

## WAFIC Safety Update – May 2026

### Project to Improve Coordination of Qualifying Sea Time

Limited, fragmented and inconsistent access to qualifying sea time is a critical challenge to Australia's maritime training system.

Qualifying sea time is mandatory for certification by the Australian Maritime Safety Authority (AMSA) under the International Shipping and Domestic Commercial Vessel (DCV) frameworks.

However, inconsistent access to training berths has long constrained workforce entry, progression and retention across maritime roles.

Industry Skills Australia has secured funding through the Australian Government's *Support the Maritime Workforce* initiative to respond to directly to longstanding industry concerns.

*The project will nationally coordinate a single, industry-preferred approach to sea time access and, subject to feasibility and approvals, design a pilot to test practical, scalable solutions.*

Access to qualifying sea time is one of the most significant constraints and even where training demand exists, limited training berth availability slows certification, delays workforce entry and progression, and reduces the return on investment in training.

For industry, this project aims to shift sea time access from an ad hoc, employer by employer challenge to a more coordinated, transparent and scalable system. By identifying a nationally viable coordination model and testing it through a pilot, the project seeks to make it easier for employers to support trainees and strengthen workforce pipelines, while maintaining safety and regulatory standards.

#### Key outputs will include:

- A business case assessing options for nationally coordinated access to sea time
- Mapping of existing and potential training berths across Australian and internationally operating fleets
- Analysis of alignment with AMSA certification requirements
- Commercial, workforce and cost impact analysis of an industry-preferred coordination model
- A pilot implementation plan, including governance, compliance and evaluation arrangements
- Evidence based recommendations for scalable, long-term national coordination of sea time
- Design of a controlled pilot for future implementation in the final phase to test a selected coordination approach, including monitoring and evaluation of pilot outcomes to inform advice to government.

The project is scheduled for full completion by **December 2026** for pilot implementation in 2027, with findings and recommendations provided to government.

## Accelerating Qualifying Sea Time through Maritime Simulation

Australia's maritime workforce faces significant delays in accessing vessels to accumulate the qualifying sea time required for Australian Maritime Safety Authority (AMSA) certification.

Industry Skills Australia is running a project to explore how simulation can be used to safely accelerate 'qualifying sea time' for Australia's maritime workforce.

It will examine where high quality, regulator-aligned simulation can complement traditional sea time pathways and improve training access and consistency.

Simulation technology is used globally to build advanced seafaring skills, increase safety and reduce training bottlenecks. In Australia, simulation is already used for workforce training, but its potential to accelerate qualifying sea time remains unexplored. Industry, trainers and regulators have expressed strong interest in expanding the use of simulation, provided that, safety and compliance with AMSA and International Maritime Organisation standards are maintained.

This project will:

- Assess where simulation can safely replace or supplement physical sea time for high demand roles for international and domestic vessels.
- Improve training accessibility for regional, remote and equity cohorts.
- Aim to reduce reliance on limited sea berths and alleviate certification delays.
- Support a resilient, future ready maritime workforce trained to consistent national standards.
- Trial how simulation can be integrated into maritime certification pathways in a safe, credible and evidence-based way.
- Provide evidence-based advice on the viability of simulation for certification, supported by a model suitable for consideration by regulators and industry.

The project will be fully completed by June 2027, following completion of feasibility, regulatory approvals, simulation trial implementation, and final reporting to the Federal Department of Transport and AMSA.



A vessel sustained extensive damage from a fire due to a faulty battery, and another vessel grounded and required the evacuation of 4 crew members. These are some of the occurrences included in the latest AMSA marine incident report.

Very serious and serious incidents containing sensitive information or information that may identify individual persons or vessels have not been included below. <https://www.amsa.gov.au/2025-quarterly-domestic-commercial-vessel-incident-reports>

## AMSA Webinars

### Fatigue management on domestic commercial vessels

FATIGUE IS A HAZARD. KNOW THE SIGNS. MANAGE IT



AMSA recently held a webinar on fatigue management on domestic commercial vessels.

If you missed the session, or would like to revisit it, you can now watch the [webinar recording](#) or download the [audio brief](#) below.

The questions and answers from the webinar will be available soon.

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### Captain's Exhaustion Ends in Fishing Vessel Grounding

The National Transportation Safety Board (NTSB) in USA recently determined that the grounding of a fishing vessel in April 2025 was caused by the captain falling asleep due to an accumulated "sleep debt".

