



WAFIC Safety Update – March 2024

(WAFIC Website: <https://www.wafic.org.au/what-we-do/access-sustainability/safety-and-training-information-02/>)

Transitional Arrangements WA Workplace Laws Ceases 31st March 2025

The Western Australia Work Health and Safety laws commenced on 31 March 2022.

At the time the government introduced a 12 month transition period to allow time for industry to:

- consider and review their industry operations under the new workplace laws,
- seek assistance and implement any changes to their safety management systems,
- train their employees and trial the new arrangements.

Now the 12 months is up - the transitional arrangements stop on 30 March 2024!

For example, an employer conducting a business will be **required to conduct audiometric testing** for workers frequently exposed to excessive noise.

From 31 March 2024, *regulation 58 of the Work Health and Safety (General) Regulations 2022* will come into effect requiring employers to provide *audiometric testing* for workers who are frequently required to use personal protective equipment (hearing protection) to protect them from the risk of noise induced hearing loss where their exposure to noise in the workplace exceeds the exposure standard.

Accordingly, a PCBU must provide audiometric testing for a worker within three months of the worker commencing work where hearing protection is required and regularly follow up at least every two years.

Australian Maritime Emissions Reduction National Action Plan (MERNAP)

Shipping is vital to Australia's economy and well-being - transporting over 99% of our international trade volume.

Tourism and fishing are also important maritime industries in Australia.

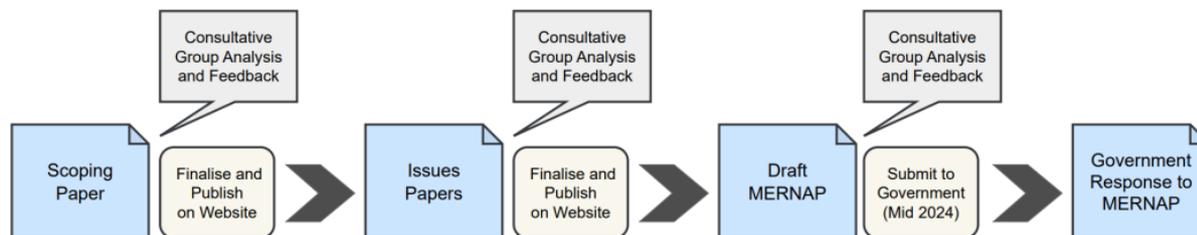
In 2021–22, the domestic maritime sector emitted around 2 million tonnes of greenhouse gas emissions, or 2.2% of Australia's transport emissions and 0.4% of total national emissions.

As part of the development of a *National Transport and Infrastructure Net Zero Roadmap and Action Plan*, the Australian Government is working closely with the maritime industry to develop a *Maritime Emissions Reduction National Action Plan (MERNAP)* in 2023–24.

The MERNAP will set the strategic direction and recommend actions to decarbonise our maritime transport sector, as well as contribute towards reducing international shipping emissions.

The plan will seek to identify opportunities and future-proof the domestic maritime industry, ensuring Australia benefits from the global net zero maritime transition.

The Government is seeking comment on a range of published issues papers prepared for information and consultation on a range of maritime decarbonisation topics to inform the MERNAP development.



The papers are available at: https://www.infrastructure.gov.au/infrastructure-transport-vehicles/maritime/charting-australias-maritime-emissions-reductions?utm_source=amsa-update&utm_medium=email&utm_campaign=decarbonization#msdyntrid=75WJHtZgnRb6f5mQJNDE1N0xDZZRRibFMsmhRg-rtaU

Please send all feedback to: MERNAP@infrastructure.gov.au.

AMSA Safety Lesson from Incident Investigations – Fire Aboard a Ferry

A fire occurred on a passenger vessel in a busy harbour. The master and crew took immediate action and followed emergency procedures to disembark and transfer 73 passengers safely to another ferry.

A fault in an oil pressure sensor caused an oil fire in the engine compartment, activating the fire alarm. The Master determined there was an active fire, made the order to the crew to prepare to abandon the vessel, closed the fuel shut offs, closed the engine room vents, and then returned to the wheelhouse to shut down the engines and activate the fixed firefighting system.

The Master notified Vessel Traffic Services (VTS) via radio and instructed a deckhand to perform an emergency anchor drop. The remaining deckhands instructed the passengers to put on lifejackets. The Master applied various fire extinguishers to the fire to ensure it was fully extinguished and would not reflash. The vessel's structural and fixed firefighting systems worked effectively to contain and extinguish the fire.

