



FACT SHEET

REVISION OF MARINE ORDERS PART 3 (Tinny to Tanker)

These Frequently Asked Questions (FAQs) and answers provide general information on the work AMSA is conducting to review Marine Orders Part 3 to include T2T; that is, new certificates for the operation of smaller commercial vessels and vessels on intra state voyages. The answers provided here are guides to general questions asked by AMSA stakeholders.

WHAT IS TINNY TO TANKER (T2T)

T2T is the proposed revision of Marine Orders Part 3 issue 6, Seagoing Qualifications (MO 3) to provide a complete suite of AMSA certificates to cover all Australian seagoing qualifications from near coastal to unlimited. It is proposed the new certificate structure will operate as an alternative for seafarers and will operate in parallel to existing State and Northern Territory certification structures.

Marine Orders Part 3 certificates of competency are STCW compliant at the near-coastal level, and should 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), Transport and Distribution Maritime Training Package (TDM07).

WHERE CAN I GET MORE INFORMATION?

Carefully read the draft version of issue 7 of Marine Orders Part 3 and the consultation brief (when released) and any other relevant documentation provided by AMSA. Should you need further information, or feel that AMSA has failed to mention a particular subject, please feel free to send your questions to T2T@amsa.gov.au.

HOW WILL T2T AFFECT ME?

T2T will operate parallel to the State marine authority's certification systems. Basically, there is an additional choice for the Near Coastal seafarers after Marine Orders Part 3 issue 7 is implemented. If you choose to stay with your state issued certificate there will be no change for you at all.

WHAT IS THE NATIONAL SYSTEM?

Australia has 8 different jurisdictions regulating commercial vessel safety making it difficult and time consuming for these vessels and their operators to move between jurisdictions. The Council of Australian Governments (COAG) decided in 2009 to simplify the current regulatory situation by making the Australian Maritime Safety Authority (AMSA) the national regulator and national standard setter for all commercial vessels in Australia in 2013. This means, in practical terms, the establishment of one Regulator, one Law, and one System for commercial vessels operating across Australia. Currently, work is under way with the National System to:

- rewrite the Navigation Act 1912, incorporating amendments necessary to modernise the Act and create the national jurisdiction for commercial vessel safety;
- transfer the commercial vessel functions of the National Marine Safety Committee (NMSC) to AMSA;
- consult with State/NT maritime agencies, industry and the general public to establish the national system; and
- investigate options for a national database for commercial vessels and crew.

For more information please see www.amsa.gov.au/nationalsystem.

DO I HAVE TO GO TO CANBERRA TO APPLY FOR AN AMSA CERTIFICATE OF COMPETENCY?

No. Currently there are AMSA Offices in Fremantle, Brisbane, Darwin, Sydney, Adelaide, Devonport and Melbourne. Applications for certificates of competency can be submitted for processing and examiners may be present to undertake assessments on qualifying sea service at these offices.



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AMSA has offices in many other regional locations where applications and supporting documentation can be submitted and fees may be lodged. Click here for a list of these offices:

www.amsa.gov.au/About_AMSA/AMSA_Offices.asp

You may also apply by mail. The completed application, supporting documentation and fee may be sent to (please do not send cash):

Postal Address:

Australian Maritime Safety Authority
Ship Operations and Qualifications
GPO Box 2181
CANBERRA ACT 2601

Courier Address:

Australian Maritime Safety Authority
Ship Operations and Qualifications
82 Northbourne Avenue
BRADDON ACT 2612

Please see the following link for application forms:

www.amsa.gov.au/Marine_Qualifications/Application_Forms_and_Fees

HOW CAN I COMMENT ON THE REVISION OF MARINE ORDER PART 3?

When Marine Orders Part 3 is released for comment it will be advertised on AMSA's website and other locations. Additionally, AMSA will be conducting information and consultation sessions in locations around Australia. If you would like to be kept up to date when revisions are made to AMSA's MO 3 webpage or when consultation dates are released, please send an email to T2T@amsa.gov.au and you will be added to AMSA's T2T contact list.

