

WAFIC Safety Update – March 2026

AMSA Releases New Guidance for ‘Carrying Observers’ on Fishing Vessels

AMSA has announced new certification rules for vessels to carry fishery observers to comply with safety and certification requirements.

The guidance to clarify safety requirements for carrying fishery observers on domestic commercial vessels has now been published on the AMSA website.

AMSA considers observers to be **‘special personnel’** as defined in Part B (General Requirements) of the National Standard for Commercial Vessels (NSCV).

<https://www.amsa.gov.au/vessels-operators/national-standard-commercial-vessels-nscv/general-requirements-b>

You can access the guidance here: <https://www.amsa.gov.au/carrying-observer-commercial-fishing-vessel-under-national-law>

The majority of fishing vessels may not currently have a certificate or permit that allows special personnel on board.

To help, AMSA is providing a transition period to allow industry time to update their certificates or permits as follows:

- Certificate of survey holders: if your certificate does not permit the carriage of special personnel, you will need to apply to include special personnel numbers when the certificate is due for renewal.
- Exemption 02 or Exemption 40 holders: if your approval does not permit the carriage of special personnel, you will need to apply to vary the approval to include special personnel numbers before 30 June 2030. You can apply to vary an approval by submitting an [AMSA form 579](#) (Exemption 02) or [AMSA form 523](#) (Exemption 40).

In the meantime, AMSA advises that you may continue to carry fishery observers provided all other requirements outlined on the guidance page are met. This includes ensuring that the maximum number of people that the vessel is certified to carry is not exceeded.

Operators will also need to check their vessel is safe to carry an observer.

- Have you conducted a risk assessment to make sure it is safe to allow an observer on board?
- Did the risk assessment consider the maximum number of persons that the vessel is certified to carry? (See vessel certification requirements below)
- Is your safety management system (SMS) up to date and does it cover observers?
- Have you considered how the carriage of an observer may impact the safe loading of equipment and cargo?
- Is all required safety equipment on board and in working order?
- Have you inducted and trained the observer and recorded this in your SMS?
- Have you recorded an observer’s presence on board in the vessel’s logbook?

Industry Consultation - AMSA Releases Proposed Changes to Survey Rules

Marine Order 503 (Certificates of survey – national law) 2018 (MO503) outlines certificate of survey requirements for domestic commercial vessels (DCVs).

AMSA is seeking industry input on proposals by Monday, 20 April 2026.

Proposed changes are set out at [Proposed changes to certificate of survey requirements | Australian Maritime Safety Authority](#).

Key proposed changes to existing requirements:

Clarify who is responsible for notifying AMSA of a change in vessel ownership

AMSA is proposing to require that the person receiving a vessel (e.g. a buyer) must notify AMSA of a change in vessel ownership instead of the person handing over the vessel (e.g. a seller). This change ensures that the person who is now responsible for the vessel informs AMSA of the change in ownership.

Clarify when certain existing vessels become transitional vessels

Applies to existing vessels obtaining a certificate of survey for the first time.

AMSA is proposing to clarify that existing vessels that are issued a certificate of survey for the first time will become a transitional vessel and must meet the relevant transitional standards.

This only applies to existing vessels that previously did not have a certificate of survey due to operating under an exemption.

New Vessels - allow a new vessel that is less than 35m in length to meet the construction, engineering or anchoring standards in either the National Standard for Commercial Vessels (NSCV) or class rules.

AMSA is proposing that new vessels less than 35m can choose to comply with either the construction, engineering or anchoring standards in the NSCV or class rules if design approval was completed by an RO.

Transitional vessels - include the use of Clause 3.12 of USL Code 5F (1989).

AMSA is proposing to change the transitional standards for arrangement, accommodation and personal safety to include the use of Clause 3.12 of USL Code 5F (1989). This change includes escape provisions that are not covered in the NSCV Part C1.

New vessels - require new vessels entering service for the first time, or new vessels that have made a Schedule 1 change to meet the watertight & weathertight integrity standards in the NSCV Part C2.

AMSA is proposing to make it mandatory for applicable vessels to comply with the NSCV Part C2 for watertight and weathertight integrity standards. Currently, new vessels can meet either the NSCV Part C2 or the USL Code.

