



**Australian Government**  
**Australian Maritime Safety Authority**

AMSA MO 2026/[number]

**Marine Order 54 (Coastal Pilotage) 2026**

I, Kaylene Dale, Chief Executive Officer of the Australian Maritime Safety Authority, make this Marine Order under subsection 342(1) of the *Navigation Act 2012*.

2026

**[DRAFT ONLY — NOT FOR SIGNATURE]**

Chief Executive Officer

Section 1

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<b>Division 1</b>	<b>Preliminary</b>	<b>3</b>
1	Name of Marine Order .....	3
1A	Commencement .....	3
1B	Repeal of <i>Marine Order 54 (Coastal pilotage) 2014</i> .....	3
2	Purpose .....	3
3	Power .....	3
4	Definitions .....	4
5	Interpretation .....	7
6	Application .....	7
7	Review of decisions .....	8
<b>Division 2</b>	<b>Pilotage providers</b> .....	<b>8</b>
8	Application for pilotage provider licence .....	8
9	Licence issue — pilotage provider .....	8
10	Licence conditions — pilotage provider .....	8
11	Licence duration — pilotage provider .....	9
<b>Division 3</b>	<b>Licensed pilots</b> .....	<b>10</b>
12	Application for pilot licence .....	10
13	Licence issue — pilot licence .....	10
14	Licence conditions — pilot licence .....	10
15	Licence term — pilot licence .....	10
<b>Division 4</b>	<b>Dealing with licences</b> .....	<b>11</b>
16	Variation, suspension and revocation .....	11
<b>Division 5</b>	<b>Inquiry, audit and other powers</b> .....	<b>12</b>
<b>Subdivision 5.1</b>	<b>Inquiry and audit</b> .....	<b>12</b>
17	Powers of inquiry .....	12
18	Audit power — coastal pilotage services .....	12
19	Audit power — training course audit .....	12
20	Requirement to comply .....	12
<b>Subdivision 5.2</b>	<b>Approved coastal pilotage training courses</b> .....	<b>12</b>
21	Application .....	12
22	Approval .....	13
23	Approval term .....	13
<b>Subdivision 5.3</b>	<b>Other powers</b> .....	<b>13</b>
24	Check pilot voyage review .....	13
25	Consistency in competency assessments conducted by check pilots .....	13
26	AMSA may notify certain information .....	14
27	AMSA may give directions .....	14
<b>Division 6</b>	<b>Prescribed matters</b> .....	<b>14</b>
28	Compulsory pilotage areas .....	14
29	Prescribed information for application for exemption from requirement to navigate with a pilot .....	15
<b>Division 7</b>	<b>Transitional provisions</b> .....	<b>16</b>
30	Licences .....	16
31	Training .....	16
32	Approvals .....	16
<b>Schedule 1</b>	<b>Safety management system</b> .....	<b>17</b>
<b>Schedule 2</b>	<b>Pilotage provider licence conditions</b> .....	<b>20</b>
<b>Schedule 3</b>	<b>Pilot licence criteria</b> .....	<b>24</b>
<b>Schedule 4</b>	<b>Pilot licence conditions</b> .....	<b>30</b>
<b>Schedule 5</b>	<b>Check pilot licence conditions</b> .....	<b>35</b>

## Division 1 Preliminary

### 1 Name of Marine Order

This Marine Order is *Marine Order 54 (Coastal Pilotage) 2026*.

### 1A Commencement

This Marine Order commences on 1 June 2026.

### 1B Repeal of *Marine Order 54 (Coastal pilotage) 2014*

*Marine Order 54 (Coastal pilotage) 2014* is repealed.

### 2 Purpose

This Marine Order:

- (a) provides for licensing of pilotage providers and pilots; and
- (b) prescribes compulsory pilotage areas for Part 2 of Chapter 6 of the Navigation Act and for compulsory pilotage in those areas; and
- (c) prescribes required information for applications for an exemption from the requirement to navigate with a licensed pilot.

### 3 Power

- (1) The following provisions of the Navigation Act provide for this Marine Order to be made:
  - (a) section 163 which provides that regulations may prescribe waters that are compulsory pilotage areas for Part 2 of Chapter 6;
  - (b) section 164 which provides that regulations may provide for the licensing of pilots and pilotage providers;
  - (c) subsection 165(1) which provides that regulations may provide for the operations of licensed pilots and pilotage providers;
  - (d) subsection 165(2) which provides that regulations may provide for the duties of a licensed pilot and pilotage provider and the manner in which they discharge their duties;
  - (e) subsection 172(2) which provides that an application for an exemption from the requirement to navigate with a licensed pilot must contain the prescribed information;
  - (f) section 314 which provides that regulations may provide for matters relating to certificates.
- (2) Subsection 339(1) of the Navigation Act provides a general regulation making power for matters required or permitted to be prescribed by the Navigation Act, or that are necessary or convenient to be prescribed for carrying out or giving effect to the Act.
- (3) Subsection 342(1) of the Navigation Act provides for the making of Marine Orders for any matter for which provisions must or may be made by the regulations.

#### 4      Definitions

(1) In this Marine Order:

**approved bridge simulator** means a bridge simulator approved by AMSA as meeting the performance standards mentioned in STCW Code Section A-1/12 for bridge simulators.

**Certificate of Medical Fitness** has the meaning:

- (a) for issue of a pilot licence — that is given by paragraph (a) of the definition of **certificate of medical fitness** in section 4 of *Marine Order 76 (Health — medical fitness) 2017*; and
- (b) for re-issue (renewal) of a pilot licence — that is given by paragraph (a) or (b) of the definition of **certificate of medical fitness** in section 4 of *Marine Order 76 (Health — medical fitness) 2017*; and
- (c) in any other case — that is given by paragraph (a) or (b) of the definition of **certificate of medical fitness** in section 4 of *Marine Order 76 (Health — medical fitness) 2017*, appropriate for the class of pilot licence held.

**check pilot** means a person who holds a check pilot licence.

**check pilot voyage** means a competency check of a pilot performed by a check pilot during a voyage at sea.

**coastal pilot proficiency check (CPPC)** means a competency check of a pilot performed by a check pilot, or a person approved by AMSA, in an approved bridge simulator.

**competency assessment** means a competency check of a pilot that is:

- (a) a check pilot voyage; or
- (b) coastal pilot proficiency check (CPPC); or
- (c) oral or written examination.

**compliance audit** has the meaning given by section 20.

**cruise ship anchorage** means:

- (a) for the Whitsundays Plan of Management 1998 — an anchorage specified in the *Great Barrier Reef Marine Park Regulations 2019*; and
- (b) for a cruise ship anchorage in the Great Barrier Reef Marine Park — see the *Great Barrier Reef Marine Park Regulations 2019*, section 3.

**designated anchorage** means a point or an area described in the *Great Barrier Reef Marine Park Regulations 2019*, Schedule 1.

**draught**, for a vessel, means the vertical distance between the waterline and the lowest part of the vessel, as measured when the vessel is stopped in the water and not making way.

**Great North East Channel pilotage area** means the area bounded by a line that progressively joins, on geodesic lines, the following points:

Point	Latitude	Longitude
1	10° 41.0S	141° 50.0E
2	10° 28.0S	141° 50.0E
3	10° 28.0S	142° 27.0E

Point	Latitude	Longitude
4	10° 18.0S	142° 48.0E
5	9° 48.0S	143° 08.0E
6	9° 30.0S	143° 24.0E
7	9° 45.0S	143° 24.0E
8	10° 20.0S	143° 00.0E
9	10° 41.0S	141° 50.0E

**Hydrographers Passage pilotage area** means the area defined as the *Hydrographer's Passage* under subsection 192(3) of the *Great Barrier Reef Marine Park Regulations 2019*.

**incident** means an incident when a vessel piloted by a person employed or contracted by a pilotage provider is involved in any of the following:

- (a) a marine incident;
- (b) an illness of a person that may affect the safe operation of the vessel;
- (c) a close quarters situation;
- (d) machinery or equipment failure on board the vessel that may affect the safe operation of the vessel;
- (e) pollution from the vessel, including pollution from sewage or garbage.