The 86 foot (26.24-metre) steel-hulled vessel struck an island, approximately eight miles (14.8 kilometres) east of Boston, while transiting from fishing grounds at Stellwagen Bank.

The captain had obtained only eight hours of sleep in the preceding 48 hours, broken into three short segments. The captain was navigating alone on autopilot while the two deckhands were asleep when the vessel drifted off course.

The vessel was not equipped with a watch alarm, which is an automated system designed to detect operator disability or absence when set to appropriate intervals.

The three crewmembers on board were rescued after the captain made a mayday call and activated an emergency beacon. No injuries were reported but the vessel later sank and was declared a constructive total loss.

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### Fatigue Risk Management 'Toolkit'

AMSA has published guidance to assist duty holders comply with fatigue management requirements in Marine Order 504. The toolkit is designed to help duty holders prepare an effective fatigue risk management plan and includes links to:

- [Fatigue risk management checklist](#)
  - [Fatigue management: Guidance Marine Order 504 changes](#)
  - Webinar recording on fatigue risk management [Past webinars | Australian Maritime Safety Authority](#)
  - Marine Order 504 frequently asked questions [Q & A | Australian Maritime Safety Authority](#)
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# 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 1<sup>st</sup> 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 1<sup>st</sup> 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](#)

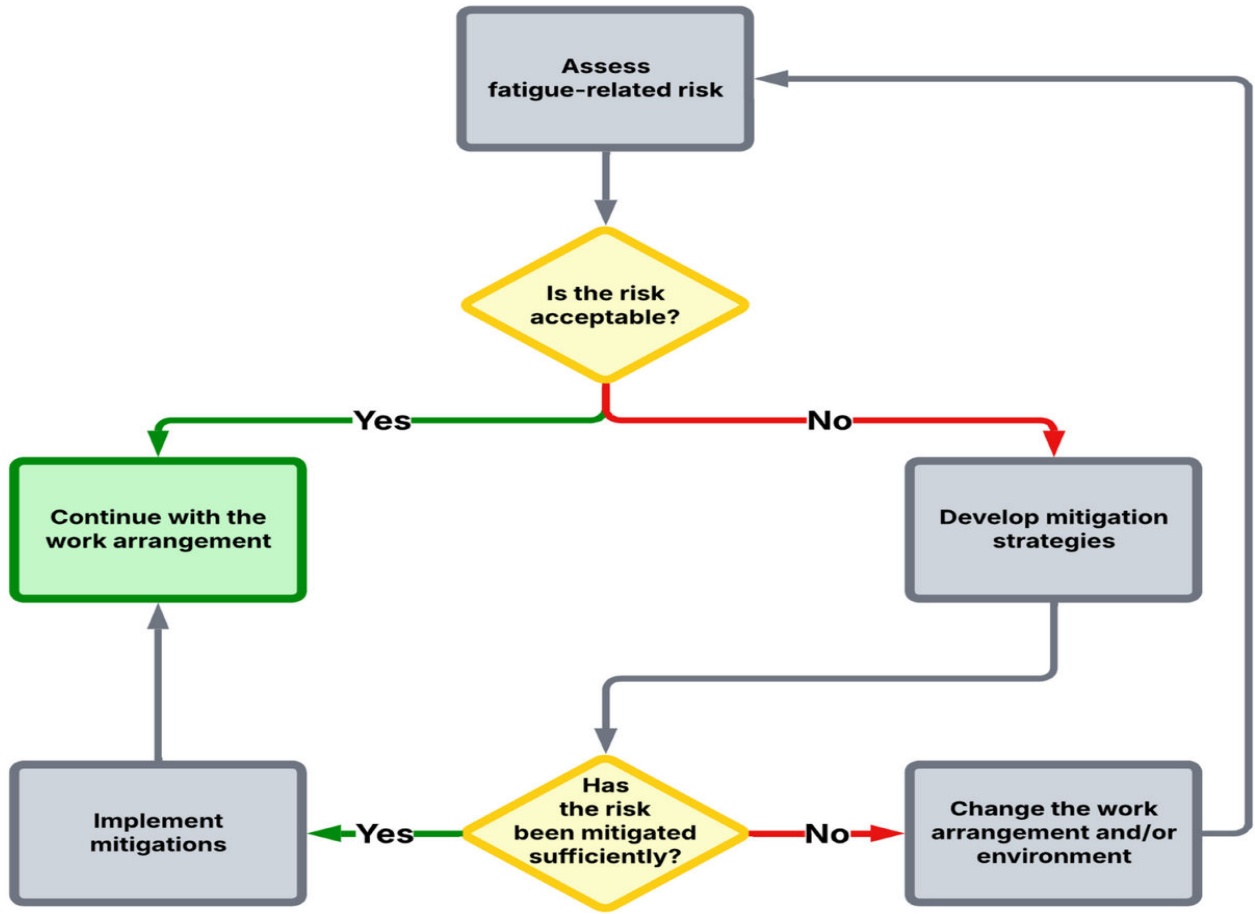
Guidance: [How to develop a drug and alcohol policy - Class 1, 2 and 3 vessels PDF251.25 KB](#)

