

Date of Communication	Stakeholder Full Name	Email	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response	
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification		Q - Qualification Description	Rework	Certificate I in Maritime Operations (General Purpose Hand) Certificate II in Maritime Operations (Coxswain Grade 1 NC); Certificate I Maritime Operations (Coxswain Grade 2 NC) Certificate II in Maritime Operations (Marine Engine Driver Grade 3 NC); Certificate III in Maritime Operations (Marine Engine Driver Grade 2 NC); Certificate IV in Maritime Operations (Marine Engine Driver Grade 1 NC) Certificate III in Maritime Operations (Master up to 24 metres NC), Certificate IV in Maritime Operations (Master up to 45 metres NC), Certificate III in Maritime Operations (Master Inland Waters) Diploma of Marine Engineering (Engineering Class 3) Diploma of Maritime Operations (Master less than 100 metres)	11 MAR Qualifications related to: MO505 Qualification and associated units of competency AMSA meeting 26 Oct 2023: • Discussed scope of the AMSA supporting letter provided for MO505 project. • Discussed consultation log. • Reviewed process for reviewing TP products using consultation log.	
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Skill Set	MARSS	New Skill Set	Add	1. development of new training package for Coxswain Grade 3 (refer to MO505, Schedule 3),	AMSA Meeting 26 Oct 2023: Drafted new Skill Set for Coxswain Grade 3 (MARSS00048) Discussed at TC meeting 7 Dec 2023.	
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime				Rework	2. update of other qualifications and skill sets which include Marine Order 505 units of competency.	AMSA Scope Noted	
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime				Add	3. inclusion of Electronic Charting Systems (ECS), electronic navigation & electronic charts in the relevant Master <100m, Master <45m, Master <24m and Cox1 & Cox 2 units, and	AMSA meeting 26 Oct 2023 o Option A: refer to the term charts and put reference to ECS in the knowledge. O Option B: add or add in additional criteria into existing unit. Add to: MARH013 & MARH016 Expand in: MARH017, MARH023 & MARH024. Discussed at TC meetings 7 Dec 2023 and 31 Jan 2024. Note: No current International Standards for ECS.	
26-Oct-23	Jason Glover SENIOR ADVISOR CERTIFICATION SEAFARER CERTIFICATION AND COASTAL PILOTAGE OPERATIONS	e jason.glover@amsa.gov.au	National	Regulator	AMSA	email		Unit			Add	Given the topic of electronic navigation in the near coastal space is likely to take off soon, and as it is not a requirement in the training package or currently given much time in the domestic industry teaching, Samuel Hawkins has passed on his views on what should (ideally) be covered in any teaching on electronic navigation for domestic seafarers and the systems they are using. On the topic of paper charts, the update is that the UK are holding off on the phasing out of paper charts and the Australian hydrographic office (AHO) are also holding off due to the International Hydrographic Office (IHO) putting together a standard for electronic chart systems for near-coastal operators. Once this standard is out then the theory is that we will see the manufacturers building systems to the new standard to then have our seafarers buy them off the shelf. From all accounts this seems to be a few years off yet, however once this does happen it is more likely that we will see the AHO discontinue more paper charts.	AMSA meeting 26 Oct 2023 o Option A: refer to the term charts and put reference to ECS in the knowledge. O Option B: add or add in additional criteria into existing unit. Add to: MARH013 & MARH016 Expand in: MARH017, MARH023 & MARH024 Discussed at TC meetings 7 Dec 2023 and 31 Jan 2024.	
26-Oct-23	AMSA Meeting		National	Regulator	AMSA	AMSA Meeting 26 & 27 Oct 2023	Maritime	Skill Set	MARSS	New Skill Set	SS - Description	Add	• AMSA request for additional Skill Set for the Navy (bridging course for RAN at the deck/watch keeper level) • Units are from deck watchkeeper course. • Vessel construction, cargo and stability skills to be included in the Skill Set.	AMSA to provide units for Skill Set
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR10220	Certificate I in Maritime Operations (General Purpose Hand Near Coastal)	Q - Qualification Description	Rework	General Purpose Hand * Vessel length increased to <100m (from <80m) * 5 days sea service on a commercial vessel is now required	AMSA Scope Noted No action required (have added terminology updated details to CVIG)
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR10220	Certificate I in Maritime Operations (General Purpose Hand Near Coastal)	Rework	GPH Termonolgy Updates General Purpose Hand NC Terminology Note: For the purposes of a General Purpose Hand, the terms deck work, engine work, direct and general supervision are defined in section 4 of MO505 as follows Deck Work: - means operation or lookout tasks for any of the following: (a) navigation; (b) mooring; (c) anchoring; (d) cargo.	AMSA Scope Noted No action required (have added terminology updated details to CVIG)	
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR10220	Certificate I in Maritime Operations (General Purpose Hand Near Coastal)	Rework	General Purpose Hand NC Terminology Note: For the purposes of a General Purpose Hand, the terms deck work, engine work, direct and general supervision are defined in section 4 of MO505 as follows Engine Work: - means tasks relating to main or auxiliary machinery used for any of the following: (a) propulsion; (b) mooring; (c) anchoring; (d) cargo	AMSA Scope Noted No action required (have added terminology updated details to CVIG)	

Date of Communication	Stakeholder Full Name	Email	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR10220 Certificate I in Maritime Operations (General Purpose Hand Near Coastal)		Rework	General Purpose Hand NC Terminology Note: For the purposes of a General Purpose Hand, the terms deck work, engine work, direct and general supervision are defined in section 4 of MO505 as follows General Supervision: - means that the person being supervised receives instruction and direction on tasks, and recurrent personal contact from the supervisor, but is not frequently attended by the supervisor. Direct supervision: - means that the person being supervised is frequently within sight and hearing of the supervisor.	AMSA Scope Noted No action required - supervision terminology already addressed in previous release.