**inner route pilotage area** means:

- (a) the waters bounded by:
  - (i) the Australian mainland; and
  - (ii) the northern boundary of the Great Barrier Reef Region; and
  - (iii) the outer eastern edge of the Great Barrier Reef; and
  - (iv) latitude 16°39.91'S; and
- (b) the Torres Strait, excluding the waters north of latitude 10° 28.00'S and east of longitude 142° 39.00'E.

*Note* For subparagraph (a)(ii), the Great Barrier Reef Region is defined in the *Great Barrier Reef Marine Park Act 1975*.

**Drafters comment: Should we add a note about where to find the meaning of “Great Barrier Reef”?**

**internal audit** means an assessment of the measures and procedures of a pilotage provider carried out by, or for the pilotage provider, to verify if the measures and procedures mentioned in this Marine Order have been implemented to the satisfaction of AMSA.

**MSLS** means a maritime survivor locating system.

**on duty**, when a licensed pilot is on board a piloted vessel in a pilotage area, means the period from when the pilot commences their duties to when the pilot ceases their duties, and includes any period when the vessel is at anchor.

**operate**, for a pilot launch, includes chartering the launch.

***operational safety meeting*** means a meeting conducted by a pilotage provider with the following persons to discuss operational safety issues:

- (a) the designated person or a representative of the designated person;
- (b) a representative of the pilotage crew of the pilotage provider;
- (c) representative of employees of the pilotage provider.

***passage plan model*** means the model for detailed passage plan for pilotage in the Great Barrier Reef and Torres Strait as set out in the latest edition of the *Queensland Coastal Passage Plan* published by AMSA.

*Note* See the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).

***pilot launch*** means a vessel that is being operated to transfer a pilot to or from a vessel for the purpose of pilotage.

***pilotage crew***, of a pilotage provider, means:

- (a) each pilot employed or contracted by the pilotage provider, including any pilot under training; and
- (b) each seafarer of any pilot launch operated by the pilotage provider.

***pilot licence*** means a licence of any of the following classes of licence:

- (a) a check pilot licence;
- (b) an unrestricted pilot licence;
- (c) a restricted pilot licence.

***REEFVTS*** has the meaning given by *Marine Order 63 (Vessel reporting systems) 2019*, section 4.

***Torres Strait*** means the waters bounded:

- (a) on the south by latitude 10°41.00' S; and
- (b) on the east:
  - (i) for a vessel moving eastward — by longitude 143°22.00' E; or
  - (ii) for any other vessel — by longitude 143°24.00' E; and
- (c) on the north by the line of Australia's exclusive economic zone; and
- (d) on the west:
  - (i) for a vessel of less than 8 m draught — by longitude 142°05.00' E; or
  - (ii) for a vessel of 8 m draught or more moving eastward — by longitude 141°50.00' E; or
  - (iii) for a vessel of 8 m draught or more moving westward — by longitude 141°51.70' E.

***UKCM system*** means the under keel clearance management system implemented by AMSA.

***vary***, for a licence, includes the following:

- (a) vary an existing licence condition;
- (b) impose a new licence condition;
- (c) remove an existing licence condition.

***Whitsundays pilotage area*** means the area defined as the *Whitsundays compulsory pilotage area* by the *Great Barrier Reef Marine Park Regulations 2019*, subsection 192(4).

(2) A licensed pilot:

- commences their duties** when the vessel on which the pilot is on board as pilot enters the compulsory pilotage area in which the pilotage is to be conducted; and
- ceases their duties** when the vessel on which the pilot is on board as pilot leaves the compulsory pilotage area in which the pilotage was conducted.

*Note 1* Some terms used in this Marine Order are defined in *Marine Order 1 (Administration) 2013*, including:

- AMSA Act
- national law
- National Standard for Commercial Vessels (or *NSCV*)
- Navigation Act.

*Note 2* Other terms used in this Marine Order are defined in the Navigation Act, including:

- AMSA
- coastal sea of Australia
- EPIRB
- licensed pilot
- marine incident
- pilot
- pilotage provider
- seafarer
- STCW Convention
- vessel.

*Note 3* For delegation of AMSA's powers under this Marine Order — see the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).

## 5 Interpretation

In this Marine Order, the position of a meridian of longitude or a parallel of latitude is with reference to the World Geodetic System 1984.

## 6 Application

- For paragraph 162(2)(a) of the Navigation Act, this Marine Order applies to pilots and pilotage of vessels that are in, or in transit to or from waters in any of the following:
  - the Great North East Channel pilotage area;
  - the inner route pilotage area;
  - the Torres Strait;
  - the Whitsundays pilotage area.
- For paragraph 162(2)(b) of the Navigation Act, this Marine Order applies to pilots and pilotage of vessels in any waters of the Hydrographers Passage compulsory pilotage area.

*Note 1* All the areas mentioned in this section are in the coastal sea of Australia other than the Hydrographers Passage pilotage area that is outside the territorial sea of Australia and within the exclusive economic zone of Australia.

*Note 2* The *Great Barrier Reef Marine Park Regulations 2019* prescribe the Hydrographers Passage, the inner route and the Whitsundays compulsory pilotage area to be compulsory

pilotage areas for the *Great Barrier Reef Marine Park Act 1975* — see *Great Barrier Reef Marine Park Regulations 2019*, s 192.

*Note 3* For the kinds of vessels to which this Marine Order applies — see subsection 162(1) and Part 3 of Chapter 1 of the Navigation Act.

## 7 Review of decisions

A decision mentioned in the following table is taken to be a reviewable decision for section 17 of *Marine Order 1 (Administration) 2013*.

Item	Subsection	Decision	Person affected
1	18(1)	varying, suspending or revoking a licence	licence holder
2	24(1)	refuse to approve provision of coastal pilotage training course	applicant

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## Division 2 Pilotage providers

### 8 Application for pilotage provider licence

(1) A person (the *applicant*) may apply to AMSA for a pilotage provider licence in accordance with Marine Order 1.

*Note 1* Giving false or misleading information is an offence against the Criminal Code, sections 136.1 and 137.1.

*Note 2* A fee may be determined for this section — see the AMSA Act, section 47.

(2) An application for a pilotage provider licence must include the applicant's proposed safety management system.

### 9 Licence issue — pilotage provider

(1) AMSA may issue or re-issue (renew) a pilotage provider licence to the applicant if AMSA is satisfied that:

- a compliance audit has verified the systems of the applicant in accordance with Division 5; and
- the applicant has a safety management system approved by AMSA.

*Note* Sections 17 and 18 of Marine Order 1 provide for the review of decisions that are made in accordance with the application process in that Order.

(2) For paragraph (1)(b), AMSA may approve a safety management system if satisfied that:

- the safety management system meets clauses 1 and 2 of Schedule 1; and
- an individual has been appointed to perform the responsibilities mentioned in clause 3 of Schedule 1.

(3) Subsection (1) does not limit the matters that AMSA may consider in making a decision under this section.

### 10 Licence conditions — pilotage provider

(1) A pilotage provider licence is subject to the following conditions:

- the pilotage provider must comply with the criteria for the issue of the licence;
- the pilotage provider must implement a safety management system that meets the objectives set out in clause 1 of Schedule 1;

- (c) the pilotage provider must monitor the effectiveness of their safety management system;
- (d) the pilotage provider must review their safety management system and document changes if any of the following occurs:
  - (i) a risk control measure is revised;
  - (ii) there is a change to the regulatory requirements that relate to the provision of services from licensed pilots and pilotage providers;
  - (iii) a marine incident occurs;
  - (iv) an internal or external audit indicates a deficiency;
  - (v) technology that is used to assist pilots perform their duties has changed;
  - (vi) there is change to the nature of services provided by pilotage provider;
- (e) any significant change to the pilotage provider's safety management system must be approved by AMSA;
- (f) audits of the pilotage provider's safety management system must be conducted as follows:
  - (i) annually — conducted by pilotage provider;
  - (ii) biennially — conducted by AMSA;
  - (iii) 3 yearly — conducted by AMSA or an approved auditor;
- (g) a compliance audit must be facilitated by the pilotage provider at any reasonable time requested by AMSA to verify effectiveness of their safety management system and compliance with the Navigation Act and this Marine Order;

*Note for paragraph (g)* A list of approved auditors is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).

- (2) A person holding a pilotage provider licence must comply with the conditions mentioned in subsection (1) and each condition of the licence set out in Schedule 2.

