

WAFIC Safety Update - September 2026

National Safe Work Month – October 2026

National Safe Work Month is a chance to raise awareness of work health and safety.

This year's theme, ***Safe Work Is for Life***, highlights that work health and safety extends beyond preventing harm today - it's about protecting people's lives and futures.

Whether you are an owner/employer, skipper, crew or family, Safe Work Month is an opportunity to reflect, learn and take practical steps to prevent serious injuries or illnesses and create a healthier and safer workplace.

In 2024, 31 workers died as a result of work-related incidents in Western Australia. The incidence rate of work-related fatalities was 1.9 for every 100,000 workers. These figures remind us how important it is to make safety a priority every day.

Every worker deserves to return home safe from work, and every workplace can make a difference by talking about safety, managing risks and taking action.

Safe Work Month is the time to focus on what we can do to create healthier and safer workplaces for life.

Throughout October, Worksafe WA will explore four weekly focus areas:

- Week 1 (1–11 October): For life – why WHS matters
- Week 2 (12–18 October): For health – what WHS protects
- Week 3 (19–25 October): For the future – the long-term impact
- Week 4 (26–31 October): For all – action across all workplaces

There are many ways to get involved.

- Attend the free webinars. Register at <https://www.worksafe.wa.gov.au/swm>
 - Make use of Worksafe resources to help start conversations about health and safety and plan your own awareness activities. Go to: [Safe Work Month resources - WorkSafe – LGIRS](#)
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Albanese Govt Announces Sweeping Changes to Migration Reforms

The Australian Government has today announced the next stage of its migration reforms, including changes to skilled migration and the *Working Holiday Maker (WHM) program*.

Of particular relevance to the seafood industry, the Government has confirmed that aquaculture and fishing will be included as priority sectors for processing under an updated Ministerial Direction 119.

The Government has also announced changes to the *Working Holiday Maker Program*, including the introduction of a ballot system for years two and three where there will be a regional work requirement, alongside measures intended to stabilise WHM application processing times.

These changes may have implications for seafood businesses that rely on Working Holiday Makers and other temporary workers, including members who use backpackers to assist with seasonal work such as unloading boats.

Seafood Industry Australia is seeking to understand the practical implications of these changes for our industry and will continue to engage with Government as further detail becomes available.

Read the Minister's media release: [Migration reform to end rorts and bring in the skills Australia needs for a strong economy](#)

If you have questions or concerns about how these changes may affect your business, please get in touch with SIA'

Dr John Ackerman, CEO, Seafood Industry Australia
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Quarterly Domestic Commercial Vessel Incident Reports for 2 April - June 2026

There were 256 reported incidents involving domestic commercial vessels in Quarter 2 of 2026. Of these, 35 were serious and 1 very serious.

- In April, 87 reported marine incidents were received, 12 were serious.
- In May, 88 reported marine incidents were received, 13 were serious and 1 very serious.
- In June, 81 reported marine incidents were received, 10 were serious.

Very serious and serious incidents containing sensitive information or information that may identify individual persons or vessels have not been included below.

Full listings: <https://www.amsa.gov.au/vessels-operators/incident-reporting/marine-incident-reports/2026-quarterly-domestic-commercial>

SIA Launches New Practical Safety Resources

Seafood Industry Australia (SIA) has established a the ‘*Sea Safe Program*’ which aims to drive cultural change across the seafood industry working to drive meaningful, lasting improvements in workplace safety culture, supporting individuals and businesses to build safer, more resilient operations.

This includes developing practical resources, showcasing what works in real settings, and encouraging a proactive approach to safety across all sectors.

The ***Sea Safe Deployment Pack*** has been developed to help the seafood industry adopt and adapt practical-based guidance materials and resources directly to fishing vessels and individual seafood workplaces.

The resources contained within this pack have been developed through industry consultation and practical experience across the commercial seafood industry - designed to support all sectors of the industry, including wild catch, aquaculture, seafood processing, transport, management, and supporting services.

