



## WAFIC Safety Update – October 2025

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

### Safety Induction - Information, Tools, Training, Instructions and Document

Employers, also legally known as a '[person conducting a business or undertaking](#) (PCBU)'. You may be a PCBU if you are a director of a fishing company or owner of a fishing vessel.

Employers **must give** their workers the information, tools, training and instructions they need to do their jobs safely.

This **must be** written in a safety management system (SMS)

This should be easy to understand and cover topics including:

- hazards and associated risks
- safe work procedures and practices including the use of personal protective equipment
- communication protocols
- emergency procedures
- workplace facilities.

Employers **must train** workers for their specific tasks in the operational situation (eg on board).

Before your workers start their jobs, it's important that they have supervised hands-on training in the tasks they'll be performing. This training must be suitable and relevant to:

- the nature of the work carried out by the worker
- the nature of the risks associated with the work at the time the information, training or information was provided, and the control measures implemented to mitigate such risks.

Training should be tailored and fit for purpose. It should not be a 'tick the box' exercise.

Examples of work that may require higher levels of information, training, instruction or supervision are:

- working in confined spaces (eg engine rooms or freezers)
- working at heights (eg A-frame, trawl booms)
- working at riskier environments (eg at sea)
- working with hazardous chemicals
- remote or isolated work (eg at sea for long periods of time).

Employers **must provide** supervision and ongoing training.

The most important part of training is following up. Make a point to regularly observe your workers to check that they're still following safe work procedures. Conduct informal discussions or crew talks to engage with workers on specific health and safety issues. You should also encourage workers to provide feedback.

Employers **must keep** training records

You are responsible for maintaining records of the education, training and supervision for each worker. There are checklists to help you with your orientation and training programs. These checklists can serve as documentation that confirms training has taken place.

Employers **must train** Supervisors

There may be workers in your organisation that are supervising their co-workers, even though they are not referred to as a supervisor (eg master of a vessel, leading hand/mate). Before you ask any worker to take on supervisory tasks, you need to ensure they understand and have received training on a supervisor's responsibilities for health and safety.

---

## What is a PCBU?

Everyone has a duty to take reasonable care for their own health and safety and for others in the workplace, including workers themselves.

An employer, under legislation, is known as [person conducting a business or undertaking \(PCBU\)](#).

A PCBU is **a person that conducts a business** or undertaking for profit or gain.

This can include all types of working arrangements such as:

- self-employed people and sole traders
- companies and each director in a company
- each partner within a business partnership
- unincorporated associations
- government departments, authorities and local government councils
- public corporations.

You are not a PCBU if:

- you are an elected member of a municipal council acting in that capacity
- you are a volunteer association that does not employ anyone
- you are a strata title body corporate that does not employ anyone, in relation to any common areas used only for residential purposes.

Under the Work Health and Safety Act 2020 (WHS Act) and regulations that came into effect in March 2022, all PCBUs have a primary duty of care to ensure the health and safety of their workers while they are at work.

In this context, workers are people engaged by the PCBU and whose activities in carrying out the work are influenced or directed by the PCBU.

This primary duty of care requires PCBUs **so far as is reasonably practicable**, to ensure health and safety for its workers by eliminating risks to health and safety.

If this is not reasonably practicable, **risks must be minimised**.

Go to: <https://www.worksafe.wa.gov.au/publications/pcbu-responsibilities-translated>

---

## Workers Have Health and Safety Obligations Too!

Everyone has a duty to take reasonable care for their own health and safety and for others in the workplace, including workers themselves.

A worker is any person who carries out work for a business, which can include:

- an employee
- a contractor
- a subcontractor
- a self-employed person
- an outworker who works away from their employer's premises
- an apprentice or trainee
- a work experience student
- an employee of a labour-hire company placed with the host employer
- a volunteer.

When starting a new job, you **should be given** a formal induction including:

- given a tour and induction of the workplace, including entry and exit points, staff amenities and first aid areas,
- shown the emergency evacuation point/s, be briefed on the emergency evacuation procedures and **practice these procedures regularly**,
- provided with safety equipment, such as personal protective equipment (PPE) and shown when to use it, how to use and how to wear it properly,
- shown how to work safely and **trained hands-on** in how to use equipment in-situ,
- introduced to your immediate supervisor and the people you will be working with,
- given a copy of the **'safety management system'** for the workplace in which you have been inducted.

