

## WAFIC Safety Update – August 2025

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

### New AMSA Online Portal for Applications for Near Coastal Tickets.

The Australian Maritime Safety Authority (AMSA) has extended an early invitation to WAFIC members to use **myAMSA** – the new online application portal for Near Coastal certificates of competency.

You can [access myAMSA via this link](#) from midday on Wednesday, 25<sup>th</sup> June 2025 at which point it will be live on AMSA's website.

AMSA has been developing this online application portal for Near Coastal certificates of competency with the goal of saving seafarers time by **enabling seafarers to apply online for their tickets** – instead of having to travel to an Australia Post outlet to apply in person.

**myAMSA** uses the Australian Government's Digital Identity verification app, [myID](#), to allow seafarers to securely log into their **myAMSA** account. If seafarers don't have a myID app, they can go to the myID website to [get set-up](#). It's quick and easy.

While **myAMSA** is currently a beta (test) product, all transactions in the portal are legitimate. All applications received through **myAMSA** (beta) will be processed. If approved, a Near Coastal certificate of competency will be issued in the mail.

*As a beta product, AMSA is eager to hear what Near Coastal seafarers think of myAMSA.*

Eligibility:

- Seafarers need to be ready with all their documentation to submit a Near Coastal certificate of competency application through myAMSA beta from Wednesday 25<sup>th</sup> June.
- They'll also need a myID which is the Australian Government's Digital Identity app that will securely verify their identity upon logging them into myAMSA for the first time.
- If they are an existing seafarer with an AMSA record, they'll also need their AMSA ID on hand (displayed on the back of a certificate of competency card).

Feedback is crucial to refining the portal, and the experience of Near Coastal seafarers will help shape future updates and improvements to myAMSA which will be fully released later this year.

Contact for feedback: Chris Battel, AMSA on [chris.battel@amsa.gov.au](mailto:chris.battel@amsa.gov.au)

For further information go to: [myAMSA help and feedback | Australian Maritime Safety Authority](#)

Read more [about myAMSA beta](#) on AMSA's website.

## **Bureau of Meteorology Proposed Changes to Issue of Weather Forecasts.**

The Bureau of Meteorology is proposing to change how often they issue routine weather forecasts from September 2025.

### ***What are the changes?***

- Increasing the number of routine public weather forecast issuances from current advice 2 x daily out to 4 x times daily
- Issuing routine public weather forecasts nationally at the same time – forecasts will be issued at UTC (Coordinated Universal Time) times nationwide instead of being staggered across Australian time zones based on local times.

These changes will ensure that the Bureau's latest forecasts are informed by the most recent numerical weather predictions and observations in each state and territory.

These changes will enable the community, industry, and emergency services to make more timely and informed decisions. The additional updates will better align the current day's forecast with actual conditions. Synchronizing issue times across states and territories will provide a consistent national forecast product for customers looking at forecasts across multiple jurisdictions.

The Bureau understands that forecast issue times have remained unchanged for a long period.

They are asking for advice of any potential impacts these changes may have on your operation.

While some states and territories will receive updates earlier, no area will receive updates later than the current issue times.

### ***Which forecasts would change?***

- [Text forecasts](#):
  - These products are currently issued approximately every 12 hours, at 5:00 am and 4:00 pm local time.
  - Under the planned changes, they would be issued around 17:00 UTC and 05:00 UTC – which is approximately 3:00 am and 3:00 pm AEST, or 1:00 am and 1:00 pm AWST.
  - There will be additional updates at 11:00 UTC and 23:00 UTC.
  - Products affected are:
    - Land-based forecasts including district, town, city, state & territory, and precis forecasts
    - Coastal waters and local waters forecasts, and marine wind warning summaries
- [Australian Digital Forecast Database \(ADFD\) forecasts](#):
  - ADFD grids are currently routinely issued 2 x daily.
  - Routine updates would be increased to 4 x daily: 17:00 UTC, 23:00 UTC, 05:00 UTC and 11:00 UTC for all states and territories.

### ***What wouldn't change?***

- The format, content, product codes, and the delivery channels we use to deliver routine weather forecast products
- Issue times and update frequency for fire weather forecasts, fire danger ratings, fire weather warnings, preliminary fire weather forecasts, and fire weather gridded products
- Issue times and update frequency for warnings other than coastal waters wind warnings (which are issued at routine times)

## AMSA Fees Increase from 1<sup>st</sup> July 2025

From Tuesday 1 July 2025, annual indexation will be applied to National System (domestic commercial vessel) fees for service.

