



Australian Government

Australian Maritime Safety Authority

National Compliance Plan

2025-26

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Introduction

The National Compliance Plan provides regulated communities and compliance partners with insight into the key compliance activities we will prioritise in 2025–26. By outlining these priorities in advance, we aim to give industry the opportunity to review and align their operations with relevant legislative requirements.

We are committed to a consistent, intelligence-led, and risk-based approach to compliance that supports stronger collaboration across industry and government. Informed by safety data, environmental insights, and emerging trends, our plan focuses on areas that matter. With this approach we aim to encourage voluntary compliance and continuous improvement, contributing to stronger safety and environmental outcomes.

We will be open, transparent, and accountable for our actions. Our regulatory performance will be regularly reported, and where we adjust our focus, we will explain the reasons in the National Compliance Plan.

The focus areas identified in the Plan are directly informed by insights and trends drawn from inspections, marine incident, investigations, search and rescue and audits data. This also includes subject matter experts input and together with our ongoing compliance monitoring forms the basis of the analysis. Focus risk areas are primarily drawn from the following 2024 annual reports:

- [Inspections Annual Report](#)
- [Maritime Labour Convention Annual Report](#)
- [Marine Incidents Annual Report](#)



Our regulatory approach

In delivering our statutory functions, we will ensure that our compliance activities are risk-based, streamlined, and proportionate to the level of risk being managed.

We adopt a systems-based approach to understanding and addressing safety and environmental issues, recognising that marine incidents often result from a combination of factors. This includes onboard conditions, environmental influences, organisational pressures, and other contributory factors.

By applying a data-driven approach, we will ensure greater consistency in the collection, categorisation, and analysis of data. This, combined with the level of risk AMSA is willing to accept as outlined in our risk appetite statement in the [Corporate plan](#), will support the development of more effective, integrated regulatory and prevention activities to address contributory factors, prioritising safety and environmental issues.

This approach includes:

- Undertaking compliance assessments informed by relevant data, information, and intelligence analysis
- Identifying current and emerging compliance risks across the maritime sector
- Developing innovative and targeted strategies to address identified safety, environmental and compliance priorities
- Implementing these strategies through a planned, outcomes-focused approach using the full range of regulatory tools available

AMSA is committed to continuous improvement as a core principle of best practice regulation. The National Compliance Plan is regularly reviewed to ensure its ongoing efficiency and effectiveness. Furthermore, it plays a key role in fostering continuous improvement in maritime safety and environmental protection.

Our compliance approach is underpinned by the principles [in AMSA's Compliance Strategy 2023-2027 | Australian Maritime Safety Authority](#), and the [Statement of regulatory approach | Australian Maritime Safety Authority](#)



Compliance overview

AMSA monitors compliance through a range of activities designed to help us better understand compliance behaviour, encourage and support voluntary compliance, deter non-compliance, and inform initiatives to support our compliance partners.

This helps AMSA decide on its regulatory approach, possible actions, and the compliance tools that may be most appropriate.

Compliance activities that will be applied as part of this plan include:

- **Education:** This may include a combination of communication activities, development and dissemination of guidance material and workshops.
- **Inspections:** These include both scheduled and unscheduled inspections of vessels carried out by marine inspectors to ensure compliance with maritime legislation. Vessel inspections also seek to detect systemic performance issues within the accredited surveyor scheme and other associated entities.
- **Safety compliance:** This includes a combination of education, focused inspections and audits. We will generally commence with an education campaign followed by focused inspections to identify and measure the level of compliance. This will help identify what further compliance activities are necessary.
- **Compliance checks:** Compliance checks and monitoring activities are combined with education programs. We have compliance partner arrangements with State and Territory agencies, across Australia. Monitoring activities can be undertaken with our compliance partners.

Focus areas for 2025-26

Focus areas for 2025-26 Plan seek to improve compliance, seafarer welfare, safety and pollution prevention by analysing 2024 data sets¹ and input from subject matter experts to identify risk areas of concern. We will prioritise our compliance initiatives and allocate resources in the most efficient and effective way to achieve the best safety and environmental protection outcomes.

