



Australian Government

Australian Maritime Safety Authority

AMSA Update

2019 NSW Oyster Conference




SYDNEY FISH MARKET
SEAFOOD EXCELLENCE
AWARDS **2019**



PEOPLE DEVELOPMENT AWARD

WINNER

OceanWatch Australia



National System - a year in review

12 months since AMSA assumed responsibility for service delivery

- 3000 - Vessel permissions
- 4500 - Operating permissions
- 3100 – Exemptions issued
- 10,300 - Certificates of competency issued to seafarers
- 9,000 - Certificates issued reflecting the new survey regime
- Received over 200,00 calls to AMSA Connect, and
- over 3000 customers visiting an AMSA regional offices

New Offices

AMSA has opened a new office in Airlie Beach (July 2019) and ***tomorrow*** will be the official opening of our new main regional office in Coffs Harbour. It will accommodate up to 30 people in the short-term with the capacity to grow to around 50 in the longer term.

Safety initiatives

AMSA has opened registrations of interest for the safety management workshops which are being held across Australia. The first round will target fishing vessels (class 3) and are part of our commitment to safety education for maritime industries. Visit our website for further information.

Communication update

AMSA provides regular updates to its stakeholders via amsa.gov.au, AMSA Update, AMSA Facebook and LinkedIn.

Proposed changes to Australian near coastal seafarer certificates

We want your feedback on proposed changes to Australian near coastal seafarer certificates.

The consultation is open until Sunday 29 September 2019.

Proposed changes to Australian near coastal seafarer certificates

The proposed changes include:

National Standard for Commercial Vessels (NSCV) part D will be incorporated into a new Marine Order 505 (Certificates of competency – national law)

New certificates are ***proposed***, including -
Coxswain grade 3 near coastal

Proposed Coxswain Grade 3 NC

command, and operate the engines of a vessel <12m long:

- (a) carrying no more than 6 persons including crew and master; and
- (b) if the vessel is carrying passengers — only in daylight hours; and
- (c) with propulsion power:
 - (i) for an inboard engine — <100 kW; or
 - (ii) for an outboard engine — <250kW; and
- (d) if the vessel is a tender that has a parent vessel <EEZ:
 - (i) within 1 n mile of the parent vessel; and
 - (ii) capable of communicating with the parent vessel; and
- (e) if the vessel is not a tender — only within the following:
 - (i) inland waters;
 - (ii) smooth waters;
 - (iii) a marina;
 - (iv) a mooring area in sight and communication of a marina;
 - (v) 1 nautical mile of shore or an aquaculture lease;
 - (vi) waters approved by a State or Territory authority as an aquaculture lease or for transit to an aquaculture lease;
 - (vii) waters within 250 m of a structure fixed to the shore.

What do we want to know?

AMSA is seeking your feedback on the following:

- Do you think the eligibility requirements and duties for a Coxswain Grade 3 near coastal are appropriate?
- Do you think a recreational boat licence is sufficient for a Coxswain Grade 3 near coastal?

Existing (Grandfathered) Vessels

Keep doing what you're doing, if pre 1 July 2013:

- Safety Equipment must comply with the NSCV Part G.
- Crewing is un-changed, generally GBL >10 knots
- No Changes to the structure or Floatation.
- Every vessel needs an Safety Management System SMS

New (post 1 July 2013) Vessels.

- Design and Construction must comply with the NSCV Part G (Builders Plate, should meet the required standard)
- Safety Equipment must comply with the NSCV Part G
- Crewing is a Certificate of Competency or exemption, this is why the MO505 is ***SO IMPORTANT***
- Every vessel needs an Safety Management System SMS



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THANK YOU

Simon Walter

Advisor National System (NSW)

1800 MARITIME