

## WAFIC Safety Update – June 2024

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

### **AMSA Consultation Released – Proposed New Vessel Safety Requirements** (For smaller vessels (<7.5m) see article 2 directly below)

AMSA commenced public consultation on the proposed Phase 2 changes to *Marine Order 504 (Certificates of operation and operation requirements-2018)* on Tuesday 28th May 2024.

WAFIC circulated the consultation documents to members associations and companies in WA.

The consultation remains open for 8 weeks until midnight on Sunday 28 July 2024. AMSA wants to ensure that there is an effective consultation opportunity for a cross-section of industry stakeholders to share their views.

An Industry/AMSA working group completed final considerations of the Phase 2 review of MO504 in February 2024. AMSA has been liaising with legislative drafters since to develop the external consultation draft now being made public.

The purpose of Phase 2 of the MO504 review is to ensure that the safety management system (SMS) requirements continue to improve safety outcomes for domestic commercial vessels and are easy to understand, fit for purpose and practical for the diverse range of vessels within the fleet.

The key proposed amendments include:

1. simplifying SMS requirements for smaller, less complex vessels and operations  
(see article 2 below)
2. strengthening fatigue management
3. enhancing management of risks from drug and alcohol use
4. ensuring that roles and responsibilities for the safe operation of the vessel are clear
5. updating the assembly station requirements to be more practical
6. aligning procedures for onboard operations and emergency preparedness with risk
7. addressing risks to vessel stability
8. amending the certificate of operation renewal criteria to reduce administrative burden.

In addition to these proposed amendments, AMSA invites your views on a proposal to expand the existing requirement for '10 hours **rest** in each 24-hour period' to all masters and crew working on DCVs (see article 3 below).

### **Next steps in consultation process**

For more information on the proposed Phase 2 changes to MO504 and to view the draft marine order, please visit the following link: <https://www.amsa.gov.au/smsconsultation>

You can provide feedback on the proposed changes by:

- completing the online form via the link above on the AMSA website
- emailing [consultation@amsa.gov.au](mailto:consultation@amsa.gov.au)
- calling AMSA Connect on 1800 627 484.

## Simplified SMS Requirements for Small, Low Complex Vessels (<7.5m Length)

As part of the Phase 2 review of Marine Order 505 (*Certificates of operation and operation requirements*) AMSA conducted an industry consultation process on simplifying safety management systems for smaller, less complex Class 3 vessels under 7.5m in length.

Several industry focus groups sessions were held throughout 2023, including here in WA.

In February 2024, the Industry/AMSA Working Group reviewing MO504 prepared a working draft of the new marine order which included proposed amendments containing requirements for a simplified SMS. The working group recommended these be set out in a separate, stand-alone schedule in the Marine Order - designed to make it more straight forward to understand requirements rather than trying to find and untangle the regulations applying to smaller vessels if combined in a single schedule with those applying to more complex larger vessels.

Unfortunately, bureaucracy has overridden common sense and legislative drafting teams in Canberra have said no to the level of duplication by having two separate schedules in the same marine order. They argue it is not in line with Commonwealth legislative drafting principles.

Who cares about practicality and ease of comprehension!

Therefore, the external consultation draft now available to the public contains a single schedule for the SMS requirements, which *'turns off'* the larger vessel provisions that do not apply to vessels eligible for a simplified SMS.

Thankfully AMSA is aware that this change in drafting may make it more complex for operators of eligible smaller vessels to determine which requirements apply to them, when reading the Marine Order alone.

AMSA has committed to ensuring the Marine Order is supported by clear guidance on the simplified SMS requirements. An overview of the simplified SMS requirements will be included in future correspondence re the final Marine Order 504 content to ensure the education and guidance material to support implementation of the changes is easy to understand, useful and readily accessible.

### Which Vessels do these Changes affect?

Owners, operators, masters and crew of domestic commercial vessels will need to implement the new requirements.

The simplified SMS changes will apply to smaller, less complex vessels including:

- Class 2 vessels less than 7.5m carrying up to 4 day only passengers
- Class 3 (fishing) vessels less than 7.5m
- Class 4 vessels less than 7.5m (all class 4 vessels still need to meet the requirements in Schedule 2 of MO504)

### What is Proposed to Change in MO504?

That SMS requirements are to be scaled back to ensure that they are fit for purpose and align with the operations of the eligible vessels removing SMS requirements that are not considered practical for small, less complex vessels, or amended them to be more appropriate.

