



# WORKING BOATS



In this issue

---

**YOUR SAFETY MANAGEMENT SYSTEM –  
RISK ASSESSMENTS IN THE NATIONAL SYSTEM**

---

**THE NATIONAL SYSTEM  
STREAMLINING CONCEPTS**

---

**Q&A WITH A  
DCV OPERATOR**

---

You are invited to attend  
Australia's inaugural national shipping and  
domestic commercial vessel conference

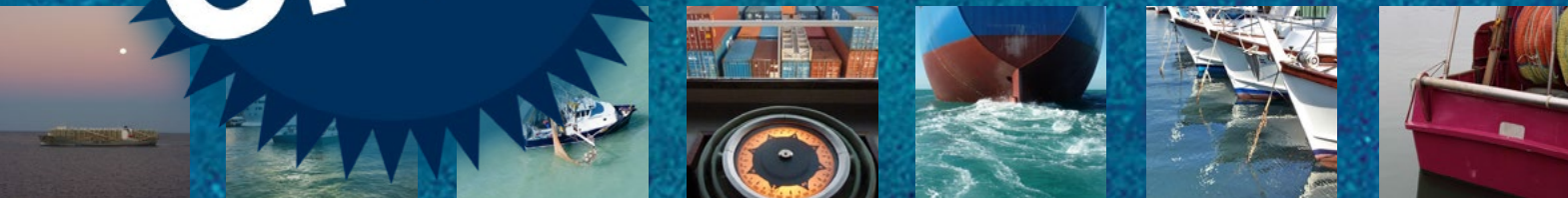
[www.maritime2014.com.au](http://www.maritime2014.com.au)

# MARITIME 14

SHIP TO SHORE

MELBOURNE, AUSTRALIA  
10-12 NOVEMBER 2014

REGISTRATIONS  
**OPEN**



The Australian Maritime Safety Authority is proud to announce Maritime 14: Ship to Shore.

Combining the knowledge and resources of Natship and the Marine Safety Conference, this event will provide a unique opportunity for people involved in both the shipping and domestic commercial vessel industries to discuss the latest maritime developments in regulations, safety, environment, seafarer qualifications, navigation and search & rescue.

With a concurrent exhibition, this event will provide a meeting place for industry

representatives to exchange ideas and knowledge, as well as to establish personal and business connections.

Registrations are now open, with exhibition and sponsorship bookings also available. For more information, or to subscribe to updates, please visit [www.maritime2014.com.au](http://www.maritime2014.com.au).



Australian Government  
Australian Maritime Safety Authority

# Contents

Reducing red tape	2
Bright lights	3
DCV news and events	4
Your Safety Management System - risk assessments in the National System	5
The National System streamlining concepts	7
Torres Strait Maritime Pathways Project heads to Tasmania	9
Frequently asked questions	10
Q&A with a DCV operator – Offshore Unlimited	11

## Reducing red tape

Welcome to the third edition of Working Boats.

July 1 marked the first 12 months of the National System for Domestic Commercial Vessel Safety (National System).

While many important things have been achieved in the past year, the real significance of the date for AMSA and its maritime partners is that we are one-third of the way through a full transition to the National System. We have a lot more work to do between now and 1 July 2016 to make sure the system gets the right balance between safety and red tape reduction.

With that in mind, on 9 May AMSA began a series of national consultation meetings with industry on the next stage of our reform process. The first consultation meeting was opened by the Deputy Prime Minister, the Hon.

Warren Truss MP, at Hervey Bay. In total, there were 15 regional and 12 metropolitan locations visited in every state and territory during the 8-week process.

Those meetings did two things—present for industry comment the 13 concepts which AMSA and state maritime safety agencies have developed to further simplify the operation of the national system; and provide an introduction to safety management systems ahead of more detailed industry information sessions later in the year.

