



VICTORIAN MARINE SAFETY CODE

Supporting marine safety duties under
the Marine Safety Act 2010 (Vic)

Draft for Consultation - May 2026

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Issued by Safe Transport Victoria

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FOREWORD

To be included in the final version.

ACKNOWLEDGEMENTS

The Victorian Marine Safety Code has been developed by Safe Transport Victoria with input from industry, government and other stakeholders involved in the management and operation of Victoria's ports, harbours, waterways and marine facilities.

The Code has been shaped through consultation with a working group drawn from across the maritime industry, including representatives from Government, port and waterway managers, commercial operators, pilotage and towage providers, industry bodies and relevant agencies. Safe Transport Victoria gratefully acknowledges the valuable contributions of those who participated in the Victorian Marine Safety Code survey, took part in consultation, and contributed to the review and drafting of the Code.

The feedback received has helped shape, and will continue to inform, the Code's focus on clear accountability, practical guidance, proportionality, coordination, incident learning and implementation support to strengthen safety across Victoria's waterways and marine facilities.

In developing this Code, Safe Transport Victoria also recognises the Commonwealth and international marine safety frameworks and guidance that have informed its structure and content. This includes the UK Ports Marine Safety Code, which has been used as a reference point for good practice, while being adapted to reflect the Victorian legislative and operational context.

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INTRODUCTION

What is the Victorian Marine Safety Code?

The Victorian Marine Safety Code (the Code) provides practical guidance to persons and organisations with marine safety duties under Chapter 2 of the *Marine Safety Act 2010* (Vic). It does not create new legal obligations. Instead, it explains how existing duties can be applied in a consistent, transparent and risk-based way.

The Code is designed to be applied according to each organisation's size, structure and level of risk. It supports existing national, state and local laws and operates alongside them, not as a substitute. It provides guidance where legislation does not prescribe specific standards or allows for discretion.

Legislative Reference

This Code is intended to operate as a Code of Practice under section 272 of the *Marine Safety Act 2010* (Vic) and supports compliance with relevant Victorian legislation, including:

- *Marine Safety Act 2010* (Vic)
- *Marine Safety Regulations 2023* (Vic)

The Code may also provide information and guidance on complying with other legislation relevant in maritime, including:

- *Port Management Act 1995* (Vic)
- *Transport Integration Act 2010* (Vic)
- *Marine (Drug, Alcohol and Pollution Control) Act 1988* (Vic)
- *Marine (Domestic Commercial Vessel National Law Application) Act 2013* (Vic)
- *Pollution of Waters by Oil and Noxious Substances Act 1986* (Vic)
- *Occupational Health and Safety Act 2004* (Vic)
- *Navigation Act 2012* (Cth) and associated Marine Orders.

This list is a guide only. Organisations should confirm which laws, instruments and delegations apply to their operations.

Figure 1 illustrates the relationship between the Marine Safety Code and the relevant legislation.

More information on Duty Holders and how duties apply in practice can be found in Section 1.



Figure 1: Victoria’s Marine Safety Legislative Framework

What does the Code do?

The Code explains how marine safety duties can be understood and applied in practice. It supports governance, planning, risk management, review and continuous improvement, while recognising that different organisations face different risks and operating contexts.

It also helps Duty Holders demonstrate how they are complying with their marine safety duties under the relevant legislation.

Who is the Code for?

This Code applies to people and organisations that hold marine safety duties under Chapter 2 of the *Marine Safety Act 2010* (Vic) ('Duty Holders'). Section 1, *Duty holders under the Act*, identifies the principal Duty Holders covered by this Code.

It may also be relevant to organisations and individuals that support marine safety outcomes or interact with Duty Holders, such as Harbour Masters, waterway managers, and other agencies. It supports clear roles and functions, coordination, and good practice.

What does this Code cover?

The Code highlights the main areas most Duty Holders should consider, including:

- Accountability
- Assurance
- Legislation
- Powers
- Risk assessment
- Safety management systems
- Audit
- Competence
- Planning
- Conservancy
- Navigation management

Not all areas will apply to every Duty Holder. Each organisation should consider which elements are relevant to its activities and risk profile.

Compliance with the Code

Under Sections 277 and 299 of the *Marine Safety Act 2010* (Vic), failure to comply with a Code of Practice does not in itself create civil or criminal liability. However, compliance with an approved Code, including the Marine Safety Code, may be used as evidence of compliance with the relevant statutory duty. Within this Code:

- "must" indicates a legal requirement.
- "should" indicates a recommended action.
- "may" indicates an optional action.

Duty Holders should continuously review whether they are compliant with the Code. Duty holders should understand which parts of the Code apply to them, which do not, and what action is being taken where full compliance has not yet been achieved.

Role of the State Regulator

Safe Transport Victoria is Victoria's maritime safety regulator. It oversees compliance with marine safety laws, provides guidance and direction to the sector, and investigates or takes enforcement action where needed to support safe vessel operations and waterways.

In relation to this Code, it provides advice, promotes awareness, monitors compliance, supports reviews, and helps Duty Holders apply the Code.

Safe Transport Victoria may also provide guidance material or other support where needed.

Role of the Australian Transport Safety Bureau (ATSB)

The ATSB is the independent national authority that investigates marine accidents and incidents involving Australian-registered vessels and vessels in Australian waters. It identifies contributing factors and makes safety recommendations to reduce the risk of recurrence. It does not determine liability or assign blame.

Reporting marine accidents and incidents is a legal requirement under Commonwealth law. Victorian organisations should also be aware of their reporting obligations under the *Marine Safety Act 2010* (Vic), including Section 94 where applicable.

The ATSB may work with the Australian Maritime Safety Authority (AMSA), Safe Transport Victoria and Victoria Police in responding to and investigating marine incidents.

Regulatory responsibilities and the Victorian context

Victoria's marine safety framework involves State, Commonwealth and local arrangements. Organisations should identify which parts apply to them and seek independent legal advice where responsibilities overlap.

1. DUTY HOLDER

This section explains:

- That marine safety is a shared responsibility.
- The principles underpinning marine safety duties in Victoria.
- Who may be considered a Duty Holder.
- How duties apply in practice.

A person or organisation is a Duty Holder based on what they do and the level of control or influence they have over marine safety risks, not their job title, asset ownership, or regulatory role.