Key changes for eligible vessels:

- If the owner is also the designated person, a designated person responsibility statement will not be required in the vessel's SMS.
- If the owner is also the master, a master's responsibility and authority statement will not be required in the vessel's SMS.
- The risk assessment will no longer need to identify the key daily tasks performed by the master and crew.
- The mandatory procedures for vessel operations will be reduced.

- Owners will no longer be required to identify an assembly station in the emergency plan.
- The mandatory details in the vessel's crew list will be reduced.

### **1. Administrative requirements**

Vessels eligible for a simplified SMS will be required to include the following administrative information in the SMS:

- vessel details and contact information
- owner's responsibility and authority statement
- details about the designated person/s (may be the owner)
- a designated person responsibility statement (not required if the designated person is the owner)
- master's responsibility and authority statement (not required if the master is also the owner and not required for Class 4 vessels).
- Eligible vessels must also maintain the following documentation with their SMS:
  - logbook
  - crew list (**Note:** The details required in the vessel's crew list have been reduced for vessels eligible for a simplified SMS).

Eligible vessels must continue to meet the requirements for annual review of each procedure in the SMS. They must also continue to meet requirements for recording revisions to their SMS. However, these requirements have been simplified.

### **2. Risk assessment requirements**

The risk assessment requirements in MO504 will continue to apply to vessels eligible for a simplified SMS. This includes the new proposed requirement for a fatigue risk management plan.

However, eligible vessels will no longer be specifically required to identify:

- the key daily tasks to be performed by the master and crew
- a person responsible for ensuring that actions needed to eliminate or minimise any risk are carried out.

It is also important to note that there is no one size fits all approach to a risk assessment. The length and complexity of a risk assessment should be tailored to the operations of each vessel.

### **3. Crewing requirements**

The crewing requirements outlined in MO504 will continue to apply to Class 1, Class 2 and Class 3 DCVs, including those that are eligible for a simplified SMS.

### **4. Procedures for vessel operations**

Vessels eligible for a simplified SMS will no longer need to comply with the full list of mandatory procedures for vessel operations in MO504. Instead, eligible vessels will only need to include procedures for:

- pre-operating checks
- vessel access
- wearing of lifejackets, taking account of the risks identified in the vessel's risk assessment and the management of lifejackets to ensure that they are readily available
- providing a safety induction to each passenger as soon as practicable after the passenger boards the vessel. The induction should detail the relevant vessel and emergency procedures, including the wearing of lifejackets (passenger vessels only)
- passenger monitoring so that the master of the vessel knows the number of passengers on board at any time (passenger vessels only).

**A drug and alcohol policy and management will need to be set out in the vessel's SMS.**

## 5. Emergency preparedness

The requirements for emergency preparedness will continue to apply to vessels that are eligible for a simplified SMS. This includes the new procedures being proposed for the emergency plan.

However, these changes will be made:

- An assembly station will no longer be required.
- A vessel with passengers will no longer be required to provide emergency information in each assembly station, each passenger cabin or other areas frequented by passengers.

## 6. Maintenance of vessel and equipment

The requirements for maintenance of vessel and equipment will continue to apply to vessels that are eligible for a simplified SMS.

This will include the new proposed amendment to clarify that inspections may be undertaken by an authorised person or suitable person appointed by the owner.

Go to: <https://www.amsa.gov.au/proposed-changes-marine-order-504/proposed-changes#1SimplifyingSMSrequirementsforsmallerlesscomplexvesselsandoperations>

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## Fatigue Management and Hours of Rest – Have Your Say!

Fatigue is more than feeling tired and drowsy – fatigue is a state of mental and/or physical exhaustion that reduces the ability to work safely and effectively.

The recent release by AMSA of the proposed changes to Marine Order 504 sets out increased requirements for fatigue management to be included in a vessel SMS. (*see article 1 above*)

Survey findings and feedback from industry in recent years has indicated that more needs to be done to address the risks of fatigue for masters and crew. In 2022, AMSA published the results of a [2019 survey on fatigue awareness in the DCV industry](#).

Findings from the survey:

- 40% of respondents got less than 6 hours sleep in any 24-hour period when out at sea,
- 25% of respondents stated they experienced fatigue *‘very often’* or *‘most of the time’* either *‘immediately before’* or *‘during’* their time at sea,
- 50% of respondents indicated that they had either ‘not received’ any fatigue management training or guidance or they were ‘unsure’.

AMSA also received feedback during the last MO504 consultation in 2022-23 that there should be greater consideration to further strengthening requirements to address the risk of fatigue.

**AMSA is now seeking industry comment on what constitutes adequate ‘rest’ for masters and crew aboard domestic commercial vessels** (<https://www.amsa.gov.au/proposed-changes-marine-order-504/hours-rest>).

