

By email: RRAT.Sen@aph.gov.au

25 September 2020

Mr Gerry McInally
Committee Secretary
Senate Standing Committee on Rural & Regional Affairs & Transport
Joint Select Committee on Road Safety
Department of the Senate
CANBERRA ACT 2600

Dear Committee

Re: Inquiry into the policy, regulatory, taxation, administrative and funding priorities for Australian Shipping

Thank you for your email of 17 September 2020.

I have now reviewed the copy of the proof Hansard of evidence I gave to the committee at the public hearing in Canberra on Wednesday 9 September 2020 and as directed, have marked changes (on page 32 only) in red on Attachment 1 to this letter.

In relation to the Questions on Notice requested during the public hearing, please refer to Attachment 2 to this letter.

On behalf of AMC, I thank the Committee for the opportunity to participate in the public hearing.

Your sincerely.



Michael van Balen AO
Principal, AMC
University of Tasmania

Attachment/s

1. Copy of the proof Hansard of evidence (page 32) with marked changes.
- 2a. Copy of the proof Hansard with Questions on Notice: Responses Item Nos.
- 2b. AMC Responses Table

coastal, they will come to us. They won't undertake the range of courses that are there as part of our higher education, but they can selectively choose the programs they wish to undertake that are recognised and go towards a payment of their licence for coastal seafaring. So it's very similar, in many regards, in terms of the programs that are on offer. It's just the length or the number of programs that are undertaken that go to meeting either STCW higher ed qualifications or the coastal standards.

CHAIR: Alright, so I'll put the pressure on you here. In your valued experience in this area, what would you prefer to see our seafarers having if there was only one system?

Mr van Balen: You would obviously want to go for something where they were qualified to go wherever they wanted to go, so ~~STCW~~ or IMO standards.

CHAIR: You mentioned the 200 nautical miles being the Commonwealth's border, so to speak. So, with a GPH, on what size vessel and how far out does that qualification cover? Is there effect?

Mr van Balen: I think it's the size of the vessel; it's 500 or 5,000?

CHAIR: Is it 5,000? There's only a zero's difference.

Mr van Balen: Yes, there's only a zero's difference. I would have to seek the guidance of one of my staff to answer that question properly. It's restricted in the size of the vessel and obviously the distance. It's 200 nautical miles, and I'm pretty sure it's 500 tonne for coastal.

CHAIR: That is a GPH can go out to 200 nautical miles. Can you give us some examples of masters qualifications? I'm hot to trot on this because, by killing off the Australian domestic shipping trade, let alone our blue fleet, the bluewater fleet, where are these experts going to come from, because these are so highly qualified professionals. Could you just describe with what is involved in becoming an unlimited ocean-going master?

Mr van Balen: Obviously, it requires all of the courses that I've sort of alluded to previously in the programs that AMSA sets and it also requires considerable experience and sea time. At present, AMSA sets 18 months of sea experience to gain a masters certificate. That's more than the IMO minimum standard, which is 12 months. As part of the introduction of simulation, we're looking to help reduce that from 18 months down to 15 months of actual sea experience, with three months being taken up by time in a simulator. But it is a lengthy process and it's not something that you generate overnight.

CHAIR: Yes, that is right. We train our pilots on simulators. What are your views on simulators for our masters?

Mr van Balen: I would support it. I come from a background of ~~25~~³⁸ years in Navy. I'm very familiar with the way simulation has been used within Navy to help enhance its training and its training curriculum, particularly in the seafarer area. I see benefit there because it affords you the opportunity to provide a very intensive training session in a short period of time that tests an individual's skill sets and knowledge of their systems, which might otherwise only occur over a month at sea in a normal sort of deployment.

CHAIR: Yes. What is a 24m certificate? What's that?

Mr van Balen: A 24m certificate? Is it 24 masters?

CHAIR: Is it masters?

Mr van Balen: Yes, it's masters. The masters certificates are related to the size of the vessel, so it's masters over-25 or under-25 or over-35 and the like. So depending on which vessel class you are looking to be the master of, you will gain a certain qualification. Of course, that goes to skill sets that are required to operate the vessel, understanding that you're driving a much bigger truck.

CHAIR: So a 24—?

Mr van Balen: Twenty-four metres is just the size of the length of the vessel.

CHAIR: Alright, so that allows you to skipper a vessel up to 25 metres? Is that correct?