The increase in fees is calculated by applying the indexation factor. This year's 2025-26 indexation factor is 2.4%. Affected fees are associated with applications for:

- Certificate of competency – near coastal
- Certificate of survey
- Certificate of operation
- The AMSA Marine Surveyor accreditation scheme
- National Law Exemptions

An example, effective from 1 July 2025 the fee for a new certificate of operation will increase from \$234 to \$239.

You can view current domestic commercial vessel fees for service [here](#).

From Tuesday 1 July 2025, our website will be updated to reflect the new 2025-26 fees.

If you have any questions regarding AMSA's annual fee indexation, please contact [AMSA Connect](#).

---

## AMSA Reissues General Exemptions from 1 July 2025

On 1 July 2025, 16 National Law general exemptions were reissued for a period of three to five years.

Some of these exemptions will have updated requirements which may impact domestic commercial vessel (DCV) owners and operators.

### *1. Exemptions that require a new application*

The exemptions listed below require a new application for approval. Current exemption approval holders will need to review the application requirements and follow the key dates below.

- [Exemption 14 \(Sea rangers\) Exemption 2020](#) – reapply now
- [Exemption 15 \(Scientific research and educational activities\)](#) – reapply now
- [Exemption 31 \(Expired pre-USL Code certificates\)](#) – apply and obtain approval by 31 January 2026
- [Exemption 36 \(Steam-powered vessels\)](#) – apply before expiry on approval letter

Exemption webpages will be updated and affected approval holders contacted by either phone, email or post.

### *2. Exemptions for final reissue*

[Exemption 39 \(Lifejacket lights\)](#) has been reissued for a further three years and will now expire on 30 June 2028.

This exemption will not be reissued after 30 June 2028. After this time, operators using the exemption will need to comply with the requirement in the National Standard for Commercial

Vessels Part C7A to have lifejackets fitted with a light. Lifejacket lights improve the visibility and detection of people in the water at times of poor visibility, including during daylight hours.

### *3. Exemptions being extended with no reapplication required*

DCV owners, operators, masters and crew using the following exemptions are not required to reapply but are encouraged to familiarise themselves with the conditions and ensure continued compliance under the reissued exemptions.

- [Exemption 01 \(Vessel identifiers\)](#)
- [Exemption 03 \(Certificates of Operation\)](#)
- [Exemption 04 \(Recreational use\)](#)
- [Exemption 06 \(Periodic survey, equipment certification and compass adjustment\)](#)
- [Exemption 10 \(Operation of fishing vessels\)](#)
- [Exemption 16 \(Traditional fishing\)](#)
- [Exemption 17 \(Great Barrier Reef and Torres Strait Zone\)](#)
- [Exemption 22 \(Bareboats\)](#)
- [Exemption 23 \(Masters or crew without certificates\)](#)
- [Exemption 40 \(Class C restricted operations\)](#)
- [Exemption 41 \(Unpowered barges\)](#)

This information will also be promoted via AMSA's web news, the AMSA update newsletter and social media.

For more information please contact [regulation@amsa.gov.au](mailto:regulation@amsa.gov.au).

---

## **New Worksafe WA Diving Webpage and Checklist Published**

Businesses carrying out diving operations must comply with the listed duties contained within the new Work Health and Safety Act 2020 and Work Health and Safety (General) Regulations 2022.

Owners, directors, managers and divers must ensure:

- the fitness and competence of persons who carry out diving work;
- the health and safety of persons who carry out diving work; and,
- the health and safety of other persons at workplaces where diving work is carried out.

Since the release of the new WA work health and safety regulations in March 2022, Worksafe has been developing general guidance material for those carrying out diving operations.

WAFIC has assisted the dive sectors involved with the fishing and aquaculture industry to consult with Worksafe on the drafting of these materials.

Worksafe WA published a new 'general diving webpage' and 'checklist' in June 2025.

Go to: <https://www.worksafe.wa.gov.au/general-diving-work/general-diving-work>

Go to: <https://www.worksafe.wa.gov.au/publications/general-diving-work-checklist>

---

## Marine Safety Incidents – June 2025

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](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>

---

## AMSA Marine Incident Annual Report (2024)

AMSA has released the 2024 Marine Incident Annual Report, which provides a detailed analysis of marine incidents reported throughout 2024, alongside five-year trends from 2020 to 2024.

