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Marine Order 54 (Coastal pilotage) 2026

made under the *Navigation Act 2012*

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Division 1 Preliminary

1 Name of Marine Order

This Marine Order is *Marine Order 54 (Coastal pilotage) 2026*.

2 Purpose

This Marine Order:

(a) provides for licensing of pilotage providers and pilots; and

(b) prescribes compulsory pilotage areas for Part 2 of Chapter 6 of the Navigation Act and for compulsory pilotage in those areas; and

(c) prescribes required information for applications for an exemption from the requirement to navigate with a licensed pilot.

3 Power

(1) The following provisions of the Navigation Act provide for this Marine Order to be made:

(a) section 163 which provides that regulations may prescribe waters that are compulsory pilotage areas for Part 2 of Chapter 6;

(b) section 164 which provides that regulations may provide for the licensing of pilots and pilotage providers;

(c) section 165 which provides that regulations may provide for the operations of licensed pilots and licensed pilotage providers including their duties and the manner in which they perform their duties;

(d) subsection 172(2) which provides that an application for an exemption from the requirement to navigate with a licensed pilot must contain the prescribed information;

(e) section 314 which provides that regulations may provide for matters relating to certificates.

(2) Subsection 339(1) of the Navigation Act provides a general regulation making power for matters required or permitted to be prescribed by the Navigation Act, or that are necessary or convenient to be prescribed for carrying out or giving effect to the Act.

(3) Section 341 of the Navigation Act provides that the regulations may provide for the imposition of penalties not exceeding 50 penalty units for offences against the regulations.

(4) Subsection 342(1) of the Navigation Act provides for the making of Marine Orders for any matter for which provisions must or may be made by the regulations.

4 Definitions

(1) In this Marine Order:

approved bridge resource management course means a bridge resource management course approved by AMSA under section 24.

approved bridge simulator means a bridge simulator approved by AMSA under section 24.

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approved compliance auditor means a person approved by AMSA under section 24 to conduct an audit in relation to coastal pilotage services on behalf of AMSA.

approved fatigue management course means a fatigue management course approved by AMSA under section 24.

approved training course auditor means a person approved by AMSA under section 24 to conduct an audit of a coastal pilotage training course.

approved training course provider means a person approved by AMSA under section 23 to provide a coastal pilotage training course.

Certificate of Medical Fitness means a certificate of medical fitness, within the meaning of section 4 of *Marine Order 76 (Health — medical fitness) 2017*, that is:

(a) for issue of a pilot licence — a certificate mentioned in paragraph (a) of that definition; and

(b) for re-issue (renewal) of a pilot licence — a certificate mentioned in paragraph (a) or (b) of that definition; and

(c) in any other case — a certificate mentioned in paragraph (a) or (b) of that definition; and

(d) appropriate for the class of pilot licence held, or applied for, by the person.

check pilot means a person who holds a check pilot licence.

check pilot voyage means a competency check of a pilot performed by a check pilot during a voyage at sea.

coastal pilot proficiency check (CPPC) means a competency check of a pilot in an approved bridge simulator performed by a check pilot, or a person approved by AMSA.

coastal pilotage services means services, operations and arrangements for the pilotage of a vessel in a compulsory pilotage area, including the assignment of a licensed pilot and the management of risks associated with the pilotage.

coastal pilotage training course means a course for the training of pilots that:

(a) is provided by an approved training course provider; and

(b) includes training in the knowledge, skills and procedures relevant to pilotage in compulsory pilotage areas.

competency assessment means a competency check of a pilot that is:

(a) a check pilot voyage; or

(b) a coastal pilot proficiency check (CPPC); or

(c) a written or oral examination or other kind of examination approved by AMSA.

compliance audit has the meaning given by section 20.

compulsory pilotage area has the meaning given by section 27.

cruise ship anchorage means:

(a) for the Whitsundays Plan of Management 1998 — an anchorage specified in the *Great Barrier Reef Marine Park Regulations 2019*; and

(b) for a cruise ship anchorage in the Great Barrier Reef Marine Park — see the *Great Barrier Reef Marine Park Regulations 2019*, section 3.

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designated anchorage means a point or an area described in the *Great Barrier Reef Marine Park Regulations 2019*, Schedule 1.

draught, for a vessel, means the vertical distance between the waterline and the lowest part of the vessel, as measured when the vessel is stopped in the water and not making way.

Great North East Channel pilotage area means the part of the Torres Strait bounded by a line that progressively joins, on geodesic lines, the following points:

Point	Latitude	Longitude
1	10° 41.0S	141° 50.0E
2	10° 28.0S	141° 50.0E
3	10° 28.0S	142° 27.0E
4	10° 18.0S	142° 48.0E
5	9° 48.0S	143° 08.0E
6	9° 30.0S	143° 24.0E
7	9° 45.0S	143° 24.0E
8	10° 20.0S	143° 00.0E
9	10° 41.0S	141° 50.0E

Hydrographer's Passage pilotage area means the area defined as the Hydrographer's Passage under subsection 192(3) of the Great Barrier Reef Marine Park Regulations 2019.

incident means any of the following:

(a) a marine incident;

(b) a machinery or equipment failure that affected the safety or safe navigation of a vessel;

(c) a discharge, or probable discharge, of pollution from a vessel including a loss of a container or a *prescribed incident* under the *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*.

inner route is the area defined as the inner route under subsection 192(2) of the Great Barrier Reef Marine Park Regulations 2019.

inner route pilotage area means:

(a) the inner route; and

(b) the Torres Strait, excluding the waters north of latitude 10º 28.00′S and east of longitude 142º 39.00′E.

on duty, for a licensed pilot on board a piloted vessel in a compulsory pilotage area, means the period beginning when the pilot commences their duties and ending when the pilot ceases their duties, and includes any period when the vessel is at anchor.

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operational safety meeting means a meeting conducted by a pilotage provider with the following persons to discuss operational safety issues:

(a) the designated person mentioned in clause 3 of Schedule 1 or a representative of that person;

(b) a representative of the pilotage crew of the pilotage provider;

(c) a representative of employees of the pilotage provider.

passage plan model means the model for detailed passage plan for pilotage in the Great Barrier Reef and Torres Strait as set out in the latest edition of the *Queensland Coastal Passage Plan* published by AMSA.

Note See the AMSA website at www.amsa.gov.au.

pilot launch means a vessel that is being operated to transfer a pilot to or from a vessel for the purpose of pilotage.

pilotage crew, of a pilotage provider, means:

(a) each pilot employed or contracted by the pilotage provider, including any pilot under training; and

(b) each seafarer of any pilot launch.

pilot licence means a licence of any of the following classes of licence:

(a) an unrestricted pilot licence;

(b) a restricted pilot licence;

(c) a check pilot licence.

REEFVTS has the meaning given by *Marine Order 63 (Vessel reporting systems) 2019*, section 4.

Torres Strait means the waters bounded:

(a) on the south by a line that progressively joins, on geodesic lines, the following points:

(i) latitude 10º41.00′ S and longitude 141º50.00′ E; and

(ii) the point that, at low water, is the northern most extremity of Cape York Peninsula Queensland; and

(iii) latitude 10º41.27′ S and longitude 143º24.00′ E; and

(b) on the east:

(i) for a vessel moving eastward — by longitude 143°22.00′ E; or

(ii) for any other vessel — by longitude 143°24.00′ E; and

(c) on the north by the line of the exclusive economic zone of Australia; and

(d) on the west:

(i) for a vessel of less than 8 m draught — by longitude 142°05.00′ E; or

(ii) for a vessel of 8 m draught or more moving eastward — by longitude 141°50.00′ E; or

(iii) for a vessel of 8 m draught or more moving westward — by longitude 141°51.70′ E.