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR10220 Certificate I in Maritime Operations (General Purpose Hand Near Coastal)		Rework	Duties and Functions of a General Purpose Hand have also changed as follows (Schedule 1 of MO505): 1. assist with deck work on a vessel <100 m long and <3000 GT <EEZ under general supervision of the master of the vessel or an appropriately certificated crew member to whom the master delegates the supervision 2. assist with engine work on a vessel with propulsion power <3000 kW <EEZ under general supervision of the chief engineer of the vessel or another appropriately certificated crew member to whom the chief engineer delegates the supervision Note This means that a person assisting with deck work or engine work under direct supervision rather than general supervision is not required to hold a certificate. <i>Note This means that a person assisting with deck work or engine work under direct supervision rather than general supervision is not required to hold a certificate.</i>	AMSA Scope Noted No action required (have added terminology updated details to CVIG)
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR10418 Certificate I in Maritime Operations (Coxswain Grade 2 Near Coastal)	Q - Qualification Description	Rework	* No longer restricted to non-passenger carrying operations * 10 days qualifying sea service now required where an AMSA approved task book is completed (up from 7 days) * 50 days qualifying sea service now required where an AMSA approved task book is not completed (down from 60 days) * First aid certificate is now required for all Coxswain 2 NC certificates (not just for Coxswain 2 certificates with a passenger-carrying endorsement)	AMSA meeting 27 Oct 2023: AMSA confirmed HLT unit is to be added to core of MAR10418 - qual non-equivalent - MAR10424. Discussed at TC meeting 7 Dec 2023.
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR20321 Certificate II in Maritime Operations (Coxswain Grade 1 Near Coastal)	Q - Qualification Description	Rework	* No longer restricted to sheltered waters, even if sea service completed in sheltered waters * 150 days qualifying sea service now required where an AMSA approved task book is not completed (down from 240 days)	AMSA Scope Noted Discussed at TC meeting 7 Dec 2023. (have added job & function details to CVIG)
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR20421 Certificate II in Maritime Operations (Marine Engine Driver Grade 3 Near Coastal)	Q - Qualification Description	Rework	Marine Engine Driver Grade 3 NC * Option of restriction to outboard motors no longer available. The sea service requirements on vessels with inboard engines must be met.	AMSA Scope Noted Discussed during TC meeting 7 Dec 2023.
26-Oct-23	AMSA Meeting		National	Regulator	AMSA	AMSA Meeting 26 & 27 Oct 2023	Maritime	Qualification	MAR30320 Certificate III in Maritime Operations (Marine Cookery)	Q - Packaging Rules	Rework	* Reviewed and updated qualification * Update the superseded units.	AMSA Meeting 26 Oct 2023: As part of MAR <i>Training Package maintenance</i> - revised and updated SIT units - qualification is still equivalent.
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR30821 Certificate III in Maritime Operations (Marine Engine Driver Grade 2 Near Coastal)	Q - Qualification Description	Rework	Marine Engine Driver Grade 2 NC * Sea service reduction for eligibility requirements whilst holding another lower certificate (such as MED 3 or Coxswain) is no longer available	AMSA Scope Noted Changed MAR qualification Description to show: <i>qualifying sea service as specified in Marine Order 505</i>
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR30921 Certificate III in Maritime Operations (Master up to 24 metres Near Coastal)	Q - Qualification Description	Rework	Master <24m * Command a vessel <24m long <EEZ * Act as Chief Mate on a vessel <45m <EEZ * Act as Deck Watchkeeper on a vessel <100m long and 3000GT <EEZ * Act as Chief Mate on a vessel <100m and <3000GT in inshore waters * Undertake the duties and perform the function of a General-Purpose Hand NC and Master (Inland waters) NC	AMSA Meeting 26 Oct 2023: MAR31021 ave 5 enrolments per year - streamed qual into MAR30921. Discussed at TC meeting 7 Dec 2023 - streamed qualification MAR30924. NOTE: have moved job & function details to CVIG
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR30921 Certificate III in Maritime Operations (Master up to 24 metres Near Coastal)	Q - Qualification Description	Rework	Master <24m NC * Duties as Chief Mate increased to vessels <45m, in line with new Master<45m * Duties as deck watchkeeper increased to vessels <100m and <3000GT in line with new Master <100m * No longer restricted to sheltered waters, even if sea service completed in sheltered waters * 360 days qualifying sea service now required where an AMSA approved task book is not completed (down from 600 days) * All sea service must be completed on vessels ≥7.5m (option of completing up to half sea service on smaller vessels has been removed)	AMSA Scope Noted NOTE: have moved job & function details to CVIG

Date of Communication	Stakeholder Full Name	Email	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR31021 Certificate III in Maritime Operations (Master Inland Waters)	Q - Qualification Description	Rework	Master (Inland waters) NC * Duties as Master increased to vessels <45m (in inland waters)	Qualification MAR40320 title changed to: <i>Certificate IV in Maritime Operations (Master up to 45 metres Near Coastal)</i> as part of MAR Release 10.0 Scope noted to change: MAR31021 Certificate III in Maritime Operations (Master Inland Waters) AMSA Meeting 26 Oct 2023: MAR31021 ave 5 enrolments per year - streamed qual into MAR30924. Discussed at TC meeting 7 Dec 2023.
