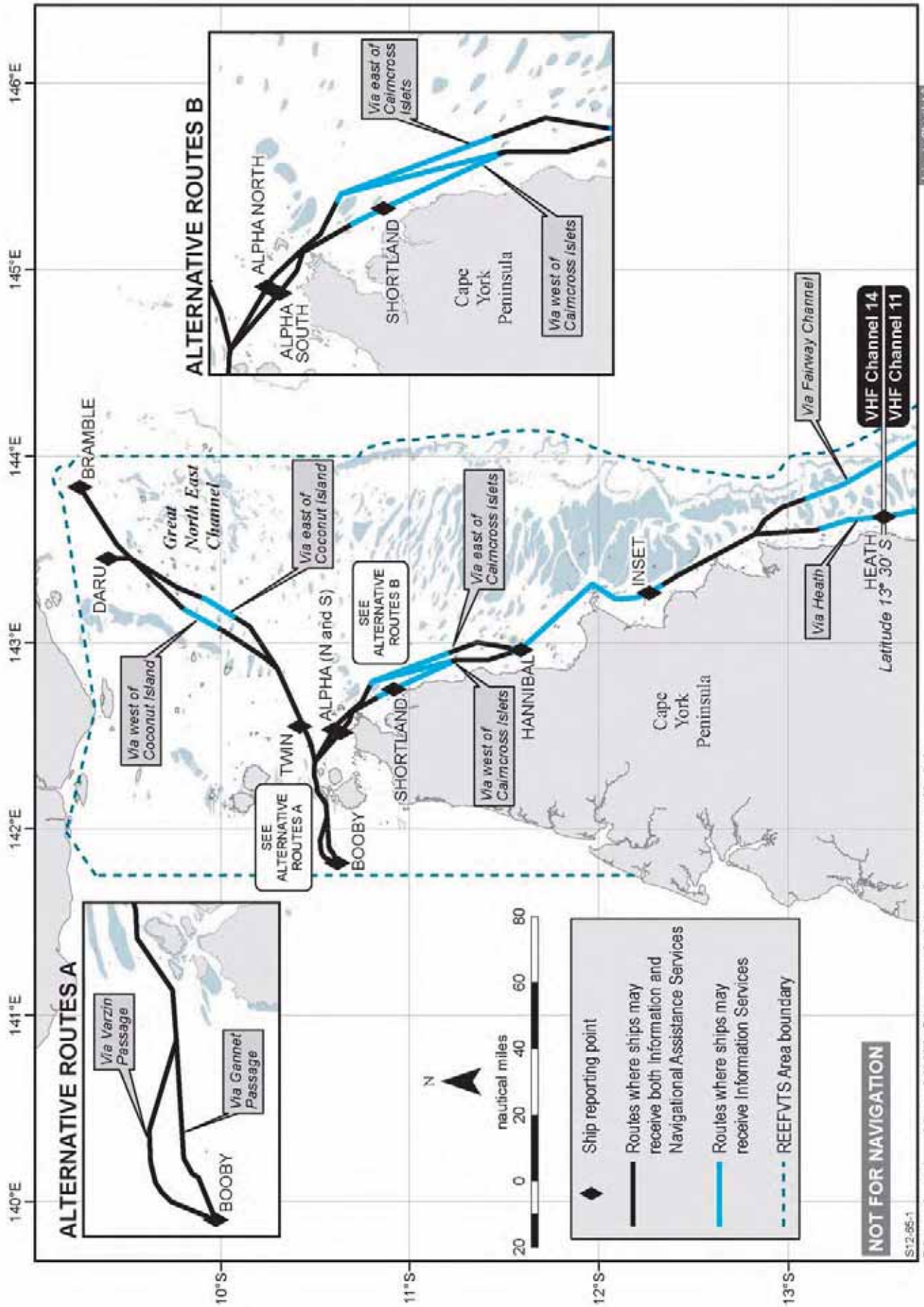
For example, a ship enters at Booby and exits at Bramble, the first leg is via Varzin Passage and the second leg is via West of Coconut Island. This should be communicated to REEFVTS as “GNE, VIA VARZIN AND WEST OF COCONUT ISLAND.”