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

## Fatigue Risk Assessment Flow Chart

Assessing the risk of fatigue in your fishing operation is a crucial part of your safety management system. Using a flowchart to complete the assessment is a helpful tool.

Walk through this flowchart onboard your vessel, with your crew, to ensure full coverage of the issues and involvement of all persons in the operation.



## Industry Roundtable – Key Transport Workforce Challenges

ISA will host a series of industry Roundtables across key transport supply chain hubs to better understand workforce challenges nationally.

The sessions will provide an opportunity to explore three broad questions:

1. What current and emerging skills and workforce priorities are you currently facing?
2. What are the key blockages or barriers for your industries?
3. What solutions, ideas, or opportunities would make the biggest difference?

Why attend?

- Contribute your insights directly to the Jobs and Skills Council
- Hear what others in your region are experiencing
- Help identify practical and systemic solutions
- Shape future research, policy thinking, and capability-building activities

WAFIC will attend the upcoming roundtable in Perth. Register here: [Tuesday, 16 June - Perth](#)

For more information [visit here](#).

## Real People, Real Safety Experiences – Hear it Directly via Industry Webinars

Seafood industry Australia (SIA) brings together personal stories, safety insights, and useful tips to help highlight safety risks and management through real-world stories from industry, both on and off the water.

Working in the fishing and seafood industry comes with unique challenges and risks. But with those challenges, one thing remains the same: *Everyone deserves to return home safe.*

SIA's 'Seasafe Program' supports Australia's commercial seafood industry with practical safety information, tools and real-world stories that highlight common hazards and safer ways of working.

By sharing experiences, raising awareness of common risks, and promoting practical solutions, the site aims to strengthen safety practices across the industry. Hear directly from people working across Australia's commercial seafood industry, sharing their experiences, lessons learned, and practical advice.

Whether it's a near miss, a hard lesson, or a simple change made to an operational approach that made a big difference, every story has the potential to help others work more safely.

Explore the topics on the website to learn from one another and make safety part of everyday life, on the water, on the wharf, and beyond.

Register to receive webinar screening dates: email [info@seafoodindustryaustralia.com.au](mailto:info@seafoodindustryaustralia.com.au)

You can find the previous recordings here: <https://www.seasafeoz.com.au/webinars/>

Watch the fisher-to-fisher videos - <https://www.seasafeoz.com.au/peer-to-peer-safety/>

If you would like to share your safety story email to: [info@seafoodindustryaustralia.com.au](mailto:info@seafoodindustryaustralia.com.au)

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## Website to Guide Young Adults to Start Work Safely

WorkSafe has upgraded its SmartMove website to help WA's new and young workers start work safely.

SmartMove is a free online program that teaches young adults practical workplace health and safety basics including how to spot hazards, understand their rights and responsibilities and use simple strategies to prevent injuries.

The improved site is easier to use and can support students as they return to school and prepare for part-time and entry-level jobs.

SmartMove can help them understand the basics before their first shift. Because farm work can change day to day, a consistent safety foundation helps new starters check conditions, use equipment safely and speak up early if something isn't right.

The site offers a foundation module, 17 industry-specific certificate modules, accessible courses for learners with disability and on-demand information sessions on topics such as sun safety, hazardous waste recycling and workplace bullying.

More info: <https://smartmove.safetyline.wa.gov.au/>

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## The Maritime Skills Pipeline Project

Skilled workforce shortages pose a major challenge for Australia's Maritime industry

This project aims to underpin the implementation and coordination of initiatives to build Australia's maritime workforce including improving training pathways, accelerating seafarer supply, and supporting strategic workforce planning in collaboration with government and industry.

The initiative aims to strengthen Australia's maritime workforce by:

- Establishing an agreed national framework for mapping existing and planned initiatives to build the maritime workforce.
- Driving collaboration and co-ordination between the national skills system (jurisdictions and agencies), regulators and key stakeholders to optimise investment and minimise duplication of effort.
- Working to strengthen actions and initiatives to address occupational shortages and develop a sustainable maritime workforce.