*Note* Failure to comply with a condition of a pilotage provider licence may result in action in relation to the pilotage provider licence — see Division 4. Further regulatory measures are available to AMSA under section 264 (Inspector may give directions) and section 265 (Inspector may give improvement notices) of the Navigation Act.

- (3) For paragraph (1)(e), **significant** means a change that:
  - (a) directly impacts on the delivery of coastal pilotage services under the safety management system; or
  - (b) results in the lessening of minimum rest periods mentioned in the pilotage provider's fatigue risk management plan; or
  - (c) is not administrative in nature.

*Note for paragraph (c)* An update to contact details or correction of a typographical error is an example of change that is administrative in nature.

## 11 Licence duration — pilotage provider

A pilotage provider licence:

- (a) comes into force on the day it is issued; and
- (b) remains in force unless:
  - (i) it is revoked; or

(ii) if AMSA has specified an expiry day on the certificate — the certificate has expired.

## **Division 3      Licensed pilots**

### **12      Application for pilot licence**

(1) A person (the *applicant*) may apply to AMSA for a pilot licence in accordance with Marine Order 1.

*Note 1* Giving false or misleading information is an offence against the Criminal Code, sections 136.1 and 137.1.

*Note 2* A fee may be determined for this section — see the AMSA Act, section 47.

(2) The application must:

(a) state the class of pilot licence applied for; and  
(b) if the class of pilot licence applied for is a pilot licence — state the pilotage area applied for.

*Note* If a form is approved by AMSA for the application, the approved form must be used and is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au) — see *Marine Order 1 (Administration) 2013*.

(3) If the holder of a licence applies for re-issue (renewal) of a licence under this section, the licence remains in force until the application is decided.

### **13      Licence issue — pilot licence**

(1) AMSA may issue or re-issue (renew) the pilot licence to the applicant if:

(a) the criteria mentioned in Schedule 3 for the class of licence are met; and  
(b) for re-issue — the licence is not suspended.

*Note* Sections 17 and 18 of Marine Order 1 provide for the review of decisions that are made in accordance with the application process in that Marine Order.

(2) Subsection (1) does not limit the matters AMSA may consider in making a decision under this section.

### **14      Licence conditions — pilot licence**

(1) A pilot licence is subject to the following conditions:

(a) each condition of the pilot licence set out in Schedule 4;  
(b) for a check pilot — each condition of the check pilot licence set out in Schedule 5;  
(c) any other condition imposed by AMSA when the licence is issued or re-issued (renewed).

(2) A person holding a pilot licence must comply with each condition of the licence.

*Note* Failure to comply with a condition of a pilot licence may result in action in relation to the licence — see Division 4. Further regulatory measures are available to AMSA under section 29, and sections 264 (Inspector may give directions) and 265 (Inspector may give improvement notices) of the Navigation Act.

### **15      Licence term — pilot licence**

(1) A pilot licence comes into force on the day it is issued or re-issued (renewed).

(2) A pilot licence other than a check pilot licence ceases to be in force the earlier of:

(a) 2 years after the day the licence is issued or re-issued (renewed); or

- (b) a day specified by AMSA.
- (3) A check pilot licence ceases to be in force:
  - (a) on the expiry of the unrestricted pilot licence to which the check pilot licence is related; or
  - (b) a day specified by AMSA that is earlier than the date mentioned in paragraph (a).

## Division 4 Dealing with licences

### 16 Variation, suspension and revocation

- (1) AMSA may vary, suspend or revoke a pilotage provider licence or pilot licence if:
  - (a) a person has applied for a variation, suspension or revocation; or
  - (b) the person has given information to AMSA that was false or misleading; or
  - (c) the person has contravened a requirement of the Navigation Act or this Marine Order; or
  - (d) if a vessel that is being piloted is involved in a collision with another vessel or runs aground; or
  - (e) AMSA reasonably believes it is necessary in the interests of marine safety, protecting life or mitigating a threat to the environment.

*Note* The term *vary* includes *vary, impose or remove a licence condition* — see section 4.

- (2) If a licence is suspended under paragraphs (1)(d) or (e), the following applies:
  - (a) the suspension period must not be longer than 6 months from collision or grounding; and
  - (b) AMSA may extend that period for a period that is not longer than 12 months from collision or grounding.
- (3) In any other case where a licence is varied, suspended or revoked on the initiative of AMSA — AMSA must as soon as practicable give a notice to the holder of the licence.
- (4) A notice must:
  - (a) be in writing; and
  - (b) state:
    - (i) the date of issue of the notice; and
    - (ii) for a suspension — when the suspension period commences and ends; and
    - (iii) the circumstances causing the variation, suspension or revocation; and
    - (iv) invite the holder of licence to show cause, within a period specified in the notice, why variation, suspension or revocation is unreasonable.
- (5) If the holder of a licence is invited to show cause under subparagraph (4)(b)(iv), AMSA must before varying, suspending or revoking a licence, consider any representations that the holder makes to AMSA.
- (6) If a pilotage provider licence or pilot licence is suspended, the licence holder must not carry on an activity authorised by the licence during the suspension.

*Note 1* AMSA may revoke a suspension notice at any time.

*Note 2* It is an offence to perform prescribed duties of a licensed pilotage provider without a pilotage provider licence — see section 169 of the Navigation Act.

## Division 5 Inquiry, audit and other powers

### ***Subdivision 5.1 Inquiry and audit***

#### **17 Powers of inquiry**

- (1) AMSA may inquire into the activities of a pilotage provider.
- (2) The provider must respond to the satisfaction of AMSA, and within the period specified, to any request made by AMSA.

#### **18 Audit power — coastal pilotage services**

- (1) AMSA, or an approved auditor of behalf of AMSA, may conduct a compliance audit of a person.
- (2) AMSA may approve a person (an *approved auditor*) to conduct the audit on behalf of AMSA.
- (3) A compliance audit may be conducted for the purpose of identifying:
  - (a) compliance with provisions of the Navigation Act including this Marine Order; or
  - (b) aspects of any system that is relevant to the provision of coastal pilotage services; or
  - (c) the effectiveness of the pilotage provider's fatigue risk management plan; or
  - (d) the effectiveness of the pilotage provider's safety management system; or
  - (e) eligibility of a person to hold a pilotage provider licence; or
  - (f) compliance with any conditions on holding a pilotage provider licence.
- (4) A compliance audit may also substantiate information provided to AMSA.

#### **19 Audit power — training course audit**

- (1) AMSA, or a person approved by AMSA to conduct the audit on behalf of AMSA, may conduct a training course audit if:
  - (a) a person applies for approval to provide a coastal pilotage training course under section 21; or
  - (b) AMSA determines it necessary to conduct a training course audit.
- (2) AMSA may approve a person (an *approved auditor*) to conduct the audit on behalf of AMSA.

#### **20 Requirement to comply**

A person who is the subject of an audit under this subdivision must comply with the reasonable requirements of the person conducting the audit.

### ***Subdivision 5.2 Approved coastal pilotage training courses***

#### **21 Application**

A person (the *applicant*) may apply to AMSA in writing for approval to provide a coastal pilotage training course.

*Note 1* A fee may be determined for this section — see the AMSA Act, section 47.

*Note 2* If a form is approved by AMSA for the application, the approved form must be used and is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au) — see *Marine Order 1 (Administration) 2013*.

## 22 Approval

- (1) AMSA may approve the application if satisfied that:
  - (a) the applicant has the expertise, resources and procedures necessary to conduct and achieve the objectives of the coastal pilotage training course; and
  - (b) a training course audit under Division 5 has been completed to the satisfaction of AMSA demonstrating adequacy of the following matters:
    - (i) any bridge simulator training that is part of the course;
    - (ii) qualifications of persons teaching the course;
    - (iii) course material;
    - (iv) facilities used by the training course provider for the course;
    - (v) other aspects of training course relevant to this Marine Order.
- (2) A coastal pilotage training course approval is subject to any condition imposed by AMSA when the approval is issued or re-issued (renewed).

## 23 Approval term

A coastal pilotage training course approval:

- (a) comes into force on the day it is issued or re-issued (renewed); and
- (b) expires:
  - (i) 4 years after it is issued or re-issued; or
  - (ii) if AMSA determines an earlier expiry day — on that day.