While these areas are our primary focus, we may direct our efforts to other areas in response to new data and emerging trends.

The trends and data analysis in each of the identified focus risk areas inform the risks and the actions we will take to improve safety outcomes.

¹ These are drawn from the 2024 Inspections, Maritime Labour Convention and Marine Incidents Annual Reports



Focus area 1: Foreign Flagged and Regulated Australian Vessels Inspections

Risk Area 1.1: Risk based inspections targeting

In 2024, Port State Control (PSC) performance showed an improvement in overall risk outcomes, with total detainable deficiencies decreasing by 29.66%—from 263 in 2023 to 185. The average number of deficiencies per PSC inspection remained relatively stable, with a slight decrease from 2.68 in 2023 to 2.63 in 2024. Total detentions also declined by 24.43%, from 176 to 143, reflecting a small reduction in the PSC detention rate from 6.3% to 5.9%.

These improvements suggest a positive impact of ongoing risk-based targeting and compliance efforts, focusing resources on higher-risk vessels while supporting overall fleet performance.

For flag State control (FSC)² inspections, while detainable deficiencies decreased from 5 in 2023 to 3 in 2024, the average number of deficiencies per FSC inspection increased from 3.92 to 4.96. Detention rates also rose slightly, from 3.80% in 2023 to 4.30% in 2024.

Actions

Building on the improvements observed in 2024, AMSA will continue to enhance its PSC targeting algorithm to ensure inspections are prioritised for vessels that present the highest risk in Australian waters. This refined, data-driven approach will enable AMSA to allocate inspection resources more effectively, focusing on areas with the greatest risk to safety, environmental and compliance.

AMSA will also apply its risk-based approach for Flag State Control (FSC) inspections, applying the same dynamic risk targeting tool used for foreign ships to Regulated Australian Vessels (RAVs). FSC inspections will primarily target vessels with higher risk profiles.

For 2025-2026 AMSA will conduct a minimum of 2,400 PSC inspections prioritised through its risk-based targeting model.

Additionally, AMSA will continue to focus on shipboard maintenance during PSC inspections as undertaken in the 2023-2024 and 2024-2025 National Compliance Plans.

Group	Activity	Target inspection rate
Foreign flagged vessels eligible for PSC inspection (continue to focus on shipboard maintenance)	Inspection	Minimum of 2400 inspections
Regulated Australian vessels eligible for FSC inspection	Inspection	95%

² The number of Regulated Australian Vessels compared to Foreign Flagged vessels is low and may impact the overall analysis. Refer to the [2024 Annual Inspections Report](#) for more detail.



Risk Area 1.2: Seafarer serious injuries

In 2024, AMSA received reports of 74 serious seafarer injuries, accounting for 37.1% of all reported crew injuries. Most of these serious injuries occurred during shipboard activities, including maintenance (22%), cargo handling/stores operations (8%), and operational access (5%).

When normalised for fleet size, the serious injury rate for RAVs in 2024 is 4.98%, which—while showing a year on downward trend—remains significantly higher than the 1.04% recorded for foreign-flagged vessels.

Occupational injuries remain a key concern, with the rate of serious seafarer injuries indicating potential gaps in the effective implementation and oversight of the International Safety Management (ISM) Code, Safety Management Systems (SMS) on board vessels. These injury trends suggest that risk controls may not be consistently applied or maintained, particularly during high-risk operations, warranting closer scrutiny.

Actions

AMSA will integrate occupational health and safety as a key focus area in its 2025–2026 inspection regime, with particular attention to the effectiveness of risk assessment practices under the ISM Code.

Inspections will place increased emphasis on verifying that vessels have robust, fit-for-purpose workplace health and safety measures embedded within their SMS, and that risk assessments are being properly conducted, documented, and implemented—especially for tasks such as maintenance, cargo operations, and access.