Mr van Balen: Yes, that's right. It's normally over or under, but yes.

CHAIR: So how far offshore can you operate with that licence and how many passengers can you carry?

Mr van Balen: I would have to look up that detail; I couldn't give you an accurate answer.

CHAIR: That's alright. We'll get you to take that on notice. We will give you two weeks, up to close of business on 23 September. If you could come back to us with that information, that would be appreciated.

Mr van Balen: Certainly.

CHAIR: I'm happy for you to take it on notice to tell us what level of responsibility can you have on larger vessels?



COMMONWEALTH OF AUSTRALIA

Proof Committee Hansard

SENATE

RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES COMMITTEE

Policy, regulatory, taxation, administrative and funding priorities for Australian shipping

(Public)

WEDNESDAY, 9 SEPTEMBER 2020

CANBERRA

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SENATE

RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES COMMITTEE

Wednesday, 9 September 2020

Members in attendance: Senators Carol Brown, McDonald, Sterle.

Terms of Reference for the Inquiry:

To inquire into and report on:

The policy, regulatory, taxation, administrative and funding priorities for Australian shipping, with particular reference to:

- a. new investment in Australian ships and building a maritime cluster in Australia;
- b. the establishment of an efficient and commercially-oriented coastal ship licensing system and foreign crew visa system;
- c. the interaction with other modes of freight transport, non-freight shipping and government shipping;
- d. maritime security, including fuel security and foreign ship and crew standards;
- e. environmental sustainability;
- f. workforce development and the seafarer training system;
- g. port infrastructure, port services and port fees and charges; and
- h. any related matters.

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VAN BALEN, Mr Michael, Mr Michael, Principal, Australian Maritime College, University of Tasmania

Evidence was taken via teleconference—

[12:15]

CHAIR: I welcome the representative from the Australian Maritime College. Mr van Balen, please make your opening statement.

Mr van Balen: It its 40th year as the national maritime institute, and with over 14,000 graduates, the Australian Maritime College within the University of Tasmania contributes to the maritime workforce through specialised tertiary study programs in seafaring, maritime engineering, maritime business and international logistics, as well as vocational training and short courses in a variety of seafaring skills. In short, we provide education and training for all seafarer licences.

As you are aware, seafarer higher education training is regulated by AMSA, which oversees planning and the often lengthy time required to achieve the necessary sea time, competencies and experience. However, the introduction of simulation technology affords opportunities to reduce training time, and AMC is working with AMSA to incorporate virtual training into the regulatory framework. While progress is being made, scoping seems to have increased the use of simulation more broadly, as evidenced by recent Royal Australian Navy training initiatives.

On the use of technology, some point to autonomous vessels as the beginning of the end of the seafarer. This is not so, not least because it will take some time before fully autonomous ships are deployed in numbers that make a difference, and seafarer skills will inevitably be required to oversee their operation and pilot them into harbour, manage ports and docks and contribute to vessel design. While AMC is introducing autonomous technology into its education training and research programs, the demand for seafarer skillsets will not diminish.

At the committee's previous hearing, the United States merchant shipping capability was described as, *inter alia*, 'a sovereign capability critical to national security interests'. Also, the Canadian witness spoke of the significant contribution made by the shipping industries to the US and Canadian economies. Australia can draw many parallels. In 2010, the Canadian government launched a \$73 billion national shipbuilding procurement strategy. Canada is still lacking in the numbers of skilled maritime workers, and faces the challenges posed by an ageing workforce, but progress is being made. The greater consistency brought to the maritime industry by that government's approach and by changing industrial laws has seen greater economic benefits derived. Indeed, it was revealed at the last hearing that growth of over 700 new jobs for Canadian seafarers resulted from the certainty created within the industry.

In 2018, the Australian government embarked on the \$90 billion, 30-year naval shipbuilding program. Faced with the same workforce choices as Canada, the Australian government established the Naval Shipbuilding College to grow the requisite workforce. As a strategic partner of the Naval Shipbuilding College, AMC is working within its national network to provide solutions to workforce demand challenges, including with seafarers, naval architects, maritime engineers and logisticians. But there is much to be done, and only a national approach will see Australia succeed.

Some argue that the real contribution of shipping should be viewed primarily in terms of freight rates, others that a broader perspective incorporating strategic consideration should be adopted. From AMC's education and training perspective, it matters little. However, ongoing changes to our geopolitical climate and environmental considerations may give cause to consider one over the other.

