

Session Four – Regulators perspective ISPO from Australian Maritime Safety Authority, Maritime Safety Queensland and Safe Transport Victoria

Welcome Grant
Judson, from
Australian Maritime
Safety Authority

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Coastal Pilotage Auditing

Grant Judson

Manager Seafarer Certification and Coastal Pilotage
Operations | Australian Maritime Safety Authority

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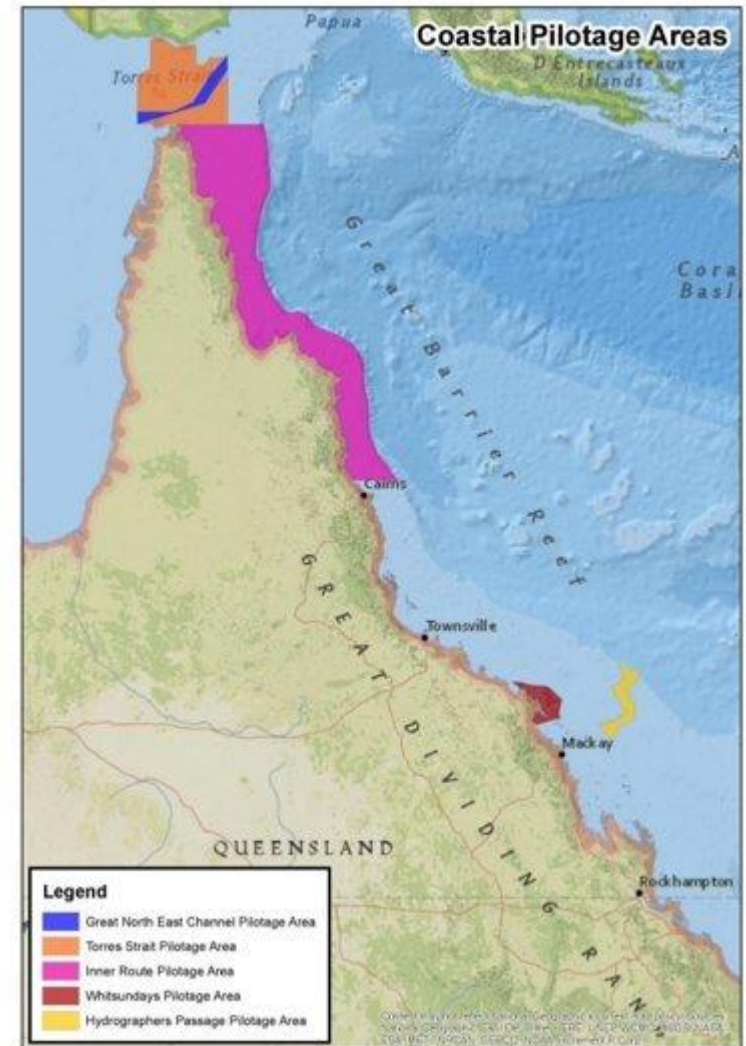
What we will cover:

- **An overview of Coastal Pilotage in Australia**
- **The Regulations and audits of Coastal Pilotage**
- **Effective audit cycles**
- **Future of Coastal Pilotage**



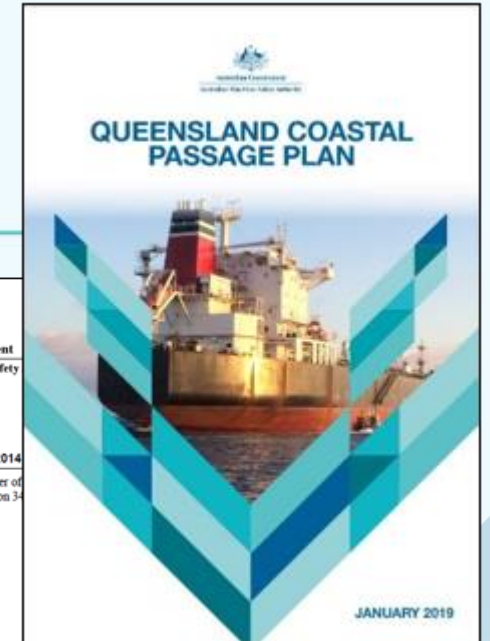
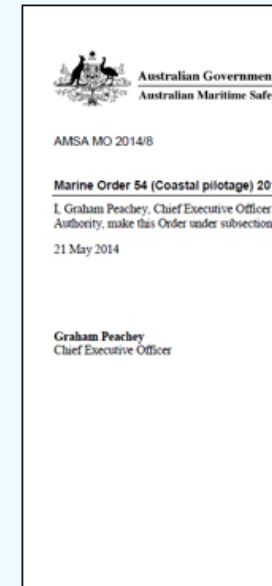
Coastal Pilotage in Australia