Principles of marine safety

- 1.1. The *Marine Safety Act 2010* (Vic) is based on the principle that responsibility for marine safety sits with the people and organisations that create the risks and are best placed to manage them.
- 1.2. The extent of that responsibility depends on the nature and level of the risk created by their activities or decisions, and the degree of control or influence they have over those risks.

Marine safety duties

- 1.3. The Act puts these principles into practice by placing specific marine safety duties on people and organisations according to the activities they manage or control.
- 1.4. A person or organisation is a Duty Holder where they have the ability to influence how an activity is planned, carried out, maintained or supervised in a way that could affect the safety of vessels or people in State waters.

Duty holders under the Act

Depending on the nature of their activities and level of control over marine safety risks, a wide range of people and organisations may be Duty Holders under the *Marine Safety Act 2010* (Vic).

- 1.5. Duty holders may include:
 - Port management bodies
 - Local port managers
 - Port operators and port companies
 - Operators of marine facilities, berths, terminals, jetties or similar assets where they control marine safety risks
 - Persons who organise, facilitate or control boating activity events
 - Designers, manufacturers, suppliers of vessels and marine safety equipment
 - Suppliers of marine safety infrastructure operations
 - Pilotage service providers
 - Marine safety workers
 - Masters of recreational vessels, participants in vessel operation and passengers, where relevant to the duties imposed by the *Marine Safety Act 2010* (Vic)

More than one Duty Holder may exist at the same time, and each may have responsibilities for different aspects of the same activity.

- 1.6. Other persons and organisations, such as Harbour Masters, waterway managers, and regulators, are referred to in this Code where they interact with Duty Holders or have a role in marine safety. Unless they have their own duties under Chapter 2 of the Act, they are not the primary audience for the Code.

Example:

How different Duty Holders may use the Code

- A commercial port operator may use the Code to provide systems related to marine safety infrastructure in port waters.
- A local port manager may use the Code to clarify responsibilities, consultation and navigation controls.
- A small marina or jetty operator may only need to apply the parts of the Code dealing with risk assessment, emergency response and local interface arrangements.

How duties apply in practice

- 1.7. Marine safety duties may apply to different people or organisations at different times. More than one Duty Holder may have responsibilities at the same time, each based on their own activities and level of control.

Example:

Duty Holder accountability and operations at a local port

Duty Holder (small local port):

A council-managed local port without a board structure may identify the Chief Executive Officer, or a formally delegated senior officer, as the Duty Holder for marine safety.

The Duty Holder remains accountable even where day-to-day operational responsibilities are assigned to a Harbour Master or Marine Manager.

Responsibilities

- 1.8. To be effective, the Duty Holder should ensure the organisation can demonstrate that it:
- Understands its marine safety duties, powers and responsibilities.
 - Manages marine safety risks using suitable arrangements.
 - Has competent oversight and people in place.
 - Is adequately resourced to perform marine safety functions.
 - Monitors performance, learns from incidents and improves continuously.

Some organisations have the power to appoint a Harbour Master to manage day-to-day operations, but the Duty Holder remains responsible for complying with the Code and cannot delegate that accountability.

Note: Under the *Marine Safety Act 2010* (Vic), Safe Transport Victoria can appoint Harbour Masters directly. Local port operators and councils may appoint Harbour Masters only where this authority has been formally delegated to them. In those cases, the council or public authority remains responsible for the appointment and for ensuring the Harbour Master performs their statutory functions properly.

- 1.9. The Duty Holder should understand the organisation's:
- Marine activities
 - Safety management systems
 - Related policies and procedures

The above can be achieved through briefings and operational visits. Where the organisation has a board, consider appointing a member with relevant maritime experience to act as the initial point of contact for the Designated Person (see Section 2, Designated Person).

- 1.10. The Duty Holder should also be aware of any specific powers and duties that may apply to the organisation, such as:
- Powers to direct vessels to support safe navigation
 - Management of dangerous vessels and dangerous substances, including pollution
 - Ensuring compliance with conditions of registration as a Pilotage Service Provider
 - Responsibilities for aids to navigation, including provision and proper, regular maintenance

Reporting compliance

In addition to managing marine safety risks, Duty Holders should be responsible for demonstrating and reporting how they comply with this Code.

- 1.11. The Duty Holder is responsible for reporting their organisation's compliance with the Code to Safe Transport Victoria when requested.
- 1.12. Safe Transport Victoria will carry out monitoring and compliance activity as needed, including inspections and audits using a risk-based approach.
- 1.13. Refer to the Safe Transport Victoria's [Monitoring, Compliance and Enforcement Policy](#) for further information.

2. DESIGNATED PERSON

Organisations should ensure there is an effective and independent way to assure marine safety arrangements.

The Designated Person function should be applied in a way that is proportionate to the organisation's size, complexity, and risk profile.

For smaller organisations, this function may be met through shared services, peer review arrangements, or independent internal roles, as long as it achieves independent assurance.

- 2.1. All organisations should have access to a suitably qualified Designated Person or equivalent assurance arrangement.
- 2.2. The Designated Person should provide the Duty Holder with independent assurance that marine safety arrangements are effective and that marine safety risks are appropriately managed.
- 2.3. The Designated Person should understand this Code, relevant marine legislation and the organisation's operations well enough to assess whether marine safety arrangements are working as intended.
- 2.4. The Designated Person role does not replace the Duty Holder's accountability. Their roles are:
 - The **Duty Holder** is responsible for marine safety outcomes, including strategy, objectives, policies, procedures, resources, and compliance.
 - The **Designated Person** supports the Duty Holder by reviewing whether the organisation's safety management systems and processes are effective, including risk assessment, incident investigation, consultation, and lessons learned.
- 2.5. The Designated Person should review the organisation's marine safety systems as often as needed, based on the organisation's size, complexity, risk profile and recent incident history. Reviews should also occur whenever significant changes, incidents or new risks arise.
- 2.6. The Designated Person should report findings, trends, concerns and recommendations to the Duty Holder in a way that supports timely action and continuous improvement.
- 2.7. Peer review between suitably qualified and independent organisations may be a practical form of assurance, especially for smaller operators, where it provides the same level of independent scrutiny and practical value.

3. LEGISLATION

- 3.1. Organisations should understand the laws, instruments and delegations that apply to their activities.
- 3.2. This Code is not legal advice and does not cover every possible duty or power. Organisations should seek their own legal advice where needed.