The pack includes:

- Pocket guides
- Toolbox talk guides
- Stickers
- Posters
- Advocate resource
- Communications campaign



The pack provides practical guidance and tools to help you:

- Improve hazard awareness and risk management.
- Encourage safety conversations and worker participation.
- Support practical safety management.
- Reinforce safety messages through multiple communication methods.
- Strengthen safety culture from the bottom up.

Individual businesses are encouraged to select, adapt, and implement the specific elements of the available that best suit their operations and associated risks.

People can now access via the website content for:

- Drugs and Alcohol
- Person Overboard
- Confined Spaces

To access all resources go to: <https://www.seasafeoz.com.au/resources/>

Further Changes to Workers Compensation Laws Impact Share Fishing Crew Payments

It has been brought to WAFIC's attention that there were further amendments **in June 2026** to the WA Worker Compensation Regulations re fishing crew arrangements.

A fact sheet published by WorkCover is available for further information at: <https://www.workcover.wa.gov.au/wp-content/uploads/2026/04/Fact-Sheet-%E2%80%93-Coverage-of-Fishing-Crew-in-the-Workers-Compensation-Scheme-April-2026.pdf>

This article provides information of the most recent 'regulatory update' to the WA Workers Compensation system **specifically as it relates to the engagement of 'Share Fishers'**.

Prior to 30th June 2026 vessel owners/employers/skippers who engaged their crew as "Share Fishers" under the terms of their Sharefishing Agreement (SFA) would qualify for exemption under Regulation 17 and, as a consequence, will have arranged Crew Personal Accident Insurance policy.

Effective 4pm, Tuesday 30 June 2026, any person engaged as part of a fishing crew that is defined as a 'worker' in the Act will now be covered in the WA workers compensation scheme.

This now extends to 'Share Fishers' who were previously exempt under Regulation 17.

Any employer engaging fishing crew workers will therefore be required to maintain a WA Workers Compensation insurance policy with a licensed insurer, from 4.00pm 30 June 2026.

The regulatory amendment will affect fishing crew covered under Share Fishing Agreements or paid by results, such as a percentage of the catch or vessel earnings. These fishing crew workers will no longer be expressly excluded from coverage in the WA workers compensation scheme.

The changes to Regulation 17 on 30th June 2026 effectively mean the "Share Fisher" exemption is no longer operative, and all crew defined as 'Worker' under the Act will now be required to be covered under the WA Workers Compensation System.

To the extent you do not currently maintain Workers Compensation Insurance or would need to update your Provisional Wage Estimates, **please make contact with your insurance broker, accountant or legal advisor** so that they may assist in the placement of a new policy, or an update to your existing arrangements.

For those vessel owners/employers/skippers who engage their crew under either:

1. A Limited Partnership or Joint Venture Agreement, or
2. Employment contracts where they make PAYG deductions

The changes to Regulation 17, will have no impact.

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AMSA National Maritime Stakeholder Forum Established

AMSA recently announced a ***new national industry engagement approach*** – establishing the National Maritime Stakeholder Forum identified as the centrepiece.

AMSA supports stakeholder input to shape topics, identify key issues, and inform the government understanding of sector priorities - supporting more targeted and meaningful engagement.

The National Maritime Stakeholder Forum will now be AMSA's national forum for engaging with the maritime community.

This 'national forum' will replace the tried and proven regional safety committee and national safety committee processes that have been in place since AMSA took over management of maritime safety in 2018.

At this stage it will be a single day, conference style arrangement bringing together stakeholders from across industry, government and the broader maritime community to share knowledge and collaborate on matters relevant to the maritime sector.

The Forum is open to the Australian maritime sector stakeholders and broader network supporting safe and sustainable maritime operations, including:

- vessel operators
- seafarers
- maritime associations, unions and service providers
- community and special interest groups
- government agencies.

First National Maritime Stakeholder Forum is in Brisbane, 12th November 2026.

The Forum will provide a hybrid format, with options to participate in person or online. You can register to attend in person or online.

