



# SEMAPHORE

Newsletter of the Maritime Law

Association of Australia and New Zealand



## Revised Marine Order 504

Operators of domestic commercial vessels (DCVs) are being urged to ensure they achieve compliance with a revised version of Marine Order 504 ahead of it coming into effect on 1 August.

In recent guidance published on its website, AMSA advised each DCV operator to promptly review and reassess their:

- safety management system
- crewing determination
- risk assessment

Governing safety management system including risk assessment and crewing requirements for DCVs, Marine Order 504 recently underwent a review and consultation process. The aim of which, according to AMSA, was to better align it with the recently-revised Marine Order 505 (Certificates of competency) and to clarify and strengthen key concepts relating to operational safety.

### **Summary of Changes**

AMSA's summary of the Marine Order 504 changes entails:

- crewing provisions will better align with the certificate of competency arrangements in the revised Marine Order 505 (Certificates of competency) which came into force on 1 January 2023, while the minimum crewing requirements table in Marine Order 504 has been simplified
- fatigue must be adequately addressed when determining risk-based crewing levels
- risk assessment (including the appropriate crewing determination) must be accessible to the master, crew and enforcement personnel
- the master and crew (if applicable) must be consulted on the development of the vessel's risk assessment
- a copy of the vessel's safety management system must be kept onboard (if practical) and with onshore personnel
- additional onboard training and drills will become a requirement for emergency procedures which must be addressed in the vessel's safety management system, and associated record-keeping must be undertaken
- there must be clear and direct reporting pathways for the escalation of issues to the designated person, these must be understood by crew and master and incorporated into the safety management system which must be working as intended
- lifejacket wear must be addressed in the vessel's risk assessment and a written procedure must be included in the safety management system

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