



New 'Tinny to Tanker (T2T)' Seafarer Certificates (January 2010)

What is T2T and what is being proposed?

T2T is the proposed revision of Marine Orders Part 3, Seagoing Qualifications (MO 3) that provides for a complete suite of AMSA certificates to cover all Australian seagoing qualifications from near-coastal to unlimited, including the fishing industry, and, if applicable, to be compliant with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended (STCW) or the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F).

What are the objectives?

T2T is intended to offer near-coastal certificates that are more readily acceptable to all States and NT. They ensure STCW compliance at the near-coastal level, and should more easily lead to the unlimited certificates without unnecessary barriers to progression. This progression is directly linked to the Australian Quality Training Framework (AQTF) / Transport & Logistics Industry Skills Council (TLISC) Maritime Training Package (MTP) and requirements for going service has been rationalised to be better attainable.

Is T2T part of the Single National Maritime Jurisdiction (SNJ) initiative that was recently agreed to by the Council of Australian Governments (COAG) in July 2009?

T2T was underway before the SNJ project commenced. T2T will proceed through the MO 3 revision process independent of the SNJ process. However, T2T is supportive of a SNJ and will fit very comfortably within a SNJ.

What industry consultation has gone into the T2T proposal?

T2T is the result of several years of consultation with industry stakeholders and ongoing communications with individual seafarers. In particular, the proposals have taken account of the consultation that was undertaken for a review of National Standard for Commercial Vessels (NSCV) Part D, Crew Competencies, in 2008. The draft T2T proposal was introduced at several information sessions coinciding with the issue of the 2nd Round Consultation Regulatory Impact statement, National

Approach to Maritime Safety Regulation in April 2009. The draft revised MO 3 will go through a full public consultation process in early 2010.

Will T2T affect the issue of State / NT certificates?

The issue of State / NT certificates is a State / NT matter. T2T will be an alternative national system offered by AMSA. The two systems will exist in parallel and seafarers will be able to hold and use either, or both, qualifications, dependant upon the requirements of the relevant maritime authority.

What happens to seafarers who hold State USL Code or NSCV Part D certificates?

State / NT seafarers retain their Uniform Shipping Laws (USL) Code / NSCV Part D certificates and everything those certificates permit them to do. Seafarers may wish to obtain AMSA MO 3 certificates as well, and the enabling power to establish transitional arrangements for existing State / NT seafarers is addressed in the revised MO 3.

Will the AMSA near-coastal certificates be accepted in every Australian State and Northern Territory?

The intent is that the T2T certificates will be more readily accepted in each State and the Northern Territory. At the National Maritime Safety Committee (NMSC) meeting of 23 November, it was agreed that the Mutual Recognition Amendment List 8 (effective 01 October 2010) would give effect to State/NT recognition of AMSA MO 3 near-coastal certificates by calling up MO 3 in Sections 2 and 3 of the Combined USL Code / NSCV.

Can the T2T certificates be STCW endorsed?

As far as possible, MO 3 T2T certificates will be fully STCW and STCW-F compliant and will therefore automatically carry an STCW and/or STCW-F endorsement, as appropriate.

What is the timescale for T2T and MO 3 revision?

The MO 3 revision process commenced in July 2009 and will be made available for public consultation in early 2010. Implementation is expected to be in mid-2010.

For further information email: T2T@amsa.gov.au