The project is being delivered in close collaboration with Commonwealth and State Government agencies, industry stakeholders, and regulators to ensure maritime training packages meet current and future needs.

The draft Maritime Industry Skills Pipeline is due to be submitted to the Federal Department of Employment and Workplace Relations in **December 2026**.

More info: <https://www.industryskillsaustralia.org.au/maritime-skills-pipeline-project/>

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## Improved Recognition of 'Prior Learning' by Training Organisations

The Commonwealth Government has published materials to help raise awareness of what quality Recognition of Prior Learning (RPL) looks like and to assist students, employers and the broader community.

RPL can fast-track careers, address skills shortages in high demand industries, and open doors to new opportunities. Quality RPL is a structured process that identifies the skills and knowledge a student has gained through work or life experience, then assesses them against the requirements of the qualification being considered.

The resource pack is designed to help RTOs provide clear and consistent information about RPL to students, employers and the broader community is available.

Go to: [Real Skills Deserve Real Recognition Resource Pack](#)



## **New Initiative for Mental Health and Suicide Prevention for WA Workers**

The WA Government's has announced the Mental Health and Suicide Prevention Program Support Fund 2025 - 2029 (Support Fund) to assist work-related suicide prevention initiatives.

*MATES in Construction* and *Steering Healthy Minds* have been awarded grants in the initial phase of the program and through the *Mental Awareness, Respect and Safety* program, funding has been provided to Suicide Prevention Australia to develop a suicide prevention competency framework and learning modules for the mining industry.

The Support Fund is administered by WorkSafe in partnership with the Mental Health Commission and has been established to support targeted suicide prevention programs for Western Australian industries known to be at greater risk, including construction and transport.

The program will see \$3.39 million awarded over four years to help organisations implement mental health and suicide prevention programs at work, recognising the important role workplaces play in the mental health of their workers.

In response to stakeholder requests for guidance, WorkSafe has developed an information sheet to provide guidance for a person conducting a business or undertaking (PCBU) on how to prevent and manage incidents involving suicide and suicidal behaviours within workplace settings or in accommodation facilities connected to the workplace.

Go to: <https://www.worksafe.wa.gov.au/publications/suicide-and-suicidal-behaviour-work-related-contexts-information-sheet>

Steering Healthy Minds: <https://steeringhealthyminds.com.au/>

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## **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](mailto:michael.hammond@mrnsw.com.au)

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## AMSA 2026-27 Annual Regulation Review Program

AMSA is finalising the 2026/27 Annual Regulation Review Program.

Many projects are currently underway and will be carried over into the 2026-27 program.

<b>Key proposed regulatory projects</b>	<b>Description of Action</b>
<p>1. Alternative approval process for novel technologies</p> <p><i>(Project is underway and will continue in FY26-27)</i></p>	<p>Introducing a risk-based alternative approval process into the Novel Vessel Policy Statement for emerging technologies.</p>
<p>2. Guidelines for battery electric propulsion on vessels</p> <p><i>(Project is underway and will continue in FY26-27)</i></p>	<p>Establishing guidelines that outline acceptable standards, usage categories, and operational areas for battery electric DCVs.</p>
<p>3. Marine Order 503 – Certificates of survey (MO503) and associated general exemptions</p> <p><i>(Project is underway and will continue in FY26-27)</i></p>	<p>Review current Certificate of Survey requirements to address workability issues, clarify requirements for novel vessels and reduce red tape in some areas.</p>
<p>4. Construction and equipment standards for non-survey vessels (NSCV Part G)</p>	<p>Reviewing and updating design, construction and equipment standards for non-survey vessels.</p>
<p>5. Review of standards for communications and navigation equipment (NSCV Part C7B and C7C)</p>	<p>Review of required outcomes and prescribed standards for communications and to modernise navigation equipment requirements for new and existing DCVs.</p>
<p>6. Review of fire safety requirements for DCVs in survey (NSCV Part C4)</p> <p><i>(Project is underway and will continue in FY26-27)</i></p>	<p>Address priority policy issues for fire safety design and equipment standards, including introducing fire safety measures for smaller lithium-ion battery installations.</p>
<p>7. Review of safety equipment carriage standards for DCVs in survey (NSCV Part C7A)</p> <p><i>(Project is underway and will continue in FY26-27)</i></p>	<p>Review to ensure requirements are contemporary, risk based and appropriate for the size of vessel.</p> <p>Includes revision of standards for lifejackets and life rafts.</p>

## **New emergency alert system to be rolled out on every Australian phone in 2026**

A loud alarm will blare from almost every phone in [Australia](#) in five months as a new [emergency](#) system is rolled out, scrapping the old SMS alerts and providing a lifeline for people caught up in life-threatening situations.