AMSA regulations (Marine Order 504) define **‘rest’** as *‘a period of time when a person, except in the case of emergency, is free of all duties and functions’*.

Currently this requires the master and each crew member to have **at least 10 hours rest in each 24-hour period** when the vessel is operating with minimum crewing arrangements (see Schedule 1, 6A(2)(c), MO504 - <https://www.legislation.gov.au/F2018L00809/latest/text>)

**AMSA is NOT proposing an immediate change to the ‘hours of rest’ requirements in the current list of proposed Phase 2 changes to MO504 (see article 1 above on these proposed changes).**

**AMSA is seeking more input from industry to understand current arrangements and the benefits and/or challenges of expanding existing rest requirements regardless or not of whether they are operating beyond minimum crewing arrangements.**

The proposals for change to the regulations may include that operators can decide whether the minimum of 10 hours rest in each 24-hour period is:

- Continuous (ie 10 hours straight rest) (*this AMSA's recommendation*)
- Cumulative (ie made up of a number of shorter rest periods).

In particular, AMSA would like to know from you:

1. How do you ensure adequate rest for your masters and crew?
2. If you provide each master and crew member with less than 10 hours of rest in each 24-hour period, why is this?
3. What barriers do you face in providing the additional hours of rest?

**Make your comment at: <https://www.amsa.gov.au/proposed-changes-marine-order-504/have-your-say>. Closing date 28th July 2024.**

Safework Australia has provided an easily digestible infographic to learn more about the WHS impacts of fatigue and how you can manage the risks.

Go to: [https://www.safeworkaustralia.gov.au/sites/default/files/2024-05/Safe%20Work%20Australia%20Quarterly%20Newsletter%20-%20May%202024\\_1.pdf#page=7](https://www.safeworkaustralia.gov.au/sites/default/files/2024-05/Safe%20Work%20Australia%20Quarterly%20Newsletter%20-%20May%202024_1.pdf#page=7)

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## **Watchkeeping – Who Can do it? Safe Navigation and Appropriate Crewing**

AMSA has produced new guidance material for domestic commercial vessel owners and operators highlighting the importance of voyage planning and appropriate crewing determinations.

Go to: [https://www.amsa.gov.au/vessels-operators/domestic-commercial-vessels/navigation-and-anchor-watch-domestic-commercial?utm\\_source=amsa-update&utm\\_medium=email&utm\\_campaign=safe-navigation#msdyntrid=10wCJ0SiP5fP-gUA5l8xn5lvaW2s5hTDh6Nb49mG5Ml](https://www.amsa.gov.au/vessels-operators/domestic-commercial-vessels/navigation-and-anchor-watch-domestic-commercial?utm_source=amsa-update&utm_medium=email&utm_campaign=safe-navigation#msdyntrid=10wCJ0SiP5fP-gUA5l8xn5lvaW2s5hTDh6Nb49mG5Ml)

The guidance focuses on watchkeeping arrangements to ensure the safe navigation of a vessel.

During 2022 and 2023 AMSA received 875 incident reports involving contact, collision, grounding, and close quarters. These accounted for 62% of all reported incidents in 2022.

Owners and operators are reminded to ensure you have enough appropriately certificated crew onboard to account for your operational requirements, crew fatigue, and watchkeeping requirements to maintain the safe navigation of a vessel.

***Have watchkeeping rules changed? No.***

The legislative requirement for appropriately certificated individuals to be in-charge of a navigational watch remains unchanged despite recent changes to Marine Orders 505 (Certificates of competency) and 504 (Certificate of operation).

***Can a deck hand be in charge of navigational watch? No.***

If working as an uncertificated deckhand, you cannot be in-charge of navigational watch.

If working as a certified general purpose hand, you cannot be in-charge of navigational watch.

Only an appropriately certified individual can be in-charge of the vessel's navigational watch. Refer to [Marine Order 505 Schedule 1](#) to view the duties and functions each certificate of competency permits.

### ***Why can't deckhands perform the same duties as a general purpose hand (GPH)?***

Unlike an uncertificated deck hand, the holder of a GPH certificate of competency has attained the skills and knowledge required to perform certain tasks on a domestic commercial vessel.

A person holding a GPH certificate of competency has the skills and qualifications to perform tasks, including the following, under general supervision on DCVs:

- operating deck machinery and emergency stops,
- help secure vessel at anchor,
- performing basic lookout tasks and emergency procedures.