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR40220 Certificate IV in Maritime Operations (Marine Engine Driver Grade 1 Near Coastal)	Q - Qualification Description	Rework	Marine Engine Driver Grade 1 NC * Sea service options have changed to include either sea service while holding an MED 2 certificate or sea service while holding a workshop skills equivalent certificate (eg a Certificate III in Electrical fitting).	AMSA Scope Noted Changed MAR qualification Description to show: qualifying sea service as specified in Marine Order 505
14-Sep-23	Kelly Harvie CEO via AMSA	ceo@ecamaritimecollege.edu.au	Queensland	Registered Training Organisations (RTOs)	ECA Maritime College	email via AMSA 26 Oct 2023	Maritime	Qualification	MAR40220 Certificate IV in Maritime Operations (Marine Engine Driver Grade 1 Near Coastal)	Q - Qualification Description	Rework	I have just spoken with our Assessor and we both feel there needs to be more in the MED 2 to assist them when they get to MED 1. Stability and Calculations are the two weakest subjects. As you know, we cannot force anyone who comes to us with a Certificate from another college to the 17 subjects they have already completed of the 29 subjects in the MED 1 qualification. The major problem is that MED 2 can hide depending on the vessel size they work on, and differing training levels are being provided. We are constantly hearing from students who attend the upgrade course they never covered any maths in MED 2, which is extremely disappointing considering there is maths all through the following: https://training.gov.au/Training/Details/MARC040 https://training.gov.au/Training/Details/MARC033 We are passionate about our industry and find this extremely frustrating and concerning about the calibre of MED 1 students being pumped out. Our suggestion would be a dedicated Maths Subject at MED 2 level as a minimum. and/or Can there be some changes to SeaTime Requirements? (I am unsure if this is suitable; I am just throwing some ideas out there.)	Replied via AMSA. Called stakeholder seeking permission to add details to Consultation Log. MAR40220 Certificate IV in Maritime Operations (Marine Engine Driver Grade 1 Near Coastal) - fuel calculations are in both MARC033 and MARC040 - can add KE to MARB041 and MARL046 that are only in MAR40220. Noting sea time is detailed in relevant Marine Orders - AMSA requirement (MAR qualification Description to show: <i>qualifying sea service as specified in Marine Order 505</i>)
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR40320 Certificate IV in Maritime Operations (Master up to 45 metres Near Coastal)	Q - Packaging Rules		4. inclusion of an additional unit in MAR40320 Certificate IV in Maritime Operations (Master up to 45m Near Coastal) for seamanship, passage planning, watchkeeping (including collision regulations).	AMSA Scope Noted Discussed at TC meetings 7 Dec 2023 and 31 Jan 2024 - sub TC formed to draft new unit: <i>MARN999Y Use seamanship and passage planning skills on board a vessel (Near coastal)</i> .
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR40320 Certificate IV in Maritime Operations (Master up to 45 metres Near Coastal)	Q - Qualification Description	Rework	Master <45m * Command a vessel <45m long <EEZ * Command a vessel <100m long and <3000GT in inshore waters * Act as Chief Mate or Deck Watchkeeper on a vessel <100m long <EEZ * Undertake the duties and perform the functions of a General Purpose Hand NC	AMSA Scope Noted NOTE: have moved job & function details to CVIG
26-Oct-23	AMSA Meeting		National	Regulator	AMSA	AMSA Meeting 26 & 27 Oct 2023	Maritime	Qualification	MAR40320 Certificate IV in Maritime Operations (Master up to 45 metres Near Coastal)	Q - Qualification Description	Add	o students are getting RPL/Credit Transfer for the unit MARH015 (from MAR30921) o stakeholders are reporting that students aren't passing the AMSA assessment o knowledge gap because the examiner is asking the students to answer questions at the 'higher skill' level, situational awareness and knowledge of 'rules of road' and navigational watch	AMSA meeting 26 Oct 2023 • AMSA confirmed that the gap is the navigational watch and the rules of rule (COLReg). • At Master 45 they are using it re: decision making, and you must be in charge of the navigational watch (AMPA). • Option A: Create a new unit, or • Option B: Add additional criteria (PE & KE) into an already existing unit, i.e. MARK009. Can change the unit code and still keep the qualification equivalent. Suggested unit to be amended is MARK009. This unit is only in MAR40320 currently. The preferred option is to revise/update to an existing unit vs creating a new unit.
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR50320 Diploma of Maritime Operations	Q - Qualification Description	Rework	Master <100m * Command a vessel <100m long <EEZ * Undertake the duties and perform the functions of a General Purpose Hand NC, Master <24m NC and Master <45m NC	AMSA Meeting 26 Oct 2023 • In MO505 – ABD qualification allows for the General Purpose Hand. • Discussion confirmed that it is not appropriate for the GPH to be included in the job role list. NOTE: have moved job & function details to CVIG
29-Jun-23	Grant Judson Manager Seafarer Certification and Coastal Pilotage Operations	scsmanager@amsa.gov.au	National	Regulator	AMSA	Letter of support	Maritime	Qualification	MAR50120 Diploma of Marine Engineering			Engineer Class 3 NC * No changes	No action required

Date of Communication	Stakeholder Full Name	Email	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response
25-Jan-24	James Garde Chief Executive Officer	jamesg@smt.edu.au	Tasmania	Registered Training Organisations (RTOs)	Seafood and Maritime Training	Email	Maritime	Qualification	MAR40320 Certificate IV in Maritime Operations (Master up to 45 metres Near Coastal)	Q - Packaging Rules	Rework	With a high incidence of M45 students not passing AMSA oral assessment because RTO are unable to (no money, can't force content on students as they could be challenged by ASQA if they did) revisit watch keeping and navigation content with M45 students as the have M24 units (CT Issue), we have the opportunity to address these barriers and outcome by separating these common units by into "Do" and "Manage".	Discussed during MAR TC meeting 31 Jan 2024 - sub TC will draft one new unit for review by Technical Committee 29 Feb 2024.