Learn more about [your rights and responsibilities](#) as a worker.

As a worker, **you have a legal duty** to:

- take reasonable care of yourself and not do anything that would affect the health and safety of others at work,
- follow safety instructions as far as you are reasonably able and notify the person conducting a business or undertaking (PCBU) of any hazards,
- cooperate and adhere to health and safety instructions, and policies and procedures as instructed by your PCBU,
- advise your direct supervisor immediately of any concerns you may have re the safety of carrying out your work.

If you fail to comply with these duties, you can be prosecuted under section 28 of the Work Health and Safety Act 2020.

For more information, visit [Workers and others at the workplace](#).

Any person at a workplace, including customers, visitors and [volunteers](#), must be inducted by the PCBU and take reasonable care of their own health and safety and that of others who may be affected by their actions or omissions.

They must also, so far as they are reasonably able, comply with any reasonable instruction provided by the PCBU in accordance with the Western Australian [work health and safety laws](#).

Compliance means:

- following operational procedures such as [safe work method statements \(SWMS\)](#)
- following relevant safety manuals and emergency procedures
- adhering to relevant codes of conduct
- understanding and following internal incident reporting processes
- wearing personal protective equipment (PPE) as instructed.

Go to: <https://www.worksafe.wa.gov.au/workers>

---

## **Must Haves - Safety Management Systems - Workplace Assessments**

A workplace assessment should be conducted and reviewed regularly to identify any hazards in the workplace.

This is so that control measures can be implemented to eliminate or minimise potential risks.

Risk management can help you to respond to change and improve your business by preventing injuries and illness in the workplace, as well as improving the health and wellbeing of your workers and increasing productivity.

### *What is a Hazard?*

A hazard is something in the workplace that can cause harm to people. Common types of workplace hazards include:

- mechanical hazards
- chemical and biological hazards
- sources of energy
- body stressing or impact hazards
- gravity
- psychological hazards.

### *How to Assess your workplace?*

Use the following 4 steps to assess your workplace safety:

Step 1: [Spot the hazards](#)

Step 2: [Assess risks](#)

Step 3: [Manage risks](#)

Step 4: [Monitor and review](#)

### *What am I looking for when assessing my workplace?*

A safety walk around the workplace can help to observe how people work and predict what could and might go wrong. To assist WorkSafe has a number of [health and safety checklists](#).

A walk around can also reveal:

- how plant and equipment are used
- what chemicals are present and their intended use
- what safe and unsafe work practices exist
- any potential hazards and the general state of housekeeping.

Things to look out for can include:

- does the work environment enable workers to carry out work without risk to health and safety? (eg is there space for unobstructed movement, adequate ventilation and lighting)
- considering the physical, mental and emotional demands of the tasks and activities?
- how suitable are the tools and equipment for the task and how well are they maintained?
- how do workers, managers and others interact and how will inappropriate behaviour or conflict be dealt with?
- has any change occurred in the workplace which may affect health and safety?

### *Consult with your workers*

Ask your workers about any health and safety problems they have encountered in doing their work and any near-misses or incidents that have been reported. Encourage them to tell you so as to improve safety rather than be reprimanded.

Working with employees can also obtain information on matters such as workplace bullying and physical ailments that can lead to potential hazards. To learn more, visit [Consulting workers](#).

Regularly review and update information through keeping records of training, inspections, maintenance, health monitoring, workplace incidents, near-misses, worker complaints, sick leave which can all assist in identifying hazards.

You can also learn more on [how to manage work health and safety risks](#).

There are also [health and safety alerts](#) with practical measures for preventing risk.

---

## **WorkSafe Inspections – What to Expect?**

WorkSafe inspectors have the right to enter any place, at any time, if they reasonably suspect it is a workplace.

This includes, but is not limited to vehicles, **marine vessels**, aircraft or any other mobile structure.

WorkSafe inspectors may conduct an inspection as part of an [investigation](#) at a workplace to determine the cause of an incident and to assess compliance with work health and safety (WHS) laws. They may also conduct an investigation to determine an appropriate action to enforce compliance with WHS laws.

Upon entering a workplace, an inspector will take reasonable steps to notify the relevant [person conducting a business or undertaking](#) (PCBU), the person with management or control of the workplace.

When an inspector visits a workplace, they will conduct an inspection focusing on [WorkSafe's priority areas](#) relevant to that workplace. They will also consider any other hazards observed during the inspection.

