

Title: **Non-Standard Vessel Assessment Procedure**

Port: **All Port Pilotage Areas**

References: Regulation 63(1) of the *Marine and Safety (Pilotage and Navigation) Regulation 2017*
Section 44 of the *Marine and Safety Authority Act 1997* (Tas)
- Instrument of Appointment dated 28 June 2012
TasPorts Ports Procedure Manual (PPM) June 2019 Section 2.11

Description: Assessment of Non-Standard Vessel Requests for Port Entry

Background:

Entry into a Port pilotage area of a Non-Standard Vessel may pose additional risk to port infrastructure, channels, berths, and the Non-Standard Vessel itself. Accordingly, a robust assessment of the possible risks posed by the introduction of the Non-Standard Vessel must be undertaken, to determine whether the Non-Standard Vessel should be permitted entry into the relevant Port pilotage area.

Direction:

In accordance with and pursuant to regulation 63(1) of the *Marine and Safety (Pilotage and Navigation) Regulations 2017* (Tas) (**Regulations**), I, Captain Wendy Doran, direct as follows:

1. This direction applies to each and every Non-Standard Vessel whenever that Non-Standard Vessel is entering, moving within, or leaving any of the following Port pilotage areas as defined in the Regulations (**Port pilotage area**):
 - a. the Port of Hobart;
 - b. the Port Devonport;
 - c. the Port of Burnie;
 - d. the Port of Launceston;
 - e. the Port of Port Latta;
 - f. the Port of Spring Bay;
 - g. the Port of Adventure Bay;

Issued By	Harbour Master - Tasmania	Date of Issue	20/05/2022	Valid Until	Cancelled	Page 1 of 5
------------------	---------------------------	----------------------	------------	--------------------	-----------	--------------------

- h. the Port of Grassy;
- i. the Port of Lady Barron;
- j. the Port of Stanley;
- k. the Port of Strahan;
- l. the Port of Port Davey;
- m. the Port of Naracoopa.

2. This direction applies to persons and masters who are:

- a. required to ensure that the services of a pilot are employed when the Non-Standard Vessel is in the Port pilotage area; or
- b. in charge of the Non-Standard Vessel and are an exempt master holding a valid pilotage exemption certificate for the Port or zone in which the Non-Standard Vessel is navigated; or
- c. other persons with management control of the Non-Standard Vessel (**Master**).

3. For the purposes of this direction, a Non-Standard Vessel means:

- a. any vessel not normally handled at the relevant Port pilotage area;
- b. a vessel seeking to enter or move within the relevant Port pilotage area in a manner that does not comply with the Port operating parameters (as set out for each Port in chapters 10-12 of the Ports Procedures Manual 2019 which is available at <https://www.tasports.com.au/volumes/documents/Port-Procedures-Manual/TasPorts-Ports-Procedures-Manual.pdf>, as updated from time to time (**Ports Procedures Manual**)); or
- c. a vessel which is outside of the size limits for the relevant Port pilotage area as set out in the Ports Procedures Manual as updated from time to time; or
- d. a vessel with any other features that may impact the vessel's ability to safely navigate within the relevant Port pilotage area.

4. Before a Non-Standard Vessel enters or moves within a Port pilotage area, the Master of the Non-Standard Vessel must ensure that:

- a. Non-Standard Vessel Assessment Form (as amended from time to time), which is located on the TasPorts website at <https://www.tasports.com.au/vts> (**Form**), is completed accurately for the relevant Port pilotage area; and

Issued By	Harbour Master - Tasmania	Date of Issue	20/05/2022	Valid Until	Cancelled	Page 2 of 5
------------------	---------------------------	----------------------	------------	--------------------	-----------	--------------------