Steps	Activity	Timeframe	Target
Focus on risk assessment related to workplace health and safety measures as part of ISM SMS requirements during PSC and FSC inspections.	Inspection	Integrated with Risk Area 1 in Quarter 3 and 4	Part of risk area 1.

Risk Area 1.3: Pilot ladder safety

In 2024, AMSA received 84 reports of marine incidents involving pilot ladders. While overall marine incident numbers have shown a declining trend in recent years, a recent serious event—in which a side rope parted during a pilot descent³—reinforces that pilot transfer arrangements remain a critical safety risk requiring attention.

This incident highlights the potential for severe consequences when high-risk equipment such as pilot ladders are not properly maintained or used in compliance with international standards. Despite existing guidance, including [Marine Notice 04/2023 \(Pilot transfer arrangements\)](#) issued by AMSA to address non-compliance, incidents continue to occur, pointing to systemic implementation issues.

AMSA is actively contributing to international regulatory improvements through the International Maritime Organization's ongoing amendments to SOLAS Regulation V/23 and associated instruments, aimed at strengthening pilot transfer arrangements. These amendments are expected to enter into force on 1 January 2028.

³ [Failure of ship's pilot ladder during pilot embarkation, Newcastle Pilot Boarding Ground Bravo, New South Wales on 6 February 2025 | ATSB](#)



Actions

AMSA will adopt a **safety compliance** approach to address ongoing issues with pilot ladder arrangements. This will include industry education and awareness, followed by PSC and FSC targeted inspections. As part of this approach, AMSA will engage with pilot associations and relevant maritime organisations to gather operational insights and reinforce safety expectations on pilot ladder arrangements on vessels.

Steps	Activity	Timeframe	Target
Revisit guidance and publish safety bulletin on pilot ladder safety	Education	Quarter 3	Published as scheduled
Focused PSC and FSC inspections on pilot ladder arrangements	Inspection	Quarters 3 and 4	200 inspections

Risk Area 1.4: Cargo handling/securing

In 2024, container vessels accounted for approximately 14% of total vessel arrivals and 16% of all identified deficiencies. While the deficiency rate per inspection for container vessels (4.0%) was below the fleet-wide average (5.9%), the nature of deficiencies and their potential consequences highlight the need for continued risk-based oversight of this vessel type.

Global data from the World Shipping Council indicates that container losses at sea remain a significant concern. The rolling average loss for the three years between 2021-2023 was calculated at 1,061 containers per year⁴. AMSA has witnessed the serious impact of such incidents through container loss incidents from the vessels *APL England*⁵ and *YM Efficiency*⁶, where inadequate cargo securing contributed to multiple container losses. These events not only pose serious safety risks to crew and vessels but also carry environmental and economic consequences.

Marine incident analysis further supports this risk-based focus, with cargo and stores ranked as the 9th most frequent technical failure category across 2023 and 2024.

The Tokyo MOU & Indian Ocean MOU, our regional Port State Control (PSC) agreement for which AMSA forms part of, will conduct a concentrated inspection campaign (CIC) on cargo securing scheduled for late 2026. AMSA will also conduct education leading up to this campaign. AMSA will undertake a Focused Inspection Campaign (FIC) on Marine Order 32.

Actions

A Focused Inspection Campaign (FIC) on Marine Order 32 will be undertaken to ascertain the level of compliance against MO 32.

In parallel, AMSA will undertake education focused on cargo securing practices. This will aim to raise industry awareness of common deficiencies, regulatory expectations, and the serious safety and environmental risks associated with improperly secured cargo.