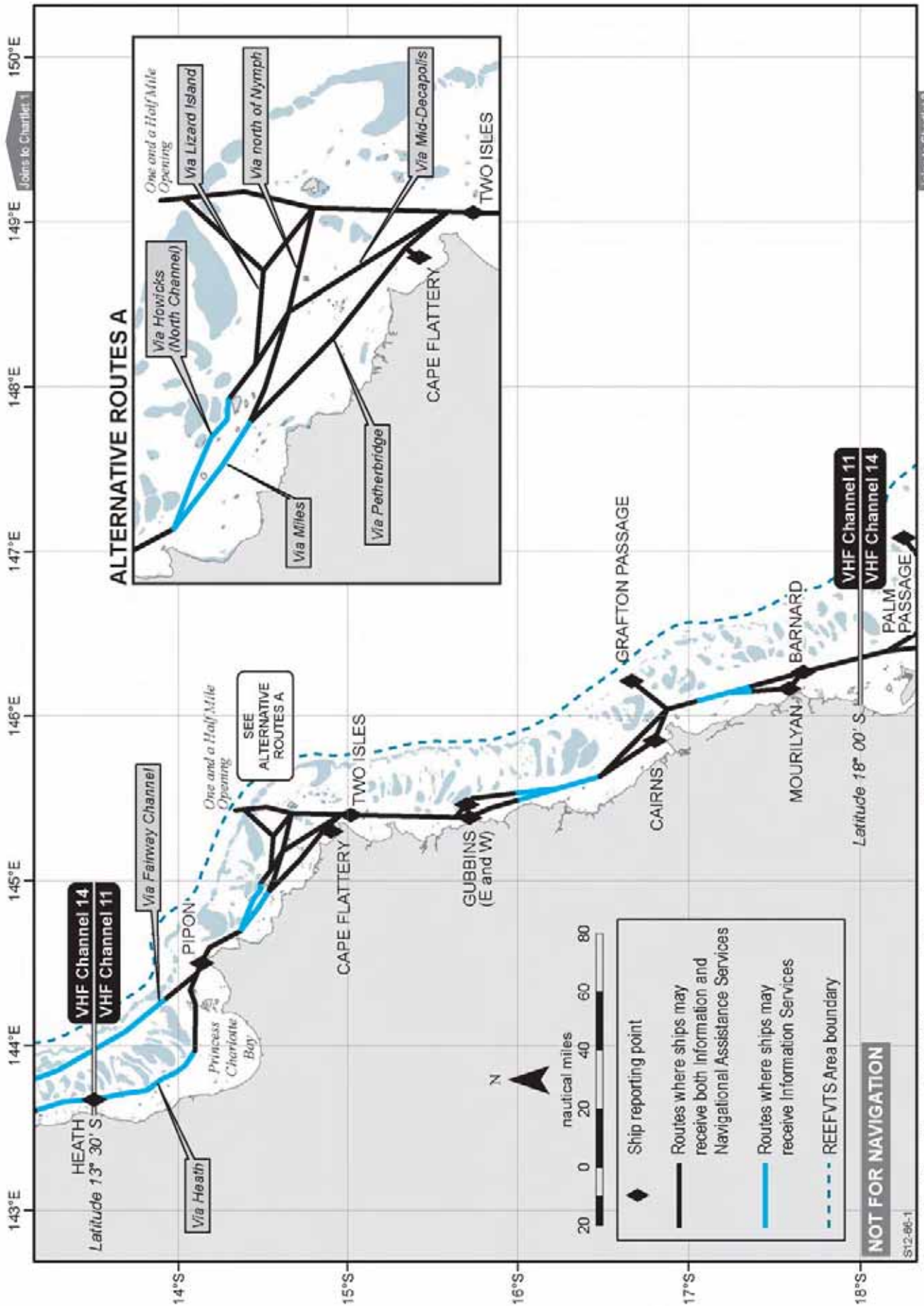
Standard route	Alternative
<b>BOOBY</b>	
via Gannet Passage	via Varzin Passage
<b>TWIN</b>	
via West of Coconut Island	via East of Coconut Island
<b>BRAMBLE</b>	DARU