25-Jan-24	James Garde Chief Executive Officer	jamesg@smt.edu.au	Tasmania	Registered Training Organisations (RTOs)	Seafood and Maritime Training	Email	Maritime	Unit	MARH016 Plan and navigate a passage for a vessel up to 80 metres	U - Application	Rework	<p>With a high incidence of M45 students not passing AMSA oral assessment because RTO are unable to (no money, can't force content on students as they could be challenged by ASQA if they did) revisit watch keeping and navigation content with M45 students as the have M24 units (CT Issue), we have the opportunity to address these barriers and outcome by separating these common units by into "Do" and "Manage".</p> <p>This would also more closely align the certificate level with the role</p> <p>How this could be done is by creating new units of competence at a higher level by changing the context of existing ones Eg</p> <ul style="list-style-type: none">MARH016- Plan and navigate a passage for a vessel up to 80 metres Could become MARHXXX Manage Navigation of a passage for a vessel up to 80 metres <p>I understand there is more cost involved with adding new units but it will deliver a much better outcome than trying to modify existing units.</p>	Discussed during MAR Technical Committee meeting 31 Jan 2024 - sub TC will draft one new unit for review by TC 29 Feb 2024.
25-Jan-24	James Garde Chief Executive Officer	jamesg@smt.edu.au	Tasmania	Registered Training Organisations (RTOs)	Seafood and Maritime Training	Email	Maritime	Unit	MARH015 Manage and maintain a navigational watch on board vessels up to 80 metres	U - Application	Rework	<p>With a high incidence of M45 students not passing AMSA oral assessment because RTO are unable to (no money, can't force content on students as they could be challenged by ASQA if they did) revisit watch keeping and navigation content with M45 students as the have M24 units (CT Issue), we have the opportunity to address these barriers and outcome by separating these common units by into "Do" and "Manage".</p> <p>This would also more closely align the certificate level with the role</p> <p>How this could be done is by creating new units of competence at a higher level by changing the context of existing ones Eg</p> <ul style="list-style-type: none">MARH015- Manage and maintain a navigational watch on board vessels up to 80 metres Could become MARHXXX- Manage watchkeeping on board vessels up to 80 metres <p>I understand there is more cost involved with adding new units but it will deliver a much better outcome than trying to modify existing units.</p>	Discussed during MAR Technical Committee meeting 31 Jan 2024 - sub TC will draft one new unit for review by TC 29 Feb 2024.
25-Jan-24	James Garde Chief Executive Officer	jamesg@smt.edu.au	Tasmania	Registered Training Organisations (RTOs)	Seafood and Maritime Training	Email	Maritime	Unit	MARH017 Use wheelhouse equipment for safe navigation	U - Application	Rework	<p>With a high incidence of M45 students not passing AMSA oral assessment because RTO are unable to (no money, can't force content on students as they could be challenged by ASQA if they did) revisit watch keeping and navigation content with M45 students as the have M24 units (CT Issue), we have the opportunity to address these barriers and outcome by separating these common units by into "Do" and "Manage".</p> <p>This would also more closely align the certificate level with the role</p> <p>How this could be done is by creating new units of competence at a higher level by changing the context of existing ones Eg</p> <ul style="list-style-type: none">MARH017- Use wheelhouse equipment for safe navigation Could become MARHXXX- Manage wheelhouse equipment for safe navigation <p>I understand there is more cost involved with adding new units but it will deliver a much better outcome than trying to modify existing units.</p>	Discussed during MAR Technical Committee meeting 31 Jan 2024 - sub TC will draft one new unit for review by TC 29 Feb 2024.