⁴ [Container Lost at Sea 2023](#) (World Shipping Council – 2024 Update)

⁵ [Loss of containers overboard from APL England, 46 NM south-east of Sydney, New South Wales, on 24 May 2020 | ATSB](#)

⁶ [Loss of containers overboard involving YM Efficiency, 16 NM east-south-east of Newcastle, New South Wales, on 1 June 2018 | ATSB](#)



Steps	Activity	Timeframe	Target
Inspection campaign on Marine Order 32	Inspection	Quarter 3	Every eligible inspection undertaken will focus on MO32
Publish Safety Bulletin on cargo securing on ships	Education	Quarter 1	N/A

Risk Area 1.5: Marine pollution – wastes and discharges

AMSA has observed inconsistent levels of awareness and compliance with MARPOL waste management and discharge requirements, particularly in relation to sewage (Annex IV) and garbage (Annex V). These gaps pose a potential environmental risk in Australia, as discharges from sewage, garbage, and systems such as exhaust gas cleaning units can have significant detrimental impacts on the marine ecosystem.

Given the limited compliance data currently available, there is a need to strengthen risk-based oversight in this area. AMSA will enhance its inspection focus to systematically gather and analyse data related to waste and discharge management practices.

Actions

AMSA will conduct risk-based, focused inspections to assess compliance with MARPOL Annex IV (sewage) and Annex V (garbage) waste discharge requirements. Where serious breaches are identified, AMSA will pursue enforcement action, including prosecution where appropriate.

Steps	Activity	Time frame
PSC inspections focused on wastes and discharges at sea (MARPOL Annex IV and V)	Inspection	Ongoing

Focus area 2: Maritime Labour Convention

Risk Area 2.1: Concurrent inspections with Fair Work Ombudsman (FWO) focusing on seafarer wages

Since the implementation of the Maritime Labour Convention, 2006 (MLC), AMSA has played a key role in improving the living and working conditions of seafarers on vessels calling at Australian ports.

In 2024, *Conditions of employment* continue to remain the most common category of MLC complaints received by AMSA. This covers seafarer employment agreements (SEAs), wages, hours of work and rest, entitlement to leave, repatriation, and crewing levels. Wages continue to be the most reported issue, accounting for 29.3% of all *conditions of employment*-related complaints⁷. Significantly, there was a year-on-year increase in wage-related complaints in 2024 compared to 2023, highlighting persistent challenges in ensuring fair and timely remuneration for seafarers.

While responsibilities for wage compliance intersect between AMSA and the Fair Work Ombudsman (FWO), AMSA remains responsible for enforcement under the MLC, while the FWO oversees compliance with the *Fair Work Act 2009*. The renewed Memorandum of Understanding between

⁷ Maritime Labour Convention Annual Report -2024



AMSA and the FWO supports coordinated action in addressing wage-related non-compliance on vessels.

In line with this, and as part of the Australian Government's Strategic Fleet Review, a two-year pilot program has been launched. This initiative, funded to enhance enforcement of *Schedule A wages* under the *Seagoing Industry Award 2020*, will increase compliance activity on foreign vessels operating under temporary licenses.

Actions

AMSA and the Fair Work Ombudsman (FWO) will conduct joint compliance activities, including concurrent inspections, focusing on MLC requirements and the payment of *Seagoing Industry Award 2020 Schedule A wages* on vessels operating under a temporary license.

This coordinated approach supports more effective enforcement and aims to ensure that seafarers' employment conditions meet both international and national regulatory standards.

Steps	Activity	Time frame
Conduct concurrent inspections with the FWO on vessels operating under a temporary license focusing on seafarer wages	Inspection and compliance checks	Ongoing

Focus area 3: Domestic Commercial Vessels (DCV)

Risk Area 3.1: DCV inspection targeting

AMSA continues to refine its risk-based, targeting model to prioritise inspections and for certification functions. The analysis of more comprehensive inspection data has allowed further refinement of risk profiles of operators and vessels for targeting purpose.