UKCM system means the under keel clearance management system implemented by AMSA.

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vary, for a licence, includes the following:

(a) vary an existing licence condition;

(b) impose a new licence condition;

(c) remove an existing licence condition.

Whitsundays pilotage area means the area defined as the Whitsundays compulsory pilotage area under subsection 192(4) of the *Great Barrier Reef Marine Park Regulations 2019.*

(2) A licensed pilot:

(a) ***commences their duties*** when the piloted vessel enters the compulsory pilotage area in which the pilotage is to be conducted; and

(b) ***ceases their duties*** when the piloted vessel leaves the compulsory pilotage area in which the pilotage was conducted.

Note 1 Some terms used in this Marine Order are defined in *Marine Order 1 (Administration) 2013*, including:

- AMSA Act
- national law
- National Standard for Commercial Vessels (or *NSCV*)
- Navigation Act.

Note 2 Other terms used in this Marine Order are defined in the Navigation Act, including:

- AMSA
- coastal sea of Australia
- licensed pilot
- marine incident
- pilot
- pilotage provider
- seafarer
- STCW Convention
- vessel.

Note 3 For delegation of AMSA's powers under this Marine Order — see the AMSA website at www.amsa.gov.au.

5 Interpretation

In this Marine Order, the position of a meridian of longitude or a parallel of latitude is with reference to the World Geodetic System 1984.

6 Application

(1) For paragraph 162(2)(a) of the Navigation Act, this Marine Order applies to pilots and pilotage of vessels that are in, or in transit to or from waters in any of the following:

(a) the inner route;

(b) the Torres Strait;

(c) the Whitsundays pilotage area.

(2) For paragraph 162(2)(b) of the Navigation Act, this Marine Order applies to pilots and pilotage of vessels in any waters of the Hydrographer's Passage pilotage area.

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Note 1 All the areas mentioned in this section are in the coastal sea of Australia other than the Hydrographer's Passage pilotage area that is outside the territorial sea of Australia and within the exclusive economic zone of Australia.

Note 2 The *Great Barrier Reef Marine Park Regulations 2019* prescribe the Hydrographer's Passage, the inner route and the Whitsundays compulsory pilotage area to be compulsory pilotage areas for the *Great Barrier Reef Marine Park Act 1975* — see *Great Barrier Reef Marine Park Regulations 2019,* s 192.

Note 3 For the kinds of vessels to which this Marine Order applies — see section 9 and subsection 162(1) of the Navigation Act.

7 Review of decisions

A decision mentioned in the following table is taken to be a reviewable decision under Division 3 of *Marine Order 1 (Administration) 2013.*

Item	Subsection	Decision	Person affected
1	10(2)(g)	impose any other condition on a pilotage provider licence when the licence is issued or re-issued	applicant
2	14(2)(c)	impose any other condition on a pilot licence when the licence is issued or re-issued	applicant
3	16(1) and (2)	vary, suspend or revoke a licence	licence holder
4	23(2) and 23(3)	refuse to approve a person as a provider of a coastal pilotage training course, impose a condition on an approval of that kind, or revoke an approval of that kind	applicant or approved training course provider
5	24(1)(j) and 24(2)	refuse to approve a person's participation in an alternative pathway program, impose a condition on an approval of that kind, or revoke an approval of that kind	applicant or approved person
6	26	give a direction	licensed pilotage provider or licensed pilot

Division 2 Licensed pilotage providers

8 Application for pilotage provider licence

(1) A person (the ***applicant***) may apply to AMSA for a pilotage provider licence in accordance with *Marine Order 1 (Administration) 2013*.

Note 1 Giving false or misleading information is an offence against the Criminal Code — see sections 136.1 and 137.1.

Note 2 A fee may be determined for this section — see the AMSA Act, section 47.

(2) An application for a pilotage provider licence must include the applicant's proposed safety management system.

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9 Licence issue — pilotage provider

AMSA may issue or re-issue (renew) a pilotage provider licence to the applicant, subject to the conditions mentioned in section 10, if AMSA is satisfied that a compliance audit has verified:

(a) that the applicant has a safety management system that meets Schedule 1; and

(b) the matters set out in section 20 in relation to the proposed provision of coastal pilotage services.

Note Division 3 of *Marine Order 1 (Administration) 2013* provides for the review of decisions that are made in accordance with the application process in that Order.

10 Licence conditions — pilotage provider

(1) A person holding a pilotage provider licence must comply with:

(a) the conditions mentioned in subsection (2); and

(b) each further condition of the licence set out in Schedule 2.

Note Failure to comply with a condition on a pilotage provider licence may result in action in relation to the pilotage provider licence — see Division 4. Further regulatory measures are available to AMSA under section 26 of this Marine Order and section 264 (Inspector may give directions) and section 265 (Inspector may give improvement notices) of the Navigation Act.

(2) A pilotage provider licence is subject to the following conditions:

(a) the pilotage provider must continue to implement a safety management system that meets Schedule 1;

(b) the pilotage provider must monitor the effectiveness of their safety management system;

(c) the pilotage provider must review their safety management system and document changes if any of the following occurs:

(i) a risk control measure is revised;

(ii) there is a change to the requirements of the Navigation Act or this Marine Order that relate to the provision of coastal pilotage services;

(iii) an incident occurs;

(iv) an audit indicates a deficiency;

(v) technology that is used to assist pilots perform their duties has changed;

(vi) there is a change to the nature of coastal pilotage services provided by the pilotage provider;

(d) the pilotage provider must tell AMSA as soon as reasonably practicable after any significant change to their safety management system;

(e) the pilotage provider must arrange the following audits in relation to their safety management system:

(i) annually — an audit of the matters mentioned in subsection 20(2) conducted by the pilotage provider;

(ii) biennially — a compliance audit conducted by an approved compliance auditor;

(iii) every 3 years — a compliance audit conducted by AMSA;

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(f) the pilotage provider must, in addition to arranging the compliance audits mentioned in paragraph (e), facilitate any further compliance audit requested by AMSA at any reasonable time;

(g) any other condition imposed by AMSA when the licence is issued or re-issued (renewed).

Note for subparagraph (e)(ii) A list of approved compliance auditors is available on the AMSA website at www.amsa.gov.au.

Note for paragraph (g) A decision to impose a condition is a reviewable decision — see section 7.

(3) For paragraph (2)(d), ***significant change*** means a change that:

(a) directly impacts on the provision of coastal pilotage services; or

(b) results in the lessening of minimum rest periods mentioned in the pilotage provider's fatigue management plan; or

(c) is not administrative in nature.

Note for paragraph (c) An update to contact details or correction of a typographical error is an example of change that is administrative in nature.

Note for paragraph (d) AMSA may be told of a significant change by email to OpsCoastalPilotage@amsa.gov.au.

11 Licence duration — pilotage provider

A pilotage provider licence:

(a) comes into force on the day it is issued; and

(b) remains in force unless:

(i) it is revoked; or

(ii) if AMSA has specified an expiry day on the licence — the licence has expired.

Note Under Division 2 of *Marine Order 1 (Administration) 2013*, a licence is not in force while it is suspended.

Division 3 Licensed pilots

12 Application for pilot licence

(1) A person (the ***applicant***) may apply to AMSA for a pilot licence in accordance with *Marine Order 1 (Administration) 2013*.