Check the AMSA website for updates: <https://www.amsa.gov.au/>

New Guide Supports Aboriginal Engagement in WA aquaculture

A new practical guide will help Aboriginal organisations explore business and employment opportunities in Western Australia's growing aquaculture industry.

The WA Government has released the *Setting up for Success: Aquaculture guide*, providing Aboriginal groups interested in entering the sector with practical information to help understand the opportunities, requirements, and risks involved.

Aquaculture is one of the world's fastest-growing food production sectors and has significant potential to create new jobs, support regional communities, and diversify Western Australia's economy through the sustainable production of marine and freshwater species.

The guide was initiated by the Aquaculture Council of Western Australia and was developed in collaboration with the Department of Primary Industries and Regional Development (DPIRD) and supported through funding from the Cooperative Research Centre for Developing Northern Australia.

Developed following consultation with Aboriginal people and organisations, the guide provides practical information about the WA aquaculture industry, including production systems, regulatory requirements, business models, and key considerations for organisations looking to participate in the sector.

It joins DPIRD's existing Setting up for Success resources, which provide practical information to support Aboriginal participation in pastoral, bushfood, and carbon farming industries.

More information is available from the department website: [Setting up for Success guides | Department of Primary Industries and Regional Development](#)

Fishing Vessel Runs Aground after Watchkeeper Falls Asleep

A fishing vessel ran aground near a harbour entrance after an uncertified crew member fell asleep at the helm. The incident shows the importance of direct supervision, watchkeeping and fatigue controls.

In the early hours of the morning, a fishing vessel grounded near a harbour entrance while returning to port. The vessel had been at sea for a few days. Before the return voyage, the crew completed a 4-hour winch operation and the vessel then steamed back towards port for about 2½ hours.

An uncertified crew member was at the helm and performing watchkeeping duties. The certified crew members were asleep. The crew member at the helm fell asleep and the vessel continued on autopilot and ran aground on rocks near the harbour entrance.

The uncertified crew member was carrying out watchkeeping duties without 'direct supervision' of a certified crew member.

[Marine Order 505](#) sets out 'direct supervision' means the person being supervised is within sight and hearing of their supervisor.

The vessel's safety management system (SMS) identified fatigue, collision and grounding risks. It also listed controls for:

- having a crew member on watch
- maintaining a good and constant lookout
- fatigue management and priority task setting
- monitoring sleep routines.

However, these controls were not implemented at the time of the grounding.

Under [Marine Order 504](#), vessel owners and masters must have a safety management system that identifies and controls operational risks.

Under [Marine Order 505](#), uncertified crew may assist with deck work only under '*direct supervision*'.

The owner and skipper of a vessel must:

- confirm the certificate of operation is issued before operating the vessel
- assign watchkeeping duties to crew who can perform them safely
- '*directly supervise*' uncertified crew performing deck work or watchkeeping duties
- keep a proper lookout while the vessel is underway
- monitor fatigue, work hours and rest periods before assigning duties
- keep records of work, rest, training and fatigue management actions.

Read the AMSA guidance notes on:

- [Navigational watchkeeping on domestic commercial vessels](#)
 - [Watchkeeping and crewing standards marine notice](#)
 - [Radio watchkeeping for domestic commercial vessels](#)
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Oil Rig Abandoned Near Dongara – Major Marine Hazard

An abandoned oil drilling rig rusting away at sea is raising safety concerns now the platform's lights are no longer working.

The Cliff Head oil platform has been at subject to questions over who foots the decommissioning and clean-up bill after two junior oil and gas companies entered voluntary administration.

One company was working with the other to repurpose the rig but in July 2026 both companies went bust.

Now sitting idle 11km off the coast of Dongara, north of Perth, the rig was left unlit and posed a navigation hazard. The WA Department of Transport released an alert about the lack of lighting on the oil rig. Marine Safety WA has advised all mariners in Dongara and Leeman waters to be aware of the 500-metre exclusion zone surrounding the site and to check navigation warnings.



A spokesperson for the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) said they were working to reduce hazards "imminently" and will be deploying extra navigational aids around the facility to help identify its location and extent from the water, particularly at night. The navigational aids complement information already available to mariners through notices and navigational safety information.