'Sister vessel' arrangements – clarify 'sister' vessel' as a vessel built to the same design as another vessel. These vessels can use the original vessel's plan approval for a certificate of survey application instead of having to apply for a full plan approval. This makes it easier to obtain a certificate of survey for a sister vessel. *AMSA is proposing that the definition of sister vessel be clarified to better explain when vessels may access this arrangement.*

Reduce the requirements when updating certain existing vessel components and equipment.

This proposed change will enable existing vessel owners to make improvements without triggering transitional requirements for the whole vessel. Owners still need to ensure the updated components and equipment meet current standards comply with a reduced set of transitional standards for other aspects of the vessel.

AMSA is proposing to reduce the transitional standards that apply to a vessel when there is a change to any of the following aspects:

- a. battery type or capacity

- b. *fixed fire system*
- c. *gas system*
- d. *electrical power and generators.*

Align survey timeframes with the 5 year survey cycle – this will apply to vessels relying on a previous certificate of survey to determine the standards or survey requirements that apply. *AMSA is proposing to change the timeframe from 2 years to 5 years for the maximum length of time.* A new vessel can re-enter survey while still using the standards that applied to the vessel it last held a certificate of survey when applying for a renewal before a vessel with an expired certificate of survey is required to undergo an initial survey before a certificate of survey can be issued.

AMSA is also proposing to introduce a maximum five year period during which a previously permitted type of operation may be reinstated without being treated as a Schedule 1 change. These changes will align with the 5 year survey cycle.

Increase the maximum period a certificate of survey may be suspended – *AMSA is proposing to increase the maximum duration a vessel can have its certificate of survey suspended for, from 6 months to 24 months. This change aligns Marine Order 503 with the suspension periods in other marine orders.*

Allow more time to conduct periodic surveys – for vessels undergoing their periodic survey. *AMSA is proposing to increase the timeframe in which certain vessels have to undergo a periodic survey. The change will apply to medium-risk vessels and allow a ‘Year 3 periodic survey’ to be completed in the 15 months before, or 3 months after it is due.* This change will give these operators more flexibility to complete a periodic survey.

Allow certificate of survey to be varied to reduce the number of people allowed on board
Apply to vessels seeking to reduce the number of people they are permitted to carry. *AMSA is proposing to allow a certificate of survey holder to seek a variation when reducing the number of people they are permitted to carry on board.* This will reduce the costs for survey holders because they’ll no longer need to submit a full renewal application when making this change.

Note: Minimum and appropriate crewing requirements under Marine Order 504 will still apply.

Clarify the conditions where AMSA may revoke a certificate of survey – this focus is on vessels involved in marine incidents or vessels that are no longer domestic commercial vessels. *AMSA is proposing to clarify that AMSA may revoke a certificate of survey if a vessel is involved in a serious incident, such as sinking or being significantly damaged.* This change will ensure vessels are suitably repaired and re-certified before restarting operations after a serious incident.

AMSA is also proposing to clarify that AMSA can revoke a certificate of survey if a vessel stops operating as a domestic commercial vessel. This could be because a vessel:

- *has been decommissioned*
- *has become a regulated Australian vessel*
- *has become a foreign-flagged vessel.*

This change will reduce the potential for confusion about the status of the vessel and ensure that we have accurate data on the domestic commercial vessel fleet.

Require vessel owners to notify AMSA if an insurance claim is made on a damaged vessel – a new requirement applying to vessels that have been damaged and an insurance claim made.

AMSA is proposing to require a vessel’s owner to notify AMSA if they make an insurance claim on a vessel that has been damaged. This ensures AMSA is aware of vessels that have been significantly damaged and that may need to be reassessed before resuming operations.

Remove the hull material from the definition of ‘modifier’ on vessels with a hull at least 15 years old.

AMSA is proposing to stop using hull material as a criteria for deciding if an older vessel needs more frequent surveys. Age is the most significant factor for determining a vessel’s risk and all vessels with a hull at least 15 years old will be required to undergo more frequent survey.

Allow AMSA to make determinations and approvals on AMSA’s initiative – AMSA is proposing to enable AMSA to make determinations or approvals in specified circumstances without the need for an application. This will reduce administrative burden and allow vessels to use correct standards or approvals without delay.