HARBOUR MASTERS INSTRUCTION

EXT HMI 22-27

- b. the completed Form, together with any supporting documentation, is submitted to the Harbour Master at the email specified in the Form at least 120 days (or, if the Harbour Master agrees in their absolute discretion, within such shorter period as agreed by the Harbour Master) prior to the Non-Standard Vessel entering the relevant Port pilotage area.
5. Any time after receipt of the completed Form the Harbour Master may at their discretion, if the Harbour Master considers necessary for the proper assessment of the proposed introduction of the Non-Standard Vessel in the relevant Port pilotage area:
 - a. request additional information; and/or
 - b. require the Master to participate in a risk assessment relevant to the request. The scope of the required risk assessment will be dependent on the specifics of the requested Non-Standard Vessel and the characteristics of the Port pilotage areas that the Non-Standard Vessel is seeking to enter and move within but may include consideration of one or more of the following:
 - i. Vessel manoeuvring characteristics;
 - ii. Environmental conditions including current and predominant environmental characteristics of the local area;
 - iii. Presence of Aids to Navigation;
 - iv. Channel approach and geographical Harbour limitations;
 - v. The presence of restrictive or encroaching infrastructure such as bridges;
 - vi. Current shore infrastructure location and capacity;
 - vii. Traffic management plan and other marine traffic utilising the waterway including both commercial and recreational;
 - viii. Pilotage requirements;
 - ix. Future training requirements for Exempt Masters, and/or
 - c. request additional investigations be undertaken either by the Master, TasPorts or other third parties. These investigations may include:
 - i. a request to provide a validated ship model; and
 - ii. a request to undertake simulations; and
 - iii. a request to undertake further studies and investigations, and/or

Issued By	Harbour Master - Tasmania	Date of Issue	20/05/2022	Valid Until	Cancelled	Page 3 of 5
------------------	---------------------------	----------------------	------------	--------------------	-----------	-------------

HARBOUR MASTERS INSTRUCTION

EXT HMI 22-27

- d. attend or request a TasPorts representative including a consultant to attend any and all simulations related to the Non-Standard Vessel's request for entry into the Port pilotage area; and/or
 - e. require all simulations undertaken to:
 - i. have a clearly defined scope and test procedures; and
 - ii. produce documented results which are to be provided to the Harbour Master prior to the Harbour Master making an assessment as to whether the Non-Standard Vessel can enter the relevant Port pilotage area, and/or
 - f. request the Master to provide an external facilitator for the simulations.
6. Within 60 days of receipt of all information requested in accordance with section 5 of this direction, the Harbour Master will endeavour to provide a decision regarding consent (with or without conditions) or denial to the entry of the Non-Standard Vessel into the relevant Port pilotage area. If during the assessment process the Harbour Master determines that additional information is required to make a decision, the timeframe specified in this section is put on hold until this information is received by the Harbour Master.
7. The Harbour Master may at their discretion issue a further direction with conditions for the Non-Standard Vessel's entry into or movement within the requested Port pilotage area including but not limited to:
- a. A onetime entry; and/or
 - b. Entry with restrictions on environmental and/or vessel conditions; and/or
 - c. Introduction (settling in period) with environmental and/or vessel restrictions; and/or
 - d. Entry with additional marine support (e.g. pilotage or towage augmentation); and/or
 - e. Entry under normal port procedures.
8. The Master or other person who submits the Form, unless otherwise agreed with the Harbour Master, will be expected to be responsible for bearing all costs associated with the assessment including:
- a. Directed studies and investigations; and
 - b. Simulations including the creation of models and simulation time; and
 - c. Any direct costs incurred by the Harbour Master including interstate travel; and
 - d. Marine support including tugs.

Issued By	Harbour Master - Tasmania	Date of Issue	20/05/2022	Valid Until	Cancelled	Page 4 of 5
------------------	---------------------------	----------------------	------------	--------------------	-----------	--------------------

If the Master or other person who submits the Form does not pay any such costs, or does not agree to pay any such costs, the Harbour Master may suspend the assessment or, if the Harbour Master considers appropriate, make the assessment taking into account the lack of information available.

9. If after the above outlined assessment, the Non-Standard Vessel is approved for operation in a particular Port pilotage area, the validated ship model should be made available in the simulator utilised by the pilotage service provider. (Currently due to geographical location the relevant simulator is at the Australian Maritime College (AMC).) If there is any reason why this is not possible, please advise the Harbour Master.
10. The Harbour Master reserves the right to make a further direction in relation to Non-Standard Vessel entry into or movement within Port pilotage areas.
11. This direction operates on and from the date of this direction and remains in effect until it is varied and/or incorporated into future updates of the Ports Procedures Manual or revoked.

I make this direction as an authorised person appointed by the Marine and Safety Authority (pursuant to an Instrument of Appointment dated 28 June 2012) under section 44 of the *Marine and Safety Authority Act 1997* (Tas) for the purposes of regulation 63(1).

If any person to whom this direction applies, does not comply with this direction, that person may be subject to penalty in accordance with regulation 63(3) of the Regulations.



Captain Wendy Doran
Harbour Master - Tasmania

An authorised person under the *Marine and Safety Authority Act 1997* (Tas)

Issued By	Harbour Master - Tasmania	Date of Issue	20/05/2022	Valid Until	Cancelled	Page 5 of 5
------------------	---------------------------	----------------------	------------	--------------------	-----------	--------------------