

National Crew Certificates

**Proposed requirements for crew certificates under
the Maritime Safety National Law**

November 2011

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1. Overview

The purpose of this document is to provide details of the proposed certificate structure for crew under the national system. It outlines what each certificate authorises, requirements for each certificate, renewal and revalidation requirements, and how to move from an existing state certificate to a national certificate. These proposed new certificates will be issued under the Maritime Safety National Law Act (the National Law) when the national system for commercial vessel safety commences in 2013.

The national system will be based on national standards endorsed by transport Ministers. Crew requirements will be based on the National Standard for Commercial Vessels (NSCV) Part D Crew Competencies. Requirements for crew *levels* are identified in a different national standard called NSCV Part E - Operational Practices.

The NSCV Part D is currently being reviewed by the National Marine Safety Committee (NMSC). Part D will be revised in line with this document and the outcomes of this public consultation process. The revised Part D – to be endorsed by transport Ministers - will form the new national standard for crew certificates under the national system.

The key principles underpinning the development of the national system are aimed at improving safety and reducing costs and regulatory burden for the commercial maritime industry. The proposed new national crew certificate structure will have minimal impact on current operators, including existing certificate holders, and provides a more efficient and flexible qualification system that will ultimately lead to safer outcomes. This document sets out a proposed framework to achieve this goal.

Comments are being sought on the proposals in this document and can be provided through the NMSC website www.nmsc.gov.au or during any of the face to face national consultation forums being held between December 2011 and February 2012. Details of these forums are available on both the NMSC and AMSA websites.

The proposed certificate structure, renewal and revalidation requirements for certificates and processes for moving from state to national certificates are under consideration during this public consultation process and may change as a result of comments received.

This document includes a further four Parts:

- A summary of proposed changes (Part 2)
- Details of the proposed certificate structure (Part 3)
- Details of proposed renewal and revalidation requirements for national certificates of competency (Part 4).
- Details of proposed transitional arrangements for existing certificates (Part 5).
- A glossary of terms used in this document is at Annex A.

In addition to this paper, a series of 15 information sheets are available on the NMSC website www.nmsc.gov.au – and include:

- eight general information sheets about the national crew certification system:
 - A New Certificate Structure under the Revised Part D of the NSCV – Information Sheet 1
 - Sea Service Requirements – Information sheet 2
 - Medical and Eyesight Requirements – Information Sheet 3
 - Renewal and Revalidation of Certificates – Information Sheet 4.
 - Existing Certificates: Proposed Arrangements – Information Sheet 5
 - Crewing Requirements under the National System - Information Sheet 6
 - Recognition of International Certificates – Information Sheet 7
 - Linkage between MO3 and NSCV Part D – Information Sheet 8.

- seven information sheets covering the range of proposed certificates:
 - Limited Coxswain – Information Sheet 9
 - Coxswain – Information Sheet 10
 - Coxswain Sail – Information Sheet 11
 - Master <24m Near Coastal – Information Sheet 12
 - Master <35m Near Coastal – Information Sheet 13
 - Master <80m Near Coastal – Information Sheet 14
 - MED 1 / MED 2 / MED 3 – Information Sheet 15.

The above DRAFT Information Sheets are provided for the purposes of public consultation and may change as a result of comments received.

2. Summary of Proposed Changes

New certificates

The following new certificates have been proposed:

- General Purpose Hand;
- Limited Coxswain; and
- Coxswain Sail.

The general purpose hand is a new certificate that allows the holder to perform the functions of a deck hand or general purpose hand.

The limited coxswain certificate is a new entry level national certificate for small vessels operating in sheltered waters and low risk situations. It sits below a coxswain certificate.

The coxswain sail is a new national certificate for sailing vessels up to 12m in length and is available to holders of Royal Yachting Association (RYA) sailing qualifications.

Some certificates have been renamed

The following certificates have new names but in other respects are identical to existing certificates (with the exception that sea time requirements for master <24m have changed):

- Master <24m Near Coastal (currently Master 5, Skipper3)
- Master<35m Near Coastal (currently Master 4, Skipper 2)
- Master<80m Near Coastal (currently Master 3, Skipper 1)

Names of these certificates have been changed to clearly identify them as national certificates and avoid confusion with existing state or territory certificates.