## Appendix B – REEFVTS chartlets

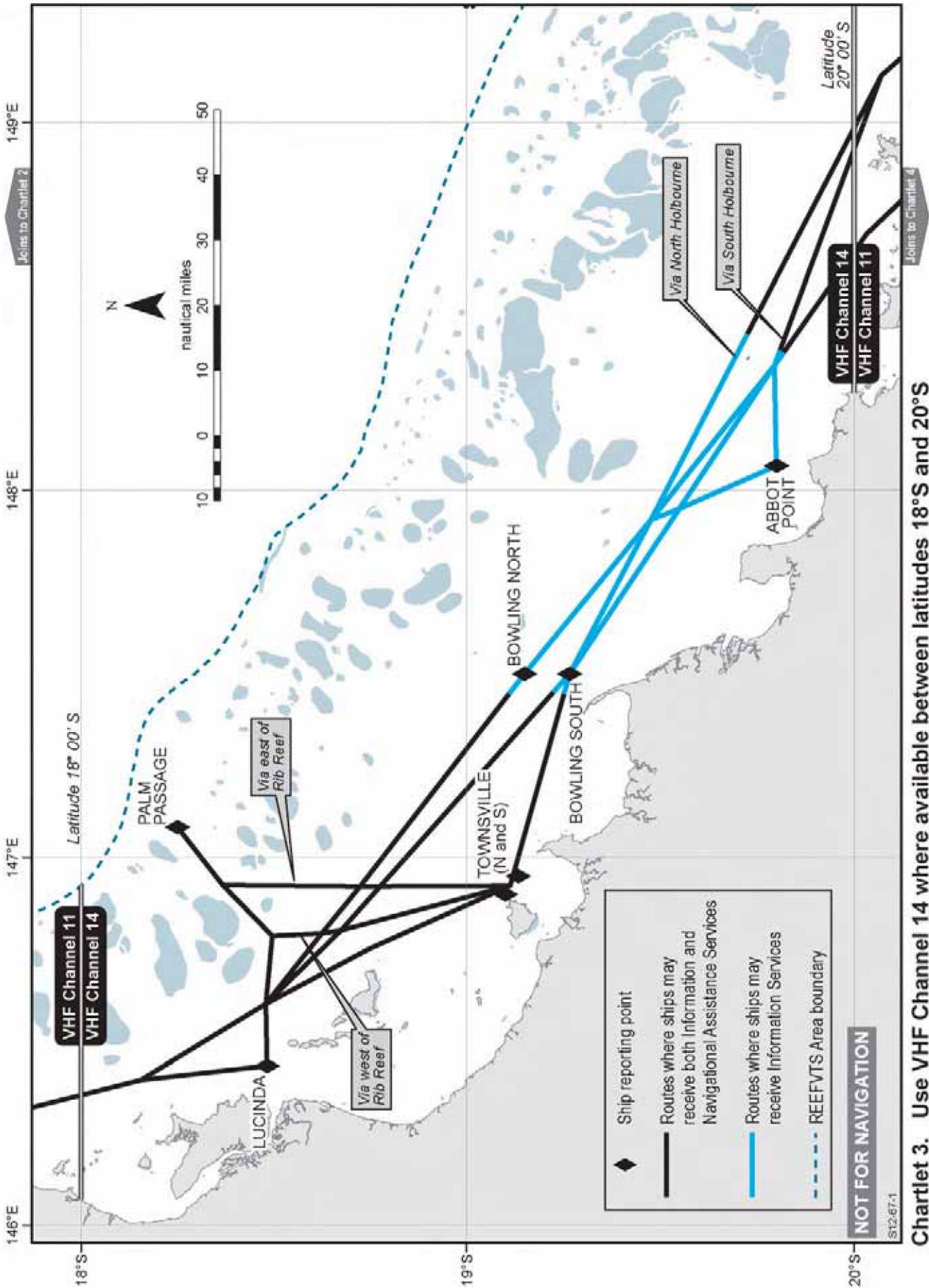
The following chartlets show:

- details of the standard routes and alternatives
- the VHF working channels
- routes where ships may receive both information and navigational assistance services
- routes where ships may receive information services.