Victorian and National legislation

- 3.3. The legislation that applies to marine safety may vary depending on the organisation and the activity involved. In most cases, the starting point will be the Victorian and Commonwealth laws listed below:
 - The *Marine Safety Act 2010* (Vic) (as amended).
 - The *Marine Safety Regulations 2023* (Vic)
 - The *Port Management Act 1995* (Vic).
 - The *Transport Integration Act 2010* (Vic).
 - The *Transport (Compliance and Miscellaneous) Act 1983* (Vic).
 - The *Marine (Drug, Alcohol and Pollution Control) Act 1988* (Vic).
 - The *Marine (Domestic Commercial Vessel National Law Application) Act 2013* (Vic).
 - The *Pollution of Waters by Oil and Noxious Substances Act 1986* (Vic).
 - The *Occupational Health and Safety Act 2004* (Vic).
 - The *Navigation Act 2012* (Cth).
 - Other related Commonwealth marine orders.
- 3.4. Other legislation may also apply, depending on the nature and location of operations, including the *Environment Protection Act 2017* (Vic), the *Wildlife Act 1975*, and the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).

Review

- 3.5. All organisations should continuously review their legal duties to avoid any likelihood of failing to comply. This should include understanding their legal powers and the limits of their jurisdiction.
- 3.6. Laws change over time. Organisations must identify any changes which affect them and update their systems and processes to reflect new duties or responsibilities.

Revising statutory powers

3.7. Victorian organisations can obtain or change statutory powers through the following routes:

- Applying to amend port licences under the *Port Management Act (Vic) 1995*.
- Seeking new or amended delegations from Safe Transport Victoria.

Example:

Duty Holder accountability and operations at a local port

Duty Holder (small local port):

A council-managed local port without a board structure may identify the Chief Executive Officer, or a formally delegated senior officer, as the Duty Holder for marine safety.

The Duty Holder remains accountable even where day-to-day operational responsibilities are assigned to a Harbour Master or Marine Manager.

- Engaging with the relevant authority on amendments to *Marine Safety Act (Vic) 2010* regulations or standards.
- 3.8. Organisations should engage with Safe Transport Victoria or other relevant authorities if risk assessments show that existing regulatory tools are limited.

4. DUTIES AND POWERS

4.1. Different organisations have different marine safety duties, powers and responsibilities.

This chapter outlines the main powers and duties that apply, depending on the type of facility and level of control exercised.

For example:

- Port management bodies have duties and powers relating to marine operations under the *Port Management Act 1995* (Vic) and the *Marine Safety Act 2010* (Vic).
 - Organisations appointed to statutory roles, such as local port managers or waterway managers, may have limited functions and duties under the *Port Management Act 1995* (Vic) and the *Marine Safety Act 2010* (Vic), including managing waters and vessels.
 - Other organisations may not have the same range of statutory powers but will still have duties under general legislation.
- 4.2. Councils do not have general powers to make local laws regulating maritime safety under the Victorian marine safety framework. If a council has functions under marine safety legislation, it can only exercise the powers and duties given to it by that legislation.

In Victoria, the powers assigned to a licenced Harbour Master are set out in sections 231–233 of the *Marine Safety Act 2010* (Vic). Safe Transport Victoria also holds powers under Schedule 1 of that Act to issue directions in respect of unsafe or unseaworthy vessels.

Safe and efficient marine operations

- 4.3. Organisations should have powers that are appropriate to the marine safety duties they are required to carry out.
- 4.4. Organisations responsible for vessel traffic should assess whether Vessel Traffic Services (VTS) are needed to ensure marine safety and, if not, what level of Local Port Service (LPS) is appropriate.

This assessment should be based on a formal risk assessment of the safety of navigation and consider relevant legislative requirements and recognised guidance.

Guidance reference: Assessment of vessel traffic management should reference AMSA Marine Order 64 (Vessel Traffic Services), IMO Resolution A.857(20) (Guidelines for Vessel Traffic Services), relevant IALA (International Association of Lighthouse Authorities) VTS guidance, and any applicable Safe Transport Victoria guidance or directions.

Example:

Formal risk assessment for vessel traffic management

A formal risk assessment may consider whether increased vessel movements, restricted channel width, tidal conditions, weather, recreational traffic and berth layout create a need for Vessel Traffic Services rather than a lower-level Local Port Service.

- 4.5. Port management bodies, port operators and local port managers should demonstrate that they:
- Ensure port waters are used safely and efficiently by those who have a right to use and navigate them.
 - Promote and protect the safe use of the port waters and port facility.
 - Consider efficiency, cost and safety when providing services and facilities.
 - Take any action that is necessary or helpful to maintain, operate and improve the facility.

Port licences

- 4.6. Under the *Port Management Act 1995* (Vic), commercial port operators must hold a port licence that sets the terms and conditions for how the port may be operated. Port licences, together with the *Marine Safety Act 2010* (Vic) and other relevant laws, form part of the framework for managing access to and operation of Victorian ports.
- 4.7. Organisations should understand the relevant obligations that apply to their port or facility, and how these interact with marine safety duties, economic regulation and any applicable licence conditions.
- 4.8. If there is uncertainty about the scope or effect of a port licence condition or other obligation, organisations should seek their own legal advice and, where appropriate, guidance from Safe Transport Victoria or the relevant regulator.

Engagement of licensed Harbour Masters

- 4.9. Under the *Marine Safety Act 2010* (Vic), Safe Transport Victoria holds the statutory function to licence Harbour Masters and must be satisfied that a prospective Harbour Master is suitably qualified, competent and of appropriate character and integrity for the role.
- 4.10. Where a Harbour Master is engaged, the appointing organisation remains responsible for the appointment and for ensuring the role is carried out effectively. The organisation may delegate operational tasks, but it remains responsible for ensuring the Harbour Master's functions are carried out properly.
- 4.11. The Harbour Master is accountable to both the appointing organisation and Safe Transport Victoria for meeting the conditions of their licence.
- 4.12. The Harbour Master should familiarise themselves with and understand the extent of their legal powers, including those in general and local legislation, and any applicable directions.

Waterway rules

- 4.13. Waterway rules set out how vessels must operate in a specific port or waterway. They also define where they apply and set rules about matters such as speed limits, fairway designations and anchorages.

More information regarding Victoria's waterway rules can be found in the [Vessel Operating and Zoning Rules](#) (VOZR).

- 4.14. Waterway rules are used for local navigation matters that are not already covered by statewide waterway rules, Commonwealth law or Marine Orders. When making waterway rules, duty holders should make sure they are consistent with any applicable Commonwealth maritime rules and the Victorian marine safety framework.