WorkSafe's priority areas include:

- [mobile plant](#) (any piece of work equipment, appliance, vehicle, container, implement or tool that is self-propelled and controlled by an operator; e.g. forklifts, mobile cranes, earthmoving machinery)
- [psychosocial hazards](#)

- [manual tasks](#) (particularly lifting)
- [electricity](#)
- [working at height](#)
- [slips, trips and falls](#)
- [hazardous substances](#)
- [machine guarding](#).

During a workplace inspection, if an inspector finds any activity that poses serious risk to health and safety, or if any WHS Act provisions are being breached, **they may issue a prohibition notice or an improvement notice.**

The person to whom the notice was issued must comply **within the period** specified on the notice.

During an inspection, an inspector may also seize anything that is considered evidence. They also have the authority to dismantle plant or structures as they consider necessary.

Upon completion of the inspection, the inspector will inform the PCBU, the person with control or management of the workplace if there is to be any further action taken by the inspector.

Learn more about work health and safety [enforcement, offences and penalties](#).

Learn more about WorkSafe's long-term year strategy, [WorkSafe: The way forward 2023-24 to 2025-26](#) for an overview of the regulator's commitment and priorities to reduce work related fatalities, injuries and illnesses.

### **What is a Improvement Notice?**

An improvement notice can require the duty holder to remedy a breach, or take action to prevent a breach from occurring. The duty holder may also be required to remedy certain circumstances (eg. matters, activities) that caused a breach or make a breach likely to occur.

An improvement notice states the inspector's beliefs on which parts of the WHS Act or WHS Regulations have been breached, as well as the reasonable grounds for their beliefs.

The improvement notice may also include directions on what needs to be done to remedy the situation. It also **sets the date** by which the specified breach is to be remedied.

Generally, an improvement notice will be for issues of non-compliance that do not pose an immediate and serious risk to health and safety.

Once you have complied with the requirements of an improvement notice, you must notify the regulator as soon as [reasonably practicable](#). Failure to comply with an improvement notice as an individual could result in a fine of up to \$55,000 or \$285,000 for a body corporate (e.g. a company).

### **What is a Prohibition Notice?**

A prohibition notice is a formal document issued by a WorkSafe inspector to a WHS duty holder, such as a PCBU or worker, **to stop an activity at a workplace** that poses a serious risk to health or safety.

The purpose of the prohibition notice is to prevent the activity from reoccurring until the inspector is confident the risk has been adequately rectified.

Due to the serious risk, the inspector should initially inform the person with control of the activity verbally, then follow up with a written notice. The prohibition notice may include specific

instructions or conditions and will remain in effect until the inspector confirms that the issue has been resolved. Even if the activity has already stopped, a prohibition notice can still be issued.

If you don't comply with the prohibition notice, the regulator can take legal action against you including taking steps to ensure the workplace is safe, informing you in writing and recovering the costs of these actions.

You can request an extension of time for compliance with an improvement notice [online](#) or by completing the [request to review a notice](#) form and submitting it by one of the following methods:

- **Email** [review.officer@lgirs.wa.gov.au](mailto:review.officer@lgirs.wa.gov.au)
- **Post** WorkSafe Commissioner, Locked Bag 100, EAST PERTH WA 6892
- **In person** Level 1, Mason Bird Building, 303 Sevenoaks Street CANNINGTON WA 6107

Your application must be received **before the day by which you are required to comply** (the compliance period) which is stated on the improvement notice. The regulator can only consider and grant an extension for a current improvement notice.

### **What do I do if I disagree with a notice?**

The regulator can review internal decisions made under the WHS Act and regulations there under, in relation to reviewable decisions at a general workplace, mine or petroleum site. This includes the issuing of a notice by an inspector.

Go to: <https://www.worksafe.wa.gov.au/request-review-decision>

---

## **Better Recognition of Overseas Training On the Cards**

Federal Home Affairs Minister Tony Burke has revealed the government is considering better recognition of skills gained offshore to avoid lengthy wait times for migrants once they arrive in Australia.

At least 620,000 permanent migrants are currently working below their skill level in Australia, according to government figures. This includes those with longstanding maritime skills gained through training and experience overseas.

Many who travel to Australia with in-demand skill sets report finding the process of having their qualifications recognised lengthy, expensive and confusing.

In a recent National Press Club address as home affairs minister Mr Burke said the government is "working through" the possibility of offshore recognition or further training. He said the challenge is to find which of the careers and skill sets you could train for that don't require a practical assessment in Australia.

