



Australian Government

Australian Maritime Safety Authority

Understanding the Requirements for Operating Commercial Vessels

Presenters: Desley Thompson and Steve Whitesmith



In the spirit of reconciliation the Australian Maritime Safety Authority acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples today.
Elements of Navigating Tides of Progress artwork by proud Samsep woman, Alysha Menzel.

Acknowledgement of Country

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'Navigating the Tides of Progress.'

Created for the Australian Maritime Safety Authority by Alysha Menzel,
proud descendant of the Samsep people from Erub Island, Torres Strait Islands.



Today's presentation will include:

- AMSA – who are we, organisational structure and AMSA office locations
- The Domestic Commercial Vessel (DCV) regulatory framework
- Your vessel
- Your vessel's operation and activities
- Your crew
- Your passengers
- Safety equipment list
- Q & A



Who is AMSA?

Vision

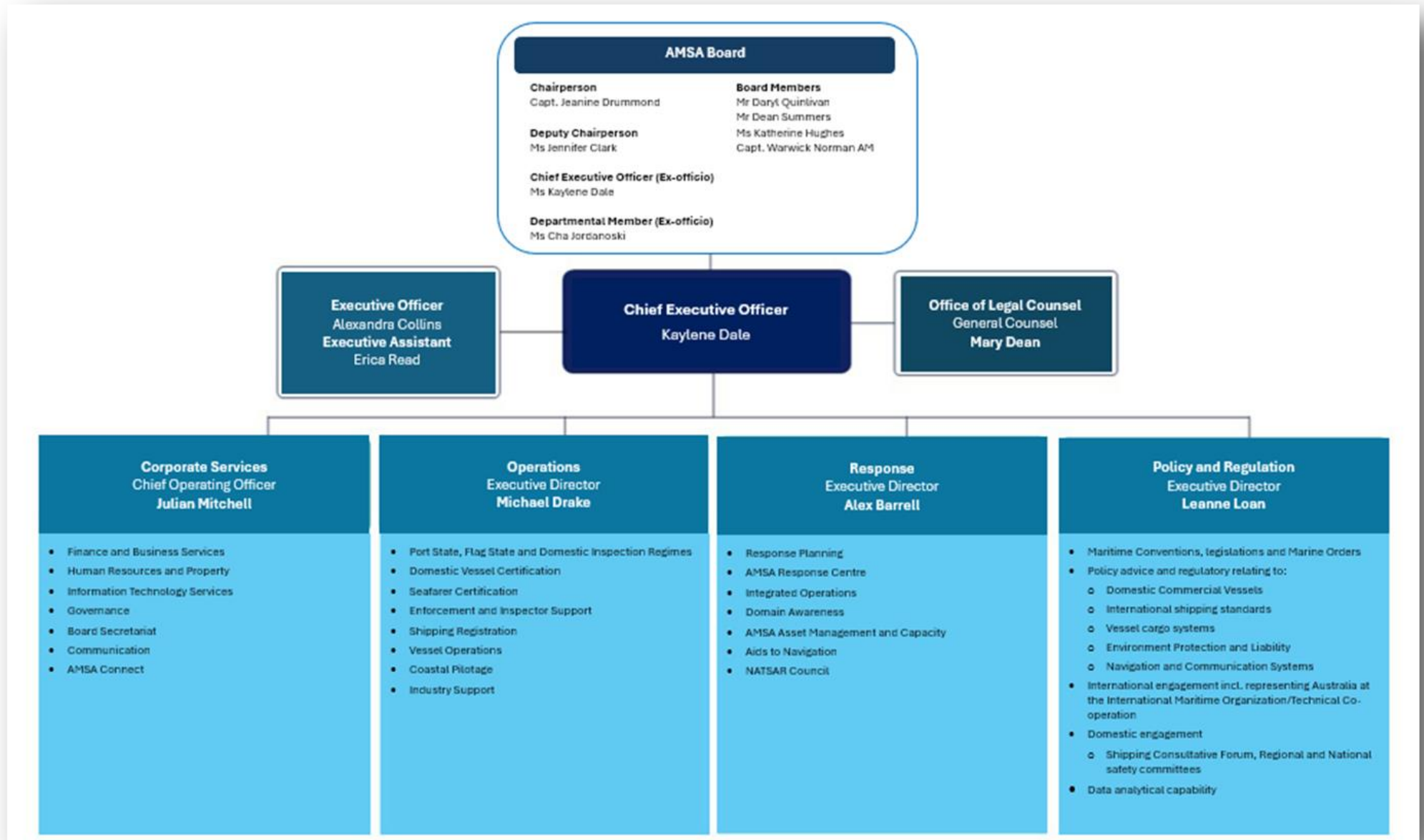
- Safe and clean seas, saving lives.