Some certificates will no longer exist in NSCV Part D

The following certificates no longer exist:

- Skipper 1 has been replaced by Master<80m Near Coastal
- Skipper 2 has been replaced by Master<35m Near Coastal
- Skipper 3 has been replaced by Master<24m Near Coastal
- Engineer Class 3 has been incorporated into the qualifications framework contained in AMSA's Marine Orders Part 3 (MO3).

There will no longer be different certificates for trading and fishing operations

All national certificates will be able to be used on either trading or fishing vessels. Deck certificates will now be generic certificates in the same way that engineering certificates are generic certificates. Transitional arrangements for moving from an existing fishing certificate to a national certificate are outlined in Chapter 5.

A new framework for competency-based sea service

While existing sea service requirements under Part D will continue to apply, a new competency-based framework involving reduced sea-service will also be available for limited coxswain, coxswain, master<24m, MED 1, MED 2 and MED 3 certificates.

Applicants for these certificates will have the option of completing an approved task book which must be signed where required by a person holding an appropriate certificate of competency. This sea service must be accrued on a commercial vessel in either a deck, engineering or watchkeeping role.

Propulsion limits for engineering certificates have been revised

Engineering certificates will be linked to contemporary engine performance. Propulsion limits for MED certificates have been increased based on improvements in engine technology.

Propulsion limits for MED 3 have increased to 500kW unrestricted (other limits apply for restricted operations).

Propulsion limits for MED 2 have increased to 750kW unrestricted (other limits apply for restricted operations).

Propulsion limits for MED 1 have increased to 1500kW unrestricted (other limits apply for restricted operations).

These propulsion limits will continue to apply to the largest single engine as currently provided for in Part D.

Certificates will continue to be issued with restrictions

Whilst certificates will continue to be issued with restrictions, it is proposed to rationalise the number that may be applied to national certificates. These restrictions include, but are not limited to:

- sheltered waters operations;
- inland waters operations;
- daylight operations; and
- outboard engines only.

Any additional restrictions will be agreed on a national basis and apply nationally.