Where to from here?

Industry comments close midnight 20th April 2026.

Please go to [Proposed changes to certificate of survey requirements | Australian Maritime Safety Authority](#) to view to proposed changes.

To see existing rules go to: [Marine order 503 - Certificates of survey - national law | Australian Maritime Safety Authority](#)

How to submit feedback

- Make a submission online using the form below
- Contact AMSA Connect on 1800 627 484 - a Customer Service Officer will take your feedback verbally over the phone
- Send an email to consultation@amsa.gov.au.

Respond in Have your Say section [Have your say on proposed changes to certificate of survey requirements | Australian Maritime Safety Authority](#)

Send WAFIC your comments for inclusion in an industry submission with Seafood Industry Australia. brett.mccallum@westnet.com.au

Domestic Commercial Vessels - New Build Trends in 2024

AMSA has outlined trends relating to newly constructed domestic commercial vessels in 2024 with a range of new vessels entering service, the prevalence of aluminium and high-density polyethylene construction and noting the influence of industry sectors such as tourism, aquaculture, and offshore energy.

AMSA may consider partnering with industry on pilot projects or alternative compliance pathways for novel vessels, aiming to encourage adoption of new technologies while maintaining safety and regulatory standards.

Further information: <https://www.amsa.gov.au/news-community/news-and-media-releases/australias-domestic-fleet-2024-new-build-trends-report>

Ensure Compliance with the Safety Rules to Protect Your Insurance

Non-compliance with government regulations such as AMSA and Worksafe may be a reason to decline an insurance claim.

Depending on the policy wording, there may be avenues for an insurance company to decline a claim based on non-compliance with regulatory bodies.



WA Memorial for Lives Lost at Sea – Proposed Sea Organ at Bathers Beach

A small group of volunteers wants to highlight the bravery of, and sacrifices made by, WA's commercial fishing fleet.

The WA Fishers Lost at Sea Memorial Association (FlatSea) has come up with a pretty amazing idea about how to do that. They originally thought about some kind of a statue but it really didn't feel like it was doing justice to what people went through. (Go to: <https://www.flatsea.org/>)

So, they started investigating some more engaging and interactive options for the memorial and came upon an interesting concept in the Croatian city of Zadar where, when walking along the foreshore, you will hear a gentle melody that reminds you of voices carried over water.

On

The hauntingly beautiful sounds are created by a 'sea organ' constructed on the water's edge through the ocean swell moving through a system of [polyethylene](#) tubes and a [resonating cavity](#). White marble steps leading down to the water were built later concealing the pipes.

It is one of the world's biggest musical instruments and is a triumph of art and engineering.

To view the Zadar, Croatia sea organ go to:

<https://www.youtube.com/watch?v=pShgrfYdhrs> / <https://www.youtube.com/shorts/nO-eTNb6KEc>

FlatSea organisers believe a 'sea organ' would be a perfect tribute to the unfortunate souls who have been lost at sea while pulling pots, lines and nets along the WA coast - a giant, naturally powered musical instrument filling the beachside air with notes from the ocean.

First step – where to put it? Fremantle was an obvious choice and discussions with authorities and families have identified an area within Bathers Beach Bay – on the southern rock groyne.

Next a feasibility study will be carried out to determine engineering and access details.

Finally, construction - which will require funding – expected to be a mix of government support and community donations from across the nation.

If you want to be involved please go to: <https://www.flatsea.org/>

Sea Safe – Regular Safety Drills – Habit not Hinderance

Listen and learn from fishermen who see safety as an everyday part of their business.

<https://www.youtube.com/watch?v=3rmMRZP8j4o>

<https://www.cdc.gov/niosh/docs/video/2018-107d/default.html>

Focus on Stability: Ways to Manage a Vessel's Stability and Prevent Capsize

Stability refers to the ability of a vessel to return to its upright position after being heeled over by wind, waves or other forces. Stability isn't just about design — it's also about how you operate.

Overloading, poor stowage, fishing gear hook-ups on underwater objects and movement of people on board all increase the risk of instability.