29-Feb-24	Technical Committee	Industry Skills Australia	National		Industry Skills Australia		Maritime	Unit	Units	U - Application	Add	<p>It has been identified, the following units also have NSCV reference that will need to be part of training package maintenance:</p> <ul style="list-style-type: none">* MARB039 Maintain and repair shipboard machinery and equipment (Application)* MARB052 Apply knowledge of the principles of magnetic compass adjusting (KE)* MARC046 Employ tools, equipment and materials in a shipboard context (Application)* MARC050 Operate auxiliary machinery systems up to 1500 kW (Application & KE)* MARC059 Transmit and receive information by marine VHF radio within Australian Territorial Waters (Application)	Discussed during TC meeting 11 April 2024 - units added as training package maintenance
01-Mar-24	Australian Maritime Safety Authority via Jason Glover	MivrgqUqyhuC.dp.vdijryibx	National	Regulator	AMSA	Letter of support	Maritime	Unit	Units	U - Application	Add	<p>As discussed at yesterday's meeting and this morning on the phone, we (AMSA) request that you please add the following line to all the units of competency that are in STCW courses in the MTP?</p> <p>"RTOs wishing to offer this unit of competency must gain AMSA approval before it is delivered"</p> <p>Ideally it will appear in the licensing / regulation information beneath the comment regarding 'seafarers seeking certification should check with AMSA' as seen below:</p> <p>"Licensing/Regulatory Information Legislative and regulatory requirements are applicable to this unit.</p> <p>This unit is one of the requirements to obtain Australian Maritime Safety Authority (AMSA) certification as a</p> <p>Seafarers seeking certification should check with AMSA.</p> <p>RTOs wishing to offer this unit of competency must gain AMSA approval before it is delivered."</p>	<p>Discussed during TC meeting 11 April 2024 - the following statement to be added to STCW units only (within scope of this project):</p> <p>Training providers seeking to offer this unit of competency must gain AMSA approval before the unit is offered.</p>

Date of Communication	Stakeholder Full Name	Email	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response
08-Apr-24	Michael Douglas Lecturer Australian Maritime College	p.jfkdhdqg@acx-jctvc.xdvjfhgx.tlx	Tasmania	Registered Training Organisations (RTOs)	Australian Maritime College	Public consultation Feedback	Education	Unit	MARF027/60Y Apply basic survival skills in the event of vessel abandonment	U - Performance Evidence	Rework	<p>I received an email, HAVE YOUR SAY ON TRAINING PACKAGE DEVELOPMENT: MARINE ORDER 505 PROJECT and have some feedback I would like to provide, regarding two units of competency please:</p> <p>MARF060Y Apply basic survival skills in the event of vessel abandonment, and, MARF046Y Survive at sea in the event of vessel abandonment and personal survival techniques (PST)</p> <p>Regarding MARF060Y in the performance evidence of: •remaining afloat without a lifejacket for at least 5 minutes.</p> <p>As a trainer and assessor at AMC that delivers a lot of sea safety and survival training, I find the wording of 'remaining afloat without a lifejacket for at least 5 minutes' is unclear.</p> <p>My expectation of the participant is that they are required to keep themselves afloat for 5 minutes by treading water, floating on their back, swimming, or any similar way to keep afloat, without any assistance such as wearing or holding onto a lifejacket, buoyancy aid or any other means of support. However, since it does not specifically state they cannot have any other assistance to keep afloat, it may be considered that this is allowed. Perhaps that is the intention of the required performance, I'm not sure. (?)</p>	Discussed during TC meeting 11 April 2024 PE wording changed to: • remaining afloat without a lifejacket or buoyancy aid for at least 5 minutes
08-Apr-24	Michael Douglas Lecturer Australian Maritime College	p.jfkdhdqg@acx-jctvc.xdvjfhgx.tlx	Tasmania	Registered Training Organisations (RTOs)	Australian Maritime College	Public consultation Feedback	Education	Unit	MARF046 Survive at sea in the event of vessel abandonment and personal survival techniques (PST)	U - Elements and Performance Criteria	Rework	<p>Regarding MARF046Y in the performance evidence of: • Keeping afloat without a life jacket.</p> <p>Similar to above, in that it is unclear if any other assistance is allowed, plus, there is no time stipulated so could be as little as a few seconds, even though MARF046Y is a higher qualification than MARF060Y.</p> <p>Also, with the Elements and Performance Criteria: 2.4 Exposure cover is deployed on an open lifeboat according to manufacturer instructions</p> <p>Since open lifeboats were replaced by enclosed or partially enclosed lifeboats on ships constructed from 1986 there are virtually no vessels left in the world with open lifeboats. My suggestion is that Performance Criteria 2.4 be removed.</p> <p>Getting back to the 'remain afloat without a lifejacket' points I have raised above, an idea could be to stipulate that no assistance is to be provided to the participant in keeping themselves afloat, maybe 5 minutes is appropriate for both units. As always a NYC grade can be changed to C if the participant at a later date can demonstrate it satisfactorily, but if they cannot, or chose not to re-attempt then the unit may be awarded, but with a restriction. This could be something like, the person must be wearing a lifejacket at all times on the upper deck of a vessel when working under the privileges of the qualification, either the SSSS for Near Coastal or CoST for Blue Water. Just my thoughts.</p>	Discussed during TC meeting 11 April 2024 - as this is a STCW unit, AMSA deferred the until the next TC meeting 7 May 2024. Note: AMSA Response - AMSA does not agree with the proposed amendment to MARF046Y as this is a unit that is delivered with an STCW outcome. As AMSA is answerable to the IMO for the content and delivery of these units, any changes must be done with due consideration and in full consultation with the relevant technical committee. The MAR MO 505 group is not the relevant technical committee.
08-Apr-24	Wayne Newton Lecturer	z.dlqhlqhz.wqC.qudlnz.dl.hgx.tlx	Western Australia	Registered Training Organisations (RTOs)	North Regional TAFE Broome WA	Public consultation Feedback	Education	Unit	MARF029 Meet work health and safety requirements	U - Knowledge Evidence	Rework	<p>Shipboard Safety</p> <p>I feel much of the knowledge evidence does not relate to this level or skill set, eg; actions to be taken in an emergency, that is the Masters call and responsibility and will learn those actions through ongoing training, at certificate 1 level, shipboard safety, those actions are do as your instructed and hopefully your drills training kicks in. Sure know what an emergency is, raise the alarm but your not in control of the situation. Same with "steps to be taken from resulting hull damage" "application of concepts relating to Hazard identification, risk assessment and control options" Application and control options will be assessed by the Master or OH&S rep not the person with the Shipboard Safety units. We promote these units to new potential seafarers, entry level, cert 1, no sea time.</p>	Discussed during TC meeting 11 April 2024 - KE was deemed appropriate for this unit and the seafarers job role.