Regular crew training and drills in emergency procedures such as fire and evacuation and the use of life-saving equipment is an essential part of the vessel's safety management system. Additionally, maintaining compliant firefighting systems (both structural and fixed) minimises damage to vessels and risk to lives in the event of fire.

This positive example highlights the importance of well-maintained structural and fixed firefighting systems in detecting, containing and extinguishing fires on domestic commercial vessels. This minimises damage to the vessel as well as risk to the lives of passengers and crew. Regular emergency drills, based on effective and periodically reviewed emergency procedures, and including the use of life-saving equipment, provide vital preparation in the event of a vessel fire.

Seafood Careers – Online Platform Launched

The seafood industry offers a wide variety of roles across different sectors and locations for those interested in joining the seafood industry for the first time, and multiple opportunities for career progression or trying something new for people with experience and already working in seafood.

Seafood Careers is a central information hub for the Australian seafood industry showcasing the huge variety of employment opportunities and training available.

The site has been created by employees for employees and seeks to connect people with rewarding roles, contributing to sustainable long term food security.

Hosted by Seafood Industry Australia the site seeks your photos and videos of your team out and about on the job. **Seafood Careers** is also looking to link up every employment position description on the website with video interviews of real people in industry doing those same roles.

You can send us a short interview of you or your co-workers talking through what your day looks like! Use the link below to upload your videos. If you need some ideas on what to chat about in your video, check out the interview guide, and let your creative juices flow.

You can upload image and videos here. There are already a couple of examples for you to watch for inspiration.

Go to: <https://seafoodcareers.com.au>

Marine Safety Incidents – February 2024

There were 111 reported incidents involving domestic commercial vessels in February 2024. Of these, 28 were serious.

Of these serious incidents only one was from WA and was not a fishing vessel.

To see all incidents reports go to: https://www.amsa.gov.au/vessels-operators/incident-reporting/2024-monthly-domestic-commercial-vessel-incident-reports?utm_source=amsa-update&utm_medium=email&utm_campaign=monthly-marine-incidents#msdyntrid=Z7gjhSXOebAKgx_Wne-EiYnlPERx4lvT0GjcbhwOck

AMSA has also summarised various incidents and outlined findings and recommendations to provide other vessel owners and operators with the opportunity to learn from marine safety incidents that have taken place.

Go to: <https://www.amsa.gov.au/marine-incident-reporting/monthly-safety-lessons-domestic>

To submit an incident report to AMSA go to: <https://www.amsa.gov.au/form19>

Investing in Value-adding, or Planning for your Next Investment?

\$6 million in funding from the WA State Government is available for eligible businesses to establish or expand value-adding and processing operations in WA, driving food and beverage business growth and jobs.

Value-Add Investment Grants Program Round Three is offering individual grants of \$15,000 to \$1,000,000 in two streams:

- **Capital Investment stream**, which targets businesses looking to expand, diversify or relocate their value adding and processing operations in WA.
- **Feasibility stream**, which provides financial support to assist businesses with planning, feasibility and other de-risking activities to support future capital investment decisions.

To find out more about the program and how to apply, register below for the Information Webinar by clicking on either:

- [Tuesday 9th April at 11:30am](#)
- [Thursday 11th April at 9am](#)

For more information, please contact an Agribusiness Food and Trade member on +61 (08) 9368 3853 or email aftprograms@dpird.wa.gov.au.

Psychosocial Hazards and Risks – Part of WA Workplace Management New Laws

The new WA Workplace Safety laws include for the first time the need for employers to manage 'psychosocial hazards and risks' as part of the workplace safety management. This new duty places psychosocial hazards on the same footing as other significant hazards such as falls or operating machinery (*Regulation 55A*).

WA Workplace Regulations <https://www.commerce.wa.gov.au/worksafe/work-health-and-safety-laws-1>

A psychosocial hazard is anything that could cause psychological harm (eg. harm someone's mental health).

A person conducting a business or undertaking (*PCBU*) must eliminate psychosocial risks, or if that is not reasonably practicable, minimise them so far as is reasonably practicable.

Psychosocial hazards can create stress. This can cause psychological or physical harm. Stress itself is not an injury. But if workers are stressed often, over a long time, or the level of stress is high, it can cause harm.