### **Subdivision 5.3 Other powers**

## 24 Check pilot voyage review

If a check pilot tells AMSA of an unsatisfactory finding for a pilot as a result of a check pilot voyage under Schedule 5, AMSA may:

- (a) separately interview the check pilot and the pilot about the competency assessment; and
- (b) arrange for another competency assessment to be undertaken by the pilot with a different check pilot nominated by AMSA; and
- (c) after the competency assessment mentioned in paragraph (b) — determine whether further action is necessary; and
- (d) tell the pilot and the pilotage provider of the outcome.

## 25 Consistency in competency assessments conducted by check pilots

To ensure consistency in the competency assessments of pilots, AMSA may:

- (a) review any competency assessment; or
- (b) be present during the conduct of any competency assessment; or
- (c) arrange another competency assessment.

**26      AMSA may notify certain information**

(1) AMSA may tell a pilotage provider that employs or contracts a pilot the details of the following:

- (a) any pilot licence held by the pilot;
- (b) the results of any check pilot interview of the pilot;
- (c) any coastal pilotage training course completed by the pilot;
- (d) any dealings in relation to a licence;
- (e) any other situation or matter in which the pilot has been involved related to the performance of their pilotage duties.

*Example for paragraph (a)*

The class of pilot licence or its expiry date.

*Example for paragraph (d)*

The suspension of a pilot licence.

(2) AMSA must tell the pilot each time it tells the pilotage provider information about the pilot under subsection (1).

**27      AMSA may give directions**

(1) AMSA may direct a pilot or pilotage provider as follows:

- (a) by notice in writing to take such steps in relation to a thing as are reasonable in the circumstances for the person to comply with this Marine Order within the period specified in the notice; or
- (b) answer any questions, or provide any information that is requested by AMSA, relating to the pilotage of a vessel.

(2) A person must comply with a direction.

Penalty: 50 penalty units.

(3) An offence against subsection (1) or (2) is a strict liability offence.

(4) A person is liable to a civil penalty if the person contravenes subsection (2).

*Comment: OLC to second counsel noting the provision has been included to overcome the drawbacks in wording of sections 264 and 265 of the Navigation Act particularly 264(1)(a) and 265(1)(a)(b)). For discussion.*

**Division 6      Prescribed matters**

**28      Compulsory pilotage areas**

For subsection 163(1) of the Navigation Act, the following waters are compulsory pilotage areas:

- (a) the Great North East Channel pilotage area;
- (b) the Hydrographers Passage pilotage area;
- (c) the inner route pilotage area;
- (d) the Torres Strait;
- (e) the Whitsundays pilotage area.

**29 Prescribed information for application for exemption from requirement to navigate with a pilot**

(1) For paragraph 172(2)(b) of the Navigation Act, the following information is prescribed:

- (a) name of each compulsory pilotage area for which the exemption is proposed;
- (b) name and address of the applicant;
- (c) name and address of the vessel owner;
- (d) vessel name, IMO number, registered call sign and flag (country of registration);
- (e) vessel type (bulk carrier, general cargo vessel, oil tanker, chemical carrier, liquefied gas carrier and others);
- (f) principal dimensions (length overall, breadth extreme, maximum depth, maximum draught, displacement);
- (g) draught during navigation in each compulsory pilotage area;
- (h) hull material;
- (i) vessel's general arrangement and tank capacity plans;
- (j) details of navigational and communication equipment;
- (k) name of the master and navigational watchkeepers who will be on watch at any time during which the vessel is in each compulsory pilotage area;
- (l) qualifications of the master and navigational watchkeepers and details of their navigational experience for past 5 years in each compulsory pilotage area;
- (m) details of the bunkers that the vessel is to carry during the vessel's navigation in each compulsory pilotage area;
- (n) details of cargo that the vessel is to carry during the vessel's navigation in each compulsory pilotage area, including any oil carried in bulk cargo spaces;
- (o) details of ballast that the vessel is to carry during the vessel's navigation in each compulsory pilotage area;
- (p) details of any incident, or prescribed incident involving the vessel, the master of the vessel or navigational watchkeeper for the past 5 years;
- (q) date of last AMSA inspection of the vessel for purpose of ensuring the vessel and its arrangements are capable of complying with any conditions AMSA imposes on the exemption;
- (r) any other matter mentioned in any information sheet published on the AMSA website.

*Note for paragraph (a)* The application may detail more than one compulsory pilotage area.

*Note for paragraph (k)* Copies of certificates of competency and certificates of medical fitness are to be provided.

*Note for paragraph (r)* Pilotage Advisory Notes are available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au). Further guidance is also available in relation to vessel and carriage arrangements including the kind of details to be provided for cargo that is oil or a hazardous good.

(2) In this section:

**prescribed incident** has the same meaning as in the *Protection of the Sea (Prevention of Pollution from Ships) Act 2019*.

*Note* An application to from the requirement to navigate a vessel with a licensed pilot in a compulsory pilotage area must contain the information prescribed in this provision— see section 172(2)(b) of the Navigation Act.

## **Division 7      Transitional provisions**

### **30      Licences**

A pilotage provider licence or pilot licence issued under *Marine Order 54 (Coastal pilotage) 2014* that is in force on 31 May 2026 is taken to have been issued under this Marine Order.

### **31      Training**

A person approved by AMSA to provide training under *Marine Order 54 (Coastal pilotage) 2014*, whose approval was in force on 31 May 2026, is taken to hold an approval under this Marine Order.

### **32      Approvals**

An approval under *Marine Order 54 (Coastal pilotage) 2014*, that is not expired or revoked before 1 June 2026, is taken to have been given under this Marine Order.

## Schedule 1 Safety management system

(sections 9 and 10)

### 1 Objectives for safety management system

The safety management system of the pilotage provider must be as follows:

- (a) simple and easy to use;
- (b) appropriate to the provision of coastal pilotage services in the relevant pilotage area;
- (c) reviewed and kept up to date;
- (d) reviewed and maintained to ensure continuous improvement;
- (e) adherence by all members of the pilotage operation including pilotage provider, pilots, operational staff and management;
- (f) regularly reviewed by internal and external audit.

### 2 Requirements for safety management system

The safety management system of the pilotage provider must set out the following to the satisfaction of AMSA:

- (a) how the pilotage provider's work practices are conducted to ensure safety including mitigating the following:
  - (i) risks arising from pilot transfer;
  - (ii) navigational error;
  - (iii) equipment failure;
  - (iv) lack of situational awareness;
  - (v) fatigue;
  - (vi) grounding;
  - (vii) collision;
  - (viii) human error (e.g., poor bridge resource management);
- (b) how compliance with the pilotage provider's fatigue risk management plan is achieved;
- (c) a policy for information exchange between the master and pilot taking into account regulatory requirements for each compulsory pilotage area;
- (d) a procedure for identifying and minimising risks associated with all coastal pilotage operations;
- (e) how compliance with requirements in the Navigation Act and Marine Orders are met;
- (f) how the pilotage provider ensures that licensed pilots, and pilots under training are adequately trained to comply with regulatory requirements;
- (g) how compliance with under keel clearance requirements are met;
- (h) a procedure to ensure safe pilot transfer arrangements;
- (i) the keeping of a register for any high-risk activity;
- (j) contingency planning arrangements for each high-risk activity taking into account risk management principles;

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- (k) a policy and procedure for managing cybersecurity threats;
- (l) emergency response plans for likely emergency scenarios that a licensed pilot might encounter;
- (m) for drug and alcohol — as follows:
  - (i) a policy for operational staff and each licensed pilot; and
  - (ii) a procedure for pre-boarding verification of the drug and alcohol policy;
- (n) if the pilotage provider conducts pilot transfers by helicopter or launch — procedures for induction, familiarisation and regular training of any pilot transferred by helicopter;
- (o) a policy and procedure for continuous improvement including:
  - (i) regular review of competency assessments to identify areas for improvement in the performance of pilot duties; and
  - (ii) training and professional development; and
  - (iii) regular reporting to coastal pilotage stakeholder meetings of trending issues and corrective actions taken;
- (p) a policy and procedure for Portable Pilotage Unit (PPU) which must include:
  - (i) use of PPU with independent GPS input;
  - (ii) training of pilots on the use of PPUs including how to update software, interpret data and troubleshooting;
  - (iii) refresher training of pilots at least annually;
  - (iv) maintenance requirement and record keeping;
- (q) for the role of designated person — how the pilotage provider ensures:
  - (i) the independence and authority of the designated person to report to the senior management of pilotage provider; and
  - (ii) that the recommendations of the designated person are taken into account and implemented if appropriate;
- (r) a policy for continuous improvement which includes:
  - (i) identifying information concerning local, national, and international pilotage-related incidents and method of sharing lessons learned with each pilot;
  - (ii) method of sharing findings from audits with key operational staff and each pilot;
  - (iii) implementation of the pilotage provider's own recommendations and sharing of them at coastal pilotage stakeholder meetings;
- (s) a policy for internal and external audits;
- (t) a procedure for revision of their safety management system and updating;
- (u) a procedure for carrying out corrective actions;
- (v) a procedure for incident reporting and investigation;
- (w) a procedure for giving the latest edition of the pilot advisory notes published by AMSA to licenced pilots when issued and making appropriate change to the system if needed;

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- (x) the method for keeping of a record of changes made to their safety management system.