08-Apr-24	Wayne Newton Lecturer	z.dlqhlqhz.wqC.qudlnz.dl.hgx.tlx	Western Australia	Registered Training Organisations (RTOs)	North Regional TAFE Broome WA	Public consultation Feedback	Education	Unit	MARF030 Survive at sea using survival craft	U - Knowledge Evidence	Rework	<p>Shipboard Safety</p> <p>"first aid techniques" where do you start and end with that, Master onboard should have current ticket. "International Convention (SOLAS) regulations, way over the top for cert 1 level. "relevant maritime regulation relating to required survival equipment on a vessel" so the person with the Shipboard Safety unit should be checking the Master is doing his job.</p>	Discussed during TC meeting 11 April 2024 - 'first aid' PE changed to "• first aid treatment techniques relevant for a survival craft" - SOLAS was deemed appropriate for this unit and the seafarers job role.
08-Apr-24	Bob Miller Chief Executive Officer	ep.lahuC.dlthgx.tlx	South Australia	Registered Training Organisations (RTOs)	Australian Maritime and Fisheries Academy	Public consultation Feedback	Education	Unit	MARF027/60Y Apply basic survival skills in the event of vessel abandonment	U - Elements and Performance Criteria	Rework	<p>The changes in this unit are comparatively minor and hardly justify a new unit code.</p> <p>Would prefer that the duplication of content with MARF027 be removed and perhaps this would justify the significant amount of work that RTOs will have to undertake just to alter codes with minimum benefit due to the minor nature of the changes</p>	Met with stakeholder 10 April to discuss concerns noted. Discussed during TC meeting 11 April 2024 - TC noted concerns

Date of Communication	Stakeholder Full Name	Email	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response
08-Apr-24	Bob Miller Chief Executive Officer	ap.1kuuC.didihgxiix	South Australia	Registered Training Organisations (RTOs)	Australian Maritime and Fisheries Academy	Public consultation Feedback	Education	Qualification	Qualifications	Q - Packaging Rules	Rework	MAR10220 Certificate I in Maritime Operations (General Purpose Hand Near Coastal) MAR20321 Certificate II in Maritime Operations (Coxswain Grade 1 Near Coastal) MAR20421 Certificate II in Maritime Operations (Marine Engine Driver Grade 2 Near Coastal) MAR30821 Certificate III in Maritime Operations (Marine Engine Driver Grade 2 Near Coastal) The changes in the units in these qualifications are in the main minor and of an editorial nature, some of them simply move the information around on the page rather than being changes of any substance. The incredible amount of work that these relatively minor changes will generate for RTOs in order to change unit codes in student management systems, online learning programs, learning guides and re-mapping of assessments documents does not seem warranted given the insubstantial nature of the changes being made. Surely there is a simpler way that the changes within Marine Order 505 can be reflected in the training package.	Met with stakeholder 10 April to discuss concerns noted. Discussed during TC meeting 11 April 2024 - TC noted concerns
08-Apr-24	John Isle General Manager	mkaqC.vduhjiurxsJfrp.1ix	South Australia	Employer	Saringroup	Public consultation Feedback	Seafood					Deckhand ticket for fishing vessels Life time recognition of qualifications Deck fishing vessels	Emailed stakeholder for further context/information. Discussed during TC meeting 11 April 2024 - TC indicated this maybe relevant to STCWF, but without further context, no further action is undertaken.
08-Apr-24	Nicole Allen Maritime TEN Chair / Head Teacher TAFE Digital TAFE NSW	qJfrdn1dkhgqC.wdihqvz.1hgxi.1dx	New South Wales	Registered Training Organisations (RTOs)	TAFE NSW	Public consultation Feedback	Education	Unit	MARN019Y Command and manage a voyage on a vessel up to 45 metres (Near coastal)	U - Elements and Performance Criteria	Rework	It appears that all the elements / performance criteria in MARN019Y can be easily mapped to previous units MARH015 (Now MARH035Y) , MARH016 (MARH037Y) and MARH017. This raises two issues. Firstly, Why do we need the units MARH035Y , MARH037Y and MARH017 included in Course MAR40324Y when content is all covered in MARN019Y? Secondly if a student is to apply for RPL for MARN019Y they can fairly easily show that all Performance criteria were covered previously in units MARH015, MARH016 and MARH017. I would suggest further changing the wording to the performance criteria so it is not so easily mapped to prior units. I also suggest removing the units MARH035Y , MARH037Y and MARH017 from course MAR40324Y as there is no need for the duplication from the previous course. I would suggest making Certificate III level or equivalent a prerequisite prior to enrolling in MAR40324Y.	Discussed during TC meeting 11 April 2024 - draft new unit MARN019Y vocational outcome is at a higher AQF level to ensure Master 24 m has the required skills and knowledge for Master 45. TC still agree with the need for MARN019Y to ensure the Master 45 outcomes are achieved.