- Marine Order 54 - Coastal pilotage 2014
- 5 x Compulsory Pilotage Areas
 - Hydrographers Passage;
 - Inner Route;
 - Torres Strait;
 - Great North East Channel; and
 - Whitsundays.
- Under Keel Clearance Management System – Torres Strait.
- Maritime Safety Queensland - Vessel Traffic Service.



Marine Order 54 Audit Requirements

- AMSA or an approved auditor
- A requirement for licencing (New and Renewal),
 - 5 yearly by AMSA
 - AMSA can decide to undertake an audit at any time,
- Purpose of an audit:
 - compliance with provisions of this Order; or
 - the effectiveness of the pilotage provider's safety management system, or
 - eligibility of a person to hold a pilotage provider licence; or
 - compliance with any conditions on holding a pilotage provider licence.
- A compliance audit may review all aspects of a person's systems that are relevant to this Order.
- Focus on Pilotage Provider Licence conditions.
 - *Schedule 1 of MO54 - Pilotage provider licence conditions*



Expectations of an effective audit cycle

Level 1 – Internal Audit

- Undertaken by the company (Pilotage Provider)
- Continuous improvement of systems and controls
- Promotes a learning and continuous improvement culture
- Results in effective Safety Management Systems
- Based on an approved standard

Identify failures and improve systems, procedures, and risk controls.

Level 2 – External Audit

- Self-initiated, periodical
- To a recognised standard, by a qualified auditing body
- Focussed on monitoring compliance and improvement of systems
- Certification and assurance

Do the safety systems do what they are supposed to do.

Level 3 – Regulatory Compliance

- Focussed on compliance, authorisations, responsibilities
- Results in licencing, and/or conditioning of licence
- Risk Based, safety focussed, risk controls

Compliance with Regulations, Standards, Laws and best practices.



Change is underway in Coastal Pilotage

Review of Marine Order 54 underway - Priority Issues

- Check Pilot regime
- Training, Continuous Professional Development, and alternate pathways
- Risk management and Safety Management Systems
- Licencing framework
- Compliance and enforcement
- Pilot Transfer
- Fatigue management
- Incident management and reporting

Completion in 2026

Pilot Advisory Notices

- Management and effective use of Portable Pilot Units in Coastal Pilotage
- Check Pilot arrangements (Under development)



Thank you

Grant Judson

Manager Seafarer Certification and Coastal Pilotage
Operations | Australian Maritime Safety Authority

**Session Four –
Regulators perspective
ISPO from Australian
Maritime Safety Authority,
Maritime Safety
Queensland and
Transport Safety Victoria**

**Welcome Kate
Maheras, from Safe
Transport Victoria**

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Marine Pilotage – a regulator's perspective

ISPO Conference, Melbourne

9 October 2024



In July 2022, Safe Transport Victoria was established by merging Commercial Passenger Vehicles Victoria (CPVV) and Transport Safety Victoria (TSV) into a single regulator.

We regulate safety for commercial passenger vehicles (CPVs), buses and maritime vessels.

We are committed to delivering safe journeys, every time for all Victorians.

SAFE TRANSPORT VICTORIA



There have been some considerable changes to maritime safety oversight at commercial ports in Victoria in recent years....

But our objectives remain the same.