The consultation found general support for many of the concepts, and suggestions on how other things could be improved. The consultation round closed on 12 July and now is the time for us, as the national regulator, to consider your comments.

We received many good ideas from operators and these will influence how we reform the regulations.

For a more in depth look at the streamlining concepts, go to page 7. We have also posted the submissions online [here](#) and I encourage you to read through these.

AMSA is committed to providing the best possible safety system for domestic commercial vessels.

Mick Kinley

Acting Chief Executive Officer  
Australian Maritime Safety Authority

## Bright lights

From Cape Don in the Northern Territory to Wilson's Promontory in Victoria more than 350 lighthouses illuminate the Australian coastline.

Of these 350 operational lighthouses the Australian Maritime Safety Authority maintains 300 and a further 200 aids to navigation.

Next year marks 100 years of continuous aids to navigation management by the Federal Government.

Acting Chief Executive Officer Mick Kinley said a lot has changed in the 99 years since the Commonwealth began maintaining these often impressive structures – from new illumination technologies and the automation of lighthouses to the introduction of digital vessel identification systems.

"But despite these changes, lighthouses continue to play a vital role in shipping and vessel safety," Mr Kinley said.

Lighthouses are used to help mariners determine their position or safe course along the coast.

In addition to playing a safety role many lighthouses are of historical interest.

Many are located in remote and hard to reach locations but the following 18 lighthouses are regularly open to the public:

- NSW: Cape Byron, Byron Bay; Smoky Cape, South West Rocks, and Montague Island;
- Victoria: Cape Schanck, Split Point, Wilson's Promontory, Gabo Island, Cape Nelson;
- WA: Cape Naturaliste, near Dunsborough; Cape Leeuwin, near Augusta; and Rottnest Island;
- QLD: Bustard Head;
- South Australia: Cape Borda; and
- TAS: Eddystone.

Australia's most difficult to reach lighthouse is debatably North Reef off Gladstone, 100km offshore and requiring helicopter access.

Many of the older traditional lighthouses have two maintenance visits each year while modern sites are visited bi-annually.

The lights in the 300 lighthouses maintained by AMSA shine every night during the hours of darkness.

The first automated lighthouses were built in 1915 with the inception of the Commonwealth Lighthouse Service and never manned.

The first of the traditional manned lighthouses to be automated was likely Cape Inscription in WA in 1917.

The last head lighthouse keeper was Chris Richter at Maatsuyker Island in Tasmania who retired his post on August 22, 1996.

Sugarloaf Lighthouse



## DCV news and events

---

### AMSA forms review

Together with AMSA's delegates we have reviewed the application forms available to operators. The result is the removal of 9 forms, taking the total from 24 to 15.

The application form for the first time issue certificate of survey was reduced from 5 to 2 pages. An application form for a certificate of operation was reduced from 6 pages to 2 pages.

### Maritime 2014

Registrations are open and spots are filling up fast. The program has been released and can be viewed at [www.maritime2014.com.au](http://www.maritime2014.com.au). Be sure to [register now](#).

### Sea time calculator

We are testing an online sea time calculator for people wanting to gain or upgrade their domestic vessel qualifications. Testing should be completed in the next couple of weeks and, once done, the sea calculator will be available for all on the AMSA website. We will be sending an email out to stakeholders and will post on social media when it's ready to go.

### AMSA DCV advisories

To ensure consistency in responding to National System regulatory enquires, AMSA is developing a template for stakeholders to use when submitting or receiving information on the national system. If you haven't done so already, make sure you [update your details](#) with us so you receive these updates.

### Product safety recall

There is a current product safety recall on EPIRB's sold between 1st January 2005 - 29th February 2008. [Click here](#) for more information.