Psychological harm may include anxiety, depression, post-traumatic stress disorder and sleep disorders.

Physical harm may include musculoskeletal injuries, chronic disease or fatigue related injuries.

Mental health conditions account for an increasing proportion of serious workers' compensation claims and have garnered significant attention in recent years as awareness of their impact on individuals and workplaces has grown.

On average, work-related psychological injuries have longer recovery times, higher costs, and require more time away from work. Managing the risks associated with psychosocial hazards

not only protects workers, it also decreases the disruption associated with staff turnover and absenteeism, and may improve broader organisational performance and productivity.

SafeWork Australia has produced a code of practice for managing psychosocial hazards in the workplace which you can view at: <https://www.safeworkaustralia.gov.au/doc/model-code-practice-managing-psychosocial-hazards-work>

Review of AMSA Sustainable Future Funding Submitted to Federal Minister

The consultants completing the Review of Funding Arrangements for Australian Transport, Safety and Investigation Bodies (including AMSA) have submitted their final Report.

Unfortunately there was no release of an interim Report for public consultation.

In September 2023, the Prime Minister granted approval for a Review of the operations, potential efficiencies and options for cost recovery of the three transport safety agencies - the Civil Aviation Safety Authority, Australian Maritime Safety Authority (AMSA) and the Australian Transport Safety Bureau.

This Review subsumed the previous independent review considering future funding arrangements for AMSA including cost recovery arrangements and regulation of domestic commercial vessels.

Importantly the Review 'scope' did not include analysis or assessment of legislation or regulations that pertain to agencies' operations.

WAFIC participated in discussions with the independent reviewer held during November 2023.

WAFIC has also provided the Review with a further submission on the activity services and cost recovery arrangements for AMSA.

Update - Mandatory Marking of Fishing Gear and Lost Fishing Gear Reporting

Previous editions of the WAFIC Safety Update have set out the push from international maritime organisations to require all fishing gear to be marked so as to identify gear lost at sea.

Any balanced review of lost fishing gear at sea will find that the Australian fishing industry is not a culprit and acts extremely responsibly. We do not need to be burdened with unnecessary rules and requirements and associated costs when there is no issue to be dealt with.

WAFIC and other Australian fishing groups have been urging AMSA to ensure that any move in this direction involves consistent consultation with industry to minimise unnecessary costs and actions to the Australian fishing industry.

Recent international maritime meetings (at which AMSA represented Australia) agreement was reached on establishing a database with the following objectives:

1. to be able to make an inventory of fishing gear lost or discharged in the seas allowing an assessment of the extent and spatial distribution of lost and discharged fishing gear and improve understanding of the contribution of lost and discharged fishing gear to marine plastic litter,

2. to support robust data analysis to facilitate developing measures for preventing and reducing lost and discharged fishing gear,
3. to provide the IMO and Member States (such as Australia) with a database to measure trends and monitor the loss and discharge of fishing gear at the national and international levels.

It was agreed that objectives related to navigational safety and the gear marking requirements would be further considered as the fishing gear requirements progressed.

A correspondence group (AMSA to chair) will build an understanding of the existing global fishing gear reporting frameworks, gaps and duplication, and provide recommendations on data to be reported based on the agreed objectives (above) and the identified frameworks, gaps and duplication. Further consideration is necessary on reporting thresholds, the flow of reporting to the IMO, reporting of data to coastal States, method of data collection and a definition of recreational vessels.

There has been discussion on individual vessel '*fishing gear management plan*' as part of the marking and reporting requirements.

AMSA has agreed that following the success of the fishing industry roundtable discussion in late 2023, they will work to convene another round of industry round table discussions mid 2024. This will provide an opportunity to further reflect on the outcomes of international meeting outcomes and proposals and help formulate the Australian position.

Charter Skipper Convicted and Fined by AMSA

A Whitsundays charter boat skipper has been convicted and fined over \$15,000, after a successful prosecution on behalf of the Australian Maritime Safety Authority (AMSA).

The skipper was convicted with operating in breach of the vessel's Certificate of Operation, for assuming the role of master without the proper qualifications and for reckless operation of the vessel which, amongst a litany of other serious safety issues, led to the vessel grounding near Hook Passage in the Whitsundays.

In November 2022, 13 passengers embarked on the private charter boat for a three-day 21st birthday celebration.