The objects of this Act are to promote—

- (a) the safety of marine operations; and
- (b) the effective management of safety risks in marine operations and in the marine operating environment; and
- (c) continuous improvement in marine safety management; and
- (d) public confidence in the safety of marine operations; and
- (e) involvement of relevant stakeholders in marine safety; and
- (f) a culture of safety among all participants in the marine operating environment.

SAFE TRANSPORT VICTORIA

July 2020 – Independent review of the Victorian Ports System

July 2021

Ports Victoria established
Combining Victorian Regional Channels Authority (VRCA) & Victorian Ports Corporation Melbourne (VPCM)

Aug 2021 – Setting Sail on Ports System Reforms: The Full Government Response to the Independent Review of the Victorian Ports System

July 2022

ST Vic established
Merging Commercial Passenger Vehicles Victoria and Transport Safety Victoria

November 2023



Harbour Master (HM)

HMs regulate the manner in which vessels conduct their navigation at port. HMs set *Harbour Master Directions* for a particular port and oversee safe port operations.

Vessel Traffic Services (VTS)

VTS directs and controls shipping, and coordinates the delivery of allied services (pilots, tugs, mooring services). VTS Officers communicate with ships to schedule arrival times, departure times and communicate with marine pilots.

VTS communicate with the pilotage, towage and mooring providers to coordinate service delivery.

Pilotage service providers

Monitor PortView and assign pilots as required. Changes are notified via VTS.

Pilot

A pilot joins the vessel by pilot boat to help navigate the vessel in or out of a specific port or through congested areas.

Once the pilot is aboard the ship may enter port limits.

Towage service providers

Monitor PortView and assign tugboats as required. Changes notified by VTS.

Tugboats

Tugboats help to move larger ships within port waters by towing, pushing and guiding to berth.

Mooring service provider

Monitor PortView and assign lineboats as required, if needed for mooring. Changes notified by VTS.

Lineboats

Line boats help to attach a vessel's mooring lines to a landside mooring infrastructure to secure them to the berth.

The master or shipping agent must contact VTS in advance of arrival (as per Port Information Guide) to confirm berth allocation and to organise necessary allied services.



Victoria prescribes conditions on registration as a pilotage services provider which align with the standard

Marine Safety Regulations 2023	International Standard for Maritime Pilot Organisations
Must have a documented safety management system that comprises the processes, systems , plans and procedures set out in Schedule 10.	6. Recruitment, Training & Qualification 7. Pilot Operations 8. Logistic Operations 9. Emergency Preparedness 11. Risk, Incident and Accident management
Must make available, to the persons to whom the safety management system applies— (i) the documentation and (ii) the identities of each person who is responsible for the preparation, revision, and oversight of the system;	5.1.1 The Maritime Pilot Organisation defines and documents the responsibility, authority and interrelation of all personnel who manage, perform and verify work relating to pilotage services and the support to these services.
Must comply with the safety management system	12 Measurement, Analyses and Improvement
Must have procedures for reviewing, revising and evaluating the safety management system both at either the intervals specified in the safety management system; or if no intervals are specified in the safety management system, intervals that do not exceed 12 months; and as required by Safe Transport Victoria.	5.3 Designated Person 12.4 Continuous Improvement

Schedule 10 of the regulations specifically requires a safety management system



Marine Pilot license determination then and now

- The Determination came into effect on 25th January 2020.
- Developed by the Victorian Pilotage Coordination Advisory Group (VPCAG), review every 3 years.
- Review formally commenced November 2023.
- Consultation with industry, co-regulators, Harbour Masters, pilots and pilotage service providers.
- Updated version to be implemented before end of 2024.



Where will the future take us?

- Legislative & policy harmonisation where possible across Australian jurisdictions; promote consistency in requirements and collaborate on system improvement.
- Compliance checks of systems, and strategic response to incidents involving pilotage service providers, including near miss.
- Introduce a competency-based framework for Victoria
- Review medical standards, including consideration of alignment to the NSW Standards.



Questions?

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Welcome Kell Dillon,
from Australian
Maritime Safety
Queensland

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MSQ Pilotage Update ISPO Conference 2024

Kell Dillon

General Manager

Maritime safety Queensland



Who we are...