Each year, vessel owners, operators and crew report marine incidents to AMSA and are analysed to understand the safety risks affecting domestic commercial vessels (DCVs), regulated Australian vessels (RAVs) and foreign-flagged vessels operating in Australian waters.

These insights, together with inspection outcomes and investigation data will guide the focus on compliance activities and safety improvements over the coming year.

In 2024, AMSA also received 394 reports of marine safety concern - a 7.9% decrease compared to 2023. These reports are vital to understanding and addressing the factors that can impact the safety of vessels and those onboard.

- 5,625 marine incidents reported (up 2.8% from 2023).
- 5 fatalities were reported across all vessel types Larger DCVs (12m and over) made up nearly 70% of marine incident reports, despite comprising only 20.6% of the DCV fleet.
- Bulk carriers accounted for the most marine incidents among foreign-flagged vessels.
- Over 500 reported injuries - 157 of these serious.
- Most serious crew injuries were linked to navigation incidents (DCVs) or maintenance and cargo handling (RAVs/foreign-flagged vessels).
- Collisions, groundings, and propulsion or system failures were the most common marine incident types with engineering system failures rising across all vessel types.
- Person overboard incidents on DCVs dropped by 12.9%.
- Common contributing factors included poor lookout, equipment failures, and gaps in risk assessments or risk management procedures.

AMSA encourages all operators and stakeholders to continue reporting marine incidents and safety concerns, as this information helps build a safer maritime industry.

The findings from this year's report informed the development of AMSA's 2025–26 National Compliance Plan, which targets safety improvement activities across the industry.

Go to: [Marine incident annual report 2024 | Australian Maritime Safety Authority](#)

Reporting and incident: [Marine incident reporting | Australian Maritime Safety Authority](#)

---

## **Construction Company Fined \$750,000 for Serious Harm to Worker**

A construction company pleaded guilty to failing to ensure workers were not exposed to hazards and, by that failure, causing serious harm to a worker.

The company has been fined \$750,000. A company director also pleaded guilty to neglect as a *'person conducting a business or undertaking'* and was fined and granted a spent conviction.

In December 2021, a worker at a private property east of Perth, fell 2.2 metres into an unfinished concrete swimming pool inside an undercover alfresco area that was under construction.

The worker suffered multiple injuries including a severe head injury requiring emergency surgery and has ongoing health issues as a result of his injuries.

The pool had previously been protected by scaffolding, but this had been removed to allow access for further work, leaving a serious fall risk for workers working around the pool.

WorkSafe Commissioner Sally North said today the incident should serve as a reminder of the importance of guarding against fall risks in workplaces.

Western Australia has had a Code of Practice for the Prevention of Falls at Workplaces since 2004, reissued in 2022. The code provides practical guidance to effectively manage fall risks and should be followed in all workplaces where a risk of falls exists.

The incident is a timely reminder that it is the duty of anyone in charge of a workplace to conduct a thorough risk assessment before work begins and to put controls in place to reduce the risk of injury to workers and others.

It's also a reminder of the sizeable penalties that can be faced by a director of a company (who is defined as a *'person conducting a business or undertaking'*) who fails to ensure there is protection of workers or other people at a workplace from risks to their health or safety.

---

## **Federal Government Still to Respond to 2023 AMSA Independent Reviews**

The Federal Minister for Transport is still to respond to an Independent Review as to whether the AMSA National Law for maritime safety is fit for purpose.

The review commenced in 2021 and was completed and submitted to the Minister in September 2023.

A second independent review into the financial sustainability of safety agencies including AMSA was completed and submitted to government in November 2023. No government response has been forthcoming.

These reviews deal with many issues including grandfathered vessels and cost recovery of AMSA services.

Post election, Seafood Industry Australia met with the Department of Infrastructure and Transport and were informed that the review is currently under consideration by the Minister.

However, the renewable energy transition and Maritime Emissions Reduction National Action Plan (MERNAP) are presently taking priority on the Albanese Government agenda.

SIA was also informed that AMSA is conducting scenario modelling in relation to some of the independent review recommendations.

The Department representatives reiterated that once the Minister has announced the government decisions, there will be extensive industry consultation before any changes are implemented.