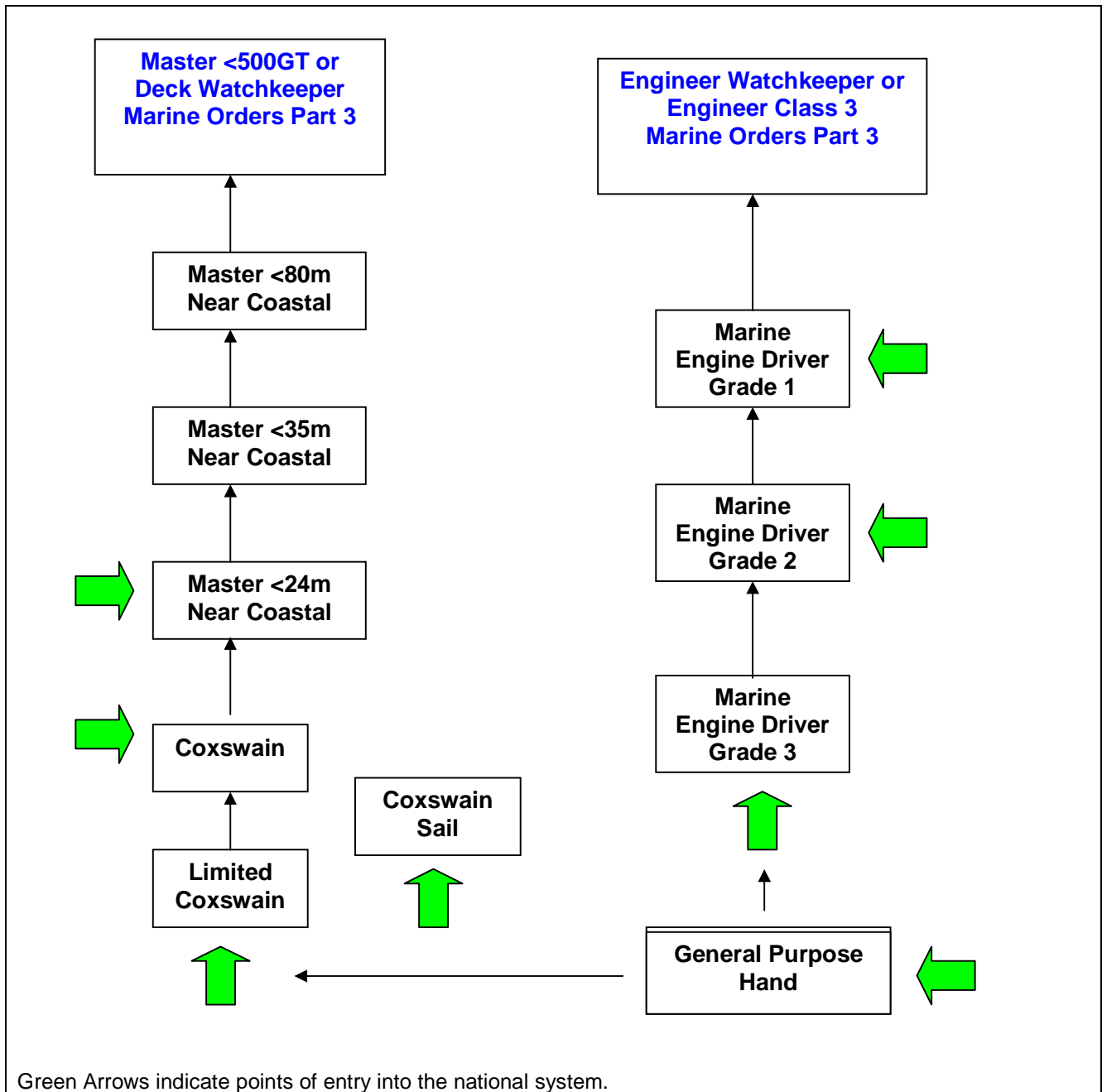
3. Proposed certificate structure

This chapter sets out the proposed certificate structure.

3.1 Overview of proposed new certificate structure

A simple overview of the proposed new certificate structure is provided in Figure 1.

Figure 1 Overview of proposed certificate structure



The proposed new certificate structure shows all the certificates available under the national system, with the linkages to the certificates offered under Marine Orders Part 3 – offered in the blue water system also managed by AMSA.

These new certificates will be issued from 2013 when the national system commences. Any new certificate or certificate that is renewed or revalidated after 2013 will be issued as a new national certificate. Existing certificates issued by the States or Northern Territory will not be issued after December 2012. For further details on these new certificates see the Information Sheets.

3.2 Proposed certificates

General Purpose Hand (new certificate)

This is a new national certificate that will allow the holder to perform the functions of a deck hand or general purpose hand.

No prior sea service is required.

Medical and eyesight standards must be met.

To apply for this certificate, applicants must complete a Certificate I in Transport and Distribution (Maritime Operations). This certificate covers elements of shipboard safety.

ISSUE FOR COMMENT 1

This new certificate has been proposed. These are the existing NSW requirements. Do you support the proposal?

If agreed, a transitional period would be applied before the certificate was required.

Limited Coxswain (new certificate)

This is a new national certificate that will sit below a Coxswain.

The Limited Coxswain is an entry level certificate for small vessels.

This certificate will allow the holder to:

- command a commercial vessel less than 12m in length and with propulsion power less than 250kW, without passengers,

provided the vessel is:

- within sheltered waters; or
- within any area determined by the State or NT maritime authority within their jurisdiction or up to 3nm from the mainland coast; or
- within 3nm of a 'parent vessel'.

To apply for this certificate, applicants must complete a Certificate II in Transport and Distribution (Coastal Maritime Operations-Limited Coxswain). This course is currently being developed by the Transport and Logistics Industry Skills Council (TLISC) and the proposed course structure is available on the TLISC website <http://www.tlisc.com.au/index.php?menuID=534>.

A current senior first aid certificate and Marine Radio Operators VHF Certificate of Proficiency (MROVCP) are also required.

Sea service of 200 hours is required and an approved task book is to be completed.

Medical and eyesight standards must also be met.

For further details see the Limited Coxswain Information Sheet.

ISSUE FOR COMMENT 2

Do you support the proposed 3nm limit from the mainland coast?

Coxswain Sail (new certificate)

This is a new national certificate for sailing vessels.