**A deck hand cannot perform these tasks without direct supervision.**

Direct / general supervision: <https://www.amsa.gov.au/supervisory-definitions>

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## **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](https://www.commerce.wa.gov.au/sites/default/files/atoms/files/alcohol_and_drugs_0.pdf)

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## **AMSA to Increase Fees for Services from 1<sup>st</sup> July 2024**

From 1 July 2024, annual indexation will apply to specified domestic commercial vessel safety fees.

The indexation factor that will apply to 2024-25 is 3.6%.

Affected fees that will go up in price are associated with applications for:

- certificate of competency – near coastal
- certificate of survey
- certificate of operation
- surveyor accreditation scheme
- National Law exemptions.

For example, effective from 1 July 2024, an application for a new certificate of operation will increase from \$226 to \$234.

To view full list: [https://www.amsa.gov.au/about/fees-levies-and-payments/fees-services-domestic-commercial-vessel-safety?utm\\_source=amsa-update&utm\\_medium=email&utm\\_campaign=NS-indexation#msdyntrid=htVXf8WY9QrcNFB8Ho-ngNvKZneSe0W2J1P0QO29jXc](https://www.amsa.gov.au/about/fees-levies-and-payments/fees-services-domestic-commercial-vessel-safety?utm_source=amsa-update&utm_medium=email&utm_campaign=NS-indexation#msdyntrid=htVXf8WY9QrcNFB8Ho-ngNvKZneSe0W2J1P0QO29jXc)

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## **Coroners Finding Into Death of Bass Strait Fishing Vessel Crew Member**

The Victorian coroner has handed down recommendations following an inquiry into the death of a crew member in late 2021 when struck by a large wave whilst working on the open deck of commercial fishing vessel in Bass Strait and was swept off the working deck into the sea.

Despite considerable efforts by the skipper and crew the person was unable to be recovered and presumed to have drowned. It was dark and the reported weather conditions were wind strength 20 to 30 knots with 2 metre swells.

The vessel had just retrieved trawl nets for a moderate catch and the skipper called for an immediate reset of the gear. The crew member was standing on the starboard stern quarter of the vessel shovelling fish. He was facing towards the stern of the vessel where the nets are released and retrieved which was completely open to the sea with no guard rail or barrier installed to make the area secure. As the crew were sorting the previous catch and preparing for the second release of the net, the skipper was slowly manoeuvring the vessel into the best position to release the net.

Without warning a large wave, approximately 2 to 3 metres high, struck the starboard side of the vessel and washed over the working deck. The force of the wave took the crew member by surprise and washed him off the deck through the open stern where the nets are released and retrieved. He was wearing wet weather gear (overalls, a jacket and sea boots) but not wearing a Personal Flotation Device (PFD) or buoyancy vest nor did he have a strobe light or personal locator beacon (PLB) with him.

The crew member was visible approximately 30 metres from the stern of the vessel with the benefit of powerful working deck lights and they could hear his cries for help. The skipper reversed the vessel to within six metres of the stricken man but three attempts to get a life ring to him failed as he was being battered by the waves. Shortly after this last attempt the crew lost sight of him in the waves.

The water temperature was between 12 - 13 degrees and medical advice was that he was unlikely to survive more than 5 hours in the water.

Investigations found several deficiencies on the vessel including:

- Stern ramp protective arrangement missing,
- Life jacket stowage not marked correctly,
- Life jacket vessel identification missing,
- Winch control stations do not have clear vision of deck area,
- Anchor windlass missing, anchor not available to be dropped immediately,
- Safe means of rapid rescue for persons overboard not located on board, and
- Satellite phone not working.

Coroner findings included:

- that without a PFD to keep him afloat, a light to indicate his location in the dark or some type of GPS tracking device, it is difficult to see how any rescue effort was going to be successful,
- the vessel's Safety Management System (SMS) was unclear on when a PFD should be worn by the crew – **there was no clear 'trigger' stated in the SMS,**
- no one on board this night was wearing any type of floatation which was deemed normal practice - crew stated it is very hard to work with the life jacket on top of wet weather gear,
- life jackets were readily available and there were lots on board. Each crew had a PDF and there are extras,
- hard to reconcile vessel practices with the stated SMS. If lifejackets are not worn, after sunset, in winds of 20 - 30 knots with wave height of 2 - 3 metres in an area of Bass Strait on the edge of the continual shelf where the water temperature is 12 degrees – **then what is the trigger.**

The Coroner noted:

- that modern PFDs are much less bulky than older models and often have built in locator beacons,
- that AMSA requirements since 1 August 2023 require vessel owners *to explicitly address lifejacket wear and personal beacon requirements in their SMS's risk assessment and written management procedures,*
- that since January 2021 AMSA has required carriage of float-free emergency position-indicating radio beacons (EPIRBs) on certain types of DCVs but these are activated when in contact with water.