Since the future of the platform has been in doubt, the decommissioning process, including who will pay for it, has not been made clear. Federal Resources Minister Madeline King previously said "under no circumstances" would the taxpayer be responsible for footing the bill.

Managing Psychosocial Risks in the Workplace Now Mandatory

Fishing can place significant physical and psychological demands on workers, particularly during busy periods when catches are running.

Psychosocial hazards can affect worker wellbeing, decision making and safety if they are not effectively managed and can include high workloads, fatigue, remote or isolated work, low job control and inappropriate workplace behaviour.

Managing psychosocial risks is an important part of good vessel management and work health and safety. Practical measures such as planning workloads, encouraging open communication, supporting workers during peak periods and addressing psychosocial hazards can help reduce risks and create healthier, safer and more productive workplaces.

Good safety culture doesn't happen by chance, it's built through the everyday actions of owners, skippers and crew. When leaders set clear expectations, communicate openly and lead by example, safe work practices become part of everyday fishing operations.

Encouraging crew to report hazards, ask questions and raise concerns helps identify risks early and creates a workplace where everyone shares responsibility for safety.

Strong safety cultures also support better decision making and help identify and manage both physical and psychosocial hazards. By fostering strong leadership, effective supervision and open communication, fishing vessel owners can strengthen their safety culture, and create a safer, more productive and resilient workplace.

Introducing AusAlert – Australia's New Emergency Warning System

AusAlert is a new national warning system that uses the latest technology to send emergency messages to compatible mobile devices.

It's a fast and reliable way to help people be informed and better prepared during local and national emergencies.

Federal, State and territory emergency services can use AusAlert to send fast, clear messages to the public about national, local and regional emergencies.

AusAlert was created in response to the 2020 Royal Commission into National Natural Disaster Arrangements which found that mobile-device-based emergency warning systems are especially effective at keeping communities informed during disasters.

The Australian Government funded the AusAlert project in the 2022/23 and 2023/24 budgets.

It sends information about local and national disasters, including what is happening now or what might happen soon. During a disaster, you may receive an alert if you have a compatible mobile phone, tablet or smart watch.

Cell-broadcast technology allows an emergency message to be sent to every compatible mobile device in a specific area at the same time through a mass broadcast from a nearby mobile phone tower.

If your compatible device is near the emergency and in range of a nearby mobile phone tower, it can receive the alert almost instantly. If you enter the emergency area after the message was first sent, you can still receive the alert.

The alert may contain information such as:

- the type of emergency (for example, bushfire or flood, cyclone)
- where it is
- how serious it is
- the actions you need to take
- where more information can be found
- the name of the organisation that sent the message.

More info go to: www.ausalert.gov.au

AMSA National Compliance Plan and Inspection Focus for 2026/27

AMSA recently released AMSA 2026–27 National Compliance Plan.

The plan outlines AMSA's key compliance focus areas for inspections from 1 July 2026 to 30 June 2027. The plan helps industry understand the areas AMSA will focus on during the year and allow industry to prepare for inspections.

The Plan is developed using safety data, environmental insights, emerging trends and subject matter expert input that supports a consistent, intelligence led and risk-based approach to regulation.

A key feature of this year's National Compliance Plan includes a dedicated inspection program for domestic commercial vessel safety (including fishing vessels) targeting:

- SMS implementation
 - SMS implementation continues to be a significant issue across the DCV fleet.
 - AMSA will increase inspections (200 inspections nationally) focusing on practical implementation of SMS such as drills/reviews/induction.
- Watchkeeping/ lookout practices
 - Data and information identified that lookout failures are ongoing contributors to serious incidents.
 - AMSA is proposing to conduct an education campaign focusing on safe and effective watchkeeping and lookout practices.
- Emergency preparedness (Focus on EPIRBs)
 - Expired EPIRB batteries,
 - EPIRBs not fitted in float free positions and inappropriate storage.
 - AMSA is proposing to conduct education followed by a focused inspection campaign ensuring EPIRB upkeep is linked to SMS (e.g. maintenance schedule, pre-departure checks etc.).
- Electrical safety (general and use of electrical equipment/power tools)
 - Poor electrical housekeeping including unsecured batteries, exposed wiring/switchboards, missing RCDs, degraded shore power leads are some of the issues appearing in inspections and other data.
 - AMSA intends to conduct education followed by a focused inspection campaign, possibly working jointly with WHS agencies.
- Fatigue risk management
 - AMSA will continue educating industry in this area with potential data collection to gather evidence on level of compliance.