Mission

- Ensuring safe vessel operations, combating marine pollution, and rescuing people in distress.



Organisational structure



AMSA Offices



Australian Capital Territory

Canberra (Ngambri, Ngunnawal Country)

New South Wales

Coffs Harbour (Gumbaynggirr Country)

Newcastle (Awabakal and Worimi Country)

Port Kembla (Dharawal Country)

Sydney (Warrang, Gadigal Country)

Northern Territory

Darwin (Larrakia Country)

Queensland

Airlie Beach (Ngaro Country)

Brisbane (Meanjin, Turrbal and Yuggera Country)

Cairns (Gimuy-Walubara Yidinji and Yirrganydji Country)

Gladstone (Bailai, Gurang, Gooreng Gooreng and Taribelang Bunda Peoples)

Mackay (Yuwibara Country)

Townsville (Bindal and Wulgurukaba Country)

Thursday Island (Kaurareg Country)

South Australia

Adelaide (Tarndanya, Kaurna Country)

Tasmania

Devonport (Pannilerpanner clan of the Palawa Nation)

Hobart (Nipaluna, Muwinina Country)

Victoria

Melbourne (Naarm, Wurundjeri Country)

Western Australia

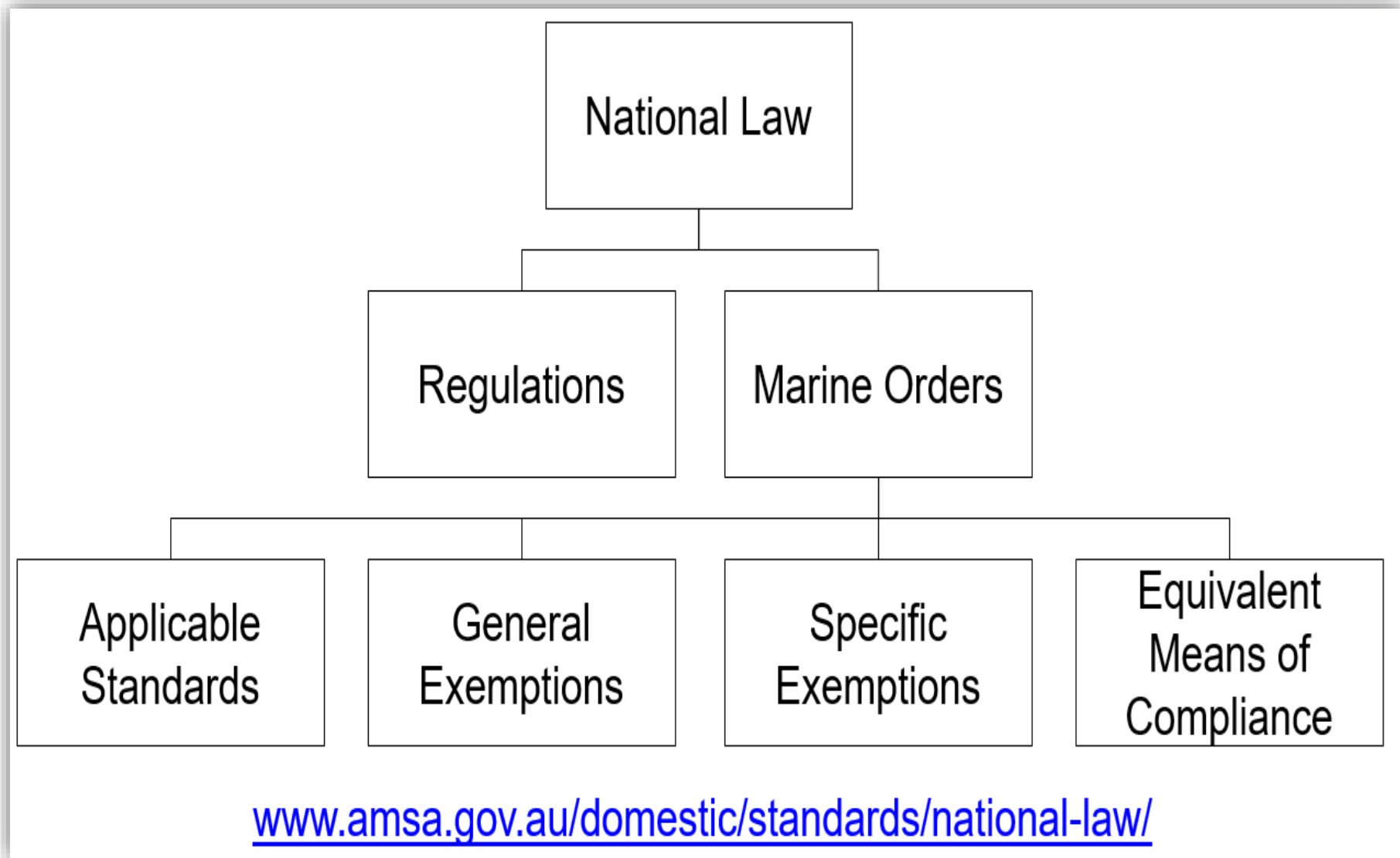
Fremantle (Whadjuk Country)