This certificate will allow the holder to:

- command a commercial vessel less than 12m in length and which is principally powered by fore and aft sails and with propulsion power less than 100kW

provided the vessel is:

- within inshore operations.

To apply for this certificate, applicants must hold a RYA Yachtmaster Coastal (Sail) certificate.

A current senior first aid certificate and a Marine Radio Operator's VHF Certificate of Proficiency MROVCP are also required.

Medical and eyesight standards must also be met.

Applicants who hold a coxswain certificate may apply for a sailing endorsement as an alternative means of gaining a qualification appropriate for a sailing vessel.

For further details see the Coxswain Sail Information Sheet.

ISSUE FOR COMMENT 3

Do you support the inclusion of this certificate?

Coxswain (existing certificate)

This is an existing certificate and the existing requirements continue to apply.

A new pathway has been created for this certificate using a competency-based framework for accruing sea service. Sea service has been changed to 200 hours provided an approved task book is completed.

This certificate allows the holder to:

- command or operate the engines of a commercial vessels less than 12m in length, with propulsion power less than 500kW

provided the vessel is:

- within inshore operations or other specified waters determined by the state or territory maritime authority; or

- within 3nm of a 'parent vessel'.

To apply for a certificate, applicants must complete a Certificate II in Transport and Distribution (Coastal Maritime Operations-Coxswain).

A current senior first aid certificate and a Marine Radio Operator's VHF Certificate of Proficiency MROVCP are also required.

Medical and eyesight standards must also be met.

For further details see the Coxswain Information Sheet.

Master <24m Near Coastal (new certificate)

This is a new certificate that will replace the existing Master Class 5 and Skipper Grade 3 certificates.

This certificate allows the holder to:

- command a commercial vessel <24m in length; or
- serve as chief mate or watchkeeper (deck) on a vessel <35m.

To apply for a certificate, applicants must complete a Certificate III in Transport and Distribution (Coastal Maritime Operations-Master Class 5).

A current senior first aid certificate and a Marine Radio Operator's Certificate of Proficiency MROCP are also required.

A new pathway has been created for this certificate using a competency-based framework for accruing sea service. Sea service has been changed to 900 hours with a requirement to complete an approved task book. Sea service can only be accrued on a vessel 7.5m or more in length and with propulsion power of 50kW or more.

Medical and eyesight standards must also be met.

For further details see the Master <24m Near Coastal Information Sheet.

Master <35m Near Coastal (new certificate)

This is a new certificate that will replace the existing Master Class 4 and Skipper 2 certificates.

This certificate allows the holder to:

- command a commercial vessel <35m in length;
- command a commercial vessel <80m in length within inshore operations; or
- serve as chief mate or watchkeeper (deck) on a vessel less than 80m in length within 200nm from shore.

To apply for this certificate, applicants must complete a Certificate IV in Transport and Distribution (Coastal Maritime Operations-Master Class 4).

A current senior first aid certificate and Marine Radio Operator's Certificate of Proficiency MROCP are also required.

Sea service, medical and eyesight standards must also be met.

For further details see Master <35m Near Coastal Information Sheet.

Master <80m Near Coastal (new certificate)

This is a new certificate that will replace the existing Master Class 3 and Skipper 1 certificates.

This certificate allows the holder to:

- command a commercial vessel <80m in length within 200nm from shore

To apply for this certificate, applicants must complete a Diploma in Transport and Distribution (Coastal Maritime Operations-Master Class 3).

A current senior first aid certificate and a Marine Radio Operator's Certificate of Proficiency MROCP are also required.

Sea service, medical and eyesight standards also need to be met.

For further details see the Master <80m Near Coastal Information Sheet.

Marine Engine Driver Grade 3 (existing certificate)

This is an existing certificate. Propulsion power limits for this certificate have been increased.

This certificate allows the holder to:

- be a marine engine driver on a commercial vessel with a propulsion power up to 500kW;
- be a marine engine driver on a commercial vessel with a propulsion power up to 750kW within 30nm of the coast;
- be a second marine engine driver on a commercial vessel with a propulsion power up to 1000kW; or
- be a second marine engine driver on a commercial vessel with a propulsion power up to 1500kW within 30nm of the coast.

To apply for this certificate, applicants must complete a Certificate II in Transport and Distribution (Marine Engine Driving – MED3).

A current senior first aid certificate is also required.