Further information and guidance regarding [waterway rules](#) can be found on the Safe Transport Victoria website.

- 4.15. Duty Holders should consult users of the port or waterway before making local laws rules. Waterway rules must also be confirmed by the relevant authority before they can come into force.

Example:

Local port manager making a waterway rule.

A local port manager may make a waterway rule to:

- Set a reduced speed limit in a narrow channel where commercial vessels, recreational boats and rowing activity regularly mix.
- Define a no-anchor area near berths, turning basins or navigation aids.
- Set time-based rules for vessel movements around a ferry terminal or organised marine event.

Harbour Master's directions

- 4.16. Harbour Masters may give directions about the time and manner in which a vessel enters, departs from, and moves within harbour waters. These directions are for operational purposes and may be given to a specific vessel for a specific movement.
- 4.17. Harbour Masters may also direct:
- Where ships are to be positioned, moored or placed, including the use of tugs or other assistance.
 - How ships receive or discharge cargo.
 - How cargo is secured where it could become a navigational hazard.
- 4.18. Harbour Masters may also regulate and control navigation during unusual or extraordinary maritime traffic. In doing so, Harbour Masters should consider the interests of all vessels in the facility and the need to maintain safe and efficient navigation.
- 4.19. The master or pilot of a vessel must comply with any direction given by a Harbour Master or under the regulations, unless they have a reasonable excuse.
- 4.20. A person must not, without reasonable excuse, obstruct a harbour master (or a person acting under the direction of a harbour master) performing a function or exercising any power under the Act.

Dangerous vessel directions

- 4.21. A Harbour Master may direct that a vessel does not enter, or be removed from, harbour waters where they have reasonable cause to believe that the vessel:
- Is unseaworthy;
 - Is in imminent danger of sinking and causing an obstruction; or
 - Is in imminent danger of causing serious damage to the marine environment or property in those waters.
- 4.22. A vessel that does not comply with a lawful direction may commit an offence.
- 4.23. Safe Transport Victoria may also direct that a vessel does not enter State waters, or require its removal, where this is permitted under the *Marine Safety Act 2010* (Vic).

Pilotage service providers

- 4.24. Pilotage services must be provided in accordance with the *Marine Safety Act 2010* (Vic) and the *Marine Safety Regulations 2023* (Vic).
- 4.25. In pilot-required waters, a pilotage service provider must be licenced by the relevant Victorian commercial port to provide services, and pilots must hold the relevant licence to operate in the relevant port.

- 4.26. A pilotage service provider must also comply with the prescribed safety standards that apply to the provider. These standards include matters that comprise the safety management system of a pilotage services provider and include processes and systems that relate to:
- Risk management
 - Emergency Management
 - Pilot Operations
 - Training, qualification and competency of pilots
 - Pilot transfer operations
- 4.27. Further information regarding the prescribed safety standards required by Pilotage Service Providers can be found in Schedule 10 of the regulations.

Example:

Reviewing pilotage services

A pilotage service provider may need to update its training program after a change in vessel types or pilot transfer operations. The update should be discussed with the Harbour Master and port operator and reflected in the organisation's safety management system. Pilots should also be consulted on these changes.

Pilots

To ensure the safe navigation of vessels within Victorian port waters, licensed marine pilots are employed by approved pilotage service providers to guide ships in and out of Victorian ports. These pilots play a critical role in managing navigational risks, protecting infrastructure, and supporting the safe and efficient movement of maritime traffic.

- 4.28. Under the *Marine Safety Act 2010* (Vic), Safe Transport Victoria has the statutory function to licence pilots and must be satisfied that anyone applying is suitably qualified, competent and of appropriate character and integrity.
- 4.29. Pilots must hold the correct licence, maintain current competence and local knowledge, and meet the applicable medical and training requirements for the port or waters in which they operate.
- 4.30. Under the *Marine Safety Act 2010* (Vic), it is an offence to pilot a ship in Victorian pilotage waters without a valid licence (unless an exemption applies). Pilotage is generally compulsory in designated waters for most large commercial vessels to ensure only qualified and authorised persons make critical navigation decisions in confined or complex waterways.
- 4.31. Pilots should operate within the broader port safety system by communicating effectively with the vessel master, pilotage service provider and other relevant port stakeholders to support safe navigation.
- 4.32. Pilots must take reasonable care of their own safety and the safety of others affected by what they do or fail to do, and must cooperate with the regulated entity that employs or engages them.
- 4.33. Pilots must comply with the licensing and training requirements set out in Safe Transport Victoria's [Determination: Licensing and training requirements for marine pilots in Victorian ports](#).

Pilot Exemption Certificates

- 4.34. A master who holds a Pilot Exemption Certificate (PEC) for a particular port and vessel is not required to engage a pilot for that port.
- 4.35. A master of a vessel may apply to Safe Transport Victoria for an exemption from the requirement to use the services of a pilot in pilot-required waters.

- 4.36. A person who holds a PEC must comply with the conditions of the certificate and remains responsible for their actions under the *Marine Safety Act 2010* (Vic).
- 4.37. Further information on Pilot exemptions can be found in the [Marine Standard 6.3 Training and Certification of Pilot Exempt Masters for Victorian Ports](#).

Local Knowledge Certificate Holders

Local Knowledge Certificates support safe navigation in declared waters by ensuring that masters of domestic commercial vessels have sufficient local knowledge they need to operate safely in waters with increased navigational risk.

- 4.38. To operate a vessel commercially, a master may need to hold a Local Knowledge Certificate (LKC) in addition to a certificate of competency. LKC arrangements help masters of domestic commercial vessels navigate declared waters safely, efficiently and in a way that protects people, vessels and infrastructure.
- 4.39. It should be clear in local procedures, vessel entry processes, harbour directions, and other operational controls if a Local Knowledge Certificate applies.
- 4.40. Local knowledge requirements should address local hazards, navigation aids, geographical features, statutory requirements, marine traffic and other local characteristics, operational conditions or anomalies relevant to safe passage.
- 4.41. Affected masters should be informed in advance if a Local Knowledge Certificate requirement applying in declared waters, and of the consequences of operating without a valid certificate.

Note: Recreational boaters may also require a Local Knowledge Certificate to operate in declared waters. However, this Code applies to Local Knowledge Certificate arrangements only where they are relevant to marine safety duties under the *Marine Safety Act 2010* (Vic), particularly for domestic commercial vessel operations in declared waters.