Maritime Safety Queensland

Maritime Safety Queensland

We are Queensland's prime maritime safety regulator.

Our mission

To protect Queensland's waterways and the people who use them - providing safer, cleaner seas, by:

- improving maritime safety for shipping and recreational craft through policy, regulation, and education
- responding to marine pollution and maritime emergencies
- providing essential maritime services such as maritime infrastructure, aids to navigation, state boat harbours and vessel traffic services
- encouraging and supporting innovation in the maritime industry.



Five Divisions

- Port Operations and VTS (RHM's and Smartship)
- Maritime Assets and Infrastructure
- Waterways Management
- Policy, Planning and Regulation
- Maritime Operational Support (Corporate Services)





Port Operations and VTS

- provide essential maritime services: Harbour Masters, Port Operations and Vessel Traffic Services (Port and Reef/ Coastal), Emergency response
- Pilotage regulation and oversight





Pilotage

The Queensland Context

Maritime Safety Queensland (MSQ)

- Statutory authority, assigned to the Department of Transport Main Roads
- State maritime regulator for Queensland
- MSQ's regulatory intent is to ensure:
 - Safety of vessels
 - Safety of vessel movements
 - Protection of the marine environment
- MSQ key functions as related to **pilotage** in Queensland ports includes:

Pilot Licensing

Regulating the provision of pilotage services

Monitoring and managing safe movement and operation of ships

Provision of vessel traffic services

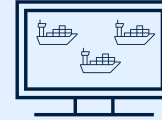
Setting up and maintaining aids to navigation

Pilotage in Queensland



18

Compulsory Pilotage Areas



5

Regional Vessel Traffic Service (VTS) Centres



110+

Licensed Pilots



15,900+

Piloted Movements per Year*

*based on 2022 piloted movements

6 Responsible Pilotage Entities (RPE)

Responsible for providing, or arranging the provision of pilotage services to compulsory pilotage areas.



4 Government-Owned Port Corporations (GPC, NQBP, POTL, Ports North)



1 Privately Owned Entity (Rio Tinto)

Maritime Safety Queensland

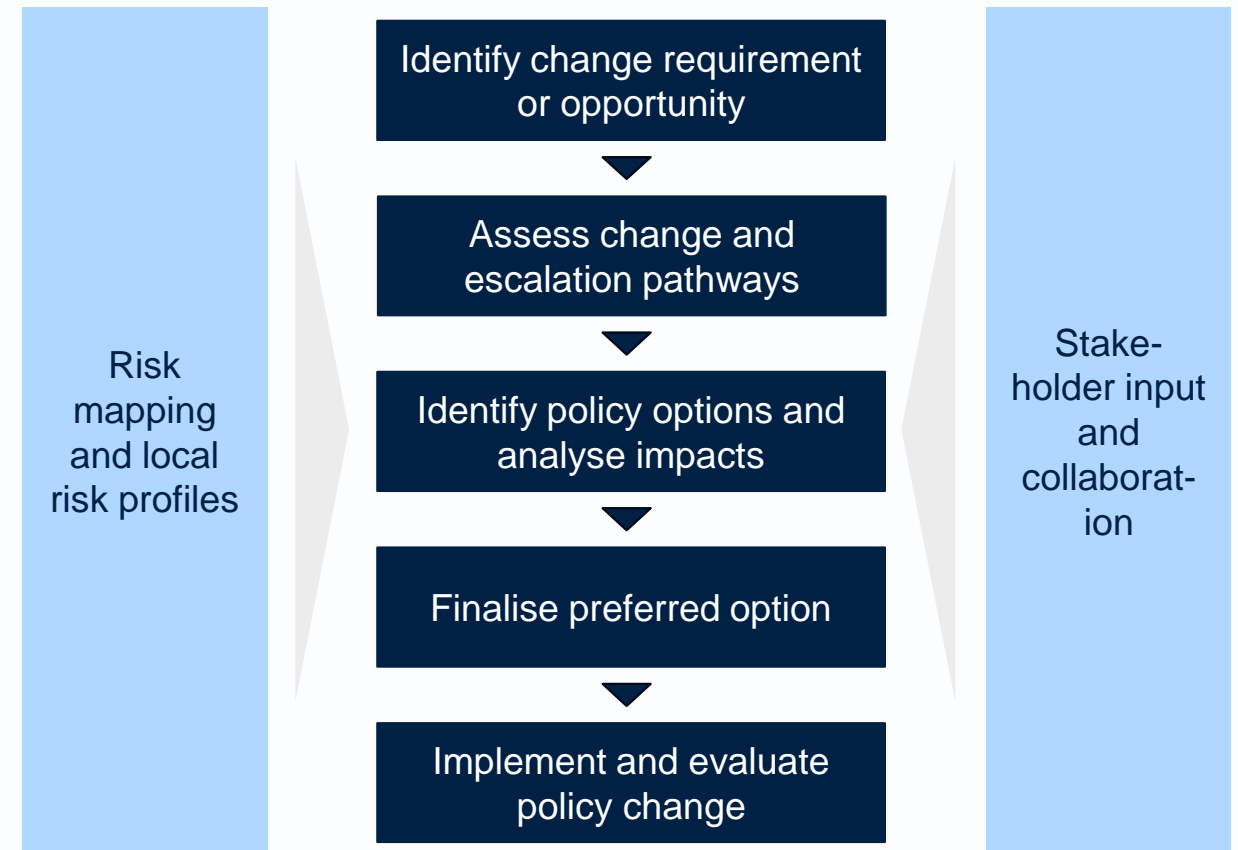
MSQ is responsible pilotage entity for 3 compulsory pilotage areas (Brisbane, Abbot Point, Southport)