Geraldton (Yamatji Country)

Karratha (Ngarluma Country)

Port Hedland (Kariyarra Country)

Domestic Commercial Vessel (DCV) regulatory framework



What is a domestic commercial vessel?

7 Definition of *domestic commercial vessel*

(1) In this Law:

domestic commercial vessel means a vessel that is for use in connection with a commercial, governmental or research activity.

(2) The use of a vessel in connection with an activity that is not a commercial, governmental or research activity at the same time as the vessel is used in connection with a commercial, governmental or research activity does not prevent the vessel from being a domestic commercial vessel.

(3) Despite subsection (1), a vessel is not a *domestic commercial vessel* if the vessel:

- (a) is a regulated Australian vessel; or
- (b) is a foreign vessel; or
- (c) is a defence vessel; or
- (d) is owned by:
 - (i) a primary or secondary school; or
 - (ii) a community group of a kind prescribed by the regulations.



Your vessel



Apply for a Certificate of Survey, Exemption 02 or Exemption 40.



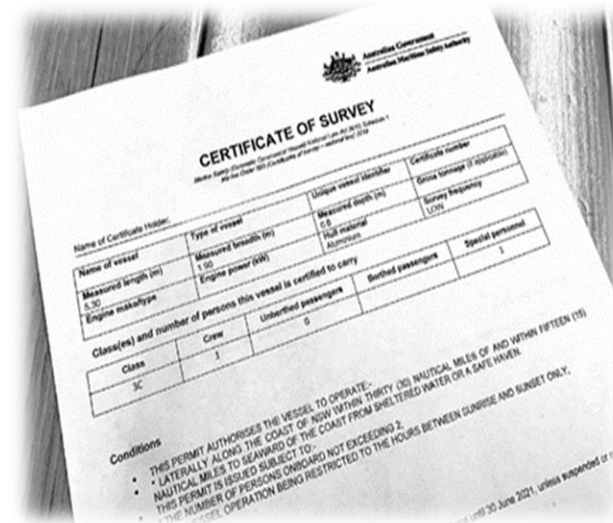
Once application for Certificate of Survey or Exemption 40 submitted, AMSA will send you survey codes (not required for Exemption 02).



Contact an accredited marine surveyor and give them the survey codes to survey your vessel.



Take action prior to purchasing a vessel. All ranger vessels need to meet specified standards for design, construction, stability and safety equipment that apply to the vessel. A marine surveyor is required to assess your vessel against these standards before a Certificate of Survey or Exemption 40 is issued.