AMSA has introduced the requirement for vessel operators to identify risks to vessel stability in their safety risk assessment and include management arrangements in their safety management system (SMS).

Competent persons, such as [accredited marine surveyors](#) and naval architects are best placed to assess vessel stability.

The presence of stability documents on their own does not ensure that the vessel will be stable in all operational scenarios.

The best way to verify if a risk to stability has been appropriately considered is to assess the vessel against the applicable stability criteria in the [National Standard for Commercial Vessels \(NSCV\)](#), or if applicable, the [Uniform Shipping Laws Code \(USL Code\)](#).

Learn about stability risks for fishing vessels at <https://www.amsa.gov.au/vessels-operators/domestic-commercial-vessels/domestic-commercial-vessel-requirements/fishing-vessel>.

This guide sets out:

- The basics of stability: buoyancy and gravity
- How the forces of buoyancy and weight are simplified
- How the centre of gravity moves
- How the centre of buoyancy moves
- How stability changes as a vessel rolls over

Stability hazards to look out for:

- Modifying a vessel or installing new fishing gear
- Overloading leading to capsizes
- Swamping of the deck and 'free-surface effects'
- Water ingress and downflooding
- Shifting catch or fishing gear Stabilisers Trawling, dredging and towing
- Fouling or snagging of fishing gear
- Lifting, pulling on board or splitting the catch
- Lifting the catch at the stern with an A-frame
- Lifting or winching at the side Risks from heavy seas, breaking waves and broaching
- Planning your stability for the whole trip
- Inclinometers and how they help

AMSA also requires operators to record modifications to the structure or equipment of a vessel that may change its stability. This change was introduced so that owners, masters and crew are aware of any modifications made to the vessel that may impact stability.

Go to: <https://www.amsa.gov.au/changes-marine-order-504/new-sms-requirements/record-vessel-modifications>

Note: The requirement to identify stability risks in the risk assessment does not apply to vessels eligible for a simplified SMS, however, owners of these vessels should identify and manage any stability risks, such as vessel loading, through the risk assessment process.

Challenges and Opportunities to Increased Uptake of Emerging Technologies

AMSA recently delivered a presentation on challenges and opportunities relating to the increased uptake of emerging technologies.

The presentation highlighted the increasing diversity of marine propulsion technologies, including electric, hybrid, hydrogen fuel cell, hydrogen combustion, and HVO biodiesel.

Unique hazards from lithium battery fires, including toxic and explosive vapours, the inability to extinguish fires with traditional methods, and the need for new firefighting strategies is a focus of discussions. Recent fire incidents including the US vessel *Conception* and several cargo were cited examples.

Gaps were highlighted in current Australian regulations and training, particularly DIY conversions, battery chemistries, and the carriage of lithium batteries for non-propulsion uses, with recommendations for AMSA to provide national leadership and harmonise standards.

The AMSA National Safety Committee has discussed the pace of change, insurance and cost barriers, reputational pressures, and the need for industry-government partnership, with AMSA and other stakeholders agreeing to consult further and share lessons across commercial and recreational sectors.

Further information: *Navigating our Future: How marine rescue services in Australia must adapt to new boating technologies.*

Contact: michael.hammond@mrnsw.com.au

Remotely Operated and Uncrewed Surface Vessels

AMSA has outlined their process for certification of autonomous vessels for domestic operation using the current regulatory framework and the National Standards for Commercial Vessels required outcomes.

The process for certifying remotely operated vessels, includes gap analysis against national standards and collaboration with international authorities such as the Norwegian Maritime Authority.

Concerns include the need to ensure control rooms are staffed by qualified personnel, incidents involving remotely operated vessels, and a further discussion around legal and insurance implications of unqualified operation.



Keep your Safety Management System current.

Be informed of Marine Order 504 updates.

AMSA

AMSA Marine Order 504 outlines what is required for inclusion in a safety management system (SMS) including risk assessment and crewing requirements for domestic commercial vessels (DCVs).

Recently, Marine Order 504 underwent a review and consultation 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 DCVs across Australia.

The revised Marine Order 504 came into effect on 1 June 2025.