A defence and maritime innovation and design precinct is now under development on AMC's Launceston campus. With a significant funding grant from the Department of Defence recently approved, the scope of enhancements to AMC's maritime engineering and hydrodynamics research facilities will also make a substantial contribution to the naval shipbuilding program and to other maritime industry sectors with potential to expand shipping operations.

In closing, I would observe the topical issue of national resilience and the consequences for national transportation systems affected by natural disasters, such as bushfires and the ongoing COVID-19 pandemic. It seems timely that the committee consider the opportunity and the potential for growth in coastal shipping to more effectively augment national road, rail and transport and freight networks, and to generate a level of certainty within the industry with all the benefits that that brings. I'm happy to take questions.

CHAIR: Thank you, Mr Van Balen, I will have some questions for you. Senator McDonald?

Senator McDONALD: Thank you very much for your presentation. I was fascinated, listening to the concept of autonomous ships. I'm with you: I think all of those autonomous functions are some way in the future for us. I

Wednesday, 9 September 2020

Senate

just want to ask you about the uptake of training at the college from Australian and, I assume, from overseas students, as well. Could you talk me through that, please?

Mr van Balen: Certainly. In terms of seafarer training, we have two components: the higher education and the vocational training and short courses. Vocational training, over the past five years, has averaged around 1,200 trainees a year. The majority undertaking the vocational training and short courses are Australians coming here to undertake those courses. In the higher ed area, there's been a decline in the past five years. Initially, in 2015, we had around 400 students undertaking higher ed training and a large percentage of that number was from overseas. But more recently, in fact, last year, we had 200 trainees—the percentage of international students having declined during that time period.

Senator McDONALD: Like for all educational facilities, I understand that would have been difficult for you. You've talked at length about building capacity and maintaining capacity; do you have enough infrastructure to be carrying out this training?

Mr van Balen: Absolutely. Our infrastructure, particularly in the area of simulation, is state-of-the-art—world leading in many aspects. Our research capability and, likewise, the confluence of the various research systems that we have on campus, is matched in no other place in Australia.

Senator McDONALD: That's terrific. I look forward to coming and having a look one day, because reading through the sort of services that you offer back to industry as well is just extraordinary. Thank you very much.

CHAIR: Mr Van Balen, there are a couple of things that I just have to comment on in your opening statement. You talked about the Canadian model—we've had the privilege as a nation to hear from Mr Jim Given, the president and CEO of the SIU in Canada, before this committee. I've also had the privilege of visiting Canada and meeting with representatives from the SIU, representatives from industry and representatives from government. What a magnificent starting point that could be, if our nation could grip the same project or the same desire to see Australian shipping blossom. My hat goes off to the Canadians, and to Jim—he's done a magnificent job. It would be something that—oh my God!—I can only dream that we could even talk about! They've done well. The beauty of the Canadians is that it was a bit of hard work, but they sat down with industry and worked tirelessly with the agricultural industry. The Canadians ran the line that it was Canadian values, whether you're a seafarer, a stevedore, a farmer or exporter or whatever, and they also recognised there needs to be flexibility, that they need to have foreign ships and foreign crews. But what they clearly said in Canada is that, if you want to ply your trade on the Canadian coast, it's Canadians. Beautiful; happy days. You touched on that.

Also, as a comment before I go to questions, I've found—it's only my view, not the view of my political party—that in this nation, Mr van Balen, when we talk about transport we always talk about road transport or aviation or rail. Somehow over the last number of years shipping has just slid off the radar. It's criminal, because 98 per cent of this nation's imports and exports are done by ships, not by trucks or trains. As we know, Australia has two parallel pieces of maritime safety regulation, one being the Marine Safety (Domestic Commercial Vessel) National Law Act and the other being the Navigation Act, with different systems of seafarer qualifications under each piece of legislation. Could you describe the difference between these systems, and could you help us out—how did we end up with this?

Mr van Balen: The two systems relate to international standards—STCW—and then the coastal standards that are applied to allow traffic to ply its trade within 200 nautical miles of the Australian coast. AMSA sets and regulates to STCW standards, and ASQA, and through the department of education, sets the standards as they relate to vocational elements or the other licences that exist. So you have two competing demands and, as AMSA is not a registered training authority, it must apply therefore into ASQA and the like for the conditions that it seeks to apply to those licences that are provided for coastal trade. It very much has its own guidance in relation to STCW, as long as it meets the IMO regulated minimum requirements, which it does in all cases, and indeed it exceeds them in most.