The Coroner recommended that AMSA (in collaboration with the seafood industry and the manufacturers of PFDs):

- review existing PFDs currently available in the market to determine suitability for use by commercial fisherman (consistent with the recommendation in the Batchelor and Bugeja report February (2003),



- if the review finds existing PFDs are not suitable for use by commercial fisherman then encourage and work with the manufacturers to design a suitable PFD that would be acceptable to commercial fishermen and compatible with the appropriate Australian Standard,
- engage with the Australia New Zealand Safe Boating Education Group and other industry stakeholders to raise awareness of and support for this work.

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## Reducing Risk of Electrical Faults and Fires

Since 2021, electrical installations and test records have been in the top 5 issues found by AMSA inspections.

The risk of electrical fire has increased as electrical systems have become more common on vessels and more complex. Issues commonly involve:

- battery terminal covers
- wiring
- fittings.

Navigation lights, engine starting circuits, energy storage systems, audio, video, Wi-Fi, satellite navigation and communications are now all driven by electrical systems.



Batteries have played a part in several serious vessel fires. Some of these fires have been catastrophic, resulting in the loss of a vessel and the lives of people on board.

AMSA offers safety management system guidance on how to address the risk of fires from batteries, portable device charging and wiring.

Be aware of the common electrical hazards to look out for and implement best practices to ensure a safer boating experience.

You should include management arrangements for the risk of fire from batteries, portable device charging and electrical installations in your [safety management system](#).

Go to: [https://www.amsa.gov.au/vessels-operators/reducing-risk-electrical-faults-and-fires?utm\\_source=amsa-update&utm\\_medium=email&utm\\_campaign=electrical-safety#msdyntrrid=IH0gdw2TwmX5z6mec\\_DSk3hdBQ\\_E03GiT31HjPSI6A](https://www.amsa.gov.au/vessels-operators/reducing-risk-electrical-faults-and-fires?utm_source=amsa-update&utm_medium=email&utm_campaign=electrical-safety#msdyntrrid=IH0gdw2TwmX5z6mec_DSk3hdBQ_E03GiT31HjPSI6A)

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## Lithium-ion Battery System in Thermal Runaway Explosion Onboard DCV.

An explosion occurred on a charter fishing vessel whilst berthed. The investigation identified that the ignition source was a lithium-ion battery that was not holding charge connected to a battery charger in a way that bypassed the battery management safety system. The vessel was beyond repair following the explosion.

The vessel owner reported previously having issues with the lithium-based battery system attached to the pot winch on board. The electrician was working on the vessel and fitting the new charger temporarily to the system to be left to charge overnight. The electrician stated they left the vessel at approximately 7.30 pm and set the charger shortly before departure.

### Safety Message

Vessel owners/operators should develop and implement a procedure for their safety management system (SMS) for onboard charging of electronic devices and battery systems.

This should consider the risk of a thermal runaway, including venting of toxic and flammable gases and compounds.

When a lithium-ion battery enters thermal runaway there is an intense release of heat and toxic gases; some of which are also explosive<sup>[1]</sup>. These types of thermal runaway events can also lead to fires that are extremely difficult to extinguish.

Lithium-ion batteries are required to be installed in accordance with the National Standard for Commercial Vessels Sub-section C5B Electrical. It is essential that lithium-ion battery installations include an approved battery management system to avoid potential overcharging events. Ventilation air flows must also be in accordance with manufacturer's specification.

Go to: [https://www.amsa.gov.au/vessels-operators/incident-reporting/safety-lessons-marine-incident-investigation-amsa-report-no27?utm\\_source=amsa-update&utm\\_medium=email&utm\\_campaign=monthly-marine-incidents#msdyntrid=rYJncGSe\\_NloR5JCY2DgD6RvqK70einDVBbO6fUEZYg](https://www.amsa.gov.au/vessels-operators/incident-reporting/safety-lessons-marine-incident-investigation-amsa-report-no27?utm_source=amsa-update&utm_medium=email&utm_campaign=monthly-marine-incidents#msdyntrid=rYJncGSe_NloR5JCY2DgD6RvqK70einDVBbO6fUEZYg)

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## AMSA 2023 Vessel Inspections Report

Marine inspectors perform inspections on behalf of AMSA - both planned and unscheduled. They will conduct an inspection of the vessel under the National Law, and as to whether the vessel appears to ensure safety of persons, the vessel and the environment.

An analysis of AMSA inspection data for 2023 reveals the levels of regulatory deficiency and operational detention rates for Australian domestic commercial vessels (DCVs), including some fishing vessels.