Stay tuned!

---

## **2025 Workforce Plan for the Maritime Industry**

Industry Skills Australia (ISA) has released the 2025 Workforce Plan for the Maritime industry.

The Plan serves as the strategic roadmap to building a more skilled, agile, and resilient maritime supply chain workforce for Australia.

Whilst understandably focused on larger ship transport of good and resources to overseas destinations, the Plan also covers the fishing industry requirements.

Developed through extensive national consultation, the plan combines the latest workforce data with grassroots intelligence from employers, unions, industry organisations (eg WAFIC), training providers, industry regulators, and government representatives.

### ***What's in the Plan?***

Shaped by the Strategic Workforce Planning Committee for each industry and prepared by ISA, the Workforce Plan includes:

- A detailed snapshot of the current workforce
- Analysis of current and emerging workforce challenges
- A suite of recommended actions to build a sustainable, world-class workforce

Extensive research and stakeholder consultation has found that:

- Skilled workforce shortages pose a major challenge for Australia's Maritime industry
- Maritime training faces barriers - high costs, limited course availability and trainer shortages
- The limited availability of training berths is a major barrier to completing qualifying sea time
- The industry faces complex challenges in adapting to decarbonisation and new technologies
- Industry stakeholders report that occupational shortages are exacerbated by difficulties in attracting and retaining workers, particularly challenging in regional areas
- Industry stakeholders predict that the shortage of skilled maritime workers will also be felt due to emerging green energy sectors with the development of offshore renewable energy and transmission infrastructure.

### ***Why The Plan Matters?***

The scale of upskilling and reskilling needed to support the workforce through rapid change is beyond the remit or resourcing of any single organisation. The Workforce Plan serves as the central roadmap for genuine collaboration and coordinated effort across industry, governments, unions and the training system.

The Workforce Plan, and specifically the recommended actions, also have the ability to help lift productivity across the economy through investing in a more skilled and efficient maritime supply chain workforce.

Maritime Plan: [2025 Maritime Workforce Plan.pdf](#)

---

## Changes - Safety Management System Requirements - **Commenced 1<sup>st</sup> June 2025**

AMSA Marine Order 504 contains all the regulatory requirements for commercial vessel operational requirements for marine safety including safety management systems (SMS).

In 2024, Marine Order 504 underwent a public review process aimed at improving the safety outcomes of the SMS requirements and making them **easier to understand, fit for purpose** and **practical** for the diverse range of commercial vessels across Australia.

**These changes came into effect on 1<sup>st</sup> June 2025.**

**In-depth information, guidance and resources to help navigate and apply the following changes is available on the AMSA website at: <https://www.amsa.gov.au/changes-safety-management-system-requirements-1-june-2025>**

The key changes to be introduced include:

- *Introduction of a Simplified SMS* — Owners of some vessels less than 7.5 metres will be eligible for a simplified SMS. Use the AMSA online [simplified SMS tool](#) to find out if the simplified SMS applies to you.
- *Fatigue management* — Vessel owners will need to identify and address the risk of master and crew fatigue in the vessel's safety management system. This does not apply to Class 4 vessels (**see articles on page 3 & 4**)
- *Drug and alcohol policy* — Vessel owners will need to have a drug and alcohol policy in the vessel's SMS to manage the risks associated with drug and alcohol use. (**see articles on page 4 & 5**)
- *Key operational procedures to be covered in SMS* — Class 1, 2 and 3 vessel owners will need to have procedures covering the key vessel operations in their SMS, if relevant.
- *Vessel emergency plans* — Loss of propulsion and oil or fuel spills will need to be covered in the vessel's emergency plan, if relevant.
- *Master and designated person responsibility statement* — The master's responsibility and authority statement has been clarified to better outline their authority and there is now a requirement to set out a designated person's responsibility statement. Different rules may apply to vessels eligible to operate under a simplified SMS in certain circumstances.
- *Assembly station requirements* — Alternative assembly stations will only be required if reasonably practicable based on the vessel's layout, characteristics and risk assessment. Different rules may apply to vessels eligible to operate under a simplified SMS.
- *Record of vessel modifications* — Vessel owners will need to identify risks to vessel stability in the vessel's risk assessment and will need to maintain a record of vessel modifications impacting stability. This does not apply to Class 4 vessels and different rules may apply to vessels eligible to operate under a simplified SMS.