A new pathway has been created for this certificate using a competency-based framework for accruing sea service. Sea service of 200 hours is required on completion of an approved task book. Sea service must be accrued on vessels with inboard diesel engines with a propulsion power of 100kW or more, or propulsion power of 50kW with auxiliary systems¹

Medical and eyesight standards must also be met.

For further details see the MED 3 Information Sheet.

Marine Engine Driver Grade 2 (existing certificate)

This is an existing certificate. Propulsion power limits for this certificate have been increased.

This certificate allows the holder to:

¹ Examples of auxiliary systems include electricity generators (240-440V) reverse osmosis, sewage treatment plants, bow thrusters, hydraulic systems that operate deck machinery, processing plants, fishing apparatus and commercial refrigeration and freezer plants. Steering systems, electronics, bilge systems and belt driven systems run from the main engine such as deck wash, brine tanks and anchoring systems are not considered to be auxiliary systems.

- be the chief engine driver on a commercial vessel with a propulsion power of up to 750kW; or
- be the second engine driver on a commercial vessel with a propulsion power of up to 1500kW within 30nm of the coast.

To apply for this certificate, applicants must complete a Certificate III in Transport and Distribution (Marine Engine Driving – MED2).

A current senior first aid certificate is also required.

A new pathway has been created for this certificate using a competency-based framework for accruing sea service. Sea service of 900 hours is required on completion of an approved task book or trade qualification. Sea service must be accrued on vessels with inboard diesel engines with a propulsion power of 150kW or more.

Medical and eyesight standards must also be met.

For further details see the MED 2 Information Sheet.

Marine Engine Driver Grade 1 (existing certificate)

This is an existing certificate. Propulsion power limits for this certificate have been increased.

This certificate allows the holder to:

- Be the chief engine driver on a commercial vessel with a propulsion power of up to 1500kW; or
- Be the second engine driver on a commercial vessel with a propulsion power of up to 3000kW within 30nm of the coast.

To apply for this certificate, applicants must complete a Certificate IV in Transport and Distribution (Marine Engine Driving – MED1).

A current senior first aid certificate is also required.

A new pathway has been created for this certificate using a competency-based framework for accruing sea service. Sea service of 1800 hours is required on completion of an approved task book. Sea service must be accrued on vessels with inboard diesel engines with a propulsion power of 375kW or more.

Medical and eyesight standards must also be met.

For further details see the MED 1 Information Sheet.

ISSUE FOR COMMENT 4

Do you support the proposed increase in propulsion limits for MED certificates?

This matter will be considered by the NMSC technical reference group reviewing Part D.

Restrictions and Endorsements

Whilst certificates will continue to be issued with restrictions, it is proposed to rationalise the number that may be applied to national certificates. These restrictions include, but are not limited to:

- sheltered waters operations;

- inland waters operations;
- daylight operations; and
- outboard engines only.

Current endorsements as provided for in NSCV Part D will be retained.

4. Renewal and revalidation requirements

National crew certificates will be issued for five years.

Certificates will be either renewed or revalidated prior to the expiry date, or within five years after the expiry date. Renewal and revalidation requirements aim to check the holder of the certificate has the necessary fitness and skills to perform the duties of a crew member on a commercial vessel.

In cases where a certificate is not renewed or revalidated within 5 years of the expiry date, the holder must apply for a new certificate and meet the requirements for a new certificate. (Recognition of prior learning principles will apply).

National certificates will be able to be renewed or revalidated anywhere in Australia.

Renewal

It is proposed that the limited coxswain, coxswain, master <24m near coastal, MED 3 and MED 2 certificates be renewed when they expire as is currently provided for in the NSCV Part D. To renew a certificate, it is proposed that the applicant must provide a declaration that they meet the medical standards and provide proof that they meet eyesight standards, and provide a current senior first aid certificate.

Revalidation

It is proposed that the master <35m near coastal, master <80m near coastal and MED 1 certificates be revalidated when they expire.

To revalidate a certificate the applicant must provide proof that they meet the medical and eyesight standards specified in Part D of the NSCV. They must also provide a current senior first aid certificate, evidence of sea service or other recent industry experience.

For more information on renewal and revalidation requirements see the Renewal and Revalidation Information Sheet.