Note 1 Giving false or misleading information is an offence against the Criminal Code — see sections 136.1 and 137.1.

Note 2 A fee may be determined for this section — see the AMSA Act, section 47.

(2) The application must state:

(a) the class of pilot licence applied for; and

(b) the compulsory pilotage area applied for.

Note If a form is approved by AMSA for the application, the approved form must be used and is available on the AMSA website at www.amsa.gov.au — see *Marine Order 1 (Administration) 2013*.

(3) For a pilot licence that is in force on application — if the holder of a licence applies for re-issue (renewal) of a licence under this section, the licence remains in force until the application is decided despite its expiry.

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13 Licence issue — pilot

AMSA may issue or re-issue (renew) the pilot licence to the applicant, subject to the conditions mentioned in section 14, if:

(a) the criteria mentioned in Schedule 3 for the class of licence are met; and

(b) for re-issue — the licence is not suspended.

Note Division 3 of *Marine Order 1 (Administration) 2013* provides for the review of decisions that are made in accordance with the application process in that Marine Order.

14 Licence conditions — pilot

(1) A person holding a pilot licence must comply with each condition of the licence.

Note Failure to comply with a condition of a pilot licence may result in action in relation to the licence — see Division 4. Further regulatory measures are available to AMSA under section 26 of this Marine Order and sections 264 (Inspector may give directions) and 265 (Inspector may give improvement notices) of the Navigation Act.

(2) A pilot licence is subject to the following conditions:

(a) each condition of the pilot licence set out in Schedule 4;

(b) for a check pilot licence — each condition of the licence set out in Schedule 5;

(c) any other condition imposed by AMSA when the licence is issued or re-issued (renewed).

Note A decision to impose a condition mentioned in paragraph (c) is a reviewable decision — see section 7.

15 Licence duration — pilot

(1) A pilot licence comes into force on the day it is issued or re-issued (renewed).

(2) A pilot licence, other than a check pilot licence, ceases to be in force the earlier of:

(a) 2 years after the day the licence is issued or re-issued (renewed); or

(b) a day specified by AMSA.

(3) A check pilot licence ceases to be in force the earlier of:

(a) the expiry of the unrestricted pilot licence to which the check pilot licence is related; or

(b) a day specified by AMSA.

Note Under Division 2 of *Marine Order 1 (Administration) 2013*, a licence is not in force while it is suspended.

Division 4 Dealing with licences

16 Variation, suspension and revocation

(1) AMSA may vary, suspend or revoke a ***pilotage provider licence*** if:

(a) a licence holder has applied for the variation, suspension or revocation; or

(b) AMSA is satisfied that:

(i) a licence holder has not complied with a requirement of the Navigation Act or this Marine Order; or

(ii) a licence holder has given information to AMSA that was false or misleading.

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Note 1 The term ***vary*** includes *vary, impose or remove a licence condition* — see section 4. If AMSA considers the licence holder should no longer carry on an activity permitted by the licence, AMSA may suspend the licence pending further action.

Note 2 A decision under this section is a reviewable decision — see section 7.

(2) AMSA may vary, suspend or revoke a ***pilot licence*** if:

(a) a licence holder has applied for the variation, suspension or revocation; or

(b) AMSA is satisfied that:

(i) a licence holder has not complied with a requirement of the Navigation Act or this Marine Order; or

(ii) the licence holder has demonstrated incompetence or misconduct; or

(iii) a licence holder has given information to AMSA that was false, misleading, incomplete or incorrect; or

(iv) the licence was issued or re-issued (renewed) because of an error or omission and the licence would not have been issued or re-issued had the error or omission not occurred; or

(c) a vessel being piloted has been involved in a collision with another vessel or has run aground; or

(d) AMSA reasonably believes it is necessary in the interests of marine safety, securing the safe navigation of vessels or mitigating a serious threat to the marine environment.

Note 1 Paragraphs (c) and (d) allow AMSA to suspend a pilot licence immediately under subsection 17(2).

Note 2 The term ***vary*** includes *vary, impose or remove a licence condition* — see section 4. If AMSA considers the licence holder should no longer carry on an activity permitted by the licence, AMSA may suspend the licence pending further action.

Note 3 A decision under this section is a reviewable decision — see section 7.

17 Requirements for variation, suspension or revocation — decisions on the initiative of AMSA

(1) This section applies to a decision for ***variation***, ***suspension*** or ***revocation*** that is made on the initiative of AMSA.

Immediate suspension period including notice requirements

(2) For a ***suspension*** under paragraph 16(2)(c) or (d), the following applies:

(a) AMSA may suspend a licence immediately, without first giving notice to the licence holder, for a period (the ***suspension period)*** if that period is not more than 6 months from the date of decision to suspend;

(b) AMSA may extend the suspension period for a further period (the ***further extension period***) if:

(i) the further extension period is not more than 6 months; and

(ii) the suspension period and the further extension period combined do not exceed 12 months;

(c) if a licence has been suspended — AMSA may reduce the suspension period or further extension period, or end the extension period, before the end of that period;

(d) for the suspension period — AMSA must give notice to the licence holder as soon as reasonably practicable after deciding to suspend;

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(e) for the further extension period — AMSA must give the licence holder notice of the proposed decision before the end of the suspension period.

Notice requirements — for other decisions

(3) The notice requirement set out in subsection (4) applies to:

(a) a ***variation***, ***suspension*** or ***revocation*** of a licence under paragraph 16(1)(b); or

(b) a ***variation***, ***suspension*** or ***revocation*** of a licence under paragraph 16(2)(b); or

(c) a ***variation*** or ***revocation*** under paragraph 16(2)(c) or (d); or

(d) a decision under paragraph (2)(b) to extend the suspension period for a further extension period.

(4) AMSA must:

(a) before making the proposed decision — give notice to the licence holder; and

(b) invite the licence holder to make representations, within the period specified, why AMSA should not make the proposed variation, suspension or revocation; and

(c) if the licence holder makes representations within the period specified in the notice — consider those representations before making a decision.

Reasons etc

(5) A notice must:

(a) be in writing; and

(b) state:

(i) the date of effect of the decision, if made; and

(ii) the reasons for the decision or proposed decision including the relevant circumstances.

18 Effect of suspension

For section 169 of the Navigation Act — if a pilotage provider licence or a pilot licence is suspended, the licence holder is taken to be a person who is not a licensed pilotage provider or licensed pilot, as the case may be.

Note 1 It is an offence to perform prescribed duties of a licensed pilot or licensed pilotage provider without a pilot licence or pilotage provider licence — see section 169 of the Navigation Act.

Note 2 Under Division 2 of Marine Order 1 (Administration) 2013, a licence is not in force while it is suspended. While a licence is suspended, the licence holder is not permitted to provide services or perform duties authorised by the licence, but remains subject to this Marine Order in respect of matters that do not depend on the licence being in force.

Division 5 Inquiry, compliance audit, approval and other powers

Subdivision 5.1 Inquiry and audit

19 Powers of inquiry

(1) AMSA may inquire into the provision of coastal pilotage services.

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(2) The pilotage provider must respond to inquiries, within the period specified, to any request made by AMSA.

Note 1 A suspension of a licence does not prevent AMSA from conducting an inquiry or audit in relation to matters arising before, during or after the suspension.

Note 2 This section may apply to a pilotage provider whether or not a pilotage provider licence has been issued, including a person who has applied for a pilotage provider licence.