Compliance activities will be supported by targeted communication, education and guidance initiatives to improve understanding of regulatory obligations, promote voluntary compliance and support safer operations across the maritime industry.

The [National Compliance Plan 2026-27](#) is available for viewing on the AMSA website.

Safeguard your Vessel with an Active Maintenance Plan.

Undertaking simple, regular vessel and safety-equipment checks, and logging them while you do it, can help prevent small problems from becoming dangerous and expensive incidents.

Under the AMSA legislation **it is a legal requirement** to have a documented, regular programme of vessel maintenance and inspection activities.

Having a maintenance plan helps you prevent dangerous and expensive incidents.

Reduced maintenance costs

- By outlining a preventive maintenance plan, small problems can be caught before they turn into big failures and costly repairs.

Extended asset life

- Maintaining equipment and keeping it operating in good condition may extend its operational time, so it won't need to be replaced as often which can help save you money.

Increased workplace safety

- There is less chance of equipment failure which could harm someone or cause damage to other equipment.

Improved workplace culture

- Involve your crew in developing and implementing a maintenance plan, as well as undertaking preventative maintenance tasks.

Decreases downtime

- Unexpected machinery and equipment failures or accompanying crew injury can put your vessel out of operation, and you out of business.

Manage Certification

- Another key element of a vessel's maintenance plan is the management of the relevant certification, and this includes ensuring that, where applicable, the vessel undergoes periodic surveys within the timeframes set out in [Marine Order 503 – Certificates Of Survey – National Law](#).
- [Marine Order 504](#) requires that a vessel's safety management system (SMS) include a system of regular programmed inspection and maintenance appropriate for the vessel, its machinery and equipment.

AMSA has created some examples of the types of documentation you might use with your maintenance plan – so go to:

- [maintenance log PDF512.24 KB](#)
- [maintenance checklist for small vessels PDF452.78 KB](#)
- [certification record PDF516.58 KB](#)

Safety Management System Updates Should be Completed by Now - AMSA will be Checking in 2026

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).

In 2024/25, Marine Order 504 underwent a review and consultation process.

AMSA 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 were made available on the AMSA website at: <https://www.amsa.gov.au/changes-safety-management-system-requirements-1-june-2025>

1. Fatigue Management Arrangements Required in SMS

Changes to AMSA regulations now means owners of vessels **must have** a vessel specific management plan for managing the fatigue of their crew.

To assist with understanding the requirements for managing fatigue AMSA has produced an information webinar.

Watch the 30 minute webinar at: <https://www.youtube.com/watch?v=DeDZQDevo4M>

2. 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.

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>

Workplace Bullying Needs to be Prevented Under WA WHS Laws

Exposure to psychosocial hazards and risk factors in the workplace is specifically covered in the new WA WHS laws as they can affect performance and increase the risk of accidents or incidents.

If you manage or control a workplace (which includes a fishing vessel), you are responsible for ensuring the physical and mental health and safety of workers.

Unreasonable behaviour (bullying) is defined by the 'effect' of the behaviour, not the 'intent' of the behaviour, as there may not be any specific intent to cause harm to someone's health.

Examples of behaviour, **whether intentional or unintentional**, that may be bullying include

- abusive or offensive language
- unjustified criticism or complaints
- deliberately excluding someone from work activities
- withholding necessary information or support
- setting unrealistic deadlines
- assigning tasks beyond a person's skill level
- spreading rumours

Bullying can harm both the person targeted and those who witness it. It can lead to:

- anxiety, depression, and panic attacks
- physical issues like headaches and fatigue
- loss of confidence and self-esteem
- isolation
- decreased work performance and concentration
- suicidal thoughts.

