

## Marine Information Bulletin

### New registration process for greater risk ships

Issued 10 November 2009, last reviewed 24 September 2010

#### Purpose

There have been recent national standards changes that affect the registration and operations of certain commercial and fishing ships.

Maritime Safety Queensland is consolidating particular legal requirements for the operation of ships into the ship registration processes. This will constitute a new step in the initial registration for certain ships and is explained below.

#### Background

Section 111 of the *Transport Operations (Marine Safety) Regulation 2004* requires ships to be operated in accordance with section 15 the Uniform Shipping Laws Code - Emergency Procedures and Safety of Navigation. Sections 133 and 134 of the *Transport Operations (Marine Safety) Regulation 2004* require particular manuals, plans and records to be completed for the ship and kept on board. The requirements for section 15 of the Uniform Shipping Laws Code must be reflected in the manuals, plans and records for the ship.

These documents are collectively referred to as the ship operating documents and now called the Safety Management System. A model of the Commercial and Fishing Ship Safety Management System is available from Maritime Safety Queensland.

#### Current situation

These documents are required to be developed for the ship prior to the commencement of its operations.

Currently these documents are examined by Maritime Safety Queensland shipping inspectors during ship monitoring operations and at-sea inspections. Noncompliance with these requirements may be an offence under the *Transport Operations (Marine Safety) Regulation 2004*.

#### New requirements

In response to the findings of coronial enquiries and marine incident investigations, Maritime Safety Queensland has introduced a requirement that the safety management system for new greater risk

ships must be viewed by a shipping inspector prior to Maritime Safety Queensland finalising an application for registration.

The inspection of the documents will happen concurrently with the building of the ship so should not delay the registration process providing the owner/builder has fulfilled all legal obligations in regards to ship operating documents and communicated with Maritime Safety Queensland regarding these documents.

This new procedure in the registration process will ensure owners/operators of greater risk ships have given sufficient consideration to the risks associated with the ship before the ship commences the operations for which it is being built.

#### What are greater risk ships?

A greater risk ship is a ship that is any of the following:

- Class A ship
- Class 1 or 2 ship greater than 35m or dredge barge more than 24m
- Ship carrying any berthed passenger(s) or that berth more than 12 people (including crew)
- Ship carrying more than 36 passengers in class B or C
- Ship carrying more than 75 passengers in class D or E
- Ship carrying fuel oil in bulk
- Ship carrying dangerous goods
- Ship carrying vehicles
- Ship involved in towage operations (including aquaculture structures)
- Support vessel to the offshore industries
- Barge equipped with a crane or davit of more than 3 t or dredging machinery having a total brake power of 500 kW or more
- Fast craft (capable of speeds greater than 25 knots) and novel craft greater than 6 metres
- Fast craft and novel craft greater than 6 metres if, in the opinion of Safety Standards Branch or a Maritime Safety Queensland regional officer, a greater risk is present due to the nature of the operation or the construction of the ship.

Builders/owners of new greater risk ships will need to demonstrate the completion of the safety management system for the ship before it may be registered. This requirement will also be taken into account should the builder/owner apply for consent to use a restricted use flag, for the purpose of using the ship pending finalisation of registration or other operational aspects.

Shipping inspectors from Maritime Safety Queensland in the region where the ship is being built (and/or operated if this is different) will be available to provide advice about the ship operating documents and to witness their completion so that the initial registration process can be completed.

### **Information**

For further information about this Marine Information Bulletin, email [msqmail@msq.qld.gov.au](mailto:msqmail@msq.qld.gov.au).

Other Marine Information Bulletins covering various topics relating to the safe operation of ships can be obtained from Maritime Safety Queensland's website [www.msq.qld.gov.au](http://www.msq.qld.gov.au) and from the following Maritime Safety Queensland regional offices:

Airlie Beach	(07) 4946 2200
Bundaberg	(07) 4131 8500
Cairns	(07) 4052 7400
Gladstone	(07) 4973 1200
Hervey Bay	(07) 4194 9600
Mackay	(07) 4944 3700
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