I HAVE A STATE/NT ISSUED CERTIFICATE OF COMPETENCY

How do I get an AMSA Certificate of Competency?

If you meet the requirements you can apply for an AMSA Certificate of Competency now under the current Marine Orders Part 3 issue 6 (excluding near coastal certificates). Information on how to apply is available at:

www.amsa.gov.au/Marine_Qualifications

When Marine Orders Part 3 draft issue 7 is available for consultation AMSA will be seeking feedback on the proposed transitional arrangements for current State/NT certificate holders to obtain an AMSA certificate of competency. More information on this will be available soon.

What extra training do I need to complete the transition from a State/NT issued certificate of competency to an AMSA certificate of competency?

Such extra training, if any, is yet to be determined. Once the draft Marine Orders Part 3 is released for public consultation AMSA will be seeking feedback on transitional arrangements.

When am I required to get an AMSA Certificate of Competency?

When there is a legal requirement to hold only an AMSA certificate of competency to perform duties aboard a commercial vessel. If the State you are operating in does not require you to have an AMSA Certificate of Competency you are not required to hold one.

Will the AMSA Certificate of Competency be issued in perpetuity?

No. All certificates of competency issued by AMSA will be issued for a maximum of five years.



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Will my State/NT certificate of competency be cancelled by AMSA or the State/NT?

No. AMSA has no jurisdiction to cancel any person's State/NT issued certificate of competency and there is no reason for a State/NT to cancel a person's certificate of competency unless an incident has occurred and due process has taken place.

What are the advantages of an AMSA certificate of competency over the current State/NT issued Certificates of Competency?

- an AMSA certificate of competency may be able to be used in each State/NT without an application to a State/NT authority for recognition*;
- an AMSA certificate of competency is more readily accepted internationally;
- there is a clear progression from the smaller vessel near-coastal State/NT certificates of competency to the unlimited (blue water) certificates of competency;
- Tinny-to-Tanker training is completely transferable between AMSA Approved RTOs; and
- rationalised and more quality defined and controlled sea service.

**Dependant on particular State/NT legislation*

How many crew and what qualifications will I need to operate my vessel?

You will need to comply with the requirements in the State/NT you are operating within. AMSA will continue to determine safe manning levels for vessels within the requirements of the Navigation Act 1912 but will not determine safe manning or crew numbers for State/NT surveyed/registered vessels.

Will there still be oral exams conducted by AMSA?

There will be some form of final AMSA examination conducted by either AMSA or another approved organisation. The form of the final examination could be the traditional face-to-face oral examination or it may involve the use of computer-based technology.

Will an AMSA certificate of competency be accepted internationally?

How other countries recognise an AMSA near coastal certificate of competency is dependant on that country. As all AMSA certificates of competency are issued in accordance with the STCW Convention and Code, to which Australia (not the State/NT authorities) is a signatory, other countries may readily accept an AMSA certificate of competency rather than a State/NT issued certificate of competency.

I HOLD A CERTIFICATE OF COMPETENCY ISSUED BY A COUNTRY OTHER THAN AUSTRALIA

How do I apply for an AMSA certificate of competency or certificate of recognition?

The current process for obtaining recognition for a international certificate of competency will remain. If you have an Australian issued certificate of competency see the FAQs above for how to transition into Marine Orders Part 3. Further details can be found at: www.amsa.gov.au/Marine_Qualifications/Certificates_of_Recognition

I hold an MCA certificate of competency for yachts, is it recognised by AMSA?

No. There is not an equivalent certificate in Marine Orders Part 3, and therefore AMSA cannot issue a certificate of recognition for such a certificate.



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TRAINING

Can I be given recognition of prior learning for experience I have gained within the industry?