For more information go to: <https://www.worksafe.wa.gov.au/bullying>

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_l

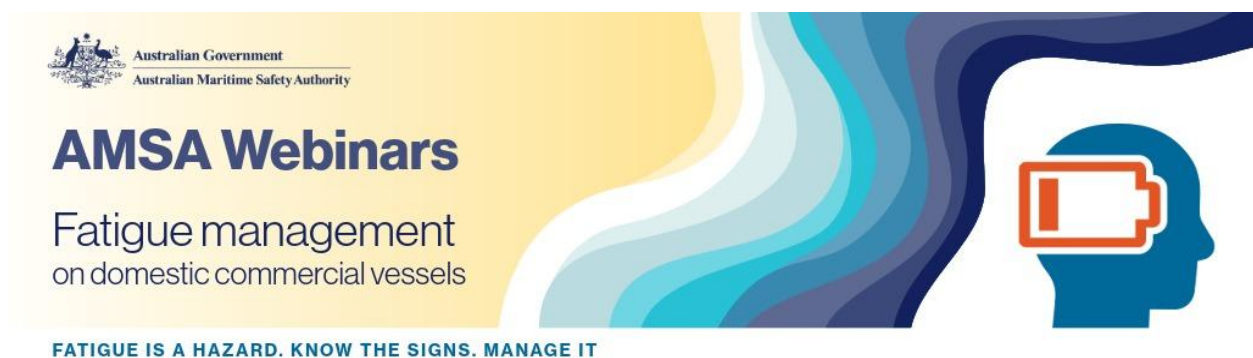


DCV SAFETY TOOLKIT

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:

- Marine Order 504 changes and frequently asked questions [Q & A | Australian Maritime Safety Authority](#)
- [Fatigue risk management checklist](#)
- [Fatigue management: Guidance Marine Order 504 changes](#)
- How to write a fatigue management plan
<https://email.amsa.gov.au/link/id/zxxx69d59c2520322569P/page.html>
- A guide for domestic commercial vessels to develop their safety management system for class 1, 2, 3 and 4 operations.
<https://www.amsa.gov.au/sites/default/files/Guidelines-for-a-Safety-Management-System.pdf>