20 Compliance audit power — coastal pilotage services

(1) AMSA, or an approved compliance auditor, may conduct an audit for the purpose of verifying the matters mentioned in subsection (2).

(2) A compliance audit may be conducted in relation to the provision of coastal pilotage services for the purpose of verifying:

(a) compliance by the pilotage provider with requirements of the Navigation Act including this Marine Order; or

(b) the adequacy and effectiveness of any system of the pilotage provider including their safety management system; or

(c) the effectiveness of the pilotage provider's fatigue management plan; or

(d) compliance with any conditions on the licence.

(3) An audit may also substantiate information provided to AMSA.

21 Audit power — coastal pilotage training course

(1) AMSA, or an approved training course auditor, may conduct an audit of a coastal pilotage training course for the purpose of verifying the matters mentioned in subsection (2).

(2) An audit may be conducted of a coastal pilotage training course for the purpose of verifying the adequacy of the following:

(a) training in an approved bridge simulator that is part of the course;

(b) qualifications of persons teaching the course;

(c) course material;

(d) facilities used by the provider of the coastal pilotage training course for the course;

(e) other aspects of the training course relevant to coastal pilotage.

22 Requirement to comply

A person who is the subject of an audit under this subdivision must comply with the reasonable requests of the person conducting the audit including:

(a) answering questions; and

(b) providing information or documents; and

(c) giving access to records or other things relevant to the audit.

Subdivision 5.2 Approvals and other powers

23 Approval — provider for coastal pilotage training course

(1) A person (the ***applicant***) may apply to AMSA in writing for approval to provide a coastal pilotage training course.

Note 1 A fee may be determined for this section — see the AMSA Act, section 47.

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Note 2 If a form is approved by AMSA for the application, the approved form must be used and is available on the AMSA website at www.amsa.gov.au — see *Marine Order 1 (Administration) 2013.*

(2) AMSA may approve a person to provide a coastal pilotage training course if:

(a) the person has applied in writing; and

(b) AMSA is satisfied that the applicant has the expertise, resources and procedures necessary to deliver a coastal pilotage training course that meets an appropriate standard; and

(c) an audit of the coastal pilotage training course under section 21 has been completed to the satisfaction of AMSA.

Note A decision to refuse to approve a person as a provider of a coastal pilotage training course is a reviewable decision — see section 7.

(3) AMSA may:

(a) approve a person to provide a coastal pilotage training course under subsection (2) subject to any condition imposed by AMSA that it considers necessary; and

(b) revoke the approval.

Note A decision to impose a condition on, or revoke, an approval is a reviewable decision — see section 7.

(4) An approval under subsection (2):

(a) comes into force on the day it is given; and

(b) unless revoked earlier — expires:

(i) 4 years after it is given; or

(ii) if AMSA specifies an earlier expiry day — on that day; and

(c) is subject to any condition specified in the approval.

24 Other approvals and equivalence determinations

(1) AMSA may approve any of the following for the purposes of this Marine Order:

(a) a person to conduct a compliance audit in relation to the provision of coastal pilotage services on behalf of AMSA;

(b) a person to conduct an audit of a coastal pilotage training course on behalf of AMSA;

(c) a bridge simulator as meeting the applicable performance standards for simulators mentioned in STCW Code Section A-I/12;

(d) another kind of examination for paragraph (c) of the definition of competency assessment;

(e) a bridge resource management course for the issue of a restricted pilot licence;

(f) a fatigue management course that is completed for the issue of a pilot licence;

(g) a competency check in the use of the UKCM system for transits of the Great North East Channel pilotage area and inner route pilotage area;

(h) a written examination that is to be completed for the issue of a restricted pilot licence;

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(i) a training workbook that is to be completed for the issue of a restricted pilot licence;

(j) a person to participate in an alternative pathway program;

(k) check pilot specific training based on requirements of the IMO model course 1.30 that is to be completed for the issue of a check pilot licence;

(l) human factors training that is to be completed for the issue of a check pilot licence;

(m) mentor training that is to be completed for the issue of a check pilot licence;

(n) a psychometric assessment that is to be completed for the issue of a check pilot licence;

(o) an oral examination that is to be completed for the issue of a check pilot licence;

(p) a person to conduct a coastal pilot proficiency check (CPPC) — other than a check pilot;

(q) a checklist for a check pilot voyage;

(r) a remedial action plan to be implemented in relation to a pilot following an unsatisfactory finding related to a check pilot voyage.

Note for paragraph (j) A decision to refuse to approve a person's participation in an alternative pathway program is a reviewable decision — see section 7.

(2) AMSA may:

(a) approve a thing or person under subsection (1) subject to any condition imposed by AMSA that it considers necessary; and

(b) revoke the approval.

Note A decision to impose a condition on, or revoke, an approval is a reviewable decision if the approval is an approval mentioned in paragraph (1)(j) — see section 7.

(3) An approval under subsection (1):

(a) comes into force on the day it is given; and

(b) unless revoked earlier — expires on the day specified in the approval; and

(c) is subject to any condition specified in the approval.

(4) AMSA may determine the following for Schedule 3:

(a) for subparagraphs (1)(b)(ii) and (2)(b)(iii) of clause 1 of that Schedule — whether Royal Australian Navy qualifications in pilotage and navigation are equivalent to any certificate mentioned in those subparagraphs;

(b) for subclauses 2(3) and 3(3) of that Schedule — whether pilotage experience, service as a check pilot, or training in an approved bridge simulator is equivalent to the required number of transits mentioned in those subclauses.

25 AMSA may notify certain information

(1) AMSA may tell a pilotage provider that employs or contracts a pilot the details of the following:

(a) any pilot licence held by the pilot;

(b) any dealings by AMSA in relation to a pilot licence;

(c) any other situation or matter in which the pilot has been involved related to the performance of their duties.

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Example for paragraph (a)

The class of pilot licence or its expiry date.

Example for paragraph (c)

The suspension of a pilot licence.

(2) AMSA must tell the pilot each time it tells the pilotage provider information about the pilot under subsection (1).

26 AMSA may give directions

(1) AMSA may direct a licensed pilotage provider or licensed pilot, by notice in writing, to:

(a) take such steps in relation to a thing as are reasonable in the circumstances for the person to comply with this Marine Order within the period specified in the notice; or

(b) answer any questions, or provide any records or information, that is requested by AMSA, relating to the pilotage of a vessel; or

(c) address a matter affecting, or likely to affect, the safe provision of coastal pilotage services.

(2) A person must comply with a direction.

Penalty: 50 penalty units.

(3) An offence against subsection (2) is a strict liability offence.

(4) A person is liable to a civil penalty if the person contravenes subsection (2).

Note 1 A direction may, for example, require a licence holder to rectify a non-compliance, undertake training or take corrective steps, to explain or produce information. It may also require a licensed pilot not to undertake pilotage, or a licensed pilotage provider not to assign a licensed pilot to undertake pilotage, while AMSA investigates facts or circumstances that may affect the safe provision of coastal pilotage services.

Note 2 A decision under this section is a reviewable decision — see section 7.

Division 6 Other prescribed matters

27 Compulsory pilotage areas

For subsection 163(1) of the Navigation Act, the following waters are compulsory pilotage areas:

(a) the Hydrographer's Passage pilotage area;

(b) the inner route;

(c) the Torres Strait;

(d) the Whitsundays pilotage area.

Note 1 The ***inner route pilotage area*** and the ***Great North East Channel pilotage area*** are located within the waters prescribed as compulsory pilotage areas in this provision.