*Notes for paragraphs (p) and (w)* See pilotage advisory notes published on the AMSA website [www.amsa.gov.au](http://www.amsa.gov.au).

### **3 Responsibilities of designated person**

- (1) The pilotage provider must appoint a person who performs the role as a designated person for their safety management system.
- (2) A person appointed by the pilotage provider as a designated person must:
  - (a) have experience in pilotage services; and
  - (b) be trained in relation to, and familiar with, the safety management system of the pilotage provider.
- (3) A person appointed by the pilotage provider as a designated person for their safety management system is responsible for the following:
  - (a) monitoring the safety and pollution prevention aspects of the operation of each pilotage;
  - (b) ensuring that there are adequate resources and shore based support when required;
  - (c) maintaining the safety management system, in particular:
    - (i) verifying the effectiveness and implementation of the system; and
    - (ii) reporting any deficiencies to the responsible level of management of the pilotage provider including making recommendations for corrective action; and
    - (iii) identifying 1 or more persons responsible for correcting deficiencies;
  - (d) being fully conversant with the safety management system and policies and procedures;
  - (e) managing internal and external audits of the safety management system and ensuring appropriate corrective action is taken after an audit.

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## Schedule 2 Pilotage provider licence conditions

(section 10)

### 1 Pilot performance

For each licensed pilot employed or contracted —a licensed pilotage provider must:

- (a) monitor their performance; and
- (b) put in place measures to continuously improve their performance; and
- (c) monitor emerging technology to assist the pilot perform their duties; and
- (d) put in place measures to reduce risks that might arise when the pilot is discharging their duties.

*Note 1* It is an offence for a person to perform duties of a licensed pilotage provider if the person is not a licensed pilotage provider — see section 169 of the Navigation Act.

*Drafters comment: This provision has the content of section 12 from previous version (MO54 251021A) that related to duties of licensed pilotage provider. For info, paragraph 12(a) of previous version is covered by section 10 (Licence conditions).*

### 2 Pilot training

The pilotage provider must provide training to a licensed pilot as set out in their safety management system.

### 3 Pilot to hold Certificate of Medical Fitness

The pilotage provider may only assign a licensed pilot to the transit of a vessel through a pilotage area if the pilot holds a Certificate of Medical Fitness.

### 4 Pilot to remain on duty when in pilotage area

If the pilotage provider assigns a licensed pilot to the transit of a vessel (the *piloted vessel*) through a pilotage area, the pilotage provider must ensure that the licensed pilot remains on duty when the piloted vessel is in the pilotage area unless otherwise authorised by AMSA.

### 5 Pilot to comply with fatigue management plan

If the pilotage provider assigns a licensed pilot to the transit of a vessel, the pilotage provider must ensure the licensed pilot complies with the fatigue risk management plan of the pilotage provider.

### 6 Under keel clearance requirements — including pilot's use of UKCM system

If the pilotage provider assigns a licensed pilot to the transit of a vessel through Prince of Wales Channel, Gannet Passage or Varzin Passage, the provider must ensure the pilot complies with clause 3 of Schedule 4.

### 7 Reporting for compulsory pilotage areas

- (1) If the pilotage provider assigns, or intends to assign, a pilot to the transit of a vessel through a compulsory pilotage area, the pilotage provider must tell AMSA the pilotage detail:
  - (a) if the pilotage provider receives the request for a licensed pilot within 48 hours before the pilot is needed — as soon as practicable; or

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- (b) in any other case — no later than 48 hours before a pilot commences their duties.

(2) In this clause:

***pilotage detail***, for a pilotage of a compulsory pilotage area, means the following:

- (a) the name of the pilot;
- (b) booking number for the pilotage;
- (c) the name of the vessel to be piloted;
- (d) call sign of the vessel to be piloted;
- (e) IMO number of the vessel to be piloted;
- (f) when the pilot will board the vessel;
- (g) where the pilot will board the vessel;
- (h) whether any competency assessment will take place during transit and, if so, the name of check pilot conducting the assessment.

## 8 Incident reporting

- (1) The pilotage provider must tell AMSA in writing as follows:
  - (a) any occurrence of an incident — within 4 hours after the incident; and
  - (b) more detailed information about the incident if requested by AMSA — within 72 hours after the request is made.

*Note 1* It is an offence for the owner or master of a vessel not to report to AMSA a ***marine incident*** involving the vessel — see sections 185 and 186 of the Navigation Act. Section 23A of *Marine Order 1 (Administration) 2013* prescribes matters for these reports.

*Note 2* It is an offence for a master or owner not to report to the National Regulator (AMSA) certain ***marine incidents*** involving domestic commercial vessels under sections 88 and 89 of the national law.

- (2) An incident report by a pilot employed or contracted by the pilotage provider that meets the requirements of subsection (1) is taken to be a report by the pilotage provider.
- (3) An incident that is reported to REEVTS is taken to have been reported to AMSA in accordance with subsection (1).

## 9 Investigations

The pilotage provider must undertake an investigation as soon as practicable after the following:

- (a) an incident; or
- (b) any non-compliance by a pilot or pilotage provider with a requirement of this Marine Order that has occurred or suspected to have occurred.

## 10 Helicopter transfers

- (1) The pilotage provider must ensure that a helicopter used for pilot transfer is certified, operated and maintained in accordance with the requirements for the helicopter under the *Civil Aviation Act 1988*.

- (2) Each pilot carried by helicopter during pilot transfer must be provided with an inflatable lifejacket that is:
  - (a) fitted with a self-activating and water activated 406 MHz personal locator beacon with GPS capability; and
  - (b) complies with the requirements of the *Civil Aviation Act 1988*.

*Note* For further information — see CASR Part 138 and *Part 138 of the Manual of Standards* available on CASA's website at [www.casa.gov.au](http://www.casa.gov.au).
- (3) A pilot must undergo a safety briefing conducted by the helicopter pilot before each flight.
- (4) A pilot may be transferred by helicopter to or from a vessel only if the pilot has undertaken helicopter escape training in accordance with the pilotage provider's safety management system.

## **11 Pilot launch arrangements**

- (1) Any pilot launch used for pilot transfers must comply with the requirements of the national law.
- (2) The pilot launch must be fitted with a registered self-activating and water activated 406 MHz EPIRB.
- (3) Each pilot and crew member working on the deck of the pilot launch must be provided with:
  - (a) a life jacket that is equipped with:
    - (i) a self-activating light, whistle and strobe light; and
    - (ii) a self-activating and water activated 406 MHz personal locator beacon with GPS capability; and
    - (iii) a stainless steel ring or other arrangement, for clipping onto the safety rail system of the pilot launch; and
  - (b) a lanyard or webbing strap capable of withstanding a load of 1.2 kN and capable of securely clipping on to the life jacket and the safety rail system.

*Note for paragraph (a)* The NSCV also requires a MSLS transmitter which is a portable transmitting device sending an alert signal to an MSLS receiver. It operates on 121.5 MHz (that complies with AS/NZS 4869.1:2006 *Maritime Survivor Locating Systems (MSLS – Operating on 121.5 MHz)* or operating on frequencies other than 121.5 MHz (that complies with AS/NZS 4869.2:2010 *Stand alone maritime survivor locating systems (MSLS) – Operating on frequencies other than 121.5 MHz*).

*Note 1* Part C1 of NSCV sets out requirements for the safety rail system.