AMSA employs a *'targeting prioritisation model'* for vessels that is risk-based. Several factors are used to calculate a risk score for each vessel including:

- regulatory compliance history,
- age of a vessel,
- construction,
- operation, and
- certification status.

The 'higher' the risk score the 'more frequently' a vessel is likely to be inspected. AMSA continues to refine the vessel risk calculator based on evolving inspection data, allowing further refinement of risk scores and prioritisation.

So, to reduce your number of inspections you need to get your safety act into gear:

- maintain your vessel on a regular basis,
- walk through your daily operations and make a list of potential hazards,
- assess the risk each hazard presents, and then,
- decide how you are going to manage the risk.
- write this down in your safety management system,
- train your crew how to manage the risk, and
- review this process regularly.

This *Inspections Annual Report 2023* is used by AMSA to assist their approach to compliance, by revealing emerging trends and risks to safety. The number of initial vessel inspections remained consistent in 2023 with 2,654 conducted compared to 2,671 in 2022.

There was an 11.0% increase in the number of 'deficiencies' issued to DCVs in 2023 with 9,733 issued compared to 8,769 in 2022.

Marine Safety Inspectors will issue a vessel with a '*deficiency*' if they reasonably believe that something to do with the vessel is in contravention of the *National Law Act 2012*, including associated regulations and standards.

There was a notable 30.6% increase in 'detainable deficiencies' in 2023 with 81 vessels detained in 2023 compared to 62 vessels in 2022.

A '*detainable deficiency*' is a deficiency that is high risk to safety of persons or the environment. AMSA may issue a notice to ensure that the vessel does not operate until the high-risk deficiency is rectified. This could be in the form of a prohibition notice, a direction notice or a detention notice.

Detained vessels usually cannot recommence operations until the issues identified are rectified and inspected. Detentions often related to deficient life-saving equipment - *lifejackets, life buoys or life-rafts, and inadequate safety management systems*.

AMSA advises that this increase in deficiencies also reflects the ongoing refinement of the vessel targeting system and inspection procedures.

The most common '*detainable deficiencies*' were:

- structural conditions - 22.3% (49 vessels in total)
- safety management system deficiencies - 19.6% (43 in total)
- fire safety - 8.2% (40 in total).

The requirements for removal of a *deficiency* or *detainable deficiency* will be provided to the operator as part of the process of issuing a notice.

Depending on the severity of the deficiencies the process for removal could range between:

- providing evidence of the deficiency having been rectified (photos, invoice etc.)
- to having the vessel surveyed by an Accredited Marine Surveyor of Classification Society to ensure that the deficiencies have been rectified and the vessel meets the required standards (NSCV, USL or Class) and is safe to operate

Full report: [https://www.amsa.gov.au/inspections-annual-report-2023?utm\\_source=amsa-update&utm\\_medium=email&utm\\_campaign=InspectionsReport2023#msdynttrid=tRQ6UyMvNa\\_e2zs5nzG2p7RVUz1UeXb\\_XStfQcacNVo](https://www.amsa.gov.au/inspections-annual-report-2023?utm_source=amsa-update&utm_medium=email&utm_campaign=InspectionsReport2023#msdynttrid=tRQ6UyMvNa_e2zs5nzG2p7RVUz1UeXb_XStfQcacNVo)

## WorkSafe WA Public Consultation - Regulation of e-cigarette use in the workplace

WorkSafe WA is inviting public submissions on proposed amendment to the Work Health and Safety (General) Regulations 2022 regarding e-cigarette use in the workplace.

A workplace includes a fishing vessel.

The proposed amendment applies the same laws to e-cigarettes and vaping (e-cigarettes are also referred to as 'vapes' and the use as 'vaping') as those for traditional tobacco products (e.g. cigarettes, cigars, pipes).

- prohibit the use of e-cigarettes in an enclosed workplace (*Note: A vehicle used for business is considered to be a workplace*);
- require a sign or notice to be displayed that using e-cigarettes are prohibited at the workplace;
- enable WorkSafe inspectors to request people to stop using an e-cigarette in a workplace;
- protect the health and safety of workers and others at a workplace from the smoke, aerosol or vapour released by e-cigarettes through vaping; and
- impose penalties for e-cigarette use in an enclosed workplace.

Subject to this consultation, changes to the regulations would seek to take effect at the end of 2024.

Your feedback is sought on whether you support the proposed change and how this may impact you or your workplace.