CHAIR: I'm going to put the pressure on you here, Mr van Balen, because I'm now talking to the expert. We heard from ASQA in a previous inquiry. Let's just say I'm speaking to the expert-in-training with you. Anyway, no-one's going to push me on that one, so we'll leave it at that. Mr van Balen, can you describe what is involved in obtaining a general purpose hand qualification under the domestic commercial vessel act, as compared to an integrated rating qualification under the Navigation Act?

Mr van Balen: A lot of the actual courses are similar in terms of the programs that are undertaken. For example, we have 40 programs that we are authorised, under AMSA, to provide as part of our higher education. Those 40 programs go to STCW standards and they comprise any number of facets, including deck watch time, emergency management—those sorts of issues. For someone who's seeking to gain a licence, as you indicated, for

coastal, they will come to us. They won't undertake the range of courses that are there as part of our higher education, but they can selectively choose the programs they wish to undertake that are recognised and go towards a payment of their licence for coastal seafaring. So it's very similar, in many regards, in terms of the programs that are on offer. It's just the length or the number of programs that are undertaken that go to meeting either STCW higher ed qualifications or the coastal standards.

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CHAIR: You mentioned the 200 nautical miles being the Commonwealth's border, so to speak. So, with a GPH, on what size vessel and how far out does that qualification cover? Is there effect?

Mr van Balen: I think it's the size of the vessel; it's 500 or 5,000?

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Mr van Balen: Certainly.

CHAIR: I'm happy for you to take it on notice to tell us what level of responsibility can you have on larger vessels?

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Wednesday, 9 September 2020

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Mr van Balen: I think it's probably best if I provide you with a statement that covers all these issues so that there is no error

CHAIR: Okay, that's great. I will run this past you verbally to give you the opportunity so there is less homework you have to do. If you can't answer, take it on notice. **Can you tell us what training is required in stability, off the top of your head?**

Mr van Balen: There are stability programs within the STCW requirements. If you want the level of detail around the curriculum then I would have to provide that in writing.

CHAIR: We'll give you the opportunity to do it all on notice, because I also want to know about handling of dangerous goods and the managing of crowds in an emergency for that class.

Mr van Balen: Yes, certainly.

Mr van Balen: Is that for 25 metres? Or all of it?

CHAIR: I asked about 25; let's go on 25. If it's a flick of a button and you can provide it all to us, that's fine, but I don't want to inundate you with any more work than you need. In addition to the major STCW-aligned qualifications you offer, I understand the AMC also offers STCW-aligned short courses or endorsements on things like fast rescue craft, crowd management, fire fighting and tanker training; is that correct?

Mr van Balen: That's correct.

CHAIR: Can you describe the importance of these courses, please?

Mr van Balen: The fast craft training is specific training, obviously, for vessels that proceed at speeds that are not normally of the type that you would encounter, so you're talking about 40 knots or so plus. They require, obviously, particular skill sets, experience and understanding of how a vessel will operate at those sorts of speeds and how far ahead you need to be thinking in order to take requisite actions.

CHAIR: What about crowd management?

Mr van Balen: Can I go to the fire one next?

CHAIR: Yes, of course, absolutely.

Mr van Balen: Fire at sea is the seafarers' worst enemy because there is nowhere to go, so you need to have a thorough understanding of how you're going to deal with those sorts of emergency circumstances. Here at AMC we have a fire ground where we put our trainees through actual firefighting drills. We do that both locally as the fire team and then all the way up to the command structure so that the whole team can be exercised in their duties and responsibilities in fighting a fire. We also do floods so you can learn to control flooding that may occur on board the ship, and all emergency drills, which then goes to crowd control. Depending on the type of vessel that you're on, you may have a number of passengers embarked and, therefore, you need to understand the processes and procedures that are there to control those people—muster points training, how you interact and engage with them, assurance that you give to them around a given situation and the like. It's training your crew to interact with those people to deal with the situation that may be at hand.

CHAIR: And tanker training?

Mr van Balen: Tanker training would go to the nuances of dealing with high fluid volumes and the dangerous cargoes that tankers deal with.