A range of guidance, tools and other resources are available to help implement the changes:

- Online simplified SMS tool — use this [simplified SMS tool](#) to check if you are eligible for the simplified SMS.
- Simplified SMS flowchart — download our printable flowchart to determine your eligibility for the simplified SMS.



- Guidance for developing:
  - Fatigue risk management plan
  - Drug and alcohol policy
  - Stability risk assessment and recording vessel modifications.

Go to: <https://www.amsa.gov.au/changes-safety-management-system-requirements-1-june-2025>

---

## New AMSA Rules to Simplify SMS Requirements – Watch Webinar!

AMSA has simplified safety management system (SMS) requirements for smaller, less complex DCVs and operations to:

- uphold or improve safety outcomes
- align better with operational needs
- reduce administrative burden.

**Note:** If you are eligible for simplified SMS and you already have a full SMS, you can choose to change to simplified SMS or keep your full SMS.

### Key changes for eligible vessels

- If the owner is also the designated person, a *designated person responsibility statement* is no longer required in the vessel's SMS.
- If the owner is also the master, a *master's responsibility and authority statement* is no longer required in the vessel's SMS.
- The risk assessment no longer needs to identify the key daily tasks performed by the master and crew.
- The mandatory procedures for vessel operations have been reduced.
- Owners are no longer required to identify an assembly station in the emergency plan.
- The mandatory details in the vessel's crew list have been reduced.

Watch information webinar at:

[https://email.amsa.gov.au/pub/pubType/EO/pubID/zzzz67da3179c8617110/?vid=t-8Fg8B7v\\_I](https://email.amsa.gov.au/pub/pubType/EO/pubID/zzzz67da3179c8617110/?vid=t-8Fg8B7v_I)

---

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

1. AMSA Marine Order 504 requires all domestic commercial vessels **must** have a safety management system (SMS).
2. Worksafe (WA) legislation requires all domestic commercial vessels **must** have a safety management system (SMS).

An SMS will demonstrate and document how you have prepared your vessel and crew to meet the '**mandatory**' general safety duties contained in both sets of legislation.

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.

## Vessel Fatigue Management – AMSA Webinar Available Online

A [survey](#) of more than 1,000 crew working across a wide range of commercial vessels in Australia found a concerning knowledge gap when it came to identifying and managing fatigue.

Of the 1,000 survey participants:

- One in three began work on a vessel already in a fatigued state
- 40% had less than six hours of sleep in any given 24-hour period
- Survey participants struggled to identify lesser-known behavioural signs of fatigue like slurred speech and risk taking
- 50% had not received any fatigue management training or guidance

This led to recent changes to AMSA regulations placing far greater emphasis on vessels having a management plan for the fatigue of their crew. These changes have been set out in Marine Order 505 and to assist with understanding the requirements for managing fatigue AMSA recently held a webinar. You can watch the 30 minute webinar at:

<https://www.youtube.com/watch?v=DeDZQDevo4M>

Educating yourself, your master and crew on the impacts of fatigue, identifying fatigue and how you will manage fatigue on your vessel is of paramount importance. Including your fatigue management approach in your vessel 'safety management system' is also required. Make sure you involve your master and crew in this fatigue management system development, trial the planned approach and include crew when reviewing the system.

Particular attention needs to be paid to working at night. See some summaries of incidents due to fatigue at:

- <https://www.amsa.gov.au/vessels-operators/incident-reporting/safety-lessons-marine-incident-investigation-amsa-report-no29>
- <https://www.amsa.gov.au/vessels-operators/incident-reporting/safety-lessons-marine-incident-investigation-amsa-report-no8>

For other assistance and guides go to: <https://www.amsa.gov.au/smschanges>

## **Fatigue Management – Its More Than Feeling Tired and Drowsy.**

In a work context, fatigue is a state of mental and/or physical exhaustion which reduces a person's ability to perform work safely and effectively. It can occur because of prolonged mental or physical activity, sleep loss and/or disruption of the internal body clock.

Fatigue can be caused by factors which may be work related, non-work related or a combination of both and can accumulate over time.

Everyone in the workplace has a work health and safety duty and can help to ensure fatigue does not create a risk to health and safety at work.

Fatigue reduces alertness and an increase in incidents and injuries, particularly when:

- operating fixed or mobile plant, including driving vehicles
- undertaking critical tasks that require a high level of concentration
- undertaking night or shift work when a person would ordinarily be sleeping.