**Submissions close: 5.00 pm WST, Wednesday 31 July 2024.**

Feedback template to submit your comments: [safetycomms@demirs.wa.gov.au](mailto:safetycomms@demirs.wa.gov.au)

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## WA's Worst Workplace Hazards Revealed in Statistics

New statistics have shown Western Australian workers have a much lower chance of being fatally injured at work in 2024 than they did 34 years ago.

When the increase in WA workforce numbers is taken into account, a worker's risk of being fatally injured fell by a remarkable 83% between 1988/89 and 2022/23.

In 1988/89, WA recorded 49.5 fatalities per million workers. By 2022/23, this number had reduced to 8.5 fatalities per million workers.

A recent WorkSafe publication – "*Worst workplace hazards in Western Australia 2012-13 to 2021-22*" – analyses lost time due to workplace injuries and fatalities and reveals some interesting statistical facts about WA workplaces.

When looking at years of lost work time over the report period, the top twenty workplace hazards resulted in a huge 25,000 years of lost time.

Manual handling is the worst hazard group by total time lost from work, accounting for 40% of all lost time. The worst specific workplace hazard is trips on clear, cluttered or slick ground.

Women are more likely to be harmed by psychosocial hazards and handling other people, while men are more likely to be harmed by falls and vehicle crashes.

Young workers under 25 lose more time to electrocution, gravity hazards and moving objects, while workers over 65 lose more time to trips, handling and assault.

The greatest hazards in the construction industry are falls, trips and handling.

Acting WorkSafe Commissioner Sally North warned against complacency towards the safety of workers in light of the new figures.

“Although this decrease in the rate of fatalities is good news, we should never become complacent about the safety of workers,” Ms North said.

“The improvements can be attributed to a number of factors including a steady increase in awareness of workplace health and safety over recent decades.

“Improved regulation has also played a part, along with lots of great work from employers, workers, health and safety representatives, unions and industry bodies.

“A general improvement in understanding of risks and hazards and the maturing of the health and safety profession have also contributed to a steady fall in the relative number of deaths and injuries.

“However, it’s up to both employers and workers to make safety part of the job so everyone can return home safe and healthy at the end of each day.”

Go to: [Worst hazards in Western Australian workplaces 2012–13 to 2021–22: Report](#)

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## **New Requirement for Noise Protection under WA Workplace Safety Laws**

In workplaces where hearing protection may be necessary, a person conducting a business or undertaking (PCBU) must provide audiometric testing for workers within three months of commencing work and follow up at least every two years.

Go to: [https://www.commerce.wa.gov.au/sites/default/files/atoms/files/221167\\_cp\\_noise.pdf](https://www.commerce.wa.gov.au/sites/default/files/atoms/files/221167_cp_noise.pdf)

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## **Stay Afloat – Seafood Industry Mental Health and Wellbeing**

As many of you have been part of our Stay Afloat journey thus far, we are seeking your assistance to share and request industry members to complete an online survey about mental health and wellbeing.

Here is the link to the survey: <https://tinyurl.com/StayAfloatSurvey>

The survey should take no more than 10 minutes to complete and is open to people aged 18 years or older who are currently working in the seafood industry or living in a seafood community.

Researchers from the University of South Australia are working with us to evaluate the Stay Afloat mental health activities happening in your region.

To help with this, we are asking our connections to help share the survey within their own networks.

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## Transitional Arrangements for WA Workplace Laws Ceases 31<sup>st</sup> March 2024

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.

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## Marine Safety Incidents – May 2024

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=Z7gjhSXOebAKqx\\_Wne-EiYnlPERx4lvT0GjcbhwOck](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=Z7gjhSXOebAKqx_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>

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## Seafood Careers – Online Platform Available

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>

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## **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>

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## WA WHS Laws – What is a ‘Person Conducting a Business or Undertaking’?

The new WA *Work Health and Safety Act 2020* (WHS Act) introduces the term, ‘*person conducting a business or undertaking*’, or **PCBU**.

A PCBU is a broad term which captures all types of working arrangements or relationships which we refer to as businesses and includes:

- a company,
- a business partnership,
- an unincorporated body or association,
- a sole trader or self-employed person,
- an employer.

A business or undertaking is being conducted if it has the elements of an organisation, such as:

- systems and continuity in the work performed,
- there is control over where the work is performed,
- how it is carried out and
- over the worker doing the work.

A worker is anyone who carries out work for a PCBU and can be:

- an employee,
- a contractor or sub-contractor,
- a labour hire worker,
- an apprentice,
- a volunteer
- a work experience student.

Work is not defined in the WHS Act but it has its ordinary meaning of an activity involving mental or physical effort to achieve a purpose or result, whether or not for profit or payment. An activity that is domestic, recreational or social in nature may also be considered work unless the activities form part of ordinary daily life.