This has been a problem that no government has been able to solve and if it can be unlocked results in wins to the economy, industry and immigrants.

Activate Australia's Skills is an alliance campaign of businesses, unions, social services and community groups pushing a skills and qualifications recognition policy.

In its submission to the August economic roundtable, Activate Australia's Skills estimated the nation's economy could grow by [\\$9 billion every year](#) or \$25 million a day, if the skills of migrants were better recognized and put to use.

The Independent Tertiary Education Council (Australia) noted several sectors could benefit from offshore recognition to expedite the process. There is the capacity for some qualifications to be delivered offshore and recognised in Australia, where the additional elements required for Australia are delivered by Australian providers in an offshore context.

There are already independent skills training providers delivering qualifications in hospitality, aged care, early learning and so on, in places like the Philippines, in Indonesia, delivering Australian qualifications in those places with graduates ready and able to come to Australia and work.

This could be extended to delivering training overseas for AMSA level maritime qualifications or recognition of existing international qualifications against AMSA standards.

WAFIC has received reports estimating seafarer migrants, especially from Indonesia, face long waiting times and high costs to retrain in Australia or have their skills recognised.

WAFIC welcomes any discussions with government about how we reduce the costs and long wait times skilled migrants face to have their experience and qualifications recognised without compromising on standards.

---

## **Invisible Gas. Know the Symptoms of Gas Poisoning.**

Carbon monoxide is an odourless, tasteless and colourless gas. It is produced when a carbon-based fuel, such as petrol, diesel, propane, charcoal or oil, burns. Inhaling high concentrations of carbon monoxide can cause death in minutes.

Some common symptoms of carbon monoxide poisoning include:

- nausea
- vomiting
- headaches
- dizziness or weakness
- eye irritation
- fainting.

Symptoms of high exposure to carbon monoxide include:

- loss of consciousness
- seizures
- permanent brain injury
- death.

People with carbon monoxide poisoning can look like they are seasick or drunk. If unsure, call for medical assistance. Failure to identify and treat carbon monoxide poisoning can result in death.

## **Control measures**

- Avoid being seated or standing close to engines or exhaust systems, particularly when the vessel is idling.
- Only use fossil-fuel burning appliances, engines, tools and equipment outdoors. Consider other factors like wind direction. Keep fumes away from open windows and cabin doors.
- Dive boats with cylinder charging compressors need to ensure that the compressor air intake is well away from propulsion engine exhausts to reduce the risk of ignition.

- Monitor and service equipment regularly to make sure there are no leaks. Check equipment as part of the pre-start routines.
- Consider installing gas detection monitors.

What to do to manage carbon monoxide emissions?

- [Conduct a risk assessment](#) to identify equipment, appliances and systems that create hazardous gases on your vessel.
- Put storage and maintenance procedures in place to eliminate or reduce the risk to your crew and passengers.
- Consider installing gas monitoring devices.
- Induct and train crew so they are prepared to deal with hazardous gas situations.
- Record risks and controls in your [SMS](#)

---

## Updated standard for wheelhouse visibility, escape, accommodation and personal safety from 1 September 2027

From 1 September 2025, the updated NSCV Part C1 edition will be introduced and apply to:

1. Newly constructed vessels
2. **Existing vessels** that undergo modifications to the existing arrangement, accommodation and personal safety aspects of that vessel.

Several fatalities in recent years have resulted in coronial recommendations about wheelhouse visibility, escape routes, accommodation, and personal safety. Examples include people falling overboard due to seats being used to climb on that reduced the effective guardrail heights, ineffective use of emergency escape lighting, escape doors and openings not functioning against water pressure.

AMSA has amended NSCV Part C1 to address these issues and improve the overall format to make it easier to understand and apply the standard. The changes also aim to better align the standard with current international and national standards.

Key changes to NSCV Part C1 include:

1. Improvements to strength and testing standards for continuous safety rails on pilot vessels
2. Clarifying requirements for assembly stations
3. Improvements to emergency escape signage and escape lighting
4. Updates to align with national and international standards for noise levels, sanitation facilities, air quality in enclosed areas and bunk sizes
5. Improving and clarifying content for wheelhouse visibility
6. Establishing 'no climb zones' around the perimeter of vessels to make it harder for children to fall overboard.