From 1st June 2025 all domestic commercial vessels in Australia require to amend their SMS to reflect the changes especially in relation to fatigue management and drugs and alcohol policy.

AMSA has recently circulated a reminder to industry to ensure they **'Act to Comply'** with the changes introduced on 1st June 2025 by amending their safety management systems.

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

Fatigue Management

Changes to AMSA regulations placing far greater emphasis on vessels having a vessel specific 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>

Drugs & Alcohol Policy

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

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>

Have You Got the Right Safety Equipment On-Board?

Having the right safety equipment on board gives you and your crew the best chance of survival if something goes wrong.

Before heading out, check that you have everything you need on your vessel, that it's easily accessible, and has been well maintained.

The safety equipment you need depends on your class of vessel, and how you operate.

AMSA provides safety equipment lists for:

- Class 1, 2 and 3 surveyed vessels
- Non-survey vessels
- Non-survey fishing vessels operating in warm waters and within 2 nautical miles of land
- Non-survey beach fishery vessels operating anywhere in Australia
- Tenders.

Go AMSA safety equipment lists: [Your safety equipment | Australian Maritime Safety Authority](#)

WorkSafe WA Announces New Cyclone Warnings System

Given the uncertainty and unpredictability of damage created by individual cyclones, vessel operators in cyclone sensitive regions are urged to apply extreme caution with regard to exposing workers to the dangers associated with cyclone risks, particularly along the northwest coast.

A cyclone contingency plan should form an integral part of a vessel's safety management system.

Operators of a fishing business should ensure their workers understand the procedures to follow if a cyclone threatens, while emergency plans should include advice from DFES and relevant regional emergency planning groups for each site locations.

For more information:

<https://www.worksafe.wa.gov.au/cyclone-emergency-preparation-planning-and-preparedness>

Western Australia has new cyclone warnings.

We're no longer using the old blue, yellow, red alert system.



ADVICE

An incident is active.
Be aware and keep up to date.



WATCH AND ACT

There is a possible threat.
Take action now to stay safe.



EMERGENCY WARNING

There is a threat to lives and homes.
Take immediate action.

My time. My place.



New AMSA Online Portal – Apply Online 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, 25th 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

Eligibility:

- Seafarers need to be ready with all their documentation to submit a Near Coastal certificate of competency application through myAMSA beta from Wednesday 25th 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.

Exemption 31 - Fishing Operations: New approval required - 31 January 2026

This exemption allows holders of expired pre-Uniform Shipping Laws (USL) Code certificates to continue working on domestic commercial fishing vessels without a current certificate of competency.

If you hold an expired pre-USL Code certificate and work on a fishing vessel, you must apply for a new approval to continue using exemption 31.

An updated version of [Exemption 31 – Marine Safety \(Expired pre-USL Code certificates\)](#) came into effect on 1 July 2025.

Go to: <https://www.amsa.gov.au/about/regulations-and-standards/exemption-31-marine-safety-expired-pre-usl-code-certificates#howtoapply>

Essential Sea Safety Drills – What Needs to be Done and How?

Essential sea safety skills must be practiced regularly to ensure crew readiness.

Pre-season, while in port, will allow for a positive start to the process. A refresher on a regular basis or whenever a new crew comes aboard is strongly recommended.

Core Emergency Drills (Monthly practice recommended or whenever new crew come aboard)

- **[Abandon Ship](#)**: Muster at stations with life jackets/immersion suits, issue Mayday, check communication equipment, and practice lowering survival craft.
- **[Fire Drill](#)**: Sound alarm, locate fire, initiate communication, isolate power/ventilation, and practice using fire-fighting equipment.
- **[Person Overboard \(POB\)](#)**: Immediately yell "person/man overboard," keep sight of the person, throw a flotation device, and turn the vessel in line with emergency procedures (eg Williamson Turn).
- **[Flooding/Damage Control](#)**: Locate leaks, activate bilge pumps, and close watertight doors.

Actionable Safety Procedures

- **Initial Response**: Stop activities, assess danger and sound the general alarm.
- **Communication**: Immediately notify the master/bridge.
- **Life Jackets**: Put on life jackets immediately during any major emergency.
- **Documentation**: Debrief and record all drills, including times and participants, for compliance.