Actions

AMSA will conduct at least 2,300 inspections of domestic commercial vessels prioritising vessels based on risk.⁸

Group	Activity	Timeframe	Target
Higher risk domestic commercial vessels (Priority 1 and 2)	Inspection	Ongoing	60%
Lower risk domestic commercial vessels (Priority 3 and 4)	Inspection	Ongoing	40%

Risk Area 3.2: Safety management system (SMS) implementation

AMSA's operational monitoring and inspection data continues to show a high rate of deficiencies related to Safety Management Systems (SMS), with several SMS elements consistently appearing among the top 15 deficiency codes. Key areas of concern include emergency preparedness, standard operating procedures, and adequacy of resources and personnel.

⁸ Targets are guidance based on data from the time of publication and may change. AMSA continues to refine the targeting model as more data becomes available.



Investigation analysis further reinforces this trend, identifying SMS shortfalls as a contributing factor in approximately 65% of serious marine incidents. These findings highlight persistent implementation gaps, particularly in how safety management systems are applied and maintained in practice. A review of the data indicates that smaller operators are disproportionately represented in these trends.

These insights points to the need for targeted interventions aimed at improving the practical application and continuous improvement of SMS on vessels.

Actions

AMSA will continue to conduct operational monitoring, with a focused inspection targeting key areas such as crewing, operating procedures, and emergency preparedness.

Steps	Activity	Timeframe	Target
Conduct operational monitoring	Inspection	Ongoing	100

Risk Area 3.3: Safe vessel operations

The Phase 2 regulatory changes to Marine Order 504, which became mandatory in June 2025, strengthened requirements for Safety Management Systems (SMS), including:

- Vessel stability risks
- Dangerous goods
- Emergency planning
- Simplified SMS
- Fatigue management

Marine incident data and recent investigations have highlighted stability-related failures as a continuing concern—most notably in fishing operations. Factors such as improper cargo distribution, unsecured deck hatches, incorrect tank usage, and free surface effects have contributed to serious safety incidents, including vessel capsizing.

AMSA will aim to address this area through more education. Targeted engagement will focus on practical understanding and application of the new SMS requirements, particularly those addressing stability hazards.

Actions

AMSA will continue delivering its Marine Order 504 Phase 2 education targeting the full scope of regulatory changes that became mandatory in June 2025.

While all areas of the new requirements will be covered, the campaign will place particular emphasis on stability-related risks to improve compliance with SMS provisions for fishing operations.

Steps	Activity	Timeframe
Marine Order 504 Phase 2 education with a focus on stability risks for fishing operations.	Education	Quarter 1 and 2

Risk Area 3.4: Fatigue Management

Fatigue has been identified as a safety risk within DCV operations. In recognition of this, Marine Order 504 Phase 2—effective from June 2025—introduced clarified requirements for fatigue management as part of a vessel’s Safety Management System (SMS).

Fatigue can significantly impair a crew member’s ability to perform safety-critical tasks, affecting both physical and cognitive performance. If not properly managed, it increases the likelihood of



human error and can contribute to serious incidents, while also posing long-term health risks to seafarers.

Under the revised MO504 requirements, DCV owners must now consider fatigue as part of their vessel’s formal risk assessment and use this information to inform appropriate crewing levels.

AMSA conducted an education campaign on fatigue management during 2024–2025, and will continue this effort, with a specific focus on supporting industry to identify, assess, and mitigate fatigue-related risks in operational settings.

AMSA will also maintain collaboration with industry stakeholders and relevant Workplace Health and Safety agencies to ensure consistent messaging and to address this safety issue in a coordinated, risk-informed manner.

Actions

Education efforts will continue to ensure that DCV owners and operators are equipped with the necessary information to effectively implement fatigue risk management requirements. This ongoing education will focus on the practical application of fatigue management strategies.

AMSA will also maintain close collaboration with industry stakeholders to enhance awareness and drive consistent compliance across the DCV fleet, ensuring that fatigue-related risks are adequately addressed.

Steps	Activity	Timeframe
Education focusing on fatigue management, as per Marine Order 504 requirements.	Education	Quarter 2, 3 and 4

Risk Area 3.5: Lithium-Ion Batteries

The increasing use of lithium-ion (Li-ion) battery installations on domestic commercial vessels presents a growing safety concern. While these batteries offer significant operational benefits, such as energy storage and backup power, they also introduce several high-risk factors, primarily due to the potential for thermal runaway.