# Your Safety Management System – risk assessments in the National System

*This is the first in a series of articles to assist owners with understanding the requirements of National Standard for Commercial Vessels (NSCV) – Part E Operations (NSCV Part E). AMSA will explore the common terms associated with risk management and highlight the key requirements needed to develop an effective Safety Management System (SMS).*

**To promote a maritime safety culture, the cooperation and commitment of the National Regulator and all seafarers is essential.**

The *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (the Act) provides a single national framework for ensuring the safe operation, design, construction and equipping of domestic commercial vessels (DCVs).

The Act imposes safety obligations on owners and masters of DCVs to ‘so far as is reasonably practicable’ ensure the safety of their vessels, marine safety equipment that relates to the vessel, and the operation of the vessel.

DCV owners and masters must implement and maintain Safety Management Systems (SMS) on their vessels to comply with their statutory safety obligations.

Documented Safety Management Systems are one way in which DCV owners can demonstrate that they comply with the SMS requirements of the Act.

The National Standard for Commercial Vessels (NSCV) – Part E Operations (NSCV Part E) specifies the minimum requirements for the safe operation of DCVs.

The revised NSCV Part E – Operations, introduces clearer obligations in relation to risk assessment requirements when managing the operational safety of a DCV. A good risk assessment is a key component in developing an effective SMS.

NSCV Part E, Schedule 2 Operation Requirements requires risk assessments of the operation of the vessel to be carried out which identify:

- key daily tasks to be performed by all crew members
- any potential risks involved in the conduct of any task that may expose the vessel, operational environment, or persons on or near the vessel to unacceptable risk
- the appropriate crew for the vessel
- a person who is responsible for ensuring that actions needed to correct any identified potential risk is carried out.

One of the key responsibilities of the crew is ensuring a risk assessment is documented and kept up-to-date. Additionally, the risk assessment must be reviewed and altered if the vessel’s normal operation changes or if the master considers that the risk to the safe operation of the vessel has changed. Through continual evaluation comes familiarity and working actively towards managing the risk.

For written SMS there are transitionals in place and you can find more information [here](#).

In the next edition we will look at conducting a risk assessment. For further information, visit the [AMSA website](#) which is being constantly updated with further resources to assist you.

## Terms associated with risk assessments



**A risk assessment is a fundamental step in developing an effective SMS for your operation. It is important to identify the elements and terms associated with a risk assessment.**

### HAZARD

A hazard has the potential to cause death, injury, illness, or environmental damage, for example:

- unsuitable vessel
- structural failure
- inadequate safety systems

*It's everyone's responsibility to identify hazards*

### RISK TREATMENT

Risk treatment is a risk modification process. It involves selecting and implementing one or more treatment options. Once a treatment has been implemented, it becomes a control or it modifies existing controls. You have many treatment options.

You can avoid the risk, you can reduce the risk, you can remove the source of the risk, you can transfer the risk, you can accept the risk if it is negligible, or you can modify the consequences.

Example of risk controls are: fire suppression systems, wearing lifejackets when on deck, and thorough induction and training programs.

### RISK

A 'risk' is interactions with one or more hazards that will have a detrimental impact on safety.

### RISK ASSESSMENT

The process of evaluating the likelihood of incident or injury:

- What could go wrong (hazard)?
- How likely is it to happen (likelihood)?
- How bad will it be (consequence)?

### RISK REGISTER

A risk register is a central point where all identified risks are listed. It includes all relevant information to the vessel's risks and must be updated regularly.



# The National System streamlining concepts

During May and June 2014, AMSA conducted a number of information sessions around Australia about the National System for Domestic Commercial Vessels.

Although the consultation period has closed, we invite you to review the below 13 concepts and provide your feedback.

## Streamlining Concepts

### 1. Making the structure simpler

Make the regulations and rules simpler, more accessible and easier to identify and apply by:

- moving all outcomes required to be met by industry in the design, build, survey, certification and operation of commercial vessels to the Marine Orders; and
- streamlining the National Standard for Commercial Vessels (NSCV) and National Standard for the Administration of Marine Safety (NSAMS).

Simpler rules make consistent application and interpretation easier.

