

Joint Standing Committee on Treaties

ANSWERS TO QUESTIONS ON NOTICE

Public Hearing 16 March 2015

Topic: Stability Instrumentation in Ships
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Senator Fawcett asked:

I have one question about the stability instrumentations in ships. It is one thing to fit the instrumentation. The second issue is the level of training for crews such that, when that instrumentation indicates a shifting load or otherwise unstable condition, they are adequately trained to recognise it and take appropriate action. We have seen some incidents recently such as the ferry off Korea, et cetera, where the shift of load was obvious yet they were clearly ill-equipped to take appropriate action. What assurance do these agreements under MARPOL give that, not only all instruments are fitted, but appropriate training be provided?

Answer: (Australian Maritime Safety Authority)

Training and competency requirements for the operation of equipment by crew members are regulated by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention) and STCW Code. This Convention is implemented in Australian legislation by the *Navigation Act 2012*. STCW Convention requirements are captured in the Maritime Training Package which are national standards set for the vocational training sector in Australia.

Ships regulated by the International Convention for the Safety of Life at Sea (SOLAS), and companies operating these ships, are also required to comply with the International Safety Management Code (ISM Code) and have in place a safety management system that addresses training of crew in on-board equipment. The ISM Code is regulated under *Marine Order 58- International Safety Management Code*. SOLAS also specifically requires training and drills in the use of equipment and safety on-board a ship. *Marine Order 28- Operations standards and procedures* applies this requirement and requires all seafarers to be familiar with their specific duties and with all aspects of the ship, including the use of equipment, relevant to their role.

To ensure that seafarers are aware of the latest requirements set by the International Maritime Organization (IMO), including regulations with a training component, AMSA communicates this information to the peak shipping bodies in Australia for dissemination. During a Port State Control inspection the crew needs to be able to demonstrate their ability to operate and understand equipment on-board the ship, relevant to their role.

The IMO Mandatory Audit Scheme assesses all IMO treaties that a country is a Party to, and as such, effective implementation of the above elements related to the training of crew should be assessed by the IMO audit team during Australia's next IMO Audit.