Note 2 The waters prescribed under subsection 163(1) are the same waters prescribed for paragraphs 162(1)(a) and (b) — see section 6.

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28 Prescribed information for application for exemption from requirement to navigate with a pilot

(1) For paragraph 172(2)(b) of the Navigation Act, the following information is prescribed for an application for an exemption from the requirement to navigate with a licensed pilot in a compulsory pilotage area:

(a) name of each compulsory pilotage area for which the exemption is proposed;

(b) name and address of the applicant;

(c) name and address of the vessel owner;

(d) vessel name, IMO number, registered call sign and flag (country of registration);

(e) vessel type (bulk carrier, general cargo vessel, oil tanker, chemical carrier, liquefied gas carrier and others);

(f) principal dimensions (length overall, breadth extreme, maximum depth, maximum draught, displacement);

(g) draught during navigation in each compulsory pilotage area;

(h) hull material;

(i) vessel's general arrangement and tank capacity plans;

(j) details of navigational and communication equipment;

(k) names of the master and navigational watchkeepers who will be on watch at any time during which the vessel is in each compulsory pilotage area;

(l) qualifications of the master and navigational watchkeepers and details of their navigational experience for the past 5 years in each compulsory pilotage area;

(m) details of the bunkers or fuel that the vessel is to carry during the vessel's navigation in each compulsory pilotage area;

(n) details of cargo that the vessel is to carry during the vessel's navigation in each compulsory pilotage area, including any oil carried in bulk cargo spaces;

(o) details of ballast that the vessel is to carry during the vessel's navigation in each compulsory pilotage area;

(p) details of any incident involving the vessel for the past 5 years;

(q) date of last AMSA inspection of the vessel for the purpose of ensuring the vessel and its arrangements are capable of complying with any conditions AMSA imposes on the exemption;

(r) any other matter published on the AMSA website for this provision.

Note for paragraph (a) The application may relate to more than one compulsory pilotage area.

Note for paragraph (k) Copy of certificate of competency and certificate of medical fitness for each person is to be provided.

Note for paragraph (r) AMSA publishes Pilotage Advisory Notes available at www.amsa.gov.au. Guidance is provided on information to be included in an application including vessel and carriage arrangements for cargo that is oil, chemical, liquefied gas or a hazardous good.

(2) If the application relates to more than one voyage in a compulsory pilotage area — AMSA may require the applicant to give updated information about the

matters mentioned in paragraphs (m), (n) or (o) before the vessel navigates a compulsory pilotage area.

29 Duties of licensed pilots and licensed pilotage providers

(1) The prescribed duties of a licensed pilot are as follows:

(a) provide information and advice to the master of the vessel with appropriate skill, care and attention to assist the safe navigation of the vessel in a compulsory pilotage area including providing a passage plan developed using local knowledge;

(b) take reasonable steps to ensure that the master and bridge team understand the pilot's passage plan, intended route for the vessel, navigational risks, situational awareness, need for crew availability and any relevant contingency arrangements;

(c) maintain effective communication with the master, bridge team, REEFVTS and any other relevant person during the pilotage;

(d) take into account relevant information about the vessel including its speed, manoeuvring ability and loading conditions, draught of vessel and under keel clearance, crew workload, weather and tide, traffic, aids to navigation, and other circumstances affecting safe navigation;

(e) be competent to use a vessel's navigational aids;

(f) immediately tell the pilotage provider, AMSA and REEFVTS if appropriate, of any incident or other matter affecting safe pilotage;

(g) comply with any direction given by AMSA;

(h) cooperate with any inquiry, audit or investigation in relation to duties;

(i) produce information or documents reasonably required by AMSA;

(j) perform duties in a way that is consistent with the safety management system of the pilotage provider;

(k) take reasonable care for the safety of persons involved in a pilot transfer;

(l) take reasonable steps to avoid or minimise risks of pollution or threats to the marine environment arising from a pilotage.

(2) The prescribed duties of a licensed pilotage provider are as follows:

(a) plan, manage and deliver coastal pilotage services through a safety management system that meets Schedule 1;

(b) ensure that persons engaged in providing coastal pilotage services are appropriately licensed, competent, fit for duty and supported;

(c) ensure that operational risks associated with pilotage, including fatigue and pilot transfer risks, are effectively managed;

(d) monitor and improve pilot performance and competency, including arranging training and implementing the use of technology;

(e) investigate and respond to incidents, non-compliance and safety concerns;

(f) cooperate with inquiries, audits, investigations and directions by AMSA;

(g) promote continuous improvement of the operations of the pilotage provider through training of operational staff, monitoring, audit, review, and taking corrective action;

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(h) take reasonable steps to avoid or minimise risks of pollution or threats to the marine environment arising from coastal pilotage services.

Division 7 Transitional provisions

30 Licences

(1) A pilotage provider licence issued under *Marine Order 54 (Coastal pilotage) 2014*, that is in force on 31 August 2026, continues in force until the earlier of:

(a) its expiry; or

(b) the end of 28 February 2027.

(2) AMSA may deal with the licence mentioned in subsection (1) as if *Marine Order 54 (Coastal pilotage) 2014* had not been repealed including:

(a) considering any licence application for re-issue (renewal); and

(b) re-issuing the licence in accordance with the criteria mentioned in that Order; and

(c) taking regulatory action.

(3) If the pilotage provider licence is re-issued in accordance with subsection (2), the licence continues in force until the earlier of:

(a) its expiry; or

(b) the end of 28 February 2027.

(4) A pilot licence issued under *Marine Order 54 (Coastal pilotage) 2014*, that is in force on 31 August 2026, continues in force until its expiry.

(5) For any application for a pilot licence made before the end of 31 August 2027, AMSA may re-issue (renew) a pilot licence in accordance with the criteria that applied under *Marine Order 54 (Coastal pilotage) 2014* as if that Marine Order had not been repealed.

(6) A pilot licence mentioned in subsection (4) or a pilot licence re-issued in accordance with subsection (5) is taken to be a pilot licence issued under this Marine Order.

Note The effect of this provision is that the licence conditions and regulatory control measures such as variation, suspension and revocation powers set out in this Marine Order apply to the licence.

31 Training

A person who held a pilotage training course approval under *Marine Order 54 (Coastal pilotage) 2014,* whose approval was in force on 31 August 2026, is taken to be an approved training course provider under this Marine Order until the end of 31 August 2027.

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Schedule 1 Safety management systems

(sections 4, 9, 10 and 29)

1 Objective for safety management system

The safety management system of the pilotage provider must support the safe provision of coastal pilotage services by providing a systematic framework for managing risks to navigation, persons, piloted vessels and the marine environment.