The system will officially launch in October. The rollout of AusAlert comes in response to the 2020 [Royal Commission](#) into National Nature Disaster Arrangements, with the commission ruling that emergency warning systems, including mobile alerts, are critical during [disasters](#).

All phones made in 2019 onwards will be compatible with the system, with testing on older phones ongoing.

AusAlert is the nation's latest emergency warning system, which will send urgent messages to compatible [phones](#) within up to 160m of an impacted area.

It will alert people to the type of hazard that they are facing, its severity, whereabouts and importantly what action to take.

The system will consist of two notifications:

- a critical alert that will sound a loud siren from the phone; and
- a second message that will detail priority information.

The \$132 million system is slated to replace the current state-based SMS emergency alerts, and a nationwide test of the program is scheduled hit phones across the country on July 27 at 2pm.

AusAlert messages will look different to the current text-based message systems by appearing on locked screens of mobile devices and exist outside of the standard text messaging app.

The system will prioritise natural disasters, however, notifications can also be sent to alert people nearby to other life-threatening situations, such as serious public safety incidents or terrorism.

The [technology](#) is already used by more than 30 countries for emergency warning communications.

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## **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.

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## 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.

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 before 30 June 2030 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?

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## 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)

## Industry Consultation - AMSA Proposes Changes to Survey Rules

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

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

Key proposed changes to existing requirements:

### 1. 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.

### 2. 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.

### 3. New Vessels

Allows 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.*

### 4. 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.

### 5. New vessels entering service for the first time, or existing vessels that have made a Schedule 1 change

Must now 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.

### 6. '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.*

## **7. 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.*

## **8. 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 (see 8 above).

## **9. 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.

## **10. Allow more time to conduct periodic surveys.**

*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.

## **11. Allow certificate of survey to be varied to reduce the number of people allowed on board (Note: Minimum/Appropriate crewing requirements under Marine Order 504 still apply).**

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.*

## **12. Clarify the conditions where AMSA may revoke a certificate of survey**

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.

## **13. Require 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.

## **14. 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.

## **15. 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.

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](#)

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## **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.

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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/>

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## **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.

## 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.

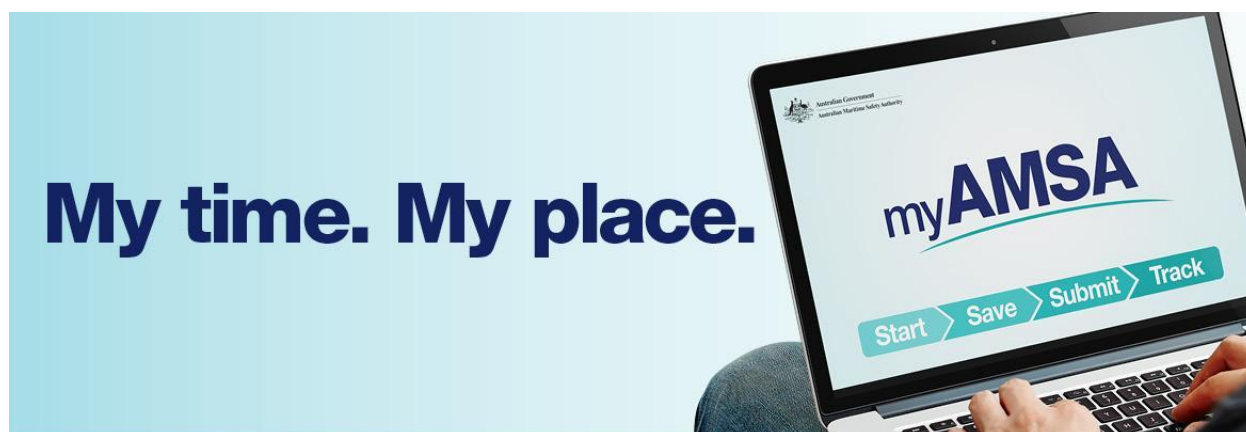
Before heading out, check that you have everything you need on your vessel, that it's easily accessible, and has been well maintained.

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](#)



## 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, 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.

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## 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>

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## 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>

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**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.

- [Maritime safety awareness bulletin](#)
- [Safety alerts](#)

## **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.

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