5. Proposed arrangements for existing certificates

During development of the new national crew certification system, care was taken to ensure minimum disruption on industry operations or the activities of existing certificate holders – without compromising safety. To help achieve this it is proposed that:

- existing perpetual certificates of competency will be able to be used indefinitely in accordance with the limitations placed on the certificate (such as operational or state limits etc)
- all other existing certificates of competency will be able to be used until they expire. An equivalent national certificate will be issued once renewal or revalidation requirements are met (see previous Section 4).

In addition, holders of existing certificates may transition to a national certificate after January 2013 and prior to the expiry of their existing certificate in order to obtain the benefits of a national certificate. Existing recognition arrangements will continue to be available, but only until December 2012.

Existing perpetual USL certificates

Holders of perpetual certificates will be able to continue to use their certificates within the limits of any existing conditions for an unlimited period of time. These certificates may be used in any state or territory (unless a condition applied to the certificate limits its use). Where the holder of a perpetual certificate wants to change the conditions of their certificate they will need to transition to an equivalent national certificate by meeting the requirements for renewal or revalidation (see Chapter 4 on page 13). They will be issued with a national certificate that is equivalent to their existing certificate.

Existing perpetual pre USL certificates

Pre USL certificates may continue to be used in the same geographic area and for the same operations that they are currently used.

Where the holder of a pre USL certificate wants to change the conditions of their certificate, the geographic area in which they operate, or the type of operation they will need to transition to a national certificate. Simple administrative procedures will be developed to move holders of these certificates to an equivalent national certificate.

ISSUE FOR COMMENT 5

Should a sunset provision be applied to perpetual certificates?

If so should a sunset period of 3-5 years be applied?

Existing certificates that are not perpetual certificates

Holders of certificates that are not perpetual certificates will be able to continue to use their certificates with any existing conditions until the certificate expires.

When the certificate expires the certificate holder will need to transition to an equivalent national certificate by meeting the requirements for renewal or revalidation outlined above. They will be issued

with a national certificate that is equivalent to their existing certificate. Translating to a national certificate is discussed in Information Sheet 5

If the holder wants to change the conditions of their certificate before their certificate expires they will need to transition to a national certificate.

The national certificate

When the holder of an existing certificate, with restrictions, transitions to a national certificate, the national certificate will be issued with an equivalent generic restriction. The generic restrictions will include:

- sheltered waters operations;
- inland waters operations;
- daylight operations; and
- outboard engines only.

If the original certificate was issued with endorsements, similar endorsements will be applied to the national certificate.

All national certificates will be issued for 5 years.

Arrangements for fishing certificates

There will be no specialist fishing certificates under the national certificate structure. Holders of existing fishing certificates will be able to continue to use their certificate indefinitely, if it is a perpetual certificate, or until the expiry date. On expiry, holders of fishing certificates will need to meet the renewal or revalidation requirements for an equivalent national certificate.

Holders of perpetual USL fishing certificates, or fishing certificates with an expiry date, who want to change the conditions of their certificate, will need to transition to a national certificate.

Where the holder of a pre USL fishing certificate wants to change the conditions of their certificate, the geographic area in which they operate, or the type of operation they will need to transition to a national certificate. Simple administrative procedures will be developed to move holders of these certificates to an equivalent national certificate.

Annex A

Glossary

certificate	A certificate of competency recognising that the holder has met the requirements for the specified grade and permitting the holder to serve on a vessel as a master, officer or crew member with deck and/or engineering responsibilities.
crew	All persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation; or to provide services for other persons on board.
crewing	The number of crew carried on board the vessel.
existing certificate	A certificate of competency issued before the commencement of the national system.
inshore operations	Operations laterally along the coast from the base or regular port of departure, and within a limit of 15 nautical miles to seaward of the coast or of designated sheltered water limits; or within such lesser limits as may be specified
NMSC	National Maritime Safety Committee
NSCV	National Standard for Commercial Vessels
MROVCP	Marine Radio Operator's VHF Certificate of Proficiency
parent vessel	A larger vessel that operates with one or more smaller vessels which can be shipped aboard or towed behind a larger vessel.
RYA	Royal Yachting Association
sheltered waters	Waters comprising designated smooth and partially smooth waters.
transition	The process for moving from an existing certificate to a national certificate.