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

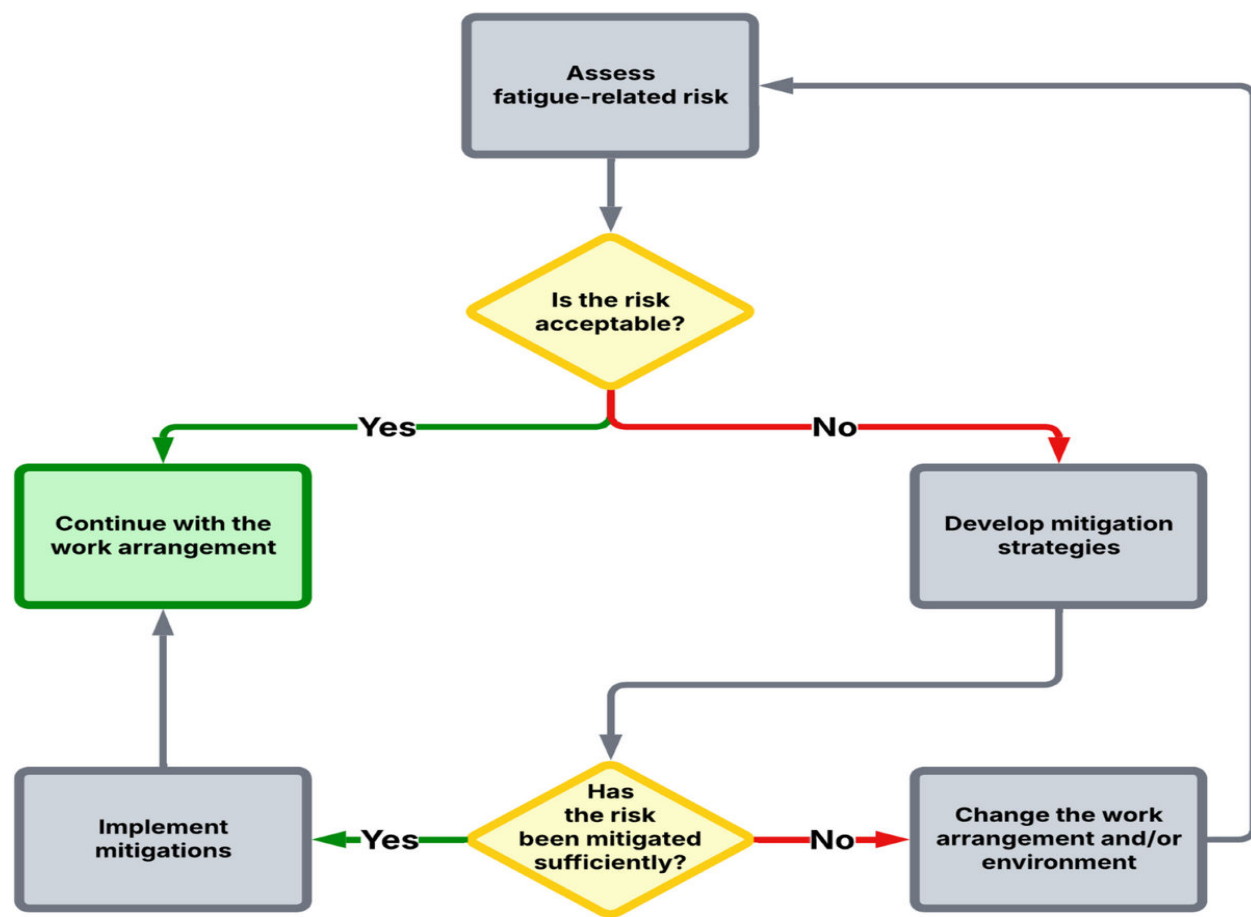
If you missed the session, or would like to revisit it, you can now watch the [webinar recording](#) or download the [audio brief](#) below.

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

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.



Stability: Ways to Manage Vessel 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.

It is now an AMSA 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>.

Stability hazards to look out for:

- Modifying a vessel or installing new fishing gear
- Overloading leading to capsize
- 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>

AMSA 2026-27 Annual Regulation Review Program

AMSA has finalised the 2026/27 Annual Regulation Review Program.

Many projects commenced in 2025-26 and will carryover into the 2026-27 program.

Key proposed regulatory projects	Description of Action
1. Alternative approval process for novel technologies <i>(Project is underway and will continue in FY26-27)</i>	Introducing a risk-based alternative approval process into the Novel Vessel Policy Statement for emerging technologies.
2. Guidelines for battery electric propulsion on vessels	Establishing guidelines that outline acceptable standards, usage categories, and operational areas for battery electric DCVs.

(Project is underway and will continue in FY26-27)

3. Marine Order 503 – Certificates of survey (MO503) and associated general exemptions

Review current Certificate of Survey requirements to address workability issues, clarify requirements for novel vessels and reduce red tape in some areas.

(Project is underway and will continue in FY26-27)

4. Construction and equipment standards for non-survey vessels (NSCV Part G)

Reviewing and updating design, construction and equipment standards for non-survey vessels.

5. Review of standards for communications and navigation equipment (NSCV Part C7B and C7C)

Review of required outcomes and prescribed standards for communications and to modernise navigation equipment requirements for new and existing DCVs.

6. Review of fire safety requirements for DCVs in survey (NSCV Part C4)

Address priority policy issues for fire safety design and equipment standards, including introducing fire safety measures for smaller lithium-ion battery installations.

(Project is underway and will continue in FY26-27)

7. Review of safety equipment carriage standards for DCVs in survey (NSCV Part C7A)

Review to ensure requirements are contemporary, risk based and appropriate for the size of vessel.

