



Marine Safety (Domestic Commercial Vessel) National Law Regulation 2013

AMSA has been working with industry to develop a nationally consistent and simplified qualifications framework for Australians working across the domestic commercial vessel (DCV) industry. As a result, a revised Marine Order 505 (Certificates of Competency – National Law) 2022 (MO505 2022) has been made that builds an easier-to-navigate career pathway for people working on DCVs.

To ensure the smooth issuing of Certificates of Competency from 1 January 2023, AMSA intends to implement cost recovery arrangements, consistent with the arrangements for existing Certificates of Competency. This will be supported by amendments to the Marine Safety (Domestic Commercial Vessel) National Law Regulation 2013 (the National Law Regulation). These amendments are detailed below.

[Proposed Amendment 1: Subsections 50B\(2\) and \(3\) Marine Safety \(Domestic Commercial Vessel\) National Law Regulation 2013](#)

The lists of the Certificates of Competency in subsection 50B(2) and (3) of the National Law Regulation will be amended to include the five new certificates created by Marine Order 505 (Certificates of competency — national law) 2022 (MO505 2022):

- Sailing Master Coastal NC
- Sailing Master Offshore NC
- Coxswain Grade 3 NC
- Master <45 m NC, and
- Master <100 m NC.

This will result in the fees contained in the table in subsection 50B(1) of the National Law Regulation applying to the new certificates in MO505 2022. For more information on fees please refer to the Cost Recovery Implementation Statement.

[Proposed Amendment 2: Subsection 50B\(3\) National Law Regulation](#)

MO505 2022 will phrase out three certificates: Master <35 m NC, Master <80 m NC and Mate <80 m NC. Under the transitional arrangements these certificates will remain valid until they are renewed.

Given their ongoing validity during the transition period, the certificates will remain referenced in subsection 50B(3) of the National Law Regulation. However, there will be an amendment to subsection 50B(3) to reflect that they are no longer “described in a Marine Order” but rather mentioned.

[Proposed Amendment 3: Subsection 50B\(1\) of the National Law Regulation](#)

Amendments are proposed to the table in subsection 50B(1) of the National Law Regulation to:

- reflect that action taken in respect of certificates is under the relevant powers of the National Law (Schedule 1 to the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*) and not under MO505 2022.
- reflect the terms used in MO505 2022 (e.g. the term 'final assessment').
- to remove unnecessary references to specific sections of the National Law to streamline the table and provide greater clarity.