*Note 2* Pilots and seafarers of the pilot launch must wear any additional personal protective equipment specified in the pilotage provider's safety management system.

## **12 Operational safety meetings**

The pilotage provider must conduct an operational safety meeting at least every 60 days.

*Note* For the definition of *operational safety meeting* — see section 4.

## **13 Record keeping**

The pilotage provider must keep each record required by their safety management system for at least 5 years after the record was made.

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## 14 Requirement to produce records and information

The pilotage provider must, on a request from AMSA, produce:

- (a) for each pilot — the following:
  - (i) qualifications including a Certificate of Medical Fitness or, for a licence issued by a State or other country, a medical certificate issued by the authority issuing the licence;
  - (ii) training courses, professional development courses and drills undertaken;
  - (iii) records created for the pilotage provider's fatigue risk management plan with which each pilot is to comply;
  - (iv) the service date of each personal flotation device used by each pilot of the pilotage provider;
  - (v) the number of competency assessments undertaken for the purpose of renewing their pilot licence or restricted pilot licence; and
- (b) details of internal audits; and
- (c) the agenda and minutes of any operational safety meeting conducted by the pilotage provider.

*Note 1* For the definition of *operational safety meeting* — see section 4.

*Note 2* Records required by the safety management system of the pilotage provider must be kept for at least 5 years after the records were made — see clause 12.

## 15 Notification of change of name or address

The pilotage provider must, within 30 days, tell AMSA in writing about any change to:

- (a) pilotage provider's name or address, and
- (b) employment or contract status of any pilot including:
  - (i) employment or engagement;
  - (ii) termination or cessation.

## Schedule 3 Pilot licence criteria

(section 13)

### 1 Restricted pilot licence criteria

(1) The criteria for issue to a person of a restricted pilot licence are that the person:

- (a) is entitled to work in Australia; and
- (b) has:
  - (i) either:
    - (A) a certificate of competency as Master at least 3000 GT issued by AMSA; or
    - (B) a certificate of recognition or restricted certificate of recognition of a certificate or qualification issued by AMSA because it was satisfied the certificate or qualification was adequate for the duties or functions to be performed by Master at least 3000 GT; or
  - (ii) Royal Australian Navy qualifications in pilotage and navigation that AMSA determines equivalent to either of the certificates mentioned in subparagraphs (A) and (B); or
  - (iii) satisfactorily completed an alternative pathway program within the 4 year period before application; and
- (c) holds a Certificate of Medical Fitness; and
- (d) has satisfactorily completed a bridge resource management course approved by AMSA within the 4 year period before the application; and
- (e) has satisfactorily completed:
  - (A) a fatigue risk management course approved by AMSA; and
  - (B) for transits of the Great North East Channel pilotage area — an approved competency assessment in the use of UKCM system; and
- (f) has satisfactorily completed:
  - (i) any competency assessment approved by AMSA or competency check that AMSA determines equivalent; and
  - (ii) a training workbook approved by AMSA; and
- (g) if held a pilot licence that expired between 12 months and 2 years before application — has satisfactorily completed a coastal pilot proficiency check (CPPC) before applying.

*Note for paragraph (e)* Information about approved coastal pilotage training courses is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).

(2) For subparagraph (1)(b)(iii), a person is taken to have completed the alternative pathway program if the person:

- (a) was approved by AMSA to participate in the program on recommendation of a licensed pilotage provider; and
- (b) as follows:
  - (i) held any of the following before completion of the program:
    - (A) a certificate of competency as a Master at least 3000 GT;
    - (B) a certificate of competency as Chief Mate at least 3000 GT;
    - (C) a certificate of competency as Watchkeeper Deck;

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- (D) a certificate of recognition or restricted certificate of recognition of a certificate or qualifications that was issued because AMSA was satisfied the certificate or qualification was adequate for the duties or functions to be performed by Master at least 3000 GT or Chief Mate at least 3000 GT or Watchkeeper Deck; or
- (ii) has Royal Australian Navy qualifications in pilotage and navigation that AMSA determines equivalent to any of the certificates mentioned in subparagraphs (A) to (D); or
- (iii) has a licence for a port pilot held within the 5 year period before application.

*Note* Information about the alternative pathway trainee program is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).

## 2 Unrestricted pilot licence criteria

- (1) The criteria for issue to a person of an unrestricted pilot licence, for a stated pilotage area, are that the person:
  - (a) holds a restricted pilot licence for the pilotage area; and
  - (b) holds a Certificate of Medical Fitness; and
  - (c) has, while performing the duties of a pilot holding a restricted pilot licence, completed the required number of transits to the satisfaction of AMSA.
- (2) The criteria for issue to a person of an unrestricted pilot licence for the Whitsundays pilotage area are that the person:
  - (a) holds an unrestricted pilot licence for:
    - (i) the inner route pilotage area; or
    - (ii) the Hydrographers Passage pilotage area; and
  - (b) has, while holding a licence mentioned in paragraph (a) within the 2 year period before application, completed at least 2 transits in the Whitsundays pilotage area as a pilot under training or an observer of the piloting of the vessel; and
  - (c) holds a Certificate of Medical Fitness; and
  - (d) for a licence in the area permitting anchorage of passenger vessels in cruise ship anchorages:
    - (i) has proceeded to anchor and weighed anchor on a vessel  $\geq 500$  GT at least 2 times at 1 or more cruise ship anchorages that are designated anchorages in the Whitsundays pilotage area within the 2 year period before the application; and
    - (ii) has completed the coastal pilotage training course approved by AMSA for Whitsunday Anchoring.
- (3) As an alternative to the **required number of transits** mentioned in paragraph (1)(c), AMSA may determine the completion of the following as equivalent:
  - (a) pilotage experience in other geographic regions;
  - (b) bridge simulator training;
  - (c) service as a check pilot.

(4) In this clause:

***required number of transits*** means:

- (a) for eligibility to hold an unrestricted pilot licence for the inner route pilotage area:
  - (i) 6 transits of the inner route pilotage area while holding a restricted licence with a draught limit of 11.5 m for the area; and
  - (ii) at least 1 transit mentioned in subparagraph (i) being a check pilot voyage on a vessel with a draught of at least 11.9 m; and
- (b) for eligibility to hold an unrestricted pilot licence for the Hydrographers Passage pilotage area:
  - (i) 20 transits of the area while holding a restricted pilot licence for the area; and
  - (ii) at least 1 transit mentioned in subparagraph (i) being a check pilot voyage; and
- (c) for eligibility to hold an unrestricted pilot licence for the Great North East Channel pilotage area:
  - (i) 6 transits of Torres Strait west of Alert Patches while holding a restricted licence for the area permitting piloting of vessels up to 11.5 m draught; and
  - (ii) at least 1 transit mentioned in subparagraph (i) being a check pilot voyage on a vessel with a draught of at least 11.9 m; and
  - (iii) at least 2 transits mentioned in subparagraph (i) being the full extent of Great North East Channel pilotage area while holding a restricted licence for the area permitting piloting of vessels up to 11.5 m draught.

### **3 Check pilot licence criteria**

- (1) The criteria for issue of a check pilot licence to a person are that the person:
  - (a) holds an unrestricted pilot licence for the pilotage area; and
  - (b) holds a Certificate of Medical Fitness; and
  - (c) has a letter support from current employer; and
  - (d) has satisfactorily completed the following:
    - (i) check pilot specific training mapped to IMO model course 1.30 approved by AMSA; and
    - (ii) human factors training approved by AMSA; and
    - (iii) mentor training approved by AMSA; and
    - (iv) a psychometric assessment approved by AMSA; and
    - (v) an oral examination approved by AMSA; and
  - (e) has, while performing the duties of a licensed pilot, completed the required number of transits to the satisfaction of AMSA; and
  - (f) has not, while holding the unrestricted pilot licence mentioned in paragraph (a), had their licence suspended more than 5 days within the 2 year period before the determination of eligibility; and
  - (g) is considered by AMSA competent for the role.

*Note* Information about approved workplace assessment training courses, psychometric assessments and oral examinations is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).