CHAIR: Can you tell us what Australian vessels are required to have crews trained in these areas?

Mr van Balen: We get TT-Line, for example, which does the Tasmanian route. We have their crews coming through regularly to undertake training in firefighting, damage control, power control and the like. Under the operating requirements, the Australian crews need to be trained in those areas and they need to maintain currency. I can provide you with further details on that in our written response, if you'd like.

CHAIR: I would be interested, because it is: which Australian vessels? I know there'll be a list as long as your arm and my arm, I would assume. You could come back to us on that; that'd be great. I have a few more, and I'll try to get through them. Many bunker barges are effectively small tankers. If an Australian flagged bunker barge is registered as a domestic commercial vessel, is the crew required to have a tanker endorsement under the domestic charter vessel act and marine orders?

Mr van Balen: Again, so that I don't mislead you, I will take that one on notice.

CHAIR: That would be good. I know that the *Larkham*, which is a bunker barge, is a domestic commercial vessel. It's in Gladstone. I know that, but if you want to come back to us, that'd be great.

What roles in ports and in the wider Australian maritime industry require STCW qualifications and experience?

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Mr van Balen: You would start with the port operator, the pilots that are associated with them, the port manager and an extensive list in terms of tug operators, line handlers and the like. Again, I can make sure that we've got a comprehensive listing for you.

CHAIR: That would be great. While I'm at it, I'll ask you, and you may want take this one on notice too: do we have an adequate supply of these people able to run our ports into the future? You may want to think about that and tell us.

Mr van Balen: The issue there is that, as you're aware, we have an ageing workforce. I'm sure you've probably looked at the MIAL survey of, I think, last year, which looked at our seafarer population and its average age. A good percentage of it was over—I think 46 years was the cut-off mark that they used. What that means is that there is, obviously, block obsolescence built into our workforce, in terms of a large percentage of it looking to retire over a short period of time, and given the lack in demand that there is within the industry, because people are staying in their positions, you're not getting the through-put that you necessarily need to ensure that there's continuity as we move forward. So there would clearly be benefit in having a greater demand and therefore opening the avenues for consistency in terms of skill sets in those positions into the future.

CHAIR: This is a major concern, and I know it's a major concern for my old industry too. We're terrible at it, unfortunately. By the time we've talked about what's wrong with the industry, we've frightened the living daylight out of the next generation. But, having said that, it's road transport; it's not shipping. But I also note what the Canadians have done with the SIU and Jim Given. They have put a concerted effort into raising the magnificent employment opportunities that can be found in shipping and stevedoring. They run around the nation at their own members' cost to hold community functions and talk to schools and all that sort of stuff. We should be proud of our seafaring history, absolutely, as an industry that you can make a good living out of.

Mr van Balen: Absolutely. We spend most of our time promoting the industry and trying to get young kids in high school engaged at an early age so that they see future prospects for them in the maritime.

CHAIR: Tremendous. Can you tell us, Mr van Balen, what are the processes in place to allow seafarers who have been trained in one stream of qualifications to move to the other stream?

Mr van Balen: Obviously there is a deal of recognition of prior learning, but it would be a matter of coming across to undertake the necessary programs to gain that new qualification. We have a process in place to enable that to occur. Given that we run both programs in parallel, it is not that difficult to switch from one to the other.

CHAIR: Is there any regulation in the process there or have you just done it yourself at the AMC?

Mr van Balen: I'm sure there's a regulation around it, and I can provide that to you.

CHAIR: Alright, Mr van Balen, thank you very much. I wish you all the best and I certainly hope you are able to attract hordes of young men and women to this magnificent industry.

Mr van Balen: Thank you, Senator.

CHAIR: Thank you.

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----- Questions on Notice- Item No. / Refer to Hansard Proof -----	Question on Notice	Question on Notice – AMC Responses
Hansard Proof-Page 31. Questions on Notice-Responses Table: Item 1	Chair: Can you describe what is involved in obtaining a general purpose hand qualification under the domestic commercial vessel act, as compared to an integrated rating qualification under the Navigation Act?	The General Purpose Hand near coastal is a domestic certificate of competency issued under Marine Order 505 (Certificate of competency – national law) 2013. To be eligible for a General purpose hand near coastal certificate you must: • be at least 16 years old on the certificate issue date. • have completed an approved program of study at Certificate 1 level as outlined in schedule 1 of Part D of the NSCV. • meet medical, eyesight and course requirements. AMSA regulates the certification and further information can be found at: https://www.amsa.gov.au/qualifications-training/domestic-qualifications/general-purpose-hand-near-coastal An Integrated Rating qualification under the Navigation Act is an international qualification for Australian registered vessels operating in international waters. The Integrated Rating qualification will allow you to work on vessels of any size in any operating area. To qualify as an Integrated rating, a person must: (a) be at least 18 years old; and