Yes, in many cases. The assessment of RPL can only be undertaken by an AMSA Approved RTO; therefore AMSA cannot make comment on an individual's situation pertaining to RPL.

What Registered Training Organisation can I undertake training through?

Only at AMSA Approved RTOs - see the link below:

www.amsa.gov.au/Marine_Qualifications/AMSA_Approved_Courses

When, or soon after Marine Orders Part 3 is legislated, more RTOs should become approved by AMSA to deliver near coastal, unlimited and short course training. It is a business decision by the RTOs to be approved by AMSA, to remain approved for the issuance of State/NT certificates of competency only, or a combination of the two.

I have completed STCW Short Courses overseas fulfilling the requirements of Section A-VI/1 of STCW. Can I be issued a certificate of safety training by AMSA?

No. AMSA cannot recognise the training or short courses that a person may complete overseas as it is a requirement of the STCW Convention that all training leading to the issue of a primary certificate must be approved, audited and continually monitored by AMSA.

I HOLD AN ELEMENTS OF SHIP SAFETY (ESS) CERTIFICATE OR HAVE COMPLETED THE ESS UNITS OF COMPETENCY

Is my ESS recognised as an AMSA Certificate of Safety Training (CoST)?

There are two parts to this answer:

1. Elements of Shipboard Safety does not equate to an AMSA CoST and therefore if you are working onboard a vessel that requires you to hold the CoST you will still be required to undertake that course under Section A-VI/1 of STCW comprising of the four short safety courses (Personal Survival Techniques, Personal Safety and Social Responsibilities, Fire Prevention & Fire Fighting and Elementary First Aid).
2. However, for near-coastal vessel crew that are currently required to hold an Elements of Shipboard Safety Certificate, AMSA is proposing to implement an AMSA Small Vessel Certificate of Safety Training which will equate to the current Elements of Shipboard Training but will need to be undertaken at an AMSA Approved RTO.

If I already hold ESS can this be recognised towards a small vessel CoST issued by AMSA?

This is yet to be determined. Refer to the new draft issue of Marine Orders Part 3.

OPERATIONAL REQUIREMENTS

What qualifying sea service (QSS) do I need to achieve an AMSA qualification?

The prescribed number of hours/days/months for the achievement of an AMSA qualification has not yet been finalised. AMSA must adhere to STCW requirements for the acceptance of sea service. AMSA is also aware that there does need to be some rationalisation of the prescriptive methods of QSS currently undertaken by the State/NT Authorities. The new Marine Orders Part 3 will clearly detail the proposed requirements for QSS when it is released for public consultation and AMSA welcomes any feedback on QSS.



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Will Marine Orders Part 3 force me to employ certified deck hands or general purpose hands to crew my vessels?

Marine Orders Part 3 does not dictate the crewing levels for any particular vessel or class of vessels. Marine Orders Part 3 deals with the qualification requirements of crew aboard a vessel. Currently, the State/NT authorities determine the minimum crewing requirements for a particular vessel or class of vessels. For example, if you are operating a vessel under State/NT legislation that does not require a certificated deck hand or general purpose this will remain unchanged.

After Marine Orders Part 3 is legislated, will AMSA still endorse my State/NT engineering certificate of competency?

No. There is no need to STCW endorse an STCW (Marine Orders Part 3) certificate of competency issued by AMSA.

REVALIDATION OF AN AMSA CERTIFICATE OF COMPETENCY

What is required to revalidate my AMSA certificate of competency?

There are as yet insufficient details to answer this question. However, there will be minimum sea service requirements, medical requirements, minimum eyesight standards, current first aid certificate and fees to be paid.

If I don't have any Qualifying Sea Service (QSS) to revalidate, how can I revalidate my AMSA certificate of competency?

It is planned that in lieu of QSS an AMSA examination or a revalidation course could be undertaken to revalidate an AMSA certificate of competency.

How do I contact AMSA?

Please use the T2T@amsa.gov.au email address and you will receive a response to your question or comments.

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