The longer term health effects of fatigue can include:

- heart disease
- diabetes
- high blood pressure
- gastrointestinal disorders
- lower fertility
- anxiety
- depression.

Go to: <https://www.safeworkaustralia.gov.au/doc/guide-managing-risk-fatigue-work>

---

## **Drug & Alcohol Policy Required on All Vessels by 1<sup>st</sup> June 2025**

From 1 June 2025, all domestic commercial vessel (DCV) operators must have a drug and alcohol policy as part of their safety management system (SMS).

This new requirement, introduced by AMSA, aims to address the safety risks associated with drug and alcohol use in the maritime industry.

What you need to do is ensure all masters, crew, and any special personnel are:

- made aware of your drug and alcohol policy,
- are assessed as fit to undertake their duties,
- are not impaired by drugs or alcohol.

Use the guidance material below to update your SMS to include a drug and alcohol policy. Developing a drug and alcohol policy is essential for compliance and safety. Make sure all personnel understand their responsibilities before 1 June 2025 to ensure a safe and responsible maritime environment.

View the guidance online: [Drug and alcohol policy - Class 1, 2 and 3](#)

Print or download the guidance: [How to develop a drug and alcohol policy - Class 1, 2 and 3 vessels PDF251.25 KB](#)

---

## Everyone Has a Legal Duty of Care Relating to Drugs and Alcohol

Everyone in the workplace has work health and safety duties under the *Work Health and Safety Act 2020*.

A person conducting a business or undertaking (PCBU) has a duty to protect workers from the risks associated with the use of alcohol and drugs.

As a PCBU, you must manage all health and safety risks and this might include setting specific policies for the use of drugs and alcohol.

So far as is reasonably practicable an owner must:

- ensure the health and safety of workers and others at your workplace;
- consult with workers who carry out work for the business or undertaking and who are (or are likely to be) directly affected by a health and safety matter; and,
- consult cooperate and coordinate activities with all other relevant duty holders.

All workers have a legal duty to take reasonable care for their own health and safety and not adversely affect the safety of others.

- Workers must ensure they arrive at work:
- fit and well enough to do their job; and,
- not be under the influence of alcohol or drugs

There are a number of reasons why it is appropriate to develop a workplace policy on alcohol and other drugs:

- A PCBU could be found in breach of the general duty to provide a healthy and safe workplace that is free from hazards if injury or harm is suffered as a result of alcohol or other drug use.
- Having and applying an alcohol and drug policy demonstrates management commitment to a healthy and safe workplace.
- Having a clearly defined policy, with supporting procedures in place, will assist the PCBU to provide a safe workplace and manage drug and alcohol related issues in the workplace.
- The existence of a policy also provides a means of informing employees and other people at the workplace about what behaviour is acceptable in relation to alcohol and other drugs in your workplace.

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

- If a policy exists for this situation, it should be followed. In the absence of a policy, the PCBU should determine the most appropriate course of action, which may include making arrangements for the person 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.

More information go to: <https://www.worksafe.wa.gov.au/duties-relating-drugs-and-alcohol>

For info on vaping in the workplace go to: <https://www.worksafe.wa.gov.au/vaping>

## AMSA Improving Communications with Industry

AMSA is planning to improve how it connects with industry and stakeholders by implementing a range of communication initiatives to deliver direct, effective and engaging communication focused on informing and educating industry.

AMSA's efforts to continually enhance communication and engagement with stakeholders are guided by its stakeholder engagement framework. The initiatives listed below offer opportunities for further collaboration between AMSA and industry.

*Sharing content:* AMSA is working to better leverage the communication channels of industry associations (eg WAFIC) to amplify maritime safety messages and extend our reach.

To support this, AMSA will provide content to industry communication contacts to share content.

*Webinar program:* AMSA recently launched its new webinar program with a three-part series on Safety Management Systems to promote the updated Marine Order 504 requirements.

The series attracted 524 participants and of those that completed the post-webinar survey 88% were 'very satisfied' or 'satisfied' and, importantly, 91% were 'very likely' or 'likely' to take action as a result of attending.

AMSA plans to feature industry guest speakers in its future webinars to help showcase the breadth of expertise across the sector and demonstrate the shared commitment to maritime safety.