- 4.42. If the required certificate is not held, the vessel should not proceed unless an exemption or alternative arrangement applies.
- 4.43. Local Knowledge Certificate arrangements should be reviewed whenever local navigation conditions, vessel types, traffic patterns or regulatory requirements change.
- 4.44. More information on Local Knowledge Certificates and declared waters is available from <https://safetransport.vic.gov.au/on-the-water/ports-and-shipping/local-knowledge-certificates/>

Towage service providers

- 4.45. Towage service providers must hold the relevant licence to operate in Victoria's commercial ports under the *Port Management Act 1995* (Vic).
- 4.46. Towage operations should be planned, risk-assessed and regularly reviewed.
- 4.47. Non-routine towage operations should be subject to a specific risk assessment and approval process before they proceed.
- 4.48. Organisations should risk-assess routine towage operations and, in consultation with stakeholders, develop specific towage guidelines.

Environmental duty

- 4.49. Harbour authorities and port operators have specific environmental duties under the *Marine Safety Act 2010* (Vic) and the *Port Management Act 1995* (Vic). These may include responsibilities relating to pollution prevention, environmental protection and operational decision-making.
- 4.50. These Acts alone do not cover the full extent of environmental obligations. Organisations should also consider other State and Commonwealth environmental legislation that may apply to their activities.

- 4.51. Duty holders should identify environmental risks and regulatory requirements relevant to their activities as part of planning, risk assessment and decision-making. This includes considering whether approvals, referrals or other authorisations are required before activities proceed.
- 4.52. Organisations should also consider relevant Victorian marine and coastal policy frameworks when making decisions about environmental risk and coastal use.

Emergency preparedness and response

4.53. Duty holders should have plans in place to respond to reasonably foreseeable marine emergencies, including:

- Fires.
- Collisions.
- Groundings.
- Dangerous goods incidents.
- Pollution events

4.54. Emergency arrangements should be proportionate to the nature, scale and level of risk of the activity.

Example:

Emergency preparedness in port operations

A commercial port could have a documented emergency plan that:

- Identifies who has authority to trigger the emergency response.
- Sets out immediate contacts for emergency services, the Harbour Master, the Duty Holder, port operations staff and tenant operators.
- Explains how vessel movements will be halted, diverted or controlled if there is an incident.
- Identifies the location and use of spill kits, fire-fighting equipment and other emergency resources.
- Sets out how access points, berths, fuel areas, terminals and cargo handling areas will be isolated if required.
- Explains how the incident will be communicated to vessel operators, terminal operators, contractors and other port users.
- Includes arrangements for dangerous goods, if applicable.
- Requires the incident to be reviewed afterwards so lessons learned can be applied across port operations.

For example, if a container vessel suffers a fuel spill while alongside, the plan may require port staff to stop nearby movements, notify emergency services and the relevant authority, contain the spill if safe to do so, protect stormwater and drainage points, and coordinate with the terminal operator and vessel master until the area is made safe.

4.55. Emergency planning and response in Victoria should align with the State's emergency management framework, including the Victorian State Emergency Management Plan and relevant Municipal Emergency Management Plans.

- 4.56. Port management bodies should cooperate with, and share relevant information with, emergency services and other relevant agencies where an emergency affects, or may affect, port or harbour operations.
- 4.57. Duty holders should ensure their emergency arrangements are consistent with the Victorian emergency management framework, including using the Australasian Inter-Service Incident Management System (AIIMS), where relevant.
- 4.58. Where port or waterway activities involve the storage, handling or transport of dangerous goods, additional emergency planning and response duties may apply under relevant legislation for dangerous goods.

5. RISK ASSESSMENT

The purpose of risk assessment is to support safe, efficient and environmentally responsible marine operations by identifying hazards and applying controls that are proportionate to the level of risk.

- 5.1. Each organisation should set a tolerability threshold for marine operational risk. This should define the level of risk the organisation is prepared to accept in order to carry out its duties and responsibilities.
- 5.2. There are two types of risk assessment:
 - Formal risk assessment (Operational Risk Assessments, ORA): A documented assessments used to identify hazards, determine the controls needed, and support safe planning and delivery of activities, operations or tasks.
 - Dynamic risk assessment (DRA): An assessment carried out during an activity when conditions are changing and immediate judgement is needed.
- 5.3. Organisations should have a framework for both types of risk assessment to effectively identify and control marine safety risks. While the basic principles are the similar across organisations, the detail should be proportionate to the size, nature and risk profile of the operation.
- 5.4. Risks should be assessed by considering the potential impact on:
 - Life and public safety
 - The environment
 - Operations, including business continuity and reputation
 - Infrastructure, including damage to ports, vessels and marine facilities
- 5.5. If a risk cannot be eliminated, it should be reduced so far as is reasonably practicable. In practice, this means the higher the risk, the more effort, resource and control measures should be applied to reduce it. Controls should follow a hierarchy of risk control to achieve safe operations by:
 - Eliminating the hazard where possible.
 - Substituting it.
 - Using protective measures.
 - Using safe systems of work and monitoring.
- 5.6. Risk assessments should be carried out by competent people, especially where specialist judgement is needed to select the assessment method or interpret the results.
- 5.7. Organisations should consider the likely effects of climate change, extreme weather, sea-level rise, storm surge and coastal processes on the safety and operation of their facilities.
- 5.8. Conservancy activities, hydrographic monitoring and long-term planning should reflect changing environmental conditions and align with relevant Victorian policy and guidance.
- 5.9. Emerging maritime industries, including offshore renewable energy, aquaculture, and hydrogen projects, may change traffic patterns, or create new navigational constraints or require new operational interfaces. Organisations should assess these interactions and manage any resulting risks.
- 5.10. Where relevant, organisations should:
 - Assess how new industries interact with existing port operations
 - Identify and control risks to navigation and marine safety
 - Coordinate with project proponents, regulators and other affected authorities
 - Update rules, directions, charts and communication arrangements as needed
- 5.11. These considerations should be reflected in strategic planning, marine safety system documentation and stakeholder engagement.

Formal Safety Assessment

- 5.12. Where risk assessments identify controls that may require a cost-benefit assessment, a Formal Safety Assessment (FSA) should be undertaken.
- 5.13. The FSA process should be based on the International Maritime Organization's formal safety assessment framework, which includes:
- Identification of hazards.
 - Assessment of risks.
 - Identification of risk control options.
 - Cost-benefit assessment.
 - Recommendations to support decision-making.
- 5.14. The FSA process helps organisations balance technical, operational and human factors against cost and other practical considerations.