- (2) As an alternative to the **required number of transits** mentioned in paragraph (1)(e), AMSA may determine the completion of the following as equivalent:
  - (a) pilotage experience in other geographic regions;
  - (b) bridge simulator training;
  - (c) service as a check pilot.
- (3) In this clause:
 

**required number of transits** means:

  - (a) for eligibility to hold a check pilot licence for the inner route pilotage area:
    - (i) 20 transits of the area within the 12 month period before the determination of eligibility; and
    - (ii) 100 transits of the area including:
      - (A) 50 transits on vessels operating under the UKCM system; and
      - (B) 10 transits on container vessels; and
      - (C) 5 transits on passenger vessels; and
      - (D) 10 transits on oil tankers; and
      - (E) 20 transits on bulk carriers; and
  - (b) for eligibility to hold a check pilot licence for the Hydrographers Passage pilotage area:
    - (i) 6 transits of the area within the 12 month period before the determination of eligibility; and
    - (ii) 35 transits of the area including:
      - (A) 10 transits at night in each direction being 5 east bound and 5 west bound; and
      - (B) 10 transits on loaded cape sized bulk carriers; and
      - (C) 10 transits on ballast cape size bulk carriers; and
  - (c) for eligibility to hold a check pilot licence for the Great North East Channel pilotage area:
    - (i) 100 transits west of Alert Patches; and
    - (ii) 30 transits of the Great North East Channel (east of Alert Patches) including:
      - (A) 6 transits that have occurred within the 12 month period before the determination of eligibility; and
      - (B) 10 transits that have occurred at night in each direction being 5 north bound and 5 south bound.

**workplace assessment training course** means an experiential training course or module of learning with set objectives that is approved by AMSA.

#### 4 Licence re-issue (renewal) criteria

(1) The criteria for re-issue (renewal) of a pilot licence are that:

- (a) held a pilot licence in the 2 years before application; and
- (b) if held a pilot licence that expired between 6 months and 12 months before application — has satisfactorily completed a coastal pilot proficiency check (CPPC) within the 12 months period before applying; and
- (c) for the re-issue of a restricted pilot licence — the person has:
  - (i) held a pilot licence that expired between 12 months and 2 years before application; and
  - (ii) has satisfactorily completed a coastal pilot proficiency check (CPPC) within the 12 months before applying; and
- (d) has completed continuing professional development to the satisfaction of AMSA within the 2 year period before applying; and
- (e) holds a Certificate of Medical Fitness; and
- (f) for a pilot licence other than a check pilot licence — meets the requirements of subsection (2); and
- (g) for a check pilot licence — as follows:
  - (i) meets the requirements for the unrestricted licence for the pilotage area mentioned in subsection (2) to which the licence is related;
  - (ii) has conducted as a check pilot the minimum number of competency assessments in the last 2 years being:
    - (A) 3 check pilot voyages; and
    - (B) 1 coastal pilot proficiency check (CPPC);
  - (iii) has not been the subject of a suspension of more than 5 days in the 2 year period before applying for re-issue.

*Note for paragraph (b)* Information about approved training courses is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).

(2) The criteria for re-issue (renewal) of a pilot licence, that is a restricted pilot licence or unrestricted pilot licence, are that:

- (a) for a licence to pilot in the Hydrographers Passage pilotage area — the person has performed duties of a pilot on at least 8 transits of the area within the 2 year period before the application is made, of which:
  - (i) at least 4 transits have been completed within the 12 month period before the re-issue; and
  - (ii) 1 transit is a check pilot voyage; and
  - (iii) 1 coastal pilot proficiency check (CPPC) satisfactorily completed; and
- (b) for a licence to pilot in the inner route pilotage area — the person has performed duties of a pilot on no less than 8 transits of the area within the 2 year period before the application is made, of which:
  - (i) at least 4 transits have been completed within the 12 month period before the re-issue; and
  - (ii) 1 transit is a check pilot voyage; and
  - (iii) 1 coastal pilot proficiency check (CPPC) satisfactorily completed; and

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- (c) for a licence to pilot in the Great North East Channel pilotage area — the person has performed duties of a pilot on at least 4 transits of the area within the 2 year period before the application is made, of which:
  - (i) at least 2 transits have been completed within the 12 month period before the re-issue; and
  - (ii) 1 transit is a check pilot voyage; and
  - (iii) 1 coastal pilot proficiency check (CPPC); and
- (d) for a licence to pilot in the Whitsundays pilotage area — the person has performed duties of a pilot in the area within the 2 year period before the application is made; and
- (e) for a licence to pilot in the Whitsundays pilotage area permitting anchorage of passenger vessels in cruise ship anchorages — the person has performed duties of pilot anchoring passenger vessels in cruise ship anchorages in the area within the 2 year period before the re-issue.

(3) If AMSA is satisfied that circumstances exist in which it would be unreasonable or impracticable for a licensed pilot to meet the requirements of subclause (2), AMSA may re-issue (renew) the pilot's unrestricted pilot licence or restricted pilot licence as follows:

- (a) for a stated period; or
- (b) for a specified number of transits in 1 or more specified pilotage areas; or
- (c) following completion of a specified number of transits in specified pilotage areas as an observer.

## 6 Check pilot voyage considered voyage

A check pilot voyage counts as a transit of the pilotage area where it occurred for both the pilot and the check pilot.

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## Schedule 4 Pilot licence conditions

(section 14 and Schedule 2(6))

### 1 Restricted and unrestricted pilot licence conditions

(1) If the pilot holds a restricted pilot licence or an unrestricted pilot licence, the pilot must:

- (a) have a Certificate of Medical Fitness; and
- (b) not be under the influence of drugs or alcohol while performing their duties; and
- (c) give information and advice to the master of the vessel to assist the master and the vessel's navigating officers to make safe passage through the pilotage area; and
- (d) remain on duty when the piloted vessel is in the pilotage area unless otherwise authorised by AMSA; and
- (e) consider and take into account the latest edition of pilot advisory notes published by AMSA; and
- (f) prepare a detailed passage plan for the pilotage of a vessel that:
  - (i) uses the passage plan model specific to the vessel being piloted; and
  - (ii) is agreed with the master of the vessel; and
- (g) take into account relevant information regarding the vessel including information provided by onboard systems and external aids to navigation; and
- (h) use a Portable Pilotage Unit (PPU) that:
  - (i) is independent of the vessel's position system; and
  - (ii) has redundancy features and clear visual and audio warnings for positional accuracy; and
  - (iii) adheres to safety and cybersecurity guidelines; and
- (i) confirm with the master all emergency plans relevant to the safe navigation of the vessel and the pilot's role in the plans; and
- (j) ensure correct communications procedures are used for VHF radio and any other equipment that may be used during the pilotage; and
- (k) ensure that watchkeeping arrangements are in accordance with the guidance on keeping a navigational watch set out in STCW Code Section A-VIII/2 Part 3; and
- (l) when piloting a vessel — ensure that the vessel is operated in accordance with the *International Regulations for Preventing Collisions at Sea, 1972* as in force from time to time; and
- (m) comply with the safety management system of the pilotage provider engaging the pilot to conduct the pilotage; and
- (n) comply, as much as practicable, with the safety management system of the vessel being piloted; and
- (o) comply with the pilotage provider's fatigue risk management plan; and
- (p) use a personal flotation device that complies with any Australian Standard that applies to it; and

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- (q) when being transferred to or from a vessel — wear a helmet designed to protect the pilot's head from impact injury including in the event of a fall from height and
- (r) if the pilot holds an unrestricted pilot licence for the Whitsundays pilotage area and is permitted to anchor in the area — anchor in the area in accordance with the conditions of anchoring in the area; and
- (s) tell the pilotage provider and REEFVTS of any incident, no later than 2 hours after the incident occurs.

*Examples for paragraph (g)*

- malfunctioning onboard equipment
- aids to navigation such as buoys

*Note for paragraph (h)* See pilotage advisory notes published on the AMSA website [www.amsa.gov.au](http://www.amsa.gov.au).

*Note for paragraph (k)* **STCW Code** is defined in *Marine Order 1 (Administration) 2013*.

*Note for paragraph (p)* It is a condition of a pilotage provider licence that the pilotage provider must produce records of service dates of personal flotation devices used by pilots or pilot launch crew engaged by the pilotage provider — see subparagraph 10(1)(a)(iv) of Schedule 1.

- (2) The pilot must provide information and advice to the master of the vessel with the appropriate skill, care and attention to ensure the safe passage of the vessel in the compulsory pilotage area.