Your vessel operations and activities



Prepare a safety
management system



Apply for a certificate of
operation unless exempt.



Safety management system



A safety management system (SMS) is a legal requirement, which details the practices and procedures to be followed to ensure the safety of the vessel and the people on board. All ranger vessels must have an SMS.

- All domestic commercial vessel operators must develop, use and maintain a safety management system (SMS).
- An SMS consists of documented policies and procedures on how to keep your vessel, the environment, and all those on board safe.

Vessel access procedure.



Establish procedures for managing someone unfit for duty.

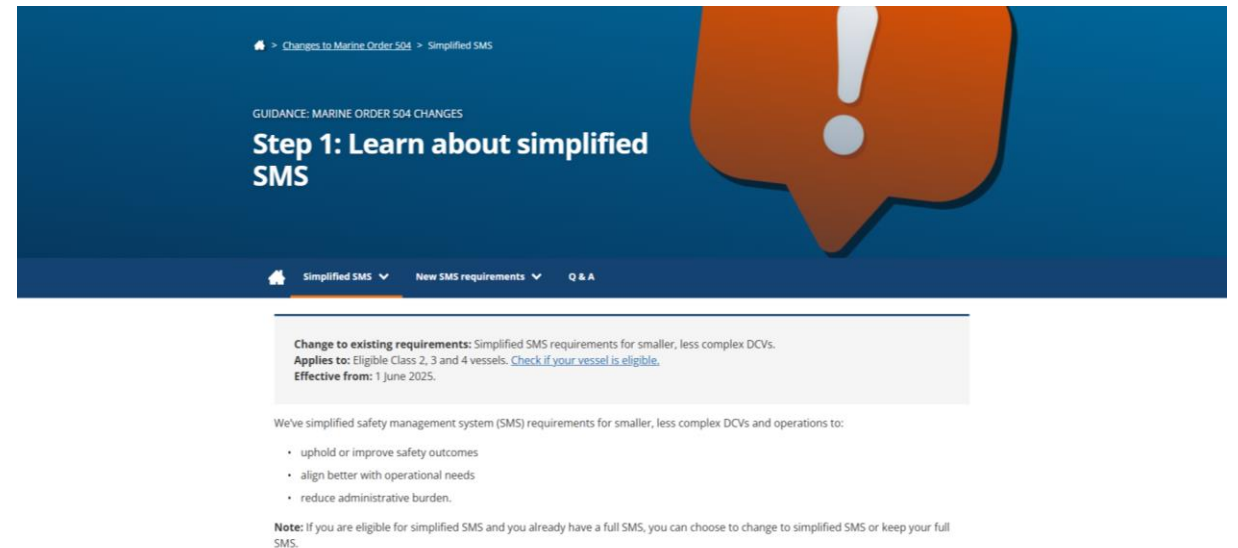


Start up and shutdown procedures.

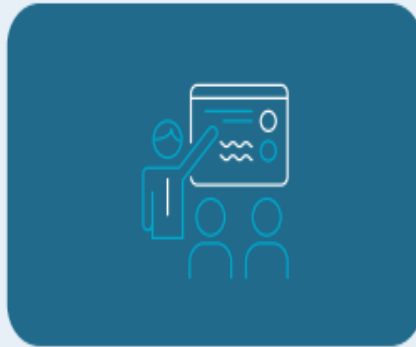


Simplified safety management system

- For vessels <7.5m that are eligible for a simplified SMS, your SMS has a smaller set of requirements to meet.
- For ranger vessels these are:
 - Vessel and contact details
 - Risk assessment
 - Crewing
 - Policies and procedures
 - Emergency plan
 - Inspections & maintenance



Your crew



Complete the required course
at an approved RTO, unless exempt



Gather all required documentation
for your application



Apply for a certificate of
competency or Exemption 14



Ensuring your crew are appropriately qualified and trained leads to better safety outcomes. Certificate of competency requirements vary depending on the vessel length, propulsion power and area of operation.

Your passengers

- The vessel's Certificate of Survey, Exemption 02 or Exemption 40 outlines how many people may be on board at any given time, including number of passengers and/or 'special personnel'.
- Passengers do not perform any of the functions of the master, crew or special personnel. In many situations they are fee-paying (tourism) passengers.