### 2. Alignment with other regulatory regimes

Explore opportunities to improve alignment between marine safety and workplace health and safety (WHS) or fisheries management regulatory arrangements.

### 3. Simplifying what a 'commercial vessel' means

Clarify in the law and guidance material that vessels which are:

- registered as recreational vessels;
- not primarily used in connection with a commercial, governmental or research activity;
- owned by the person operating the vessel; and

- are not commercial vessels and are not subject to the National Law, even where the operator is paid a nominal fee to cover the costs of an activity.

### 4. Clarifying the 'C Class' operational area

Re-define the 'C' operational area category as:

*Operations within 30 nautical miles of the mainland baseline and specified islands unless such waters have been designated as D or E waters or a lesser distance than 30 nautical miles is specified.*

Provision would be made to ensure existing areas accessible as C waters such as the Great Barrier Reef and the Torres Strait Zone are preserved. Consideration will also be given to the safe operating distance from a parent vessel.

### 5. Vessel and operation certificates

Issue Certificates of Survey on request only.

Non-passenger Class 2 and Class 3 vessels <7.5m in sheltered (D and E) waters, which are not high risk would not be required to be on a Certificate of Operation. These vessels would be required to have a Unique Identifier, meet design, construction and operation standards, and an SMS must cover the operation of the vessel.

All other vessels would be required to be on a Certificate of Operation. The Certificate of Operation would be issued initially only and remain valid provided fees were paid and scheduled survey and SMS inspection reports were received. These vessels would also be required to have a Unique Identifier and meet design, construction and operation standards.

Exempt all human powered vessels and all sail vessels <4m from the requirement to display the Unique Identifier.



## 6. Safety management systems

The requirement for an operator to maintain a SMS would be met where the operator complies with:

- Part E of the NSCV; or
- an internationally recognised code (eg IMO) or safety system relevant to the operation (eg RYA); or
- State/NT WHS laws, where they have been assessed as equivalent to Part E of the NSCV, provided the SMS/SMP also addresses adequate crewing in accordance with Part E of the NSCV.

## 7. Survey exemptions

Expand the non-survey category to include all (changes to current arrangements are underlined):

- vessels <12m, in sheltered (D or E) waters, which:
  - do not carry any passengers;
  - do not carry goods listed in the International Maritime Dangerous Goods Code;
  - are not support vessels in the offshore oil industry;
  - do not have an inboard petrol engine;
  - are not equipped with plant or machinery with lifting or slewing potential (criteria to be determined); and
  - are not fast craft (a vessel capable of maximum speed equal to or exceeding 25 knots),
- recreational training vessels <24m in inshore operations;
- personal watercraft (PWC);
- water-powered jetpacks (jetlevs and similar);
- human powered vessels; and
- vessels involved in sporting/recreational activities and affiliated with a recognised body (eg Yachting Australia, Surf Lifesaving, Waterski Federation).

These arrangements would apply to new vessels, however existing vessels could opt in to the new arrangements. New non-survey vessels would continue to be subject to the General Safety Requirements (GSR) Standard and all non-survey vessels must comply with Parts E (Operations) or F (Special Vessels) of the NSCV.

An alternative option is to require vessels 7.5 - <12m in the non-survey category to undergo an initial inspection to confirm compliance to the GSR Standard.

## 8. Survey limits

Vessels <45m would not be required to be in Class (although may elect to be in class for commercial reasons). The NSCV would include standards for vessels <45m.

## 9. Periodic survey requirements

Reduce the base periodic survey levels so that:

- only Class 1 and some passenger carrying Class 2 vessels are in annual survey;
- most Class 2 and Class 3 vessels are in biennial survey (2 surveys every 5 years);
- small, low risk Class 2, Class 3 and Class 4 vessels are subject to initial survey and annual self-inspection;
- VMR, ferries in chains, permanently moored vessels, heritage vessels and unpowered barges are subject to initial and renewal (5 yearly) survey and annual self-inspection.