2 Requirements for safety management system

The safety management system of the pilotage provider must set out the following:

(a) how the pilotage provider's work practices are conducted to ensure safety including mitigating the following associated with the provision of coastal pilotage services:

(i) risks arising from pilot transfer;

(ii) navigational error;

(iii) equipment failure;

(iv) lack of situational awareness;

(v) fatigue;

(vi) grounding;

(vii) collision;

(viii) human error (e.g., poor bridge resource management);

(b) the pilotage provider's fatigue management plan including how compliance with the plan is achieved;

(c) a policy for information exchange between the master and licensed pilot taking into account requirements of the Navigation Act, this Marine Order or other applicable laws relating to each compulsory pilotage area;

(d) a procedure for identifying and minimising risks;

(e) how compliance with the requirements of the Navigation Act and Marine Orders is achieved;

(f) how the pilotage provider ensures that pilots under training and licensed pilots are adequately trained, including compliance with requirements of the Navigation Act, this Marine Order or other applicable laws;

(g) how the pilotage provider ensures that licensed pilots comply with clause 4 of Schedule 4;

(h) a procedure to ensure safe pilot transfer arrangements;

(i) a register for recording any high-risk activity;

(j) a contingency planning arrangement for each high-risk activity taking into account risk management principles;

(k) a policy and procedure for managing cybersecurity threats;

(l) an emergency response plan for likely emergency scenarios that a pilot might encounter;

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(m) for drug and alcohol — as follows:

(i) a policy for operational staff and each licensed pilot;

(ii) a procedure for pre-boarding verification of compliance with the drug and alcohol policy;

(n) if the pilotage provider conducts pilot transfers by helicopter or pilot launch — a procedure for induction, familiarisation and regular training of any pilot transferred by helicopter or launch, including helicopter escape training;

(o) a policy and procedure for continuous improvement, including:

(i) regular review of competency assessments to identify areas for improvement in the performance of duties of licensed pilots; and

(ii) training and professional development for operational staff and licensed pilots; and

(iii) identifying information concerning local, national and international pilotage-related incidents, and sharing lessons learned with each licensed pilot; and

(iv) sharing findings from compliance audits with key operational staff and each licensed pilot; and

(v) implementing recommendations and corrective actions, and sharing appropriate outcomes at industry level consultation forums;

(p) a policy and procedure for Portable Pilotage Unit (PPU) which must include:

(i) use of PPU with independent Global Navigation Satellite System (GNSS) input; and

(ii) training of pilots on the use of PPUs including how to update software, interpret data and troubleshoot; and

(iii) refresher training of pilots at least annually; and

(iv) maintenance requirement and record keeping;

(q) for the role of designated person — how the pilotage provider ensures:

(i) the independence and authority of the designated person to report to the senior management of the pilotage provider; and

(ii) that the recommendations of the designated person are taken into account and implemented if appropriate;

(r) a policy for implementing audit requirements including compliance audits;

(s) a procedure for revision of their safety management system and updating;

(t) a procedure for carrying out corrective actions;

(u) a procedure for incident reporting and investigation;

(v) a procedure for giving the latest edition of the pilotage advisory notes published by AMSA to pilots when issued and making appropriate consequential changes to the system if needed;

(w) a method for keeping a record of changes made to their safety management system.

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Note for paragraphs (p) and (v) Pilotage Advisory Notes are published on the AMSA website at www.amsa.gov.au. The notes provide guidance relevant to the use of Portable Pilotage Units and other matters relevant to the safe provision of coastal pilotage services.

3 Responsibilities of designated person

(1) The pilotage provider must appoint a person who performs the role of a designated person for their safety management system.

(2) A person appointed by the pilotage provider as a designated person must:

(a) have experience in pilotage services; and

(b) be trained in relation to, and familiar with, the safety management system of the pilotage provider.

(3) A person appointed by the pilotage provider as a designated person for their safety management system is responsible for the following:

(a) monitoring the safety and pollution risks or threats to the marine environment in relation to the operation of each pilotage;

(b) ensuring that there are adequate resources and shore based support when required;

(c) maintaining the safety management system, in particular:

(i) verifying the effectiveness and implementation of the system; and

(ii) reporting any deficiencies to the senior management of the pilotage provider including making recommendations for corrective action; and

(iii) identifying 1 or more individuals responsible for correcting deficiencies;

(d) being fully conversant with the safety management system and policies and procedures;

(e) managing audits required under paragraph 10(2)(e) for the safety management system and ensuring appropriate corrective action is taken after an audit.

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Schedule 2 Pilotage provider licence conditions

(section 10)

1 Pilot performance and remedial action

(1) For each licensed pilot employed or contracted — a licensed pilotage provider must:

(a) monitor the performance of their duties; and

(b) put in place measures to continuously improve their performance and competency; and

(c) monitor emerging technology to assist the pilot perform their duties; and

(d) put in place measures to reduce risks that might arise when the pilot is performing their duties.

(2) Following any unsatisfactory finding related to a check pilot voyage — the pilotage provider must:

(a) facilitate the following in relation to the pilot:

(i) implementation of a remedial action plan that AMSA has approved; and

(ii) a further check pilot voyage; and

(b) not assign pilotage of a vessel to the pilot until they have satisfactorily completed the measures mentioned in paragraph (a).

(3) The pilotage provider must facilitate AMSA observing any coastal pilot proficiency check (CPPC), or check pilot voyage, if requested by AMSA.

2 Pilot training

The pilotage provider must provide training to a licensed pilot as set out in the provider's safety management system.

3 Pilot to hold Certificate of Medical Fitness

The pilotage provider may only assign a licensed pilot to the transit of a vessel through a compulsory pilotage area if the pilot holds a Certificate of Medical Fitness.

4 Pilot to remain on duty when in compulsory pilotage area

If the pilotage provider assigns a licensed pilot to the transit of a vessel (the ***piloted vessel***) through a compulsory pilotage area, the pilotage provider must have arrangements in place to ensure that the pilot remains on duty when the piloted vessel is in the pilotage area unless otherwise authorised by AMSA.

5 Pilot to comply with fatigue management plan

If the pilotage provider assigns a licensed pilot to the transit of a vessel, the pilotage provider must ensure the licensed pilot complies with the pilotage provider's fatigue management plan.

6 Under keel clearance requirements — including pilot's use of UKCM system for certain transits

If the pilotage provider assigns a licensed pilot to the transit of a vessel through Prince of Wales Channel, Gannet Passage or Varzin Passage, the provider must ensure the pilot complies with clause 4 of Schedule 4.

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7 Reporting for compulsory pilotage areas

(1) If the pilotage provider assigns, or intends to assign, a licensed pilot to the transit of a vessel through a compulsory pilotage area, the pilotage provider must tell AMSA the pilotage detail:

(a) if the pilotage provider receives the request for a licensed pilot within 48 hours before the pilot is needed — as soon as reasonably practicable; or

(b) in any other case — no later than 48 hours before a licensed pilot commences their duties.

(2) In this clause:

pilotage detail, for a pilotage of a compulsory pilotage area, means the following:

(a) name of the licensed pilot;

(b) booking number for the pilotage;

(c) name of the vessel to be piloted;

(d) call sign of the vessel to be piloted;

(e) IMO number of the vessel to be piloted;

(f) when the pilot will board the vessel;

(g) where the pilot will board the vessel;

(h) whether any competency check will take place during transit and, if so, the name of the check pilot conducting the check pilot voyage.

8 Incident reporting

(1) The pilotage provider must tell AMSA in writing as follows:

(a) any occurrence of an incident in relation to a piloted vessel — within 4 hours after the incident;

(b) more detailed information about the incident if requested by AMSA — within 72 hours after the request is made.

Note 1 See the definition of ***incident*** in section 4 that includes ***marine incident***. For sections 185 and 186 of the Navigation Act, it is an offence for the owner or master of a vessel not to report to AMSA a marine incident involving the vessel. See AMSA Form 18 which may be used to give the initial incident report and AMSA Form 19 which may be used to give the detailed incident report.

Note 2 Sections 88 and 89 of the national law also require the owner or master of a domestic commercial vessel to report certain marine incidents to AMSA. For a marine incident involving a domestic commercial vessel, AMSA Form 18 and Form 19 may be used.

(2) A report of an incident to AMSA by a pilot employed or contracted by the pilotage provider in accordance with the periods mentioned in subclause (1) is taken to be a report by the pilotage provider.