## 2 Restricted pilot licence — draught limit requirements

- (1) The following draught limits apply to a restricted pilot licence issued for piloting in the inner route pilotage area:
  - (a) for a person who holds a restricted licence for the area who has not completed 12 inner route transits with vessels of 10 m draught or less — 10 m;
  - (b) for a person who holds a restricted licence for the area and has completed 12 inner route transits with vessels of 10 m draught or less — 10.5 m;
  - (c) for a person mentioned in paragraph (b) who has completed an additional 6 inner route transits with vessels of 10.5 m draught or less — 11 m;
  - (d) for a person mentioned in paragraph (c) who has completed an additional 6 inner route transits with vessels of 11 m draught or less — 11.5 m.
- (2) The following draught limits apply to a restricted pilot licence issued for piloting in Great North East Channel pilotage area:
  - (a) for a person who holds a restricted licence for the area who has not completed 12 transits west of Alert Patches with vessels of 10 m draught or less — 10 m;
  - (b) for a person who holds a restricted licence and has completed 12 transits west of Alert Patches with vessels of 10 m draught or less — 10.5 m;
  - (c) for a person mentioned in paragraph (b) who has completed an additional 6 transits west of Alert Patches, with vessels of 10.5 m draught or less — 11 m;
  - (d) for a person mentioned in paragraph (c) who has completed an additional 6 transits west of Alert Patches, with vessels of 11 m draught or less — 11.5 m.

(3) In this clause:

***Alert Patches*** means the area of Torres Strait centred on 10°29.8'S, 142°21.2'E.

***inner route transit*** means a transit of Torres Strait north of latitude 16° 39.91'S.

*Note* Information about the UKCM system and a related e-learning course is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).

### **3 Restricted pilot licence — vessel prohibitions**

(1) A person who holds a restricted pilot licence, must not pilot the following:

- (a) a loaded oil tanker;
- (b) a loaded chemical carrier;
- (c) a loaded liquefied gas carrier;
- (d) for a pilotage area other than the Hydrographers Passage pilotage area — a vessel with draught exceeding the draught endorsed on the pilot licence under clause 2; and

(2) For this provision — ***loaded*** refers to a vessel with cargo onboard for discharge and not including the presence of unpumpable cargo residues.

### **4 Requirements for pilotage through certain areas**

(1) This clause applies to a pilot if piloting a vessel through Prince of Wales Channel, Gannet Passage or Varzin Passage.

(2) A pilot must ensure that the vessel has a draught that is not more than 12.5 m.

(3) If the vessel is transiting Gannet or Varzin Passages — the vessel must have an under keel clearance of 1 m or more.

(4) If the vessel is transiting Prince of Wales Channel — the vessel must have an under keel clearance of:

- (a) if the vessel has a draught between 11.90 m and 12.20 m — at least 10% of the draught of the vessel; and
- (b) if the vessel has a draught of less than 11.90 m — 1 m or more.

(5) If vessel that has a draught of 9 m or more, the pilot must:

- (a) use an active UKCM system transit plan at all times when the vessel is transiting the UKCM system monitoring area; and
- (b) have at least 1 completed hard-copy of the active UKCM system transit plan available on board the vessel; and
- (c) actively monitor the active UKCM system transit plan at all times when the vessel is in the UKCM system monitoring area.

(6) In this clause:

***active UKCM system transit plan*** means a UKCM system transit plan created for the vessel with an ***ACTIVE*** transit plan status set in the UKCM system.

***UKCM system monitoring area*** means the waters bounded on the north by latitude 10°28'S; on the west by longitude 141°50'E; on the south by latitude 10°41'S; and on the east by longitude 142°27'E.

***under keel clearance*** means the vertical distance between the lowest part of the vessel and the seabed as calculated by the UKCM system.

*Note* Table representation of requirements for pilotage through certain areas

	Draught limit for transit	Under keel clearance requirement		Draught when UKMC system required for transit
		Draught 11.90 – 12.20 m	Draught <11.90 m	
Prince of Wales	≤12.20 m	10% of draught	≥1 m	≥8 m
Gannet Passage	≤12.20 m	≥1 m	≥1 m	≥8 m
Varzin Passage	≤12.20 m	≥1 m	≥1 m	≥8 m

#### 4 Requirements for training and continuing professional development

- (1) The pilot must satisfactorily complete any coastal pilotage training course approved by AMSA or any continuing professional development that is required by AMSA.
 

*Note* A list of approved coastal pilotage training courses and information about continuing professional development for pilots is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).
- (2) The pilot may only use a UKCM system if the pilot has completed the following to the satisfaction of AMSA:
  - (a) training in the use of the UKCM system;
  - (b) a competency assessment in the use of the UKCM system.
- (3) The pilot must complete a coastal pilotage proficiency check (CPPC) to the satisfaction of AMSA if:
  - (a) the pilot has not performed duties of a pilot for more than 6 months; or
  - (b) the pilot has been involved in an incident; or
  - (c) the pilot did not satisfactorily complete a check pilot voyage; or
  - (d) their pilot licence has been suspended.

#### 5 Requirements for reporting by pilots

- (1) A pilot of a vessel must make a report to REEFVTS of the following:
  - (a) vessel name, call sign, GBRMPA permit number (if any) and IMO number;
  - (b) name of pilot boarding ground or position (latitude and longitude);
  - (c) name and Pilot/Seafarer ID of the pilot;
  - (d) name and Pilot/Seafarer ID of any check pilot or pilot under training accompanying the pilot;
  - (e) time the compulsory pilotage area was entered or left, whichever is applicable.
- (2) The pilot must make the report:
  - (a) within the following time period:
    - (i) no later than 30 minutes after the pilot commences their duties; and
    - (ii) no later than 15 minutes after the pilot ceases their duties; or
  - (b) if it is unsafe to make a report in accordance with paragraph (a) — as soon as it is safe to make the report.

(3) For this clause:

**Pilot/Seafarer ID** means the identification number included on the pilot licence issued to each pilot by AMSA.

## **6 Notification of certain matters**

The pilot must within 30 days tell AMSA, in writing, of the following:

- (a) change to their name or address;
- (b) if their pilotage duties have not been performed for at least 6 months.

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## Schedule 5 Check pilot licence conditions

(sections 14 and 24)

### 1 Check pilot voyages

- (1) For a check pilot voyage — the check pilot must undertake the voyage with a person holding an unrestricted pilot licence or restricted pilot licence and assess the pilot using the checklist approved by AMSA.
 

*Note 1* The requirements for check pilot voyages, including the checklist, are available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).

*Note 2* The checklist includes performance criteria and is available on the AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au).
- (2) Before embarking on the voyage, the check pilot must:
  - (a) tell the pilot being assessed what the performance criteria are; and
  - (b) ensure the following:
    - (i) the pilot's last competency assessment during a check pilot voyage was not conducted by them; and
    - (ii) the check pilot has not conducted a coastal pilot proficiency check (CPPC) with the pilot in the same licence period.
- (3) At the conclusion of the voyage:
  - (a) the check pilot and pilot must sign the checklist used on the voyage; and
  - (b) the check pilot must give the completed checklist to AMSA within 3 days after the completion of the voyage; and
  - (c) the check pilot must de-brief the pilot and, if necessary, discuss remedial action with the pilot.
- (4) The check pilot must assess a pilot under training in accordance with requirements for check pilot voyages.

### 2 Coastal pilot proficiency checks

Before commencing a coastal pilot proficiency check (CPPC), the check pilot must:

- (a) tell the pilot being assessed what the performance criteria are; and
- (b) ensure the following:
  - (i) the pilot's last coastal pilot proficiency check (CPPC) was not conducted by them;
  - (ii) the check pilot has not conducted a check pilot voyage with the pilot in the same licence period.

### 3 Check pilot to be on bridge

The check pilot must be on the bridge at all times when the pilot being assessed is on the bridge during the check pilot voyage.

### 4 Unsatisfactory assessment to be reported

If the check pilot makes an unsatisfactory finding of a pilot during a competency assessment — the check pilot must tell the pilot, the pilotage provider and AMSA within 12 hours.

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**Note**

1. All legislative instruments and compilations of legislative instruments are registered on the Federal Register of Legislation under the *Legislation Act 2003*. See [www.legislation.gov.au](http://www.legislation.gov.au).