Reviewing risk assessments

- 5.15. Risk assessment is a continuous process. New hazards and changes to existing risks should be identified and addressed before they impact safe operations.
- 5.16. Risk assessments should be reviewed at regular intervals appropriate to the level of risk, and also:
- Following a significant change to operations.
 - Following an incident or accident.
 - Following review of relevant ATSB reports, improvement notices, audit findings, or other applicable incident investigations.
- 5.17. Reviews should, where appropriate, draw on the experience of regular port or waterway so that the assessment reflects practical operational realities and supports effective risk control.
- 5.18. Organisations should compare their risk assessments with those used by other ports or facilities and consider lessons learned from ATSB publications. However, the safety management system and supporting risk assessments should always be specific to the port or waterway.

Dynamic Risk Assessment

- 5.19. Dynamic Risk Assessment (DRA) is the quick, real-time assessment of changing conditions before or during an operation.
- 5.20. Organisations should provide a form of DRA suited to their size and operations, consistent with their formal risk assessment processes.
- 5.21. Organisations should be able to demonstrate that DRA is occurring, even if it is not always formally recorded. Evidence may include discussions with competent staff about real-time safety decisions, updates made to formal risk assessments following DRA findings, or notes from routine meetings where safety issues were discussed.
- 5.22. Examples of when DRA may be needed include:
- Handling a major incident.
 - Obstruction occurring in a navigation channel.
 - Navigating in poor visibility.
 - Equipment failure, either on board a vessel or ashore.
 - Unusual combinations of traffic or environmental conditions.

Example:

Dynamic risk assessment in changing conditions

A Harbour Master may pause a vessel movement because wind, tide and traffic conditions have changed since the original plan was made. The decision should then be reflected in the operational record or reviewed later as part of the relevant formal risk assessment process.

6. SAFETY MANAGEMENT SYSTEMS

- 6.1. All organisations should have a Safety Management System (SMS) or a Safety and Environment Management Plan (SEMP). The SMS should be central to how the organisation manages marine safety and be proportionate to its size, activities, and risk level.
- 6.2. Where a SEMP is required under a port licence or other instrument, it may meet the SMS requirements within this Code, provided it adequately addresses marine safety risks and duties.
- 6.3. An effective SMS should be based on clear policies approved by the Duty Holder and implemented through standard operating procedures, plans, forms, permits and management systems. Responsibilities should be clearly defined at both executive and operational levels.
- 6.4. Organisations should continuously review and update their SMS using relevant sources of information, including:
 - Guidance from relevant authorities.
 - ATSB reports and safety bulletins.
 - Sector alerts and best practice guidance.
 - Improvement notices, audit outcomes and investigation reports.
 - Lessons learned from Australian and international port safety investigations.
- 6.5. Digital systems and technologies are increasingly important to marine operations, including navigation systems, communications and operational technology. Disruption to these systems can affect safety, the environment and operational continuity.
- 6.6. Duty Holders should consider whether cyber-related threats could affect the safe operation of their marine activities.
- 6.7. Where relevant, cyber-related risks should be considered within the organisation's wider risk assessment and safety management processes, alongside other operational risks.
- 6.8. Organisations may choose to use recognised guidance or frameworks when considering cyber-related risks. Any security obligations that apply will sit within the organisation's broader legal and governance framework.
- 6.9. Cyber risks should be reviewed regularly as part of the organisation's safety assurance and continuous-improvement processes.

Implementation

- 6.10. An SMS should be developed, implemented, maintained and reviewed regularly. It should capture any established customs and practices that are part of normal marine operations, so that important knowledge is not lost when staff change.
- 6.11. An SMS should include policies and procedures that support the safe arrival, departure and movement of vessels, protect the public from marine safety risks, consider environmental impacts, and prevent injury to employees and other persons.

6.12. An SMS should also:

- Confirm the roles and responsibilities of key personnel, including the Duty Holder, Designated Person, Chief Executive, Harbour Master, and Marine Manager.
- Confirm that a Designated Person is appointed to audit and report on compliance to the Duty Holder.
- Outline marine safety procedures for the facility and its approaches.
- Include a system for recording incidents and near misses, and for measuring performance against targets.
- Set out how the organisation works with other relevant organisations, including communication pathways, role coordination, policy alignment and emergency response arrangements.
- Refer to emergency plans that are exercised regularly.
- Be audited by the Designated Person annually or following relevant reviews.

Accountability for marine safety

6.13. Where appropriate, an SMS should assign responsibility for matters including:

- The safety of berths.
- Channel maintenance.
- Marking dangers.
- Hydrographic surveys.
- Environmental monitoring.
- Providing engineering and environmental advice.

6.14. The Chief Executive, or equivalent, is accountable for the overall operational and financial control of the organisation, including:

- Overseeing the implementation of policies and decisions.
- Executive responsibility for the safety of operations and staff.
- Overseeing staff recruitment and training.

6.15. The Harbour Master has day-to-day responsibility for managing the safe operation of navigation and other marine activities. Depending on the size and type of harbour, this may include:

- Regulating the time and manner of vessel movements.
- Developing and implementing emergency plans and procedures
- Regulating dangerous goods in transit on ships.
- Counter-pollution and waste disposal plans.
- Managing aids to navigation.

6.16. Organisations without powers to appoint a Harbour Master should ensure that responsibility for this function is delegated to an officer with an equivalent role, such as a Marine Manager.

6.17. Delegations must be clear and formal. They do not change the accountability of the organisation or its Duty Holder or remove their involvement in safety management. Executive and operational responsibilities should be appropriately assigned to suitably trained personnel, and an appropriate separation between safety and commercial functions should be maintained where these are combined.

6.18. At least one principal officer with delegated safety responsibilities should attend Duty Holder meetings.

Stakeholder engagement and consultation

6.19. Organisations should, where appropriate, consult those involved in or affected by their SMS. Ultimate responsibility for safety remains with the Duty Holder.

- 6.20. Organisations should engage regularly with users and service providers through user groups, forums or similar arrangements to clarify roles, responsibilities and risk controls.
- 6.21. Where marine facilities sit within the jurisdiction of another authority, organisations should engage with that authority to understand how each SMS operates and whether it overlaps or interacts with other facilities. The Duty Holder remains responsible for confirming its own compliance unless an alternative arrangement has been agreed with the relevant authority.
- 6.22. Many Victorian coastal and marine areas have cultural, historical and spiritual significance for Traditional Owners. Organisations should recognise these values and include appropriate consultation into planning and operational activities.
- 6.23. Engagement with relevant stakeholders should occur early and be proportionate to the scale and nature of proposed activities.