(3) An incident that is reported to REEFVTS is taken to have been reported to AMSA in accordance with subclause (1).

9 Investigations

The pilotage provider must undertake an investigation as soon as reasonably practicable after either:

(a) an incident; or

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(b) any non-compliance by the pilotage provider, or a licensed pilot, with a requirement of the Navigation Act or this Marine Order that has occurred or is suspected to have occurred.

10 Helicopter transfers

(1) The pilotage provider must ensure that a helicopter used for pilot transfer is certified, operated and maintained in accordance with the requirements for the helicopter under the *Civil Aviation Act 1988*.

(2) Each pilot carried by helicopter during pilot transfer must be provided with a fitted inflatable life jacket that:

(a) is equipped with a transmitter, with Global Navigation Satellite System (GNSS) capability, meeting AS/NZS 4280.2 as in force from time to time; and

(b) complies with the requirements of the *Civil Aviation Act 1988*.

Note For further information — see CASR Part 138 and *Part 138 of the Manual of Standards* available on CASA's website at www.casa.gov.au.

(3) A pilot must undergo a safety briefing conducted by the helicopter pilot before each flight.

(4) A pilot may be transferred by helicopter to or from a vessel only if the pilot has undertaken helicopter escape training in accordance with the pilotage provider's safety management system.

11 Pilot launch arrangements

(1) The pilotage provider must ensure that any pilot launch used for pilot transfers complies with the requirements of the national law.

(2) The pilotage crew working on the deck of the pilot launch must be provided with:

(a) a life jacket equipped with the following:

(i) a self-activating light, whistle and strobe light for a person overboard situation;

(ii) a transmitter, with Global Navigation Satellite System (GNSS) capability, meeting AS/NZS 4280.2 as in force from time to time;

(iii) a self-activating device for a person overboard situation causing an Automatic Identification System (AIS) transmission for locating;

(iv) a stainless steel ring or other arrangement, for clipping onto the safety rail system of the pilot launch; and

(b) a lanyard or webbing strap capable of:

(i) withstanding a load of 1.2 kN; and

(ii) being securely clipped to the life jacket and to the safety rail system of the pilot launch.

Note for subparagraph (a)(iii) Devices that have both AIS locating and Digital Selective Calling (DSC) alerting functions are commercially available.

Note for subparagraphs (a)(i) to (iii) These requirements may be met by one or more devices either fitted or attached to the life jacket.

Note for subparagraph (a)(iv) and paragraph (b) Part C1 of the NSCV sets out requirements for the safety rail system of a pilot launch.

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Note Pilotage crew of the pilot launch must wear any additional personal protective equipment specified in the pilotage provider's safety management system.

(3) The pilot launch must be fitted with equipment capable of receiving and alerting crew members of the AIS transmission mentioned in subparagraph (2)(a)(iii).

12 Operational safety meetings

The pilotage provider must conduct an operational safety meeting at least every 60 days.

Note For the definition of ***operational safety meeting*** — see section 4.

13 Record keeping

(1) The pilotage provider must keep each record required by the provider's safety management system for at least 5 years after the record was made.

(2) If the record is in electronic form, the pilotage provider must ensure:

(a) that the record is kept by a reliable means of maintaining the integrity of the information; and

(b) the record is readily accessible in that period.

Note Examples of records to be kept include a register of high-risk activities; pre-boarding verification of drug and alcohol policy; induction, familiarisation and regular training of any pilots transferred by helicopter; training of pilots on the use of PPUs including how to update software, interpret data and troubleshoot; refresher training of pilots at least annually; record of changes made to safety management system.

14 Requirement to produce records and information

The pilotage provider must, on a request from AMSA, produce:

(a) for each pilot — the following:

(i) evidence that a pilot holds a Certificate of Medical Fitness;

(ii) evidence of training courses, professional development courses and drills undertaken;

(iii) records demonstrating compliance by the pilot and the pilotage provider with the pilotage provider's fatigue management plan relevant to the pilot's assignment to a vessel;

(iv) records showing the inspection, servicing and expiry status of each personal flotation device used by a pilot or pilotage crew member engaged by the pilotage provider;

(v) number of competency assessments undertaken by a pilot; and

(vi) evidence of the conduct and findings of competency assessments; and

(b) records of audits arranged under paragraph 10(2)(e), including audit findings, corrective actions and status of implementation; and

(c) agendas, minutes and action items for operational safety meetings conducted by the pilotage provider that are relevant to the pilotage provider's safety management system or compliance with this Marine Order.

Note For the definition of ***operational safety meeting*** — see section 4.

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15 Notification of change of name or address

The pilotage provider must, within 30 days, tell AMSA in writing about any change to:

(a) the pilotage provider's name or address; and

(b) the employment or contract status of any licensed pilot including their:

(i) employment or engagement;

(ii) termination or cessation.

Note The pilotage provider may tell AMSA of a matter mentioned in this clause by email to OpsCoastalPilotage@amsa.gov.au.

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Schedule 3 Pilot licence criteria

(sections 13 and 24)

1 Restricted pilot licence criteria

(1) The criteria for issue to a person of a restricted pilot licence are that the person:

(a) is entitled to work in Australia; and

(b) has:

(i) either:

(A) a certificate of competency as Master at least 3000 GT issued by AMSA; or

(B) a certificate of recognition or restricted certificate of recognition of a certificate or qualification issued by AMSA because it was satisfied the certificate or qualification was adequate for the duties or functions to be performed by Master at least 3000 GT; or

(ii) Royal Australian Navy qualifications in pilotage and navigation that AMSA determines as equivalent to the certificate mentioned in subparagraph (i)(A); or

(iii) satisfactorily completed an alternative pathway program within the 4 year period before application; and

(c) holds a Certificate of Medical Fitness; and

(d) has satisfactorily completed an approved coastal pilotage training course within the 4 year period before application; and

(e) has satisfactorily completed an approved bridge resource management course within the 4 year period before application; and

(f) has satisfactorily completed an approved fatigue management course; and

(g) for transits of the Great North East Channel pilotage area and inner route pilotage area — has satisfactorily completed a competency check in the use of the UKCM system approved by AMSA; and

(h) has satisfactorily completed a check pilot voyage; and

(i) has satisfactorily completed a written examination approved by AMSA, including a chart exam for the stated compulsory pilotage area applied for, if applicable; and

(j) has satisfactorily completed a training workbook approved by AMSA.

Note for paragraph (d) Information about approved coastal pilotage training courses is available on the AMSA website at www.amsa.gov.au.

Note There is no restricted pilot licence issued by AMSA for the Whitsundays pilotage area.

(2) For subparagraph (1)(b)(iii), an ***alternative pathway program*** is a program in which:

(a) a person may participate only if AMSA has approved the person's participation on the recommendation of a licensed pilotage provider; and

(b) the person has before commencement of the program:

(i) held an expired certificate of competency as Master at least 3000 GT issued by AMSA; or

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(ii) held or holds any of the following certificates whether or not in force:

(A) a certificate of competency as Master less than 3000 GT issued by AMSA;

(B) a certificate of competency as Master less than 500 GT issued by AMSA;

(C) a certificate of competency as Chief Mate at least 3000 GT issued by AMSA;

(D) a certificate of competency as Chief Mate less than 3000 GT issued by AMSA;

(E) a certificate of competency as Watchkeeper Deck issued by AMSA;

(F) a certificate of recognition or restricted certificate of recognition of a certificate or qualifications that was issued because AMSA was satisfied the certificate or qualification was adequate for the duties or functions to be performed by Master at least 3000 GT or Master less than 3000 GT or Master less than 500 GT or Chief Mate at least 3000 GT or Chief Mate less than 3000 GT or Watchkeeper Deck; or

(iii) Royal Australian Navy qualifications in pilotage and navigation that AMSA determines as equivalent to any of the certificates mentioned in subparagraph (ii); or

(iv) a licence for a port pilot held within the 5 year period before application.