Go to: [https://www.amsa.gov.au/vessels-operators/national-standard-commercial-vessels-nscv/arrangement-accommodation-and-personal?utm\\_source=amsa-update&utm\\_medium=email&utm\\_campaign=NSCVC1](https://www.amsa.gov.au/vessels-operators/national-standard-commercial-vessels-nscv/arrangement-accommodation-and-personal?utm_source=amsa-update&utm_medium=email&utm_campaign=NSCVC1)

---

## Risks to Workers Exposed to Electrical Hazards

WorkSafe inspectors have observed an increase in the number of electric shock or electrocution reports due to poor electrical installation and faulty electrical equipment and appliances.

Recent incidents include:

- a maintenance worker who was fatally electrocuted when they made contact with a fallen outdoor mounted sign
- a bar worker who received an electric shock from a faulty bar glass washer that had not been isolated or tagged 'Out of service'
- an air-conditioning mechanic who was electrocuted while installing an air-conditioner at a residence.

An electrical hazard can occur through contact with electricity, such as direct contact with energised parts of electrical equipment, or indirect contact where electricity flows through conductive materials. Workers may be injured, sometimes fatally, during inspection, repair, maintenance or cleaning. An electric shock may also contribute to related incidents including falls from ladders, scaffolding or other elevated work platforms.

### *Contributory factors*

Common hazards that may have contributed to serious and potentially serious incidents include:

- outdated and poorly maintained equipment
- contact with exposed live parts
- contact with metal surfaces such as metal flooring or roofs
- unidentified live permanent wiring
- using metal tools close to live electrical wiring
- residual current devices (RCDs) not fitted
- contacting deteriorated, brittle or poorly installed live wiring.

The risk of injury from electricity is strongly linked to where and how it is used. The risks increase in harsh conditions, including:

- outdoors
- wet surroundings
- cramped or confined spaces.

Portable electrical equipment is particularly prone to damage. Plugs, sockets, connections and cables on portable electrical equipment and extension leads connected to frequently moved equipment are all particularly susceptible to damage and therefore may pose a greater electrical risk.

### *Actions required*

Even when workers are undertaking basic tasks such as cleaning, maintenance work or using portable electrical equipment they are at risk of electric shock.

WorkSafe reminds building owners and persons conducting a business or undertaking (PCBUs) that workers must not be exposed to electrical risks and:

- assess the risk for each identified electrical hazard

- de-energise electrical circuits and cables before working on them

- periodic inspection, testing and maintenance of electrical equipment and cords should be conducted in accordance with the manufacturer's requirement and Australian standard AS/NZS 3760
- take any damaged or suspect equipment out of service immediately and refer it to a competent person for repair
- ensure workers are provided with information, instruction and training to work safely with electrical equipment
- use battery powered tools instead of mains operated where possible
- ensure only appropriately licensed electricians carry out electrical work.

WorkSafe has developed a Health and Safety Bulletin which contains practical information and the action required to prevent electric shock and electrocution by identifying electrical hazards and ensuring safe work practices.

Go to: <https://www.worksafe.wa.gov.au/publications/health-and-safety-bulletin-no-20-risks-workers-exposed-electrical-hazards>

---

## Have Your Say on What Guidance Resources You Need for Fatigue Management

In 2024–2025, AMSA delivered an education campaign on fatigue management, aimed at improving industry understanding and compliance.

This work will continue into 2025–2026, with a focus on practical strategies and tools that can be readily adopted by owners/operators and crew.

To ensure this campaign meets the real-world needs of industry, AMSA is seeking input — particularly around what kind of resources and messaging would be most useful.

- What format do you find most effective for receiving safety and compliance information on fatigue (eg. workshops, webinars, printed guidance, onboard posters)?
- Would you find it more useful if fatigue management resources were tailored to specific vessel types or operational contexts (eg. fishing, ferries, tugs)?
- Are there any barriers that you can think of - cultural, operational, or otherwise - that make it harder to implement effective fatigue management?
- Would you be open to participating in case studies or pilot programs to help develop and test fatigue management resources that work in real-world vessel settings.

Send your thoughts to Michelle Grech, Manager Vessel Operations, AMSA  
[michelle.grech@amsa.gov.au](mailto:michelle.grech@amsa.gov.au)

---

## Resources and Support Available for Running a Small Business

Running a small business is no easy feat! Having access to advice, free resources, cheat sheets, templates etc. is such a help.