New requirements for SMS inspections would apply. The 'base' survey and SMS inspection levels for individual vessels would be adjusted based on surveyor recommendations, the outcomes of the SMS inspections and compliance monitoring activities.

Expand current allowances for ultrasonic propeller shaft inspection and conformity assessments.

## 10. Minimum crewing

Allow sporting/recreational vessels (eg those affiliated with YA, Surf Lifesaving, Waterski Federation) and specified research vessels (<7.5m in sheltered (D and E) waters (and potentially C waters)) to be operated by a person who holds a recreational qualification.

## 11. Design and construction standards

Strengthen the NSCV by:

- making the GSR Standard easier to apply and allowing equivalent solutions to level flotation;
- improving the alignment of Part F, Section 2 with international standards;
- ensuring the requirements for fire safety are appropriate for the level of risk of a vessel and operation;
- including appropriate requirements for dumb barges and pontoons.

## 12. Certificate of competency standards

Change the Master <35m Near Coastal (NC) certificate to a Master <45m NC certificate. An alternative option is to issue endorsements allowing Master <35 to operate an <45m vessel where they have training and experience.

## 13. Recreational use exemption

Allow operators to apply for the recreational use exemption as part of the Certificate of Operation rather than separately (halving the application transactions). No application would be needed for vessels that are not required to be on a Certificate of Operation.

An alternative option is to allow specified vessels – such as vessels <24m – to operate recreationally without applying for approval.

# Torres Strait Maritime Pathways Project heads to Tasmania

A group of 12 local students left the warmth of the Torres Strait for the colder climates of Launceston, Tasmania during early August.

The students were recently selected to take part in the next phase of training delivered under the Torres Strait Maritime Pathways Project (TSMPP), an initiative supported by the Torres Strait Regional Authority's Economic Development Program.

The Certificate III in Fishing Operations exists to provide specialised seafood industry training for students who wish to undertake roles either owning or operating primary fishing vessels, or in onshore support industries such as freezer and transport facilities.

It also includes Nationally Accredited Instruction in handling, packaging, sale and distribution of seafood products; Certificate III level planning; and business units with a focus on the seafood industry.

The course is being conducted at the Australian Maritime College (AMC) in Launceston, in their Beauty Pointy Seafood Processing Facility and on board the AMC training vessel MV Blue Fin.

The two-week course will enable the students to build on other maritime qualifications already gained under the TSMPP.

A number of the students will undertake a further three-week course in wild harvest dive operations. This course, with the theory component taught at AMC and practical component on the Barrier Reef off Cairns, will focus on training in safe methods of free dive and scuba or surface-supplied dive operations; and locating, capturing and handling of wild harvest resources.

These courses are being delivered with the assistance of Maritime Safety Queensland and AMSA and will provide students with the skills and knowledge to contribute to local industry as seafood industry business owners, skilled and safe operators, and by providing local maritime support services.



The Torres Strait Maritime Pathways Project course participants and trainers

## Frequently asked questions

### **Q: Where do I find details on the National System for Domestic Commercial Vessels?**

A: All information regarding the National System for Domestic Commercial Vessel Safety can be found under the '[Domestic](#)' heading on the AMSA website. You can navigate to different sections of the website by using the menu on the left side of the screen. If you are interested in reading about the recent streamlining roadshow, including watching the presentation or reviewing the forms, please [click here](#).

### **Q: Who do I call if I need to speak to someone about my vessel, qualification or certification?**

A: Your local maritime authority is your first point of contact. As delegates of the National Regulator, they will be able to help you with your enquiry about the National System. You can find the contact details of your local [maritime authority](#) on the AMSA website by clicking on the department logo for your state or territory agency.