The court heard that during the voyage, the skipper allowed unqualified, inexperienced, and unwilling passengers to assume control of the vessel for lengthy periods of time, while unsupervised – including during the grounding incident.

The skipper also failed to provide the required standard of lifejackets for the passengers, failed to properly secure the tender to the main vessel to ensure that it would not drift away, and allowed multiple safety violations to occur during the grounding.

AMSA Manager of Enforcement and Inspector Support David Marsh said "If you're a domestic commercial vessel operator, there is nothing more important than safety.

"Skippers and operators should take notice that AMSA will take action if you break the law while operating a vessel."

Mr Marsh hoped this conviction will provide a timely reminder to vessel operators that reckless behaviour would be punished.

Safety Incidents – Mandatory to Report Incidents under New WA Worksafe Laws

Serious injury, illness and dangerous incidents (including near misses) **MUST** be reported to Worksafe under the new WA WHS laws.

Under Part 3, s38 of the Work Health and Safety Act (2020) a person who conducts a business or undertaking **must ensure** that the regulator is notified immediately after becoming aware that a notifiable incident arising out of the conduct of the business or undertaking has occurred.

A **notifiable incident** (s35) means the death of a person, a serious injury or illness of a person or a dangerous incident.

A **serious injury or illness** (s36) means an injury or illness:

- that, in the opinion of a medical practitioner, is likely to prevent the person from being able to do the person's normal work for at least 10 days after the day on which the injury or illness occurs,
- that requires the person to have immediate treatment as an in-patient in a hospital; or
- that requires the person to have immediate treatment for amputation, serious head, eye, spinal, loss of a bodily function or serious lacerations; or,
- that requires the person to have treatment by a medical practitioner within 48 hours of exposure to a substance; or

A **dangerous incident** (s37) means an incident in relation to a workplace that exposes a worker or any other person to a serious risk to a person's health or safety such as exposure to:

- an uncontrolled escape, spillage or leakage of a substance; or
- an uncontrolled implosion, explosion or fire; or
- an uncontrolled escape of gas or steam; or
- an uncontrolled escape of a pressurised substance; or
- electric shock; or
- the fall or release from a height of any plant, substance or thing
- the collapse, overturning, failure or malfunction of, or damage to, any plant that is required to be authorised for use in accordance with the regulations; or
- the collapse or partial collapse of a structure.

The incident report must be given by the **fastest possible means** - telephone or in writing (including electronic means). The regulator may order notice in writing within 48 hours of a telephone notification.

Having reported an incident the person conducting a business or undertaking must keep a record of each **notifiable incident for at least 5 years from the day that notice** of the incident is given to the regulator under this section.

Penalties do apply for failure to report - for an individual, a fine of \$12,500 and for a body corporate, a fine of \$55,000.

To report a fatality, serious injury/illness or dangerous incident contact:

WorkSafe 24hr reporting line on 1800 678 198

For serious injury/illness: <https://wise.commerce.wa.gov.au/wise-online/noi>

For a dangerous incident: <https://wise.commerce.wa.gov.au/wise-online/ndi>

Further details go to: <https://www.commerce.wa.gov.au/worksafe/report-incident-0>

New Safety Management System (SMS) Requirements from 1st August 2023

A workplace health and safety management system (SMS) is a set of procedures and plans that systematically manages the health and safety on your fishing vessel and is designed to assist in minimising the risk of injury and illness from your fishing (workplace) operations.

Every fishing vessel **is required by law** to have a safety management system and be able to demonstrate that the SMS is being used in practice in your everyday fishing operation.

AMSA Marine Order 504 (*Certificates of operation and operation requirements – national law*) outlines the requirements to be included in a vessel's safety management system (SMS). This must include a risk assessment process for crewing levels on a domestic commercial vessel (DCVs).

Recently, Marine Order 504 underwent a review and consultation process which aimed to better align the marine order with the recently revised Marine Order 505 (*Certificates of competency*) and to clarify and strengthen key concepts relating to operational safety onboard vessels.

From June 2023, AMSA has been reaching out to industry to help them understand and meet these new requirements **which came into force on 1 August 2023**.

This assistance will take the shape of an education campaign which will point industry to an information hub on the AMSA website: www.amsa.gov.au/marine-order-504-operational-safety-changes

AMSA held face-to-face and online workshops through July 2023.