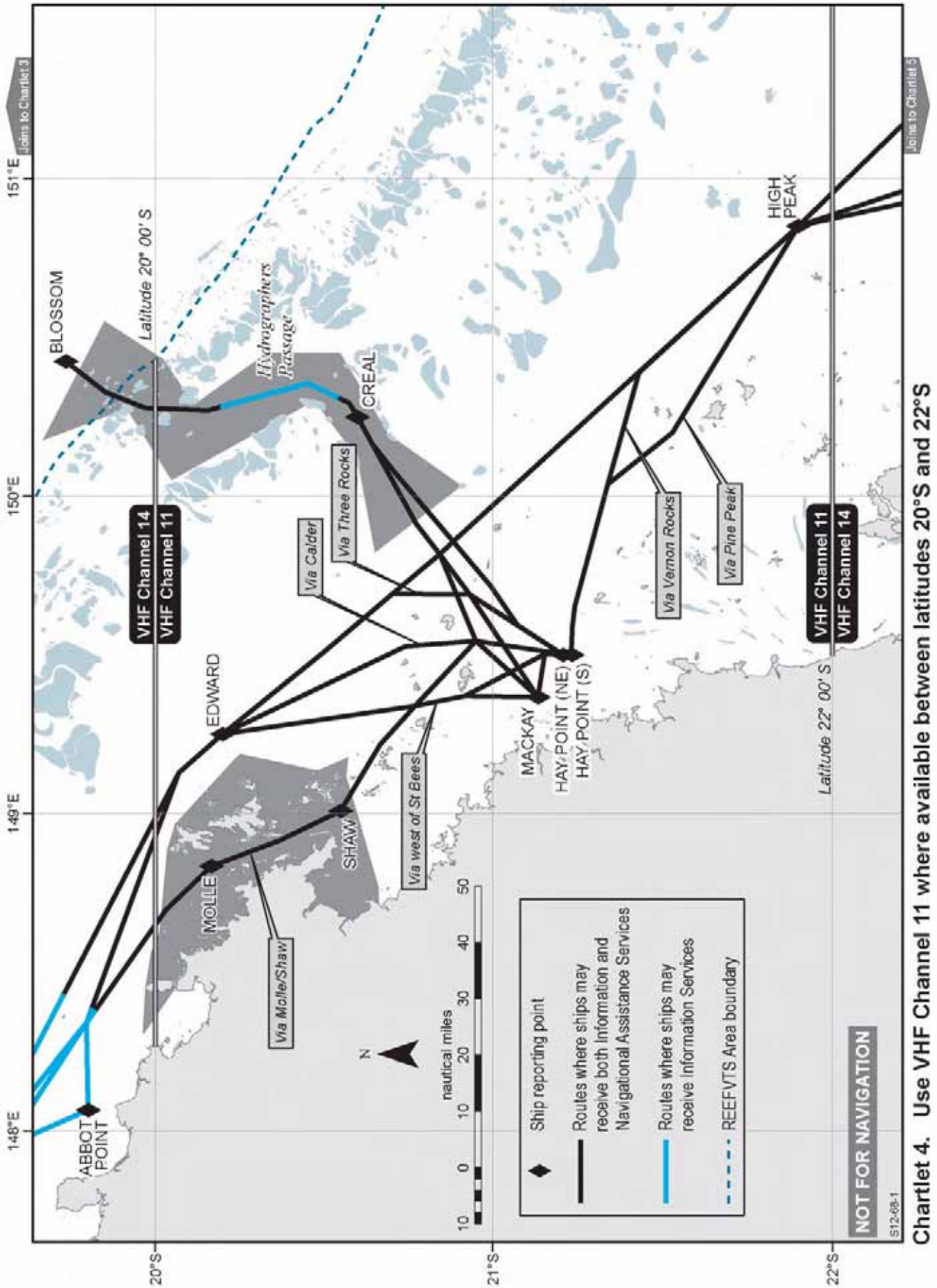


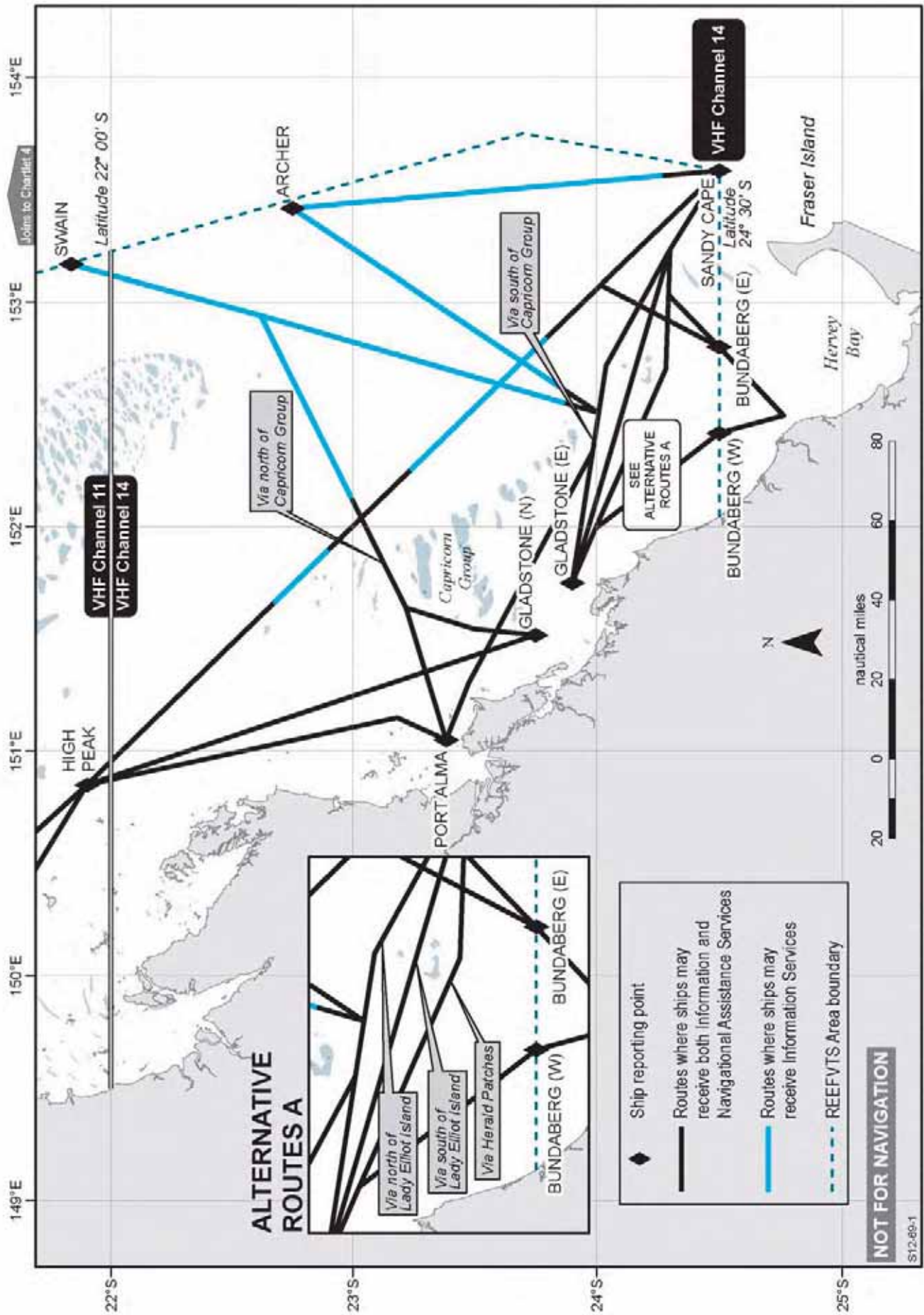


Chartlet 2. Use VHF Channel 11 where available between latitudes 13°30'S and 18°S



**Chartlet 3. Use VHF Channel 14 where available between latitudes 18°S and 20°S**





Chartlet 5. Use VHF Channel 14 where available between latitudes 22°S and 24°30'S