Below are some handy links that may be of assistance to you.

### *WA State Government Support*

[Small Business Development Corporation](#) (SBDC) provides confidential, no-cost advisory services to both aspiring and established small business owners across WA. Services include assistance with business planning, market research, financial management, licensing,

marketing, and dispute resolution.

#### [Small Business Growth Grants](#) (Up to \$10,000)

The WA Government's Small Business Growth Grants program offers matched funding vouchers of up to \$10,000 to assist small businesses in accessing expert services. These services can include business planning, digital marketing, cybersecurity, export readiness, and more

#### [Department of Training and Workforce Development Jobs and Skills WA](#)

Here you will find useful information, templates, links and resources to assist you to better plan, attract, develop and retain a skilled workforce that can help you reach those business goals now and into the future.

#### [The Local Jobs Local People Grant is now open!](#)

This Grant from DEWR will fund activities addressing local employment needs, supporting individuals into ongoing employment, or providing a clear pathway to employment. A priority of this fund is supporting employment outcomes for those in receipt of an income support payment.

#### *Commonwealth Government support*

#### [Business.gov.au](#)

Here are 10 resources and services put out by the Commonwealth Government to help small business owners. They include a Small Business Toolkit, information on recruitment, digital solutions and much more.

#### [Industry Growth Program](#)

The program provides an Advisory Service for startups and small and medium enterprises (SMEs) undertaking innovative commercialisation and/or growth projects that are within the priority areas of the Australian Government's

#### [Small business training for people interested in self-employment](#)

This program provides support to people interested in starting their own business or who need help to refocus an existing small business.

[The Fair Work Ombudsman \(FWO\)](#) has an excellent Small Business Showcase which has tips, tools and training to find your way in the workplace. It also has an Employer Advisory Service (EAS) which gives small business employers free tailored written advice about pay and conditions to help you make sure you're meeting your obligations under the Fair Work Act.

---

### **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.*

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)

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).

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

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

---

## 2024 Marine Incident Annual Report

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](#)

---

## 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 maritime personnel, vessel safety and the environment.

The 2025-26 AMSA National Compliance Plan outlines the **priority activities** for the year ahead **to help industry understand what AMSA will focus on and why.**

Key areas of interest in 2025/26 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.

Link: <https://www.amsa.gov.au/sites/default/files/2025-07/2025-26-National-Compliance-Plan.pdf>

---

## New Rules - Safety Management System Requirements - **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>**

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

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.

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)

---

## **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.

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 504 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>

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

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).

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](#)

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

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>

---

## Marine Safety Incidents – August 2025

To see all incidents reports go to: <https://www.amsa.gov.au/2025-monthly-domestic-commercial-vessel-incident-reports#June2025>

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>

---

## Upcoming AMSA Regulation Reviews in 2024-25

### 1. *Limited review of Certificate of Survey requirements – Marine Order 503*

Review of MO503 and its associated exemptions to address workability issues and deliver improved efficiencies for industry and AMSA.

Proposed changes include:

- removing the requirement for DCVs to have an EIAPP certificate. These requirements are now managed through Marine Order 97
- reflecting the new NSCV Part C2, including by removing references to the older watertight and weathertight integrity provisions in the USL Code
- clarifying the standards for vessels that elect to be surveyed by a Recognised Organisation and the power of the National Regulator to apply further conditions or vary conditions on certificates of survey
- the triggers for transitional vessel standards and timing for renewal surveys
- reviewing and remaking the general exemptions made under MO503 due to sunset clauses on 30 June 2025, and
- addressing minor technical, workability and drafting issues.

### ***Public consultation on the revised marine order is still TBA***

### 2. *NSCV Omnibus 2 - Review of Part C4 – Fire Safety*

This review addresses critical safety issues across NSCV Part C4 (Fire Safety) with proposed changes include:

- Providing requirements for lithium battery technology
- Correcting unintended outcomes with the categorisation of spaces
- Clarifying smoke detection system requirements and considering domestic and international precedence
- Resolving issues arising from referencing the now withdrawn NOHSC Code for the Storage and Handling of Dangerous Goods with relevance to DCVs
- Providing alternatives to 30B Aqueous Film-Forming Foam (AFFF) Fire Extinguishers containing Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS)
- Clarifying requirements for Structural Fire Protection (SFP) and wood fired heaters
- Validating references, standardising formatting and improving readability.

### ***Public consultation of draft amendments still TBA.***