The risks associated with Li-ion batteries extend beyond just the threat of fires and explosions. Improper installation, poor maintenance practices, and inadequate ventilation can exacerbate the risks.

Given the increasing adoption of Li-ion battery installations on domestic commercial vessels and the associated safety risks, AMSA will focus its efforts on ensuring proper installation, maintenance, and operational practices for these systems to mitigate risks.

Actions

AMSA will develop comprehensive guidance to support education on the safe installation, operation, and maintenance of Lithium-ion battery systems aboard domestic commercial vessels.

Additionally, as part of the certification process (Certificate of Survey and Certificate of Operations), AMSA will conduct focused assessments for vessels operating with Lithium-ion battery installations. These assessments will ensure that vessels meet the required safety standards and that proper risk assessments are in place to address the unique challenges posed by these systems.

Steps	Activity	Timeframe
Publish guidance for industry on Lithium-Ion battery installations on vessels	Education	Quarter 3
Focused assessment during Certification (CoS and CoO)	Certification assessment	Quarter 4



Risk Area 3.6: Hazardous gases

As part of the 2023-2024 National Compliance Program (NCP), a hazardous gases focused inspection campaign (FIC) was conducted, targeting primarily Class 1 and 4 DCVs in New South Wales.

The campaign revealed concerning trends in safety management, with 74.2% of DCVs inspected lacking risk assessments and monitoring devices for hazardous gases. This lack of proactive safety measures exposes vessels and crew to significant operational risks, particularly in confined spaces where hazardous gases may accumulate. For Class 4 vessels, there were significant gaps identified in crew training and hirer education regarding hazardous gases. These deficiencies increase the risk to personnel, especially those unfamiliar with vessel operations or unaware of potential hazards associated with hazardous gases.

These findings suggest the need for more targeted interventions, focusing on ensuring that DCVs have comprehensive risk assessments in place, as well as effective monitoring devices for hazardous gases. Additionally, crew training and hirer education must be reinforced to ensure crew are adequately prepared to handle hazardous gas situations.

Actions

AMSA will broaden the scope of its safety compliance campaign to focus nationwide on hazardous gas safety across all DCVs. This expanded campaign will combine education and a focused inspection campaign (FIC).

Steps	Activity	Timeframe	Target
Nationwide education on hazardous gases	Education	Quarter 2 and 3	NA
Focused inspection campaign focusing on hazardous gases	Inspection	Quarter 3 and 4	150

Risk Area 3.7: Safe towing and flood operations for emergency rescue

AMSA recently completed a comprehensive review of Exemption 24 (Emergency Services vessels), which provides for alternative crewing arrangements for vessels operated by volunteer marine rescue, fire services, and other emergency service organizations. The revised Exemption 24 will come into force in July 2025.

Certain activities conducted by emergency services vessels—particularly towing and flood operations—pose significant and unique safety risks. A recent fatality during flood operations, where a vessel capsized and led to the loss of one person’s life, highlights the high-risk nature of these operations. The critical nature of these services, combined with the physical and environmental challenges of towing and flood operations, requires focused safety measures.

A significant challenge in this sector is the alignment of operational practices with the safety management system requirements outlined in Marine Order 504. Some volunteers involved in these operations remain unaware of their safety obligations, leading to compliance gaps that increase risks.

Given the risks associated with towing and flood operations, AMSA will focus its efforts through targeted education, to ensure that volunteer crews and emergency services vessels operators fully understand their responsibilities and implement the necessary safety measures, particularly in relation to safe towing practices and flood operations.

Actions



AMSA will conduct targeted education for emergency services vessels operating under Exemption 24, with a focus on risk assessments related to towing and flood operations. This educational initiative will ensure that volunteer crews and emergency service vessel operators have the knowledge and tools necessary to assess and mitigate the specific risks involved in these high-risk operations.