Key Safety Principles

- **No Panic**: Maintain calm, authoritative communication.
- **Safety First**: Do not risk crew safety during rescue attempts.
- **Training**: Regularly train on equipment and procedures on how to use equipment including Emergency Position Indicating Radio Beacons (EPIRBs), lifejackets and flares.

Best Practices for Effective Drills

- **Regular review of vessel SMS**: All crew should be trained in the contents of the vessels Safety Management System as soon as they are employed. Monthly refreshers on various sections of the SMS is recommended.

- **Realism:** Conduct drills as if they were actual emergencies, simulating unexpected difficulties like restricted access or failed equipment when safe to do so.
- **Frequency:** Fire and abandon ship drills are typically required at least monthly, with specific drills like the operation of watertight doors daily or weekly.
- **Hands-on Learning:** Encourage crew members to physically touch and use the equipment. Hands-on learning leads to much higher retention than simply watching a video.
- **Documentation:** Record all drills in the vessel's official logbook, noting the date, type, participants, and any observations for improvement.
- **Debriefing:** Hold a post-drill discussion to evaluate performance, identify weaknesses, and implement corrective measures in the vessel SMS.

Go to: <https://www.amsa.gov.au/qualifications-training/safety-and-navigation-training/emergency-procedures-flipchart>

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.

Deckhands and other Workers Have Legal Health & Safety Responsibilities 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 (eg deckhand)
- 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>

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

Don't ignore it - report it

Your experiences help us improve safety.



Australian Government
Australian Maritime Safety Authority

Report your
incident to AMSA



Marine incident reporting is a shared responsibility between vessel owners, operators & crew.

It plays a vital role in providing information to make vessels safer places to work.

Reporting is essential to maritime safety as it helps paint a more informed picture of the risks affecting the industry. By reporting, you assist to develop more effective safety strategies and advice for regulators, owners, operators, and crew to avoid similar events in the future.

By sharing incident details, you help everyone to:

- respond quickly and efficiently to incidents when they happen
- understand the risks affecting vessel operations
- build a reliable safety database to inform better safety guidance materials.

Every report matters. Not just serious injuries or accidents but near misses as well.

Even if in doubt, report it.

Your experiences help shape safer practices across the industry. Together, we can strengthen safety culture and prevent future incidents.

Learn more about what to report and how to do so. Your time and effort make a real difference and can save lives.

AMSA distributes regular newsletters and alerts that address safety issues related to the outcomes of incident reports. [Subscribe now](#) to access these publications.

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Farm Owner fined \$22,000 over Unsafe Machinery

A farm owner has been fined \$22,000 (and ordered to pay \$4861 in costs) over unsafe controls on a wool press.

The owner of the farm pleaded guilty to failing to provide and maintain a safe work environment and was fined in the Court.

In January 2022, a farm manager was using the wool press to compress fleeces into cubic wool packs. He had just ejected a full wool pack from the machine when, by an unknown means, the press activated while his upper body was between the press plate and the body of the machine, resulting in a fatal neck injury.

The prosecution did not allege that the machinery safety issue caused the fatality.

At the time of the incident, the wool press was more than 30 years old and did not have controls installed that required the use of both hands to protect against the risk of inadvertent activation by the operator.

When the press plate was in its fully raised position, the unguarded area between the press plate and the body of the wool press (the pinch point) was exposed to the operator. The added hazard was that the emergency stop controls were placed out of reach.

The case presents an important reminder to all workplaces with machinery of the importance of checking that controls meet contemporary standards.

WorkSafe has a code of practice "[Managing the risk of plant in the workplace](#)" available on its website, which outlines the hazards associated with machinery and practical ways to comply with work health and safety laws.

First Aid in the Workplace – Responsibilities, Planning, Action and Training

First aid is the immediate treatment or care given to someone suffering from an injury or illness. The initial treatment a person receives directly after an injury, accident or when a person becomes ill at work is extremely important in achieving the aims of first aid.

Providing immediate and effective first aid to workers or others who have been injured or become ill at the workplace may reduce the severity of the injury or illness.

In some cases, it could mean the difference between life and death.