Incident reporting and investigation

- 6.24. Even with effective safety systems and processes in place, marine incidents may still occur. These may involve deaths, serious injuries, near misses, pollution or other undesirable outcomes.
- 6.25. The SMS should provide clear guidance on how incidents and accidents are reported, recorded and investigated, and on any responsive action that may be required.
- 6.26. The purpose of incident investigation is to identify the cause and prevent it from happening again.
- 6.27. Duty holders must report marine incidents to Safe Transport Victoria and, where Commonwealth reporting requirements apply, to the ATSB or AMSA as required.
- 6.28. Reporting obligations under Victorian law are set out in the *Marine Safety Act 2010* (Vic). Commonwealth reporting obligations are set out in the *Transport Safety Investigation Act 2003* (Cth) and related instruments.
- 6.29. Organisations should ensure they understand the current reporting thresholds and processes, including what types of incidents, injuries or events must be reported to Safe Transport Victoria and the ATSB.
- 6.30. Where both Victorian and Commonwealth reporting requirements apply, reporting to one authority does not remove the obligation to report to the other.

7. REVIEW AND AUDIT

- 7.1. Organisations should have a regular, structured process to review and audit their marine safety requirements. This helps them understand current compliance, identify improvements, and support better planning and budgeting, and ensure arrangements remain effective.
- 7.2. The Duty Holder and Designated Person both have important roles in this process. The level of detail of the review and audit process should be proportionate to the organisation's size, scale and risk profile.
- 7.3. Organisations should regularly review and audit their plans, SMS, documents and reports to ensure they remain current and fit for purpose.
- 7.4. Reviews should be triggered by events such as:
 - The regular review cycle.
 - An incident or accident.
 - An ATSB or Safe Transport Victoria report.
 - A change in procedures.
 - Any other relevant amendment or change in circumstances.

Safety Management System

- 7.5. The SMS must include a regular, structured review of its performance, based on information gathered through monitoring, testing, exercises, and independent external audits.
- 7.6. SMS performance should be assessed against internal key performance indicators and, where appropriate, compared to similar organisations using good practice.
- 7.7. An internal audit should be carried out at least annually and the annual report should include a statement about the performance of the port or marine facility.
- 7.8. An external audit or peer review should be done at least every three years and should inform the marine safety plan.
- 7.9. The Designated Person should report audit findings to the Duty Holder as part of the review process.

Plan, do, check, act

- 7.10. Organisations should use a structured approach to review and improve. A simple and effective method is the Plan, Do, Check, Act approach:
 - Plan: identify an opportunity or issue and plan the change.
 - Do: test the change.
 - Check: review the results and identify what has been learned.
 - Act: take appropriate action and embed the improvement.
- 7.11. Duty Holders and Designated Persons should ensure they are clear how the organisation's plans, procedures and other documents are reviewed and audited, and that there is a documented audit trail.

8. COMPETENCE

- 8.1. All persons involved in managing and delivering marine services should be able to perform their roles safely and effectively, to the appropriate national or state standard.
- 8.2. To maintain a competent workforce, organisations should:
 - Use published national occupational standards, or another equivalent standard recognised by the relevant authority or Safe Transport Victoria, as the basis for recruitment, development and training.
 - Apply an agreed assessment method so those standards can be applied consistently.
 - Regularly review whether existing staff continue to meet those standards.
 - Ensure personnel hold the necessary professional qualifications and certificates of competency or are working towards them.
 - Ensure personnel have sufficient relevant experience for their roles.
- 8.3. Organisations should, on a regular basis, ensure that all persons appointed to positions with responsibility for marine and navigation safety remain fit and competent to perform their roles.
- 8.4. Organisations should consider a policy on revalidation, maintenance of qualifications and continuing professional development for key marine safety roles.

Legislative note

Competence standards for Harbour Masters, pilots and other marine safety personnel in Victoria are set out in the *Marine Safety Act 2010* (Vic) and associated standards, including Standard 6.2, Training and Licensing of Marine Pilots for Victorian Ports, as amended. *Marine Orders 76* also sets out medical fitness requirements for seafarers and licensed pilots.

9. SPECIFIC SAFETY DUTY REQUIREMENTS

- 9.1. Organisations responsible for marine facilities should ensure they are maintained in good condition and fit for purpose. This supports safe vessel operations and effective asset management, including reducing long-term costs and improving asset use.

Navigation and marine safety systems

- 9.2. Port management bodies and local ports have duties to provide and maintain navigation marine safety to ensure the port is in a condition that allows vessels to use it safely. These duties may include:
- Surveying the port to an appropriate standard and at suitable intervals.
 - Identifying and marking the best navigable channels.
 - Placing and maintaining navigation marks in suitable positions for prevailing conditions.
 - Monitoring changes to the seabed or riverbed and moving or renewing navigation marks as needed.
 - Keeping hydrographic and hydrological records.
 - Publishing hydrographic information in a timely way.
 - Providing relevant information to the Australian Hydrographic Office and aids-to-navigation authorities for chart and publication updates.
- 9.3. Where a port management body or local port manager publishes an advertised depth for a part of the harbour that vessels are expected to use, it should take reasonable care to ensure the approaches remain suitable under normal conditions or give clear warning if the advertised depth is no longer maintained.
- 9.4. Users should be given adequate and timely information about conditions in the port, including any significant changes.

Maintenance of marine safety infrastructure

- 9.5. Organisations responsible for ports, waterways or marine facilities should ensure marine safety infrastructure is safe, functional and fit for purpose. This includes berths, docks, wharves, jetties, piers, navigation channels, breakwaters and associated structures.
- 9.6. Organisations should identify, assess and address hazards from damaged, deteriorated or unsafe infrastructure, and take timely action to repair, replace or make it safe if it could pose a risk to navigation or port operations.
- 9.7. Inspection, repair, maintenance and renewal activities should be planned and carried out safely in a way that supports the safety of vessel movements and harbour users.
- 9.8. Organisations should keep documented asset management and maintenance schedules for marine safety infrastructure, including inspection frequencies, condition assessments and prioritised maintenance actions.