*User-centred website content:* AMSA has made a concerted effort to improve the clarity of its website content by using plain English and designing with both web usability and user needs in mind.

When overhauling content, AMSA conducts user research and testing to ensure it is clear, effective, and easy to use regularly drawing on its user research community to test content and products and further tailor our communication and guidance to resonate more effectively with seafarers.

*Evidence-based campaigns:* AMSA has adopted a customer-centric, evidence-based approach to campaign management to ensure messaging resonates with industry. Our user research methods have included focus group testing with industry and regional safety committee members to shape creative concepts and messaging.

*Communicator's network:* AMSA welcomes nominations from industry for key contacts to work more closely with AMSA's communication team. These contacts would form an informal network that AMSA can engage with to pursue the collaboration opportunities outlined in this paper. AMSA also sees strong value in drawing on the insights of industry associations to co-design communication approaches, test messaging, and support outreach—helping ensure safety messages are targeted, practical, and aligned with industry needs.

---

## Who is Responsible for Emergency Procedures and Testing Procedures

Under WA work health and safety legislation, the person conducting a business or undertaking must ensure that there is an emergency plan in place to protect anyone on the premises in the event of an emergency.

Emergency plans and procedures must be developed in consultation with workers – master, crew and shore based support.

In developing a plan, consideration should be given to the range of potential emergencies that could plausibly affect the workplace.

The following is a [brief checklist](#) of the requirements for the person who has control of a vessel or control of the access to or egress from a vessel:

- An emergency plan for a vessel should be in your safety management system and include:
    - a risk assessment and development of agreed emergency procedures,
    - testing of the emergency procedures with all crew
    - information, training and instruction to relevant workers in implementing emergency procedures, including use of emergency equipment.
  - Procedures to cover locating persons on the vessel during emergency procedures, notifying emergency services, medical treatment and effective communication.
  - **Ensure emergency procedures are practised on the vessel at reasonable intervals during a season, especially when new crew join the vessel.**
  - The procedures should allow people to safely move within the vessel and passages for the purposes of movement are always kept free of obstructions.
  - Lifejackets are provided, maintained and crew trained in their use.
  - Fire extinguishers should be located and distributed in accordance with Australian Standard, AS 2444-2001: Portable fire extinguishers and fire blankets in galleys.
  - Training is provided on all emergency procedures and safety equipment to all people who will be required to help manage the emergency – on the vessel and onshore.
- 

## Industry Input Called for Australian Hydrographic Surveying Priorities

AMSA is responsible for the safety of navigation in Australian waters under the *Navigation Act 2012*. The Australian Hydrographic Office (AHO) is responsible for Australia's maritime charting to support safe navigation identifying and prioritizing areas within Australia's responsibility that require surveying to support national charting priorities - HydroScheme.

HydroScheme is an annual plan of surveying tasks undertaken each financial year. This is facilitated through the AHO's commercial acquisition program since 2020 using a panel of pre-approved industry providers to undertake bathymetric survey tasks within Australia's EEZ.

Every 12 months, the HydroScheme Review Panel (HRP) is convened to provide the AHO with strategic guidance on the prioritisation of survey activities.

Industry can submit an Area of Interest (AOI) request at any time by registering with the AusSeabed SCT administered by Geoscience Australia. Primarily, the AHO is seeking to update charts for poorly surveyed regions within Australia's EEZ where survey data would improve:

- safety and efficiency of navigation in Australian waters,
- environmental baseline datasets to support Marine Park management,
- characterisation and protection of areas with cultural, archaeological or geological significance, and/or
- significant economic, environmental or scientific benefit to Australia.

They will not survey within port limits and not specifically plan for surveys within coastal (State) waters (within 3nm of the Australian coast baseline) unless there is a compelling reason or when commercial navigational risk is assessed as 'high' and the area is remote. Funding support may be requested from a State or Territory to support additional survey activities within coastal waters 3nm from the baseline.

Submit any interest to: [ausseabed@ga.gov.au](mailto:ausseabed@ga.gov.au)

---

## **AMSA National Compliance Plan – 2025-26**

Every year AMSA undertakes a range of compliance activities with focus areas informed by the analysis of marine incidents, inspections, deficiency data and subject matter expert input, to address emerging risks to personnel and vessels safety and the environment.

The 2025-26 National Compliance Plan is currently being finalised and will outline AMSA's intended compliance focus areas for the next financial year.