Please feel free to reach out to Steve Whitesmith, AMSA Liaison Manager (WA) with any questions you might have. Steve.Whitesmith@amsa.gov.au Mob: 0408 976 282

A range of guidance documents are also available (see below) which feature:

- Infographic explanations of the changes to Marine Order 504
- Checklists to help owners review their SMS, risk assessment and procedures
- An example 'risk assessment' to give some guidance on what is required.

These guidance documents can be found and downloaded from the following links:

Risk

https://www.wafic.org.au/wp-content/uploads/2023/05/AMSA_MO504_Operational_Safety_Changes_EduCampaign_Example_RISK_A4_ART.pdf

Risk assessment

https://www.wafic.org.au/wp-content/uploads/2023/05/AMSA_MO504_Operational_Safety_Changes_EduCampaign_Infographic_Risk_Assess_A4_ART.pdf

Lifejacket

https://www.wafic.org.au/wp-content/uploads/2023/05/AMSA_MO504_Operational_Safety_Changes_EduCampaign_Checklist_LIFEJACKET_A4_ART.pdf

Designated person

https://www.wafic.org.au/wp-content/uploads/2023/05/AMSA_MO504_Operational_Safety_Changes_EduCampaign_Infographic_DesignatedPerson_A4_ART.pdf

Establishing Appropriate Crew Numbers

https://www.wafic.org.au/wp-content/uploads/2023/05/AMSA_MO504_Operational_Safety_Changes_EduCampaign_Infographic_Fully_Crewed_A4_ART.pdf

Lifejacket infographic

https://www.wafic.org.au/wp-content/uploads/2023/05/AMSA_MO504_Operational_Safety_Changes_EduCampaign_Infographic_Lifejacket_A4_ART.pdf

Emergency Procedures Training and Drills

https://www.wafic.org.au/wp-content/uploads/2023/05/AMSA_MO504_Operational_Safety_Changes_EduCampaign_Infographic_TrainingDrills_A4_ART.pdf

Train Drill Log Repeat

https://www.wafic.org.au/wp-content/uploads/2023/05/AUM002_AMSA_Checklist_TRAINDRILLLOG_A4_ART.pdf

Research Identifies Gaps in Induction Training on Vessels

The NSW Office of Transport Safety Investigations recently commissioned research that identified a potential safety risk around the lack of effective and *'hands-on induction training of casual crew'* on domestic commercial vessels (DCVs).

Induction training that covers duties, key operations of the vessel and emergency procedures is critical for everyone's safety onboard. It's also now a legal requirement.

It was observed that crew members were not consistently receiving effective induction training in accordance with legislation to safely operate DCVs.

The findings indicated that the issue was more prevalent in smaller operators. Only 56% of crew on smaller vessels *'demonstrated competency in operating equipment'* compared to 86% of crew working on larger vessels. Challenges such as time pressure, lack of resources and staff availability were identified as potential barriers in ensuring crew were sufficiently inducted to safely operate smaller DCVs.

Only 8% reported they received no induction or only a basic safety message. 70% of respondents agreed that hands-on practice with demonstrations would be beneficial for trainees to learn emergency drills and procedures. Other improvement areas include longer training periods and ongoing instruction from experienced crew/masters.

Copy of report: <https://www.otsi.nsw.gov.au/domestic-commercial-vessel-dcv-induction-research>

Induction training for new crew members is mandatory under Australian marine safety national law. The updated AMSA Marine Order 504 requires the DCV owners and operators to ensure their safety management systems include the following:

- Induction training for new crew members
- Life-saving equipment training
- Provisions to undertake regular drills for their existing emergency procedures, including how often these drills need to take place, and how they will determine the competency and capability of crew participating in these drills.

Updated MO504: https://www.amsa.gov.au/marine-order-504-safety-changes/training-and-drills?utm_source=amsa-update&utm_medium=email&utm_campaign=MO504#msdyntrid=ooGQOwNCFXTmbYOFN93A7YcQM4zaMmOez2iWfW5BQ7Q

AMSA Focused Certification Inspection Campaign 2023-24

AMSA will conduct a focused certification campaign for the 2023-24 financial year, focusing on plan approval documentation and fire safety.

Incomplete survey process and fire safety non-compliance are two significant reasons for refusal of certificate of survey applications.

The campaign will see AMSA conduct focused assessments on high-risk vessels, to confirm structural fire protection (SFP) and fixed firefighting systems are compliant, as well as reviewing plan approval letters in greater detail.