### **Q. I need to amend some of my details, where should I look on the AMSA website to do this?**

A. AMSA has recently updated their forms in an effort to reduce red tape. As a result the Forms page on our website may look slightly different! If you can't find the form you're looking for, use the [National System Miscellaneous Form, AMSA 758](#) to notify the National Regulator of any change of circumstances.

### **Q. I'd like to see an example of a Safety Management System (SMS) so I can tailor one to my specific operation. Where can I find something like this?**

AMSA have an operational safety section on their website, specifically designed to give you more information about NSCV Part E - Operations. You can find more details and example SMS' [here](#).

*If we haven't answered your questions here, please contact the National System for Domestic Commercial Vessel Safety support line on 1300 517 246 (9am-5pm, Mon to Fri) or email [national.system@amsa.gov.au](mailto:national.system@amsa.gov.au) for assistance.*

# Q&A with a DCV operator

## Richard Fader, Director - Offshore Unlimited

*This is the first in a series of interviews with DCV operators around the country. If you would like to tell your story, please contact Sarah Mason, Marketing Communications and Engagement Advisor, AMSA.*

Offshore Unlimited was established about five years ago and operates a fleet of high speed offshore support vessels and tugs from the ports that service Australia's oil and gas industry.

Based in Tasmania, they employ approximately 50 employees with their main stakeholders being oil majors, oil support businesses and survey companies.

Richard Fader, Offshore Unlimited's director, spent some time with the Domestic Vessel Division recently to speak about how they are working with the National System.

### **What has been the most positive change you have seen taking place since the National System came into effect?**

Having consistency of the rules has allowed for unimpeded trade between states which has benefited our business along with many others around the country.

### **How has the National System impacted your business?**

The National System has seen a massive improvement for Offshore Unlimited around Australia because we are now able to trade across multiple states with much more ease.

### **How has Offshore Unlimited worked with the National System?**

When we first heard about the National System we worked closely with Marine and Safety Tasmania (MAST) in regards to what the next requirements would be.

We also had the ability to get our vessels certified as soon as possible so they were ready to go when the National System came into effect.

We have had an open dialogue with AMSA from almost the very beginning and attended sessions that they have held to keep up to date with things.

### **What do you see as the positives of the National System?**

Mutual recognition of the certificates across all states and territories.

Consistency in the law – we are now all working under the same law.

The ability to deal with our local office (MAST) as a representative of AMSA.

### **Where are the areas for improvement?**

There appears to be some inconsistency on how the delegates are implementing the National System.

There still seems to be some lack of understanding of the new system.

Recognition of previous 1A, 2A domestic vessels operating outside the EEZ under the new system.


### **What is your view on the recent Streamlining Roadshow to discuss changes to the National System?**

I think it's been the most worthwhile meeting AMSA has run to date. There was good representation of industry at the sessions though I have heard from others that the Tasmanian fish farmers weren't represented.

### **What do the next five years look like for Offshore Unlimited?**

It will hold an expansion of our fleet to larger vessels along with voluntary introduction of the ISM code to our fleet.

*“The integrated system across the whole of Australia will allow DCV operators to work under one system with the same certainty on the rules and regulations significant to them.”*

A man with a receding hairline, smiling broadly, wearing a white long-sleeved button-down shirt with a logo on the left chest that reads 'OFFSHORE UNLIMITED'. He is standing on a red carpet. The background is blurred, showing what appears to be a boat or a large structure.

“ AMSA’s ability to listen to vessel operators and not be too prescriptive is positive, they must continue with the two-way conversation. ”



**Australian Government**  
**Australian Maritime Safety Authority**

[Register or update your details here](#) to receive this newsletter,  
updates on the National System and AMSA news.



[facebook.com/  
AustralianMaritimeSafetyAuthority](https://facebook.com/AustralianMaritimeSafetyAuthority)



[twitter.com/  
AMSA\\_News](https://twitter.com/AMSA_News)



[YouTube.com/  
AMSAupdates](https://YouTube.com/AMSAupdates)