(Project is underway and will continue in FY26-27)

Includes revision of standards for lifejackets and life rafts.

New AMSA Guidance - '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>

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?

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



WA Memorial for Lives Lost at Sea Proposed Ocean Organ at Fremantle's Bathers Beach

A small group of volunteers wants to highlight the bravery of, and sacrifices made by, many in the WA 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.

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.



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

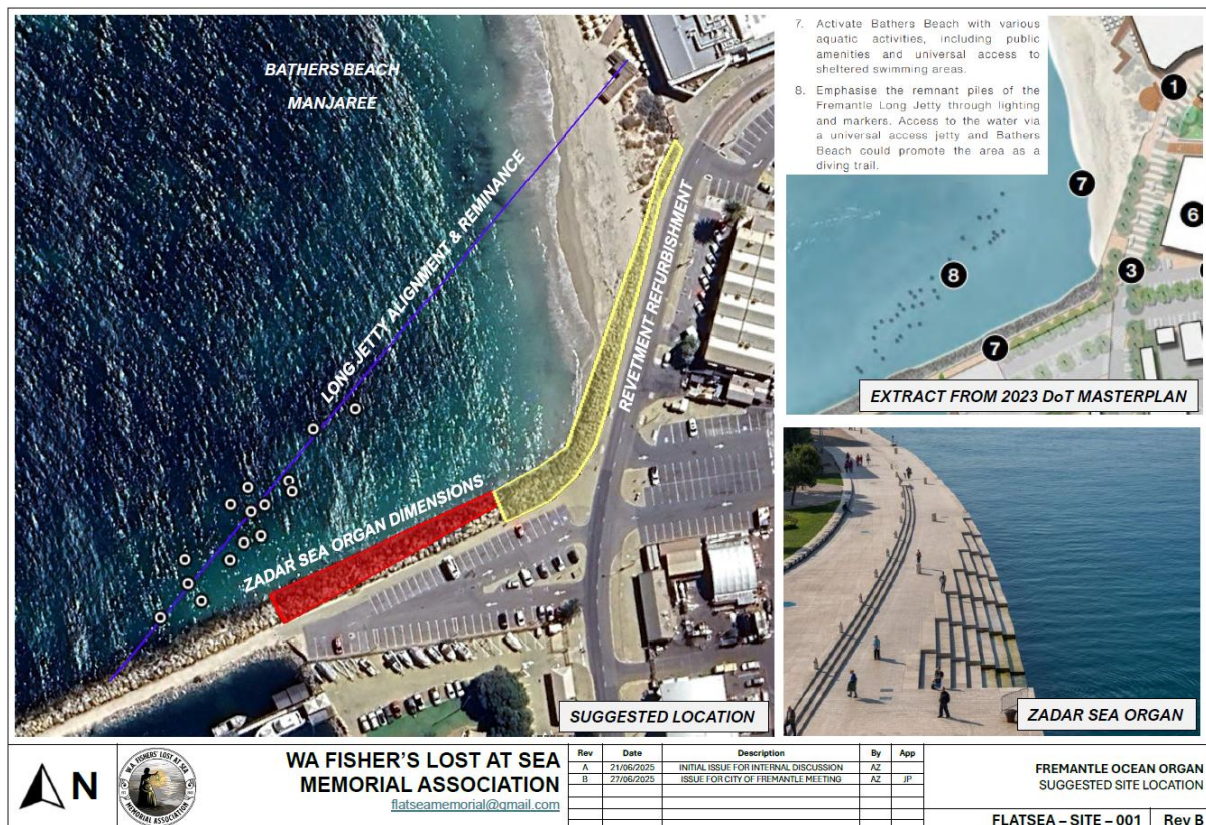
It is one of the world's biggest musical instruments and a triumph of art and engineering.

To listen and view the Zadar Sea Organ go to:

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

FlatSea organisers believe an 'ocean organ' would be a perfect tribute to the unfortunate souls who have been lost at sea along the WA coast but have never been recovered and a memorial site for their families.

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/>