Steps	Activity	Timeframe
Education on emergency services vessels (focusing on towing and flood operations)	Education	Quarter 3 and 4

Risk Area 3.8: Persons Overboard, Fatalities

In 2024–2025, AMSA implemented a multi-year, evidence-based safety campaign focused on lifejacket wear, servicing, and risk assessment. The campaign targeted owners, operators, and crew of domestic commercial vessels (DCVs), aiming to reduce the risks associated with crew overboard incidents.

While these initiatives have been well received, incidents continue to occur. In 2024 a total of 29 crew overboard incidents were reported to AMSA, of these 11 were not wearing a lifejacket. Although crew overboard incidents decreased by 37% in 2024 compared to 2023 (46), the number not wearing a lifejacket remained unchanged (11). This indicates that despite overall progress, compliance with lifejacket wear in high-risk situations remains inconsistent.

Two fatalities involving persons overboard occurred in 2024, both involving crew on Class 3 vessels. These incidents highlight gaps in risk assessment and safety behaviour, particularly in smaller vessel operations where lifejacket use is most critical. DCV inspection data from 2024 shows lifejacket-related deficiencies (e.g. improper stowage, lack of marking, or expired servicing) were the second most common deficiency identified, indicating ongoing compliance issues across the fleet.

Actions

AMSA will maintain a strong compliance focus on lifejacket wear and associated risk assessment requirements, particularly in operations where crew overboard risks are high.

This will involve a continuation of targeted education and outreach, refreshing and reinforcing key messages from previous education campaigns.

Steps	Activity	Timeframe
Education focusing on life jacket wear risk assessment requirements.	Education	Quarter 2 and 3

Risk Area 3.9: Torres Strait and Top End: Safe vessel operations

AMSA conducted safety education sessions in the Torres Strait (QLD) in 2024-2025. These sessions highlighted a growing number of Aboriginal and Torres Strait Islander-owned and operated domestic commercial vessels. Additionally, first nations owned and operated DCVs, including ranger groups, operate across the Northern Territory and the Kimberley region of Western Australia.

During these sessions, AMSA observed a significant need for further guidance and support for DCV owners and operators, particularly in relation to the implementation of effective Safety Management Systems (SMS).

To address these gaps and mitigate the risks associated with inadequate SMS practices, AMSA will continue to support Aboriginal and Torres Strait Islander DCV owners and operators in the Torres



Strait, top-end Northern Territory, and the Kimberley region. This support will focus on building sustained compliance with safety and regulatory requirements, enhancing SMS understanding, and ensuring that vessels meet the necessary safety standards.

Actions

AMSA will continue targeted education on Safety Management Systems (SMS) for Aboriginal and Torres Strait Islander DCV owners and operators in Queensland (QLD) and the Northern Territory (NT).

This education will complement and strengthen ongoing initiatives in the Torres Strait, including the *Torres Strait Marine Safety Program* (TSMSP) and the *WAPIL 2* (Fishing for Our Future) project, to improve the efficiency and effectiveness of compliance efforts.

Steps	Activity	Timeframe
Education focusing on safety management systems requirements targeting Aboriginal and Torres Strait operators and crew in QLD and NT	Education	Ongoing

3.10: Joint inspections with WorkSafe jurisdictions

AMSA is currently partnering on campaigns with SafeWork SA focusing on snorkelling and diving operations. These activities present unique safety risks that require a collaborative approach to ensure robust regulatory oversight and improved safety outcomes.

AMSA will continue to expand these joint activities with WorkSafe jurisdictions around Australia.

Actions

AMSA will continue to conduct joint inspection activities with WorkSafe through the AMSA initiated work health and safety forums.

Continued focus on diving and snorkelling activities will be conducted with other WorkSafe State/NT jurisdictions.

Steps	Activity	Timeframe
Joint inspections with State/NT WorkSafe	Joint inspections	Ongoing