Aids to navigation

- 9.9. Port management bodies, local ports and waterway managers with statutory responsibilities for aids to navigation may mark or light parts of the waterway or other facility within their area of responsibility.
- 9.10. Aids to navigation should be maintained in line with recognised good practice, including relevant guidance from the International Association of Lighthouse Authorities (IALA) where appropriate. IALA guidance is not mandatory unless required by law, marine orders or state-based requirements.
- 9.11. Organisations responsible for aids to navigation should ensure they are operated and maintained so that risks to navigation are eliminated or reduced so far as is reasonably practicable.

- 9.12. Organisations should ensure that each aid to navigation is accurate, visible, operational and safe, with a documented system for installation, inspection, maintenance and replacement.
- 9.13. Aids to navigation should be inspected at intervals suited to the level of risk and conditions, with records showing that defects or outages are identified and addressed in a timely way.

Unsafe and abandoned vessels

- 9.14. If a vessel is, or is likely to become, a danger to navigation, the relevant authority may mark, control, remove or otherwise manage it under the applicable legislation.
- 9.15. Under the *Marine Safety Act 2010* (Vic), Harbour Masters, local port managers, waterway managers and Safe Transport Victoria may require a vessel to be removed from State waters, or prevent its entry, if it is unseaworthy or poses a risk to the safety of people, property or the environment.
- 9.16. In commercial ports, wrecks and abandoned vessels may also be dealt with under the *Port Management Act 1995* (Vic), including through the statutory regime for unattended or abandoned property.
- 9.17. Commonwealth laws may also apply in some circumstances, including the *Navigation Act 2012* (Cth) and related arrangements for regulated vessels.
- 9.18. Responsibility for wreck removal, management and cost recovery will depend on the vessel, its location and the applicable legislative regime. Where there is uncertainty, authorities and Duty Holders should seek advice from the relevant regulator or obtain legal advice.

10. MANAGEMENT OF NAVIGATION

This chapter provides contextual guidance. Detailed operational procedures should be set out in organisation-specific plans, systems and directions.

- 10.1. A Duty Holder must ensure the harbour is used safely and efficiently by those who have a right to use it. This includes regulating navigation using available powers and other measures.
- 10.2. The general principles for managing port management bodies, local port managers and waterway managers are:
 - Every user must obey the relevant waterway rules as set out in the *VOZR*.
 - Port management bodies and local port managers should use their powers, including pilotage directions, to manage vessel movements.
 - These powers should support the organisation's SMS policies and procedures.
 - Clear policies should be in place for enforcing directions and monitoring compliance.
- 10.3. The level of control needed to manage navigation should be based on risk and will vary depending on the size, location and complexity of vessels or craft using the harbour or facility.

Local Port Services (LPS)

- 10.4. Where a full VTS is not required, organisations should provide an appropriate Local Port Service (LPS). An LPS improves marine safety and coordination by sharing information with vessels and berth or terminal operators. It does not require active interaction with traffic or maintaining a vessel traffic image.
- 10.5. When deciding the appropriate scale of an LPS, consider:
 - The equipment required.
 - The level of operator competence.
 - The complexity of advice and information to be exchanged.
 - The volume and nature of traffic and the degree of risk it presents.
- 10.6. Organisations are responsible for defining the LPS they should provide and the skills and competencies required of their staff.

Vessel Traffic Services (VTS)

- 10.7. A Vessel Traffic Service must be designated by AMSA as the National Competent Authority for VTS.
- 10.8. VTS operators in Victoria must be trained according to AMSA requirements and any applicable IALA model course.
- 10.9. The nature and scope of any VTS should be determined through formal risk assessment, having regard to the characteristics of the waterway, traffic patterns, environmental conditions and the risks to navigation and safety, consistent with applicable AMSA and IMO guidance.

Example:

Choosing between a VTS and LPS

A VTS may be more appropriate than an LPS where traffic density is high, channels are narrow, vessel manoeuvring space is limited, visibility is often poor or there are frequent interactions between commercial shipping and recreational users.

Recreational navigation

- 10.10. Recreational activity occurs in almost every Victorian harbour and waterway. Organisations must manage the interaction between commercial shipping, recreational vessels and other users, recognising the diversity of recreational craft and user experience.
- 10.11. Waterway rules provide the main formal mechanism for managing recreational navigation. Risk assessments should identify potential conflicts between commercial and recreational users and propose appropriate management measures, including segregation, speed limits and defined zones.
- 10.12. Organisations should take a proactive role in educating recreational users about port operations, navigational safety and relevant rules. Engagement with local yacht clubs, rowing clubs, marine rescue organisations and other water-user groups is strongly encouraged.
- 10.13. Organisations should direct recreational users to current Safe Transport Victoria guidance information, including the Victorian Recreational Boating Safety Handbook and safety information on the [Safe Transport Victoria website](#)¹.

1. Safe Transport Victoria guidance may include:

Navigation: <https://safetransport.vic.gov.au/on-the-water/recreational-boating/navigation/>

Using Waterways: <https://safetransport.vic.gov.au/on-the-water/waterways/using-waterways/>

Waterways hub: <https://safetransport.vic.gov.au/on-the-water/waterways/>

Rules and Exclusion Zones: <https://safetransport.vic.gov.au/on-the-water/waterways/rules-and-exclusion-zones/>

Victorian Recreational Boating Safety Handbook: <https://safetransport.vic.gov.au/on-the-water/boating-safety-handbook/>

GLOSSARY

ACSC	Australian Cyber Security Centre
AHO	Australian Hydrographic Office
AMPI	Australian Marine Pilots Institute
AMSA	Australian Maritime Safety Authority
ATSB	Australian Transport Safety Bureau
Cth	Commonwealth
DRA	Dynamic Risk Assessment
FRA	Formal Risk Assessment
FSA	Formal Safety Assessment
GTGP	Guide to Good Practice
IALA	International Association of Lighthouse Authorities, formally the International Association of Marine Aids to Navigation and Lighthouse Authorities
IMO	International Maritime Organization
IT	Information Technology
LPS	Local Port Service
MSA 2010	Marine Safety Act 2010 (Vic)
SMS	Safety Management System
PEC	Pilotage Exemption Certificate
PMA 1995	Port Management Act 1995 (Vic)
PSP	Pilotage Service Provider
SEMP	Safety and Environment Management Plan
SFAIRP	So Far As Is Reasonably Practicable
SMS	Safety Management System
State Regulator	Safe Transport Victoria
VTS	Vessel Traffic Services