It is important that your safety management system considers the risks associated with having passengers and special personnel onboard, including vessel inductions and updating operational and emergency procedures.

Your passengers continued...

In the below example, the vessel requires 1 crew (Coxswain) and can carry a maximum of 3 special personnel. No passengers are allowed.

Class(es) and number of persons this vessel is authorised to carry under this approval:

Note: the total number of passengers permitted on board is the sum of the unberthed and berthed values show below.

Class	Crew	Unberthed passengers	Berthed passengers	Special personnel
2D	1	0	0	3

In the below example, the vessel requires 2 crew and can carry a maximum of 4 unberthed passengers.

Class(es) and number of persons this vessel is authorised to carry under this approval:

Note: the total number of passengers permitted on board is the sum of the unberthed and berthed values show below.

Class	Crew	Unberthed passengers	Berthed passengers	Special personnel
2D	2	4	0	0



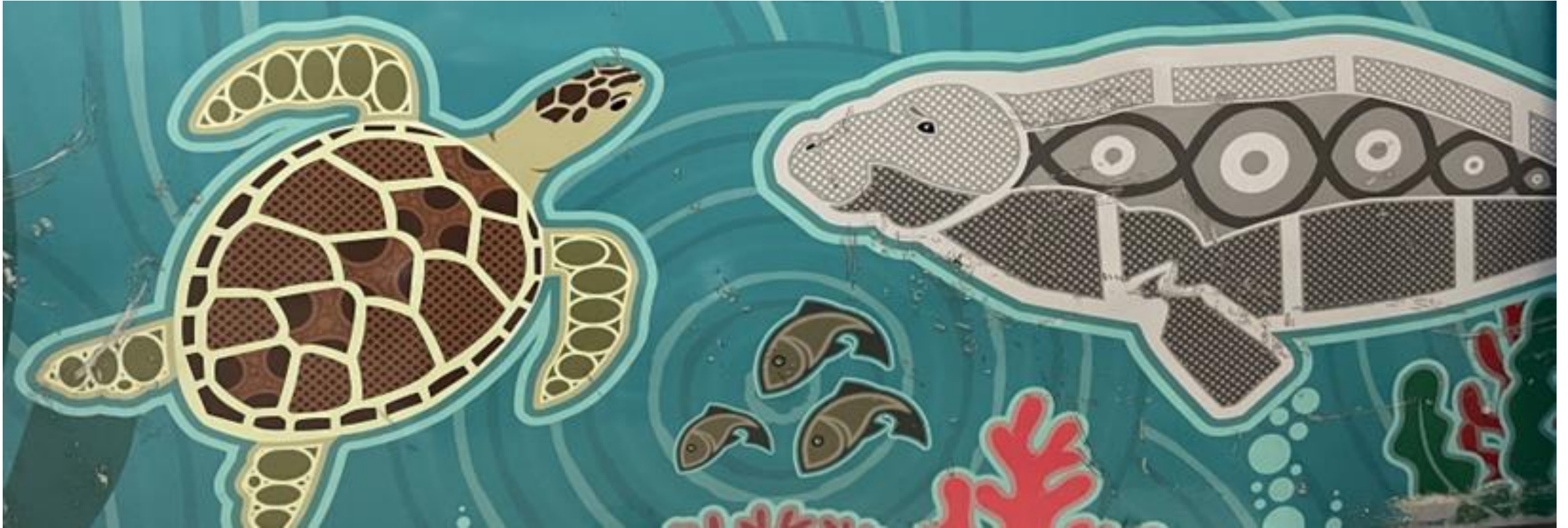
Class 2 includes vessels involved in ranger and tourism activities (no more than 12 passengers).
Class 3 includes vessels involved in commercial fishing activities, and cannot carry passengers.

Safety equipment list

- You may come across a safety equipment list. Just be aware these may be general in nature and may not apply to your individual circumstances.
- It is important that vessel owners should confirm on a case-by-case basis that they carry the required equipment for the vessel's particular circumstances and operations for which they are engaged.



Any questions ?





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Safe and clean seas, saving lives



AMSA Connect 1800 627 484