Plan Approval

Plan approval letters play a pivotal role in maintaining safety, compliance, and transparency throughout the survey process. For new construction and modification projects, these documents facilitate a smooth and streamlined process.

Despite their significance, AMSA frequently receives plan approval recommendations that lack the necessary plan approval letters or inadequately describe the applied standards or survey processes. This causes delay in application processing, adversely affecting your customers.

Plan approval letter(s) must comprehensively describe the process applied to the vessel, including the applicable standards, examined drawings, scope of your plan appraisal, comments, and outcomes. For transitional vessels, please specify the vessel changes that invoke the transitional standards.

Fire Protection

AMSA continues to receive advice from surveyors of where non-compliant structural fire protection has been fitted to vessels. These non-conformances have significant impacts for builders, surveyors and vessel owners. AMSA recently refused an application for a certificate of survey for a new build vessel fitted with non-compliant structural fire protection, among other non-conformances.

Structural fire protection is installed on the vessel structure to contain or slow the spread of fire. It includes the installation of fire-resistant bulkheads, deck heads, decks and doors.

The primary aims of structural fire protection are:

- Prevent or delay the spread of fire, smoke and heat within high-risk spaces.
- Protect essential systems and spaces to enable evacuation from the immediate area. This also ensures persons on board can reach muster stations and then abandon ship, should the fire become unmanageable.
- Provide redundancy and work alongside active fire protection systems. This avoids vulnerability arising from over-reliance on a single measure.

Fire stopping materials generally withstand temperatures exceeding 1200°C for extended time periods. This limits fire spread.

It's common to see a fire-rated division penetrated during modifications. Workers may leave hidden holes in the division as they perform maintenance and upgrades. Surveyors need to pay attention to fire-rated divisions and ensure they are maintained to the original approved specification. This includes paying close attention to cable and pipe penetrations.

The type and thickness of insulation depends on the material it is protecting. For example; steel begins to lose its design margin of safety at temperatures of around 550°C. For aluminium the temperature is much lower at around 150°C. At 275°C aluminium will lose around 50% of its yield strength. Composites soften as temperatures rise, resulting in reduced structural properties for a laminate. The glass transition temperature of the resin affects the amount of insulation required for a composite. Performance of cores & fibres across a range of temperatures.

Out of Water Survey Requirements

AMSA has noticed there is some confusion about what items must be surveyed as part of a periodic 'out of water' survey.

The confusion stems from the out of water survey items section at the bottom of *Table 9 in Chapter 4 of National Law - Marine Surveyors Accreditation Guidance Manual (SAGM) Part 2*.

The out of water survey items section is not an exhaustive list of items that must be surveyed as part of a periodic out of water survey. The whole of Table 9 must be considered when conducting a periodic out of water survey and any item with a tick next to it must be surveyed.

When you conduct a survey for an OWAT code, ensure all applicable items in Table 9 are examined, verified, tested or trialled, and documented on your reports.

Go to *Marine Surveyors Accreditation Guidance Manual* : <https://www.amsa.gov.au/vessels-operators/domestic-commercial-vessels/marine-surveyors-manual-parts-1-and-2>

How to Apply for a Periodic Survey Extension

Marine Order 503 allows for periodic surveys to be conducted within the three months before or after the due date. A vessel can continue to be operated without seeking any extensions during this six-month period. (*Example – if a vessel is due for periodic survey on 1st October, the vessel can be surveyed between 1st July and 1st January*).

If the survey can't be completed within the six-month window provided by Marine Order 503, an extension can be requested as follows:

Exemption 6 – this exemption can only be used to apply for an extension for up to 90 days after the period provided by Marine Order 503 (*Example – A vessel's six-month window runs from 1st July until 1st January – exemption 6 can only be used to apply for an extension until 1st April*).

Exemption 7 - this exemption can be used to apply for an extension for a periodic survey by using the 'another temporary use' option (Division 2). This would allow for an application to be made outside the timeframes provided for in both Marine Order 503 and Exemption 6. (*Example – A vessel's six-month window runs from 1st July until 1st January and the period for an exemption 6 application has passed (1st April). If you need to apply for a further extension to complete the periodic survey, an exemption 7 application is required*).

Go to: <https://www.amsa.gov.au/marine-order-503-certificates-survey-national-law>

Sea Service – What You Need to Do to Record Your Efforts

Sea service is a requirement for most certificates of competency in Australia.