		(b) have completed an approved program of study (that complies with STCW Code sections A-II/4, A-II/5, A-III/4 and A-III/5) that includes vocational training; and (c) have: (i) completed 9 months documented qualifying seagoing service of which at least 5 months was served as a rating forming part of a navigational watch and engine-room watch on an appropriate vessel; or (ii) while holding a certificate of proficiency as Able Seafarer — Deck — completed at least 6 months documented qualifying seagoing service on an appropriate vessel in the engine department as a trainee engine room rating; or (iii) while holding a certificate of proficiency as Able Seafarer — Engine — completed at least 6 months documented qualifying seagoing service on an appropriate vessel in the deck department as a trainee deck rating and obtained a steering certificate; and (d) have completed an approved course of basic safety training (that complies with STCW Code section A-VI/1 paragraph 2); and (e) have completed security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and (f) hold the following certificates:
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		(i) a certificate in proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code Table A-VI/2-1); (ii) a steering certificate; (iii) a certificate of medical fitness. AMSA regulates the certification and further information can be found at: https://www.legislation.gov.au/Details/F2018C00030
Questions on Notice-Responses Table: Item 2	Chair: What would you prefer to see our seafarers having if there was only 1 system.	The General purpose hand near coastal is a domestic certificate of competency issued under Marine Order 505 (Certificate of competency – national law) 2013. The General purpose hand near coastal will allow you to work: • Under direct supervision of the person in charge of a vessel or its engines. • On deck or in the engine room of a vessel up to 80 metres long within the exclusive economic zone (EEZ). • In the engine room only of vessels with propulsion power up to 3000 kilowatts. AMSA regulates the certification and further information can be found at: https://www.amsa.gov.au/qualifications-training/domestic-qualifications/general-purpose-hand-near-coastal

Questions on Notice-Responses Table: Item 3	Chair: Could you just describe with what is involved in becoming an unlimited ocean-going master?	Marine Order 71 sets out the requirements for eligibility, training and experience requirements to become a master or deck officer under the Navigation Act. - Details can be found at: https://www.amsa.gov.au/about/regulations-and-standards/marine-order-71-masters-and-deck-officers - Under the regulations, a person must: (a) hold or have held a certificate of competency as Master <3000 GT, Chief Mate or Chief Mate <3000 GT; and (b) have completed either: (i) at least 36 months documented qualifying seagoing service in charge of a navigation watch on vessels ≥500 GT of which at least 6 months was served on vessels ≥1500 GT while holding any of the following certificates: (A) a certificate as Watchkeeper Deck, Chief Mate <3000 GT, Master <500 GT, Chief Mate, Master <3000 GT, or Mate <500 GT (with Chief Mate <3000 GT near-coastal endorsement); (B) a foreign certificate AMSA considers at least equivalent to a certificate mentioned in sub-subparagraph (A); or (ii) at least 24 months documented qualifying seagoing service in charge of a navigation watch on vessels ≥500 GT, of which at least 6 months was served on vessels ≥1500 GT and 12 months was served in the capacity of Chief Mate or
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		Master, while holding a certificate of competency as Master <500 GT, Chief Mate <3000 GT, Chief Mate or Mate <500 GT (with Chief Mate <3000 GT near-coastal endorsement); and (c) have served at least 24 months of the qualifying seagoing service mentioned in paragraph (b) that applies, on voyages of at least 24 hours duration; and (d) have served on vessels for at least 12 months while holding a certificate of competency as Chief Mate <3000 GT, Chief Mate or Master < 3000 GT; and (e) have completed an approved program of study that meets the standards mentioned in STCW Code sections A-II/1 and A-II/2 and includes the following: (i) training in advanced fire fighting (that complies with STCW Code section A-VI/3); (ii) training in medical care on board ship (that complies with STCW Code section A-VI/4 paragraphs 4 to 6); (iii) security awareness training (that complies with STCW Code section A-VI/6 paragraph 4); and (f) hold the following certificates: (i) a certificate of proficiency in survival craft and rescue boats other than fast rescue boats (that complies with STCW Code section A-VI/2 paragraphs 1 to 4);
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		(ii) a GMDSS radio operator certificate (that complies with STCW Code section A-IV/2); (iii) a certificate of medical fitness; and (g) have passed a final assessment. Qualifying seagoing service is calculated as follows: (a) if the person is undertaking master or deck officer duties or functions for at least 8 hours in a 24 hour period, the sea service is taken to be served as a whole day; (b) if the person is undertaking master or deck officer duties or functions for less than 8 hours in a 24 hour period, the sea service is taken to be for the actual hours served plus 25% of that time. Sea service calculated to be at least 8 hours in any 24 hour period is taken to be served as a whole day and no more than a whole day.
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Questions on Notice: AMC Responses Table