The Pilotage Regulatory Improvement Program

Pilotage Regulatory Improvement Program

- **High Standards and Active Regulator** - MSQ actively seeks to achieve its safety goals through establishing high minimum pilotage standards, and continually reviewing and improving safety through its pilotage policy.
- **Risk-based approach** - The act of pilotage has dependency to a range of port safety factors (navigational aids and instruments, use of tugs, port services, VTS).
- **Risk mapping and local port risk** – Extensive mapping of risks and risk controls for ship movements within each Queensland port to inform policy improvements.
- **State-wide collaboration** – Working closely with our port stakeholders and partners across the State.

Pilotage Regulatory Improvement – Change Framework



Safety Management System and Assurance

Pilotage Operation Safety Management System (POSMS) is the primary mechanism through which pilotage safety is managed by an RPE/ pilotage service provider in Queensland.

MSQ expects that the RPE's POSMS addresses, **at a minimum standard set by the State (MSQ):**

- **Risk controls to manage the act of pilotage** – training and licensing (initial and ongoing), fatigue management, pilot allocation processes, pilot transfers, human factors, navigation systems, incident and risk management reporting
- **Risk controls to manage local port conditions** – route plans, manoeuvring instructions, mooring, tug operations, alignment with local port procedures (issued by MSQ's RHM) and emergency response requirements

POSMS Levels of Assurance

1

Internal review by the Pilotage Service Provider

2

Independently audited to an internationally recognised standard (such as ISPO)

3

MSQ review for compliance with policies and local port requirements

Example of current initiatives – Pilot Transfer Ladder

Pilot transfers are a high-risk activity involving the safety of the pilot.

Key requirements and considerations include:

- **Adherence to promulgated standards** (MSQ policy (RHM PPM), reflecting IMO and AMSA as required).
- **Conditions** – Is it safe for a transfer to commence? (RHM PPM's and RPE policy)
- **Equipment** – Is the ladder actually compliant and correctly rigged?
- **Pilot assessment** – Is the pilot confident that the ladder is safe climb?
- **Fitness for transfer** – Does the pilot have the required fitness to carry-out the ladder climb? (reflected by MSQ policy – marine pilot medical standards and RPE company policy)

Who are responsible for the risk controls?

Which standards are required to be met?

What are the processes and procedures to follow?

How is the system for safety assured?

**Thank you and stay
connected**

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Questions & Answers

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