You must complete a specified amount of sea service time on a vessel in support of your application. The time and skills needed for your sea service can be recorded in a several ways:

- a task book
- sea service form
- letter from the vessel operator, or,
- a declaration.

Proof of identity is required when applying for a certificate of competency or seafarer's service book.

A task book helps you record sea time and the practical training and experience on board a vessel. The AMSA approved task book has practical tasks that you must carry out on board a vessel. Completing the task book will let you reduce the amount of sea service you need to do up to as much as 50%.

Each task performed and recorded in the task book must be witnessed and signed off by a supervisor or qualified person who is connected with the vessel's operation. This can be a master, engineer, owner or operations manager, depending on the seafarer's current certificate level and the certificate they are working towards. It must be someone in a supervisory role.

Note: If you can't get a supervisor, vessel operator, owner, master or chief engineer to issue you a letter or sign your sea service record, you can submit an AMSA 771 form along with a Commonwealth statutory declaration stating why you were unable to get your sea service record signed, and that the information on the form is valid and correct.

You are responsible for the safe keeping of your task book throughout your training. You will need to submit your task book to a registered training organisation and final assessor if your training course or certificate requires you to.

AMSA will not accept task books issued by other organisations or AMSA task books issued prior to 2017.

You do not have to complete your task book for the issue of your certificate of competency.

Task book info: <https://www.amsa.gov.au/qualifications-training/sea-service-and-task-books/how-australian-seafarers-use-task-books>

Sea service info: <https://www.amsa.gov.au/qualifications-training/sea-service-and-task-books/qualifying-near-coastal-sea-service>

Safety Management System – You Must Have One – By Law!

All domestic commercial vessels must have a safety management system (SMS).

This SMS will demonstrate and document how your vessel meets the '**mandatory**' general safety duties.

Your vessel's SMS should be based on a risk assessment of your operations. It should describe how safety, maintenance and operation is managed on your vessel.

A safety management system is not just a document – you must put it into practice, Train your employees, do practical emergency drills and document that you have done so.

The owner, operator, master, and crew of each vessel must be involved in developing and reviewing the risk assessment.

AMSA has a range of tools and resources to help you develop and assess the health of your safety management system (*clicks links underlined*):

- [Guidelines for a safety management system](#) - this guide provides information, checklists and templates that can guide you through developing or revising your own SMS.
- [How to develop a safety management system](#) - an online step by step guide through the process of developing your SMS.
- [Templates for a safety management system](#) - useful templates are available for you to download.
- [Risk management in the national system](#) - a practical guide on identifying hazards, conducting a risk assessment, implementing control measures and reviewing risks as part of your safety management system.
- [Emergency procedures flipchart](#) - ideas for developing and writing emergency procedures.
- [Crewing guidelines](#) - appropriate crewing must be determined by the owner as a part of their general safety duties and should be documented as a part of the vessels SMS.
- [Fishing for safety video](#) - watch this 16 minute video for easy to understand steps, real-world stories and experiences of why an effective SMS is essential.
- [Planned maintenance](#) - learn about the importance of maintenance plans and what to include in yours.

Managing Alcohol and Drugs in the Workplace

A range of factors, both at the workplace, and in people's personal lives, impact on the ability to work safely. The use of alcohol and/or other drugs may be one of them.

Alcohol and other drugs usage becomes an occupational safety and health issue if a worker's ability to exercise judgment, coordination, motor control, concentration and alertness at the workplace is impaired, leading to increased risk of injury or incidents to themselves or others.

Co-workers may be placed in difficult situations, expected to cover unsafe work practices or be faced with reporting a fellow worker.

Workplace safety regulations sets out that workers must take reasonable care of their own safety and health and not endanger the safety and health of others at the workplace. The consumption of alcohol and illicit drugs while at work is therefore unacceptable. Workers should present themselves for work and remain, while at work, capable of performing their work duties safely.

Fishing vessels are 'workplaces' covered by the WA OSH Act and although there is no specific reference to alcohol and other drugs in the OSH Act or supporting regulations, all parties at the workplace must comply with their 'general duty of care' in relation to usage of alcohol and other drugs and their potential acute and chronic effects in relation to safety and health at the workplace.

For employers (vessel owners and masters), alcohol and other drugs can cause a range of problems. In some cases, their use may lead to loss of life, injury and damage to plant or equipment.

