



## **Draft Marine Order 3** **Background**

Marine Orders Part 3 – Seafarer Certification (MO3) is legislation that sets Australia's training and certification standards for seafarers to work on ships to which Part II of the *Navigation Act 1912* applies. It applies to seafarers, shipowners and operators who work on, own or operate these ships.

It sets the training, qualification and sea service eligibility requirements for attaining, endorsing and revalidating the following Australian seafarer certificates:

- Certificates of Competency for Masters, Mates, Watchkeepers, and Marine Engineers
- Certificates of Proficiency for Chief Integrated, Integrated, Deck and Engine Ratings and Able Seamen
- Certificates of Safety Training.
- Certificates of Recognition of equivalent seafarer certificates issued by maritime administrations of foreign countries.

MO3 certificates can also be used to acquire a certificate of recognition to work on ships that fly the flag of other countries.

MO3 was last reviewed by AMSA in 2004.

The key standards for training and certification set by MO3 are derived from the International Convention of Training, Certification and Watchkeeping for Seafarers 1978, as amended (STCW).

STCW is a Convention of the International Maritime Organization (IMO) that Australia ratified in 1983. It applies in 153 countries and ensures minimum training and certification standards for the world's 1.2 million seafarers are applied consistently across the world.

The STCW Convention was amended in 2010 at the Manila Conference. This draft revision of MO3 brings into effect the changes to the Convention arising from the Manila amendments.

### **Navigation Act Re-Write and National System for Commercial Vessels**

Australia's maritime regulation at Commonwealth and state level is undergoing significant change.

The *Navigation Act 1912* is under review and will be modernised and updated to reflect contemporary practices in the maritime industry.

At the same time, the Commonwealth and all state and territory governments have agreed, through the Council of Australian Governments to create a National System for Commercial Vessel Safety. This system will be created through a separate Act of the Australian Parliament, likely to be called the *Marine Safety (Domestic Commercial Vessel) National Law Act*. Detailed consultation between AMSA, the state and territory governments and commercial vessel industry stakeholders is underway. The system will commence in 2013.

Once the rewritten Navigation Act and the new National Law are in place, minor modifications may need to be made to MO3 to take into account potentially new application provisions. However it is intended that the basic framework and rules established in this draft revision of MO3 will continue.

For more information visit: [www.infrastructure.gov.au/maritime](http://www.infrastructure.gov.au/maritime)

### **Consultations on NSCV Part D**

The heart of the new National Law will be the National Standard for Commercial Vessel Safety (NSCV). Part D of NSCV will contain the qualifications regime for seafarers operating on commercial vessels in near-coastal and sheltered waters. AMSA is currently holding a separate consultation on NSCV Part D). This system will commence operating in 2013 when the National System for Commercial Vessel Safety comes into operation.

MO3 and NSCV Part D, combined, will provide a seamless career path for Australian seafarers from the smallest commercial vessels operating in sheltered waters to the largest trading ships operating internationally.

For more information visit: [www.nationalsystem.amsa.gov.au](http://www.nationalsystem.amsa.gov.au)