This gives stakeholders insight into the compliance areas AMSA will focus their efforts.

Key areas of interest in 25/26 will be:

- Safety management system implementation - especially onboard inductions and emergency drills training
- Safe vessel operations, with continued focus on MO504 phase 2 implementation – focus will be education not enforcement.
- Lithium ion-battery installations as a fire/explosion hazard.
- Hazardous gases national safety campaign – education and focused inspections.
- Person overboard safety education.
- Joint inspections with Workplace Health and Safety jurisdictions – developing approaches.

The 2025-26 National Compliance Plan is planned to be published on the AMSA website in July 2025 with communications planned to support stakeholder awareness.

---

## **Approved Changes to AMSA Regulations - NSCV Part C7 (Safety Equipment)**

*NSCV Part C7A – Safety Equipment* - planned to commence in mid-2026. Key changes:

- Reduced complexity, clarifying requirements for each vessel service class, and improving language throughout the standard.
- Liferafts: clarification of (and updates to) liferaft type, carriage, stowage, and servicing standards, including provisions accommodating lower risk vessels.
- Lifejackets: clarification of (and updates to) lifejacket type, carriage, and servicing standards, including provisions for infant-size lifejackets, inflatable lifejackets, and transitional arrangements for non-compliant lifejacket types.
- Medical and first aid equipment: updated and clarified requirements.
- Associated documents: improved usability and alignment with associated regulatory standards (i.e., SOLAS and relevant Marine Orders), including the incorporation of alternative arrangements for low-risk Class C fishing operations as set out in Exemption 2 - Marine Safety (Certificates of survey) (EX02).
- Clarified transitional arrangements.

Go to: <https://www.amsa.gov.au/about/regulations-and-standards/national-standard-commercial-vessels/nscv-c7a-safety-equipment>

---



## Rocket Parachute Flares Recall

The Kokusaid Kakoh company has issued a safety recall for its Rocket Parachute Flares KP-16 affecting flares manufactured between February 2021 and July 2024.

The Flares are recalled due to performance concerns related to altitude and burning time when fired.

There is no risk of spontaneous combustion has been identified under normal storage conditions. However, if you have these flares, you should replace them as soon as you can.

Kokusai Kakoh is offering a free replacement with Comet Red Parachute Signal Rockets (manufactured by WesCom Signal & Rescue) outside of Japan.

- Check if you have KP-16 flares manufactured between February 2021 and July 2024.
- Contact your nearest Comet distributor for a free replacement with Comet Red Parachute Signal Rockets. [Find a Comet distributor](#).

More information: [Voluntary recall notice: Concerning Rocket Parachute Flares \(Type:KP-16\)](#)

Recall: <https://www.amsa.gov.au/news-community/news-and-media-releases/safety-recall-rocket-parachute-flares-kp-16>

---

## Safety Recall – Lifejackets with Halkey Roberts 3F Single Point Manual Inflators

The Australian Competition & Consumer Commission (ACCC) has issued a safety recall for certain Life Jacket Solutions (LJS) and Marlin lifejackets fitted with Halkey Roberts 3F Single Point Manual Inflators.

This is due to a safety defect that may prevent proper inflation, posing a drowning risk.

The affected products are:

- Life Jacket Solutions (LJS) – Model numbers: T150M, G150M, B150M, WB100, PR150M, SRSS150.
- Marlin – Model number: MK150.

*What you should do:*

- ✓ Check if your lifejacket contains the affected inflator.
- ✓ Stop using the lifejacket if it is affected.
- ✓ Return the lifejacket to the place of purchase for a full refund.
- ✓ Contact your retailer for more information.





**Check the grey plastic part of the inflator for the marking “V96000 Halkey Roberts ®” with a manufacture date between 4 June 2021 and 15 April 2024 (laser printed in MM/DD/YY format).**

The inflator may incorrectly indicate that the lifejacket is ready for use, even if the gas cylinder is empty, removed, or not properly connected.

This means the lifejacket may fail to inflate when needed creating a life-threatening safety hazard.

For further details, visit the [ACCC website](https://www.accc.gov.au/consumers/safety-recalls/halkey-roberts-3f-single-point-manual).

Or <https://www.amsa.gov.au/news-community/news-and-media-releases/safety-recall-halkey-roberts-3f-single-point-manual>

---