08-Apr-24	Alison Hollands Curriculum Maintenance Manager	DduvgK.rwmlggvC.yx1hgxi.1dx	Victoria	State and Territory Training Authorities (STAs)	Victorian University	Public consultation Feedback	Education	Qualification	MAR10220 Certificate I in Maritime Operations (General Purpose Hand Near Coastal)		Rework	Have worked through the MAR 505 project information on line and it seems appropriate to update for the new order I have heard that there is concern regarding MAR10220 and its delivery but I cannot see this in the actual qualification. Are you aware of anything?	Discussed during TC meeting 11 April 2024 - only concern know is short-delivery of MAR10220 - no other issue raised.
08-Apr-24	Alison Hollands Curriculum Maintenance Manager	DduvgK.rwmlggvC.yx1hgxi.1dx	Victoria	State and Territory Training Authorities (STAs)	Victorian University	Public consultation Feedback	Education	Unit	Qualifications			Have a question regarding the deletion of the qualifications MAR30022 and MAR31021 MAR30022 qualification, in the scheme of training package development, is considered a new qualification. Can you provide the reasoning behind how the qualification came about and who drove the development and why now being deleted? I see form NCVER that MAR30022 has had no enrolments to date, and MAR31021 only 5. I believe we need to know why time and effort was spent on something that is now not required.	Discussed during TC meeting 11 April 2024. This comment is related to - MAR30022 Certificate III in Vessel Traffic Services This is another MAR project that will be in the same MAR Release 11.0. MAR31021 Certificate III in Maritime Operations (Master Inland Waters) has been merged into MAR30924 Master 24 metres.
30-Apr-24	Grant Hunt	vaJC.1hgqhwifrp.1ix	Western Australia	Subject Mater Expert (SME)	Retired with Maritime Background	Public consultation Feedback - 2nd round	Maritime	Skill Set	New Skill Set - MARSS00048 Coxswains Grade 3 Skill Set	SS - Skill Set Requirements	Rework	Coxswains Grade 3 Skill Set This is not original. The Coxswain 3 was within the MAR10 PACKAGE AND WAS WITHDRAWN in the later packages. References to this still are within the package. The only form of obtaining this certificate should be with the following; Each of the following courses from the MAR Maritime Training Package, or a course developed as part of the MAR Maritime Training Package to cover the same skills: – MARI003 Comply with regulations to ensure safe operation of a vessel up to 12 metres; – MARK007 Handle a vessel up to 12 metres; – MARN008 Apply seamanship skills aboard a vessel up to 12 metres. It should include; • AURTGA001 - Drive and manoeuvre trailers; • AURRGA3001 - Launch and recover a vessel using a trailer; • plus 1st Aid and Short Range Radio. The above were the original units in the designated then Coxswain 3. I co-wrote it with Bob Evans. The other current RPL options are not valid or sufficient to meet the Knowledge Evidence and Performance Evidence contained within the above mentioned units.	
30-Apr-24	Keith Lamplugh Maritime Lecturer	nh1k1wlp.sox1kC.vp.wdih1z.d.1hgxi.1ix	Western Australia	Registered Training Organisations (RTOs)	SM TAFE WA	Public consultation Feedback - 2nd round	Education	Unit		U - Elements and Performance Criteria	Rework	MARF043 Ref: Elements 1 and 4. Element 1 requires the launch of survival craft and rescue boats. Element 4 only requires the recovery of survival craft. The rescue boat is the only vessel on board that is actually required to return to the ship after launch. Survival craft, once abandoned the vessel, are not required to return to the ship. Why is there an element for the recovery of only a survival craft and not a rescue boat?	Unit MARF043 is not within scope of the maritime project.

Date of Communication	Stakeholder Full Name	Email	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response
30-Apr-24	Keith Lamplugh Maritime Lecturer	nhkkwtp_soxjkc_vp_vdhnz_gfhgx.ttx	Western Australia	Registered Training Organisations (RTOs)	SM TAFE WA	Public consultation Feedback - 2nd round	Education	Unit		U - Performance Evidence	Rework	MARF034 Performance evidence - calculating equipment to conduct pre-launch checks (this point needs clarity, what is calculating equipment, what needs to be calculated? A pre launch check requires a checklist, the vessel should be in a state of continual readiness due to the PMS requirements performed weekly - flair pack containing handheld orange smoke flairs, handheld red flairs and handheld rocket flairs (spelling: flare not flair)	Unit MARF034 is not within scope of the maritime project.
30-Apr-24	Julian Harrington Chief Executive	tkduuqjwqC_wlfkruij.ttx	Tasmani a	Industry Association	Seafood Industry Tasmania	Public consultation Feedback - 2nd round	Seafood Industry					RE: Marine Order 505 Consultation Seafood Industry Tasmania is the peak body representing the interests of 420 active wild catch fishers, 56 marine farm businesses and 55 seafood processing businesses in Tasmania. Safety is paramount to our members operations and Seafood Industry Tasmania supports all safety initiatives, including mandatory training, in support of meaningful safety outcomes.	