Questions on Notice-Responses Table: Item 4	Chair: What is a 24M Certificate?	With a Master less than 24 meters near coastal certificate you can work as a: • Master on commercial vessels up to 24 metres long within the exclusive economic zone (EE) • Chief mate or deck watchkeeper on vessels up to 35 metres long within the EEZ • Chief mate or deck watchkeeper on vessels up to 80 metres long in inshore waters. https://www.amsa.gov.au/qualifications-training/domestic-qualifications/master-less-24-metres-near-coastal
Questions on Notice-Responses Table: Item 5	Chair: Alright, so that allows you to skipper a vessel up to 25 metres? Is that correct?	With a Master less than 24 metres near coastal certificate you can command a commercial vessel less than 24 metres long within the EEZ. The number of passengers carried depends upon the maximum number that the vessel is certified to carry as per its Certificate of Survey; and is not related to the Master less than 24 metres certificate of competency itself.
Questions on Notice-Responses Table: Item 6	Chair: I'm happy for you to take it on notice to tell us what level of responsibility can you have on larger vessels?	Please refer to the response above.
Questions on Notice-Responses Table: Item 7	Chair: Can you tell us what training is required in stability, off the top of your head?	The course of training required to be certified as a Master up to 24 metres is MAR30918 Certificate III in Maritime Operations (Master up to 24 metres Near Coastal). https://training.gov.au/Training/Details/MAR30918 Students are trained and assessed in accordance with the approved syllabus, as compiled by Australian Industry Standards (AIS) (a government-funded, not-for-profit organisation working with industry leadership to ensure Training Packages are contemporary, future-focused and aligned with industry needs).

	https://www.australianindustrystandards.org.au/ Within that course, the Stability and Dangerous Goods training and assessment requirements are detailed in the Units of Competency MARN009 Perform seamanship operations on board a vessel up to 24 metres. https://training.gov.au/TrainingComponentFiles/MAR/MARN009_R1.pdf and MARB030 Slip or dock a vessel and maintain hull on a vessel up to 80 metres. https://training.gov.au/TrainingComponentFiles/MAR/MARB030_R1.pdf Specifically: <u>MARN009</u> 6 Check stability of vessel 6.1 Information from vessel stability data book is used to determine loading limits and displacement from draft 6.2 Stability conditions for proposed nature of voyage and operations are confirmed and required stress and stability criteria are met 8 Lash and secure stores, cargo and access ways 8.2 Cargo is stowed according to recognised principles and organisational procedures relating to transport and handling of dangerous goods <u>MARB030</u> 6 Complete duties prior to re-floating
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Questions on Notice- Responses Table: Item 8		6.6 Tank quantities are applied to complete stability check to ensure that the vessel has an acceptable Metacentric Height (GM) once the vessel floats clear of the keel blocks or slipway Managing crowds in an emergency is not covered in M<24m training. This training relates to large passenger vessels, such as the Spirits of Tasmania, which are regulated by the STCW convention, and where AMSA require that training as part of the vessel's safe crewing requirements.
	Chair: Can you tell us what Australian vessels are required to have crews trained in these areas?	FRC training is for crew on board those STCW regulated vessels which carry a Fast Rescue Boat. The number of crew required to undertake FRC training would be determined by AMSA as the regulating authority, as part of the vessel's safe crewing requirements. Crowd Management training relates to STCW regulated passenger vessels, such as the Spirits of Tasmania, and where AMSA require that training as part of the vessel's safe crewing requirements. The crew of every vessel, STCW or DCV, is required to undertake fire fighting training as part of the Certificate of Competency training. The crew (Deck, Engine, Integrated Rating) of every STCW regulated vessel is required to undertake Tanker Familiarisation training as part of the Certificate of Competency training. Advanced Tanker Training is specific to certain crew (Deck Officers and Engineers) employed on board STCW tankers. The number of crew required to undertake Advanced Tanker training would be determined by AMSA as the regulating authority, as part of the vessel's safe crewing requirements.