The duty of a PCBU is a legal obligation to ensure the health and safety of workers and others (e.g. visitors) at the workplace. They can meet this obligation by:

- eliminating risks to health and safety; or
- if elimination is not reasonably practicable, risks must be minimised so far as is reasonably practicable.

The WHS legislation sets out how this is to be done. Go to:

<https://www.wa.gov.au/organisation/department-of-jobs-tourism-science-and-innovation/grants-assistance-and-programs-register-wa-industry>

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## WA WHS Laws – “Reasonably Practicable” – What Does This Mean?

The new WA WHS laws talk about what is ‘*reasonably practicable*’. But what does this mean?

For example the new WHS laws say that ‘a person conducting a business or undertaking (PCBU) must do what is *reasonably practicable*’ to keep workers and other people at the workplace healthy and safe’ or the ‘PCBUs must eliminate risks to health and safety *so far as is reasonably practicable*. If it is not reasonably practicable to eliminate a risk, it must be at least minimised.’

The WHS laws require PCBUs to use a risk management approach when managing certain risks to either to eliminate hazards and eliminate or control those risks. If it is not practicable to



eliminate risks to health and safety, then a PCBU ***must use*** the highest level of control measure possible to minimise risk.

You must use one or more of the following to minimise the risk so far as is reasonably practicable:

- must consult with workers who could be impacted by work health and safety
- substitute the hazard with something safer (swapping a dangerous chemical for a safer one) isolate the person from the hazard (such as using barriers)
- use engineering controls, or physical control measures (such as machine guards)
- administrative controls such as training, checklists or standard operating procedures
- must give workers personal protective equipment (such as goggles or safety boots) and teach workers how to use them safely.

#### ***How to test 'reasonably practicable'***

- Would a reasonable person in the same situation make the same choice?
- How much does each control measure reduce the risk of injury?
- Is it better to use more than one control?
- How much can you change the activity?
- Is there more you (or someone else) can do to reduce the risk?

The cost should only be considered if it is grossly disproportionate to the risk.

More info: <https://www.commerce.wa.gov.au/publications/information-sheet-reasonably-practicable>

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## **Planned Maintenance - Important for Safe Operations – Mandatory Requirement.**

Planned maintenance is essential on domestic commercial vessels. Good maintenance work in port or at anchor can help avoid breakdowns and getting into hazardous situations at sea. Recent incidents have demonstrated the potentially serious consequences of a lack of effective maintenance that can pose serious risks to the safe and operation of vessels.

Analysis of 117 incident investigations since 2020 found that maintenance problems were a factor in 28% of incidents, including ***half (50%) of very serious incidents*** and 27% of serious incidents.

Under the National Law for Domestic Commercial Vessels, Marine Order 504 sets out:

- The vessel ***must have*** a Safety Management System (SMS).
- The owner of a vessel ***must ensure*** that a system of regular programmed inspection and maintenance appropriate for the vessel, its machinery and its equipment is developed, maintained and implemented.
- The SMS ***must include*** arrangements for recording details of each inspection and correcting each deficiency identified by an inspection. The record may be kept in the logbook.
- The vessel ***must be inspected*** sufficiently to determine if the vessel, its machinery and its equipment complies with the maintenance and operation requirements that apply to it. This requirement does not prevent inspections being made for compliance with voluntary maintenance guidelines.
- The vessel ***must be serviced*** taking into account the manufacturer's specifications and requirements.

Under Marine Order 503, it is a condition of a Certificate of Survey that a certificate of currency relating to equipment ***must be*** carried on the vessel ***must be kept current***.

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## 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>

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## New Safety Management System (SMS) Requirements from 1<sup>st</sup> 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](http://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](mailto: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](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](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](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](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](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](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](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](https://www.wafic.org.au/wp-content/uploads/2023/05/AUM002_AMSA_Checklist_TRAINDRILLLOG_A4_ART.pdf)

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

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## 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 trialed, 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>

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## 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>

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## 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>

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## **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.

## Lifejacket Written Procedures and Training Required from 1<sup>st</sup> August 2023

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

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

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

Making sure that when to wear a lifejacket 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=cxo5pizPpUQLbZV46GHRdqcd7atIMUdo40FN-0XmE](https://www.amsa.gov.au/marine-order-504-safety-changes/lifejacket-wearing?utm_source=amsa-update&utm_medium=email&utm_campaign=MO504#msdyntrid=cxo5pizPpUQLbZV46GHRdqcd7atIMUdo40FN-0XmE)

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