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## Vessel Traffic Management Plan

TP-10-01

November 2020



<b>VESSEL TRAFFIC MANAGEMENT PLAN</b>	<b>CAT.</b> : VESSELS & MARINE OPS <b>DOC. NO.</b> : TP-10-01 <b>REV. NO.</b> : 02 <b>DATE</b> : 30/11/2020 <b>PAGES</b> : 6
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**APPROVAL AUTHORITIES**

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## 1. INTRODUCTION

Port of Lucky Bay is a purpose-built port for the transshipping of commodities to export vessels waiting in an offshore roadstead. The port also provides facilities for a trans gulf ferry service in support of local community.

1. **Aim.** The aim of this Vessel Traffic Management Plan is to support a safe and efficient port operation for all stakeholders.
2. **Purpose.** The purpose of this plan is to ensure safe vessel interaction when utilising Lucky Bay harbour and offshore roadstead.
3. **Scope.** This plan details the role of Lucky Bay Marine Operations, harbour equipment and monitoring and port information in managing the actions of commercial and trading vessels and recreational vessel traffic in Lucky Bay Harbour and navigational approaches.
4. **Risk.** The port wide risk assessment (PWRA) has determined that there is a low inherent risk in vessel interaction and management operations in the harbour.

## 2. DELEGATION AND AUTHORITY

1. The Minister has by way of the Lucky Bay Port Operating Agreement provided powers under the Harbours and Navigation Act 1993 to enable the Port to manage vessel traffic. The powers enable an authorised officer to:
  - a. require that vessels proceed to load or unload in a particular order
  - b. require that a vessel be moored or anchored in a particular position
  - c. require that a vessel be secured in a particular way
  - d. require that a vessel be moved from a particular area or position
  - e. require the production of documents relating to the navigation, operation,
  - f. pilotage, use or loading of the vessel
2. **Method.** An authorised officer may give a direction (orally, by signal, radio communication, or in any other appropriate manner) to a person in charge, or apparently in charge, of a vessel in Lucky Bay port limits or in the approaches if actions are threatening the port or the vessel. To fulfil their duties an Authorised officer may:
  - a. board the vessel;
  - b. inspect the vessel and its cargo; and
  - c. carry out on the vessel any investigation necessary.
3. **Appointment.** The authority to act on the provisions of the Act will be delegated to an 'Authorised Officer'. This delegation will reside with the Marine Operations Manager and others as required for operational and relief purposes. The CEO of the Department will appoint an Authorised person in line with Lucky Bay duty statements.

## 3. VESSEL INTERACTIONS & PRIORITIES

1. Port of Lucky Bay - Marine Operations will manage the following vessel interactions between:
  - a. transhippers;

- b. transhippers and ferry;
  - c. transhippers and harbour support craft;
  - d. ferry and harbour support craft;
  - e. Transhipper / Ferry / Harbour craft and recreational craft;
  - f. distressed vessels and Port of Refuge vessels.
2. **Priorities.** Vessel traffic management is prioritised as:
- a. Emergency;
  - b. Tidal;
  - c. Cargo waiting;
  - d. Export vessel waiting;
  - e. Passengers waiting; and
  - f. Labour waiting.

#### 4. TRAFFIC MANAGEMENT

1. Permission to enter or depart the port must first be obtained on VHF 12 from the Port Management Officer who is also responsible for the control and timing of movements within the port.
2. Concepts and protocols. Based on the PWRA transhipment vessels are to self-organise port movements on a broadcast and warning basis and use a clear channel/clear basin manoeuvring protocol. Clear channel and clear basin require that:
  - a. large vessels, more than 50m LOA, are not to pass or overtake in the channel
  - b. only one large vessel, more than 50m LOA, may be underway in the basin at a time
  - c. large vessels, more than 50m LOA, must not pass within 1.0' clear of the channel entrance.
3. The Harbour does not operate a VTS, rather, to provide safe waterway management, this Plan utilises two IALA recognised vessel management concepts, namely:
  - a. Information (IALA – INS). The Harbour provides port data, local and transhipper vessel information on the port web site; and
  - b. Organisation (IALA-TOS). Transhipper, approved port callers (e.g. ferries and dredges) and Port of Lucky Bay support craft vessels are to self-organise vessel movements in accordance with navigation rules published in the Port of Lucky Bay – Lucky Bay Port Rules.

#### 5. SUPPORTING PROCEDURES

1. **Traffic information.** Export vessels in the roadstead will be updated on port information sources as required. Recreational users and other interested parties will be provided with traffic information on the port website. Information surrounding all transhipment campaigns will also be made available on the port website.
2. **Visual.** Vessels are to self-organise primarily by visual methods. This supporting procedure is only to be used during clear visibility. Restricted visibility, for the purpose of self-organised traffic management, occurs when the vessel is not able to

determine if the manoeuvring protocol (clear channel / clear basin) can be met including to the passing area in the port approach. In such circumstances reference should be made to the other available supporting procedures.

3. **VHF.** A vessel is to broadcast movements in an 'all ships' call on marine VHF 12. The broadcasts are to occur:
  - a. on departure from a location;
  - b. on arrival at a location;
  - c. passing the end of the channel;
  - d. any deviation from previous broadcast.
4. An all ships broadcast is to contain the following minimum information
  - a. vessel name
  - b. intended movement
  - c. VHF channel monitored.
5. **AIS.** Export vessel, transshipment vessels, harbour support craft and regular callers are to broadcast up to date vessel information by AIS. The AIS is to remain on at all times including when at anchor or alongside.
6. **Port information.** Port Rules and Port Information are to be adhered to during all Marine Operations.