30-Apr-24	Julian Harrington Chief Executive	tkduuqjwqC_wlfkruij.ttx	Tasmani a	Industry Association	Seafood Industry Tasmania	Public consultation Feedback - 2nd round	Seafood Industry					Consultation Process Seafood Industry Tasmania notes that this consultation process provided two weeks to review 110 draft products, an excel spreadsheet mapping document, a consultation log and a 104-page companion volume implementation guide. This is not adequate time for Seafood Industry Tasmania to comprehensively review, digest and identify any specific concerns. Although the mapping document provides some support in identifying what has changed it does not identify the explicit changes made. These must be identified within each draft product by comparing them with the original product. Seafood Industry Tasmania strongly recommends that all changes are included as highlighted and / or track changes in the draft products. This will allow the quick and easy identification of all changes made to the package, thus allowing an efficient and effective process of identifying any issues or concerns to industry. Although the mapping document provides some support in identifying what has changed and what hasn't,	
30-Apr-24	Julian Harrington Chief Executive	tkduuqjwqC_wlfkruij.ttx	Tasmani a	Industry Association	Seafood Industry Tasmania	Public consultation Feedback - 2nd round	Seafood Industry	Unit	MARF027/60Y Apply basic survival skills in the event of vessel abandonment	U - Performance Evidence	Rework	Although a first glance review of the 110 draft products, the packages and identified changes appear to be relevant and will, to varying degrees, improve safety outcomes; a second review identified a significant concern with a proposed change to Assessment Requirements for MARF060Y Apply basic survival skills in the event of vessel abandonment. Requirements for MARF060Y Apply basic survival skills in the event of vessel abandonment A change to MARF060Y includes the following highlighted change "remaining afloat without a lifejacket or buoyancy aid for at least 5 minutes". In consultation with experts in the training space, I am being told that this change would make the Australian standard higher than the International Marine Organisation code / IMO International Convention on Standards of Training, Certification and Watchkeeping for seafarers (STCW) – which does not explicitly state a buoyancy aid cannot be used, and does not describe a duration to stay buoyant.	
30-Apr-24	Julian Harrington Chief Executive	tkduuqjwqC_wlfkruij.ttx	Tasmani a	Industry Association	Seafood Industry Tasmania	Public consultation Feedback - 2nd round	Seafood Industry	Unit	MARF027/60Y Apply basic survival skills in the event of vessel abandonment	U - Performance Evidence	Rework	Seafood Industry Tasmania would like to see the evidence base that justifies this significant change and in turn would improve safety outcomes. Seafood Industry Tasmania suggests that if implemented, this change would discriminate against weak and non-swimmers, especially given: <ul style="list-style-type: none">• Buoyancy aids are readily available when abandoning vessel;• Buoyancy aids are available for a capsized vessel;• Australian standards require vessels to remain buoyant when capsized• Wearing a lifejacket being a requirement under a vessel SMS for all non / weak swimmers. Seafood Industry Tasmania does not support the inclusion of this change in the final package. Seafood Industry Tasmania also notes they have not fully briefed other state counterparts on this proposed change and the implications it will have on the seafood workforce into the future. As such, we strongly recommend more time is provided for this to occur.	
01-May-24	Christopher Saunders Chief Executive Officer	fkubvC_p_dukwp_hvdihwfwzlgjqjfrp.ttx	New South Wales	Registered Training Organisations (RTOs)	NSW Fishing Industry Training Committee Ltd	Public consultation Feedback - 2nd round	Education	Unit	MARF027/60Y Apply basic survival skills in the event of vessel abandonment	U - Elements and Performance Criteria	Rework	This has been changed in this unit, even though it is higher than IMO code and accordingly the STCW survival training, that doesn't even describe a duration. It means many weak swimmers won't be able to pass ESS and get a qualification and subsequent ticket.	
01-May-24	Peter Gordon Cheesman Training and Induction Manager	shwhudfkhhvp_dqC_wlvvdifrp.ttx	Tasmani a	Employer	Tassal	Public consultation Feedback - 2nd round	Seafood Industry	Unit	MARF027/60Y Apply basic survival skills in the event of vessel abandonment	U - Performance Evidence	Rework	The Performance evidence does not indicate what clothing is required for in-water performance evidence. Based on the most likely context, this would be wearing trousers, long sleeve shirt and shoes, not swimwear. With clothing on, the in-water performance evidence is excessive. It is likely to result in real incidents while undertaking training and a high failure rate. The performance level of in-water survival techniques should be equal to or less than that required of Bronze Medalian and or STCW Certificate of Safety Training as below. Survival skills in Bronze Medallion: Dressed in trousers and a long-sleeved shirt: <ul style="list-style-type: none">• float using hand sculling movements for 1 minute• tread water for 1 minute• put on a lifejacket (PFD) in deep water• swim 50 metres• demonstrate the HELP position• climb out wearing the lifejacket (PFD)	

Date of Communication	Stakeholder Full Name	Email	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response
01-May-24	Peter Gordon Cheesman Training and Induction Manager	peter.cheesman@tassal.co m.au	Tasmania	Employer	Tassal	Public consultation Feedback - 2nd round	Seafood Industry	Unit	MARF027/60Y Apply basic survival skills in the event of vessel abandonment	U - Performance Evidence	Rework	<p>STCW COST</p> <p>In water prac:</p> <ul style="list-style-type: none">• safely jump from a height into the water• right an inverted life raft while wearing a lifejacket• swim while wearing a lifejacket• keep afloat without a lifejacket• board a survival craft from the ship and water while wearing a lifejacket <p>MARF060Y Apply basic survival skills in the event of vessel abandonment.</p> <p>In water prac – assuming long sleeve shirt and trousers, shoes</p> <ul style="list-style-type: none">• remaining afloat without a lifejacket or buoyancy aid for at least 5 minutes.• donning a lifejacket in water and:<ul style="list-style-type: none">o assisting a survivor to don a lifejacketo holding heat escape lessening posture for at least 5 minuteso maintaining a group huddle for at least 10 minuteso swimming in a group conga line for a minimum of 50 metreso swimming in a lifejacket for a minimum of 50 metreso towing with a life jacket for a minimum of 25 metres	