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Questions on Notice-Responses Table: Item 9	Chair: I would be interested because it is: which Australian vessels?	The details of individual Australian vessels required to have crews trained in particular areas is not available to AMC; that information is determined by AMSA. AMSA is responsible for ensuring that all ships are sufficiently and efficiently crewed. AMSA makes a determination and issues a Safe Manning Certificate for Australian vessels, except those less than 500 gross tonnage operating within designated port limits. https://www.amsa.gov.au/vessels-operators/flag-state-administration/safe-manning-vessels Operators of vessels less than 500 gross tonnage, except passenger vessels, operating within designated port limits must make an assessment of appropriate crew. Appropriate crewing is the number of certified or uncertified personnel that are needed to safely operate a vessel. Appropriate crewing must be determined by the owner as part of their general safety duties under the National Law, and should be documented as a part of the vessels safety management system. Marine Order 504 Schedule I 6(2) https://www.amsa.gov.au/vessels-operators/domestic-commercial-vessels/crewing-guidance-domestic-commercial-vessels
Questions on Notice-Responses Table: Item 10	Chair: If an Australian flagged bunker barge is registered as a domestic commercial vessel, is the crew required to have a tanker endorsement under the Domestic Charter Vessel Act and Marine Orders?	Crewing requirements, as mentioned above, will be unique and dependent on the length, size and power of the vessel, and is determined on a case by case basis by AMSA. For vessels of less than 80 metres in length and with a total propulsion power of less 3000 kW engaged on Australian near coastal voyages within the EEZ AMSA will accept Australian domestic near coastal seafarer qualifications issued in compliance with NSCV Part D – Crew Competencies.
Questions on Notice-	Chair:	The 'Larkam' is 79.9m in length and 3963 DWT. Depending on the power of the vessel, it could fall into the provisions for vessels of less than 80 metres in length and with a total propulsion power of less 3000 kW engaged on Australian near coastal voyages within the

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Responses Table: Item 11	I know that the "Larkam" which is a bunker barge is a Domestic Commercial Vessel.	EEZ, for which, AMSA will accept Australian domestic near coastal seafarer qualifications issued in compliance with NSCV Part D – Crew Competencies.
Questions on Notice-Responses Table: Item 12	Chair: What roles in Ports and in the wider Australian maritime industry require STCW and qualifications and experience?	STCW qualifications are required for persons who operate and handle vessels above a certain size and in particular areas of operation. In ports, such people would typically be pilots of ships coming in and out of port plus the crew of any other vessel operating in the port such as Tugs, ferries and bunker barges to whom the SCTW Convention applies. Seafaring experience and knowledge are also useful in shore—based roles such as harbour masters and surveyors.
Questions on Notice-Responses Table: Item 13	Chair: Do we have an adequate supply of these people able to run our ports into the future?	In the foreseeable future, the demand for people with STCW qualifications is likely to remain. In terms of supply, the broader question is whether the demand in future will be met by Australian seafarers or foreign workers. Currently there is a small pipeline of Australian seafarers which results from a small Australian flagged fleet. If the Australian fleet diminishes further, there will be an impact on supply of Australian seafarers for port-related shore-based jobs.
Questions on Notice-Responses Table: Item 14	Chair: What are the processes in place for seafarers who've been trained in one stream of qualifications to move to the other stream.	Seafarers' qualifications are designed to meet the education and training requirements for specific certificates of competency. These certificates are issued by AMSA who set the requirements. Seafarers can move from one stream to another provided they meet AMSA's sea-service, medical and course of training requirements. Provided they have completed the prescribed sea-service, seafarer can choose to obtain an appropriate qualification. https://www.amsa.gov.au/qualifications-training
Questions on Notice-Responses Table: Item 15	Chair: Is there any regulation in process there or have you just done it yourself at AMC?	Please refer to the response above.