Employers have a 'general duty of care' obligation to ensure that, as far as practicable, workers are not exposed to hazards and risks that could arise from workers being impaired by alcohol and/or other drugs and, where they may arise, address them through a systematic risk management process.

If a person appears affected or impaired by alcohol or drugs, the employer ***has an obligation*** to make sure the person, or any one else at the workplace, is not put at risk.

If a vessel policy exists for this situation in an SMS, it should be followed. In the absence of a policy, the employer should determine the most appropriate course of action, which may include making arrangements for the person to stop work if at sea and/or to get home safely.

It should not be assumed that any observed impairment is caused by alcohol and/or other drug use. Other impairment factors may include fatigue, medical conditions, chemicals, heat, noise and symptoms of work-related stress.

Worksafe WA has prepared a guidance note as a starting point to address relevant issues where usage of alcohol and/or other drugs may have occupational safety and health considerations at the workplace.

Go to: https://www.commerce.wa.gov.au/sites/default/files/atoms/files/alcohol_and_drugs_0.pdf

Subscribe To Receive AMSA Updates Direct to Your Inbox

We all know that the WAFIC Safety Update is one of the best ways to keep up with all matters maritime safety.

You can also subscribe to receive AMSA updates and newsletters directly.

Sign up via: <https://www.amsa.gov.au/news-community/newsletters/subscribe>

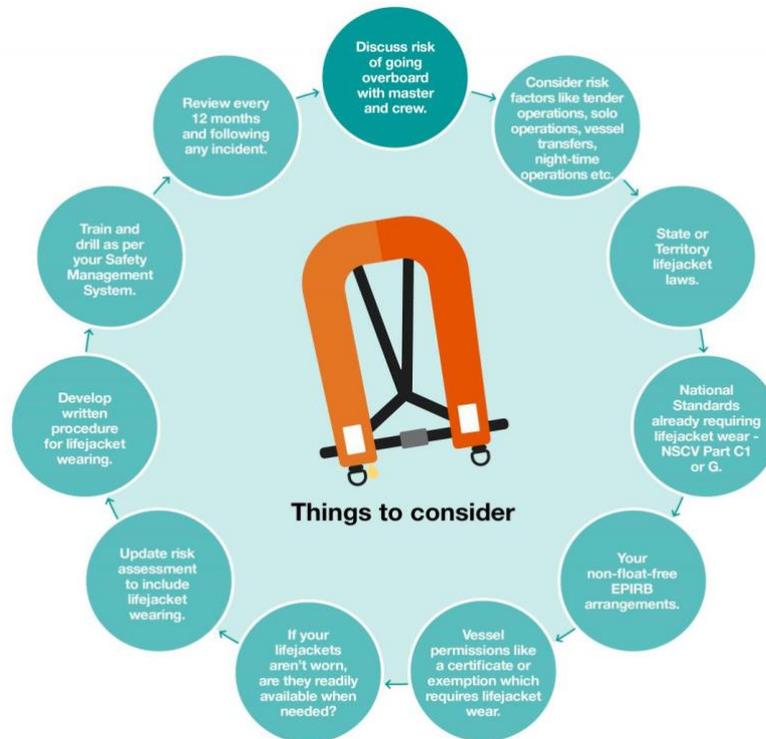
Lifjacket Written Procedures and Training Required from 1st August 2023

From 1 August 2023, if you own or operate a fishing vessel you will need to address lifjacket wear requirements in your safety management system's risk (SMS) and have written procedures.

Vessel owners are also required to consider the management of lifjackets to ensure that they are readily available if needed.

It does not mean lifjackets are mandatory to wear at all times – but does mean your vessel SMS must set out when lifjackets should be worn (eg wind and sea conditions).

Making sure that when to wear a lifjacket is built into your risk assessment and safety management system are new requirements which will be in force from 1 August 2023 via a new *Marine Order 504 (Certificates of operation and operation requirements)*.



The new Marine Order 504 follows extensive consultation with industry in recent years to improve operational safety and increase lifejacket wearing on domestic commercial vessels, after dozens of preventable fatalities over a 10-year period.

For full information go to: https://www.amsa.gov.au/marine-order-504-safety-changes/lifejacket-wearing?utm_source=amsa-update&utm_medium=email&utm_campaign=MO504#msdyntrid=cxo5pizPpUQLbIZV46GHRdqcd7atIMUdo40FN-0XmE