1. Health and safety responsibilities/duties:

- [persons conducting a business or undertaking \(PCBUs\)](#)
- designers, manufacturers, importers, suppliers and installers of plant, substances or structures
- workers and other persons at the workplace also have the duty to take reasonable care for their own health and safety at the workplace.

A person can have more than one duty responsibility - more than one person can have the same duty at the same time. Clear demarcation in safety management plans, early consultation and identification of risks can allow for more options to eliminate or minimise risks and reduce the associated costs.

2. Planning

First aid requirements will vary from one workplace to the next, depending on the nature of the work, the types of hazards, the workplace size and location, as well as the number of people at the workplace. These factors must be taken into account when deciding what first aid arrangements are provided.

In selecting and determining the number of first aiders needed at a workplace, consideration should be given to:

- the hazards identified at the workplace;
- an assessment of the risks associated with the hazards;
- the size and layout of the workplace;
- the location of the workplace including whether it is an isolated or remote workplace;

- the distance from the workplace to the nearest occupational health or medical service, or ambulance service; and
- the number and distribution of employees including those employees working shiftwork.

Medication, including analgesics should not be included in a first aid kit because of their potential to cause adverse effects in some people, including pregnant women and people with medical conditions such as asthma.

Workers requiring prescribed or over the counter medication should carry their own, however, for the treatment of severe allergies or anaphylaxis, workplaces may consider keeping an asthma-relieving inhaler and a spacer to treat severe asthma attacks and an epinephrine auto-injector (e.g. an EpiPen) for anaphylaxis. These should be stored in accordance with the manufacturer's instructions.

Where required, first aiders or co-workers should have knowledge of the co-worker's Action Plan for Asthma or Anaphylaxis and be provided with appropriate training.

3. Action

First aid may be administered by the first person 'on the spot'. It is generally recognised, however, that a first aider is a person who has had some level of formal training. First aiders may have skills that range from basic expired air resuscitation (EAR) or cardio-pulmonary resuscitation (CPR) to being able to provide more complex treatment.

4. Training

Selection and training of first aid personnel is most important. First aiders should be familiar with the specific conditions and hazards at the workplace and the types of injuries likely to require treatment. The level of training that is needed should be determined according to the hazards identified at the workplace and the assessed risks.

Worksafe provides a guide ([First aid in the workplace: Code of practice](#)) which provides information on using a risk management approach to tailor first aid to suit the circumstances of your workplace, while also providing guidance on the number of first aid kits, their contents and the number of trained first aiders appropriate for some types of workplaces.

Personal Protective Equipment (PPE)

Personal protective equipment (PPE) is anything used or worn by a worker to assist to reduce health and safety risks.

PPE limits exposure to the harmful effects of a hazard but only if workers wear and use them.

A [person conducting a business or undertaking](#) (PCBU) must put control measures in place to protect workers' health and safety. That includes giving workers PPE, if required, to minimise a risk.

PPE can include:

- wet weather gear
- lifejacket
- hard hats
- sun hats
- earplugs or earmuffs
- gloves
- protective eye wear

- respirators
- sunscreen
- safety harnesses
- safety boots
- coveralls
- high-visibility clothing, or clothing designed to protect against UV or other hazards.

Workers and other people visiting the workplace also have responsibilities for PPE.

It's the duty of the PCBU to:

- select suitable PPE for the worker and the task, including that it is reasonably comfortable and is of a suitable size and fit for each worker
- consult with their workers about selecting the most suitable PPE
- provide information, training and instructions to workers and people visiting your workplace about how to use PPE
- guide workers and others to use PPE properly
- ensure that the PPE is used or worn by the worker properly as far as they reasonably can
- periodically assess whether the PPE is and continues to be effective
- put up signs about using PPE
- make sure PPE remains in good working order and instruct workers on how to do this
- PPE selected is compatible with other PPE worn (eg. a combination of wet weather gear, lifejacket and personal EPIRB).

Workers issued PPE must:

- wear and use it properly as instructed
- take care not to misuse or damage it
- report any faults, damage, or need for cleaning or decontamination.

Refusing to use PPE, or intentionally misusing or damaging it, could result in disciplinary action or prosecution.

Read [How to manage work health and safety risks: Code of practice](#) for more information.