Note Information about the alternative pathway program is available on the AMSA website at www.amsa.gov.au.

(3) However, a restricted pilot licence may also be issued to a person if the following criteria are met:

(a) the person is entitled to work in Australia;

(b) the person held an unrestricted pilot licence that expired more than 12 months, but not more than 2 years, before application;

(c) the person holds a Certificate of Medical Fitness;

(d) the person has satisfactorily completed a coastal pilot proficiency check (CPPC) within the 12 month period before application;

(e) the person has completed continuing professional development to the satisfaction of AMSA within the 2 year period before application;

(f) the person meets the transit requirements, for the stated compulsory pilotage area applied for, set out in subclause 4(3).

Note for paragraph (d) Information about continuing professional development for pilots is available on the AMSA website at www.amsa.gov.au.

2 Unrestricted pilot licence criteria

(1) The criteria for issue to a person of an unrestricted pilot licence for a compulsory pilotage area, that is not the Whitsundays pilotage area, are that the person:

(a) holds a restricted pilot licence for the stated compulsory pilotage area applied for; and

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(b) holds a Certificate of Medical Fitness; and

(c) has, while performing the duties of a pilot holding a restricted pilot licence, completed at least the required number of transits to the satisfaction of AMSA.

(2) The criteria for issue to a person of an unrestricted pilot licence, for the Whitsundays pilotage area, are that the person:

(a) holds an unrestricted pilot licence for:

(i) the inner route pilotage area; or

(ii) the Hydrographer's Passage pilotage area; and

(b) holds a Certificate of Medical Fitness; and

(c) has, while performing the duties of a pilot holding a restricted pilot licence, completed at least the required number of transits to the satisfaction of AMSA; and

(d) for a licence in the area permitting anchorage of passenger vessels in cruise ship anchorages:

(i) has proceeded to anchor and weighed anchor on a vessel ≥500 GT at least 2 times at 1 or more cruise ship anchorages that are designated anchorages in the Whitsundays pilotage area within the 2 year period before application; and

(ii) has completed the approved coastal pilotage training course for Whitsunday Anchoring.

(3) As an alternative to the ***required number of transits*** mentioned in paragraphs (1)(c) and (2)(c), AMSA may determine the following as equivalent:

(a) pilotage experience or service as a check pilot within waters to the outer limit of the exclusive economic zone of Australia;

(b) completion of training in an approved bridge simulator.

(4) In this clause:

required number of transits means:

(a) for eligibility to hold an unrestricted pilot licence for the inner route pilotage area:

(i) 6 transits of the inner route pilotage area while holding a restricted pilot licence with a draught limit of 11.5 m for the area; and

(ii) at least 1 transit mentioned in subparagraph (i) being a check pilot voyage on a vessel with a draught of at least 11 m; and

(b) for eligibility to hold an unrestricted pilot licence for the Hydrographer's Passage pilotage area:

(i) 20 transits of the area while holding a restricted pilot licence for the area; and

(ii) at least 1 transit mentioned in subparagraph (i) being a check pilot voyage; and

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(c) for eligibility to hold an unrestricted pilot licence for the Great North East Channel pilotage area:

(i) 6 transits of Torres Strait west of Alert Patches while holding a restricted pilot licence for the area permitting piloting of vessels up to 11.5 m draught; and

(ii) at least 1 transit mentioned in subparagraph (i) being a check pilot voyage on a vessel with a draught of at least 11 m; and

(iii) at least 2 transits mentioned in subparagraph (i) being the full extent of the Great North East Channel pilotage area while holding a restricted pilot licence for the area permitting piloting of vessels up to 11.5 m draught; and

(d) for eligibility to hold an unrestricted pilot licence for the Whitsundays pilotage area — at least 2 transits in the Whitsundays pilotage area completed as an observer of the piloting of the vessel within the 2 year period before application.

3 Check pilot licence criteria

(1) The criteria for the issue of a check pilot licence for a compulsory pilotage area, on or after 1 September 2027, are that the person:

(a) holds an unrestricted pilot licence for the stated compulsory pilotage area applied for; and

(b) holds a Certificate of Medical Fitness; and

(c) has a letter of support from their current employer; and

(d) has satisfactorily completed the following:

(i) check pilot specific training approved by AMSA;

(ii) human factors training approved by AMSA;

(iii) mentor training approved by AMSA;

(iv) a psychometric assessment approved by AMSA;

(v) an oral examination approved by AMSA; and

(e) has, while performing the duties of a licensed pilot, completed at least the required number of transits to the satisfaction of AMSA; and

(f) has not, while holding the unrestricted pilot licence mentioned in paragraph (a), had their licence suspended more than 5 days within the 2 year period before the determination of eligibility; and

(g) has completed a competency assessment to the satisfaction of AMSA within the 2 year period before application.

(2) The criteria for the issue of a check pilot licence, for a compulsory pilotage area, before 1 September 2027 are that the person meets either:

(a) the criteria mentioned in subclause (1); or

(b) the criteria for the issue of a check pilot licence under *Marine Order 54 (Coastal pilotage) 2014* as if that Marine Order had not been repealed.

(3) As an alternative to the ***required number of transits*** mentioned in paragraph (1)(e), AMSA may determine the following as equivalent:

(a) pilotage experience or service as a check pilot within waters to the outer limit of the exclusive economic zone of Australia;

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(b) completion of training in an approved bridge simulator.

(4) In this clause:

required number of transits means:

(a) for eligibility to hold a check pilot licence for the inner route pilotage area:

(i) 20 transits of the area within the 12 month period before the determination of eligibility; and

(ii) 100 transits of the area including:

(A) 50 transits on vessels operating under the UKCM system; and

(B) 10 transits on container vessels; and

(C) 10 transits on tankers; and

(D) 50 transits on bulk carriers; and

(b) for eligibility to hold a check pilot licence for the Hydrographer's Passage pilotage area:

(i) 6 transits of the area within the 12 month period before the determination of eligibility; and

(ii) 35 transits of the area including:

(A) 10 transits at night in each direction being 5 east bound and 5 west bound; and

(B) 10 transits on cape sized bulk carriers; and

(c) for eligibility to hold a check pilot licence for the Great North East Channel pilotage area:

(i) 100 transits west of Alert Patches; and

(ii) 30 transits of the Great North East Channel (east of Alert Patches) including:

(A) 6 transits that have occurred within the 12 month period before the determination of eligibility; and

(B) 10 transits that have occurred at night in each direction being 5 north bound and 5 south bound.

Note for paragraph (a) Tanker includes a gas carrier, oil tanker or chemical tanker in loaded or ballast conditions.

Note for paragraph (b) Cape sized bulk carrier is a bulk carrier with length overall equal to or more than 290 metres.

4 Licence re-issue (renewal) criteria

(1) The criteria for re-issue (renewal) of a pilot licence, other than a check pilot licence, are as follows:

(a) if the person holds a pilot licence or held a pilot licence that expired not more than 6 months before application — the person has satisfactorily completed a coastal pilot proficiency check (CPPC) within the 2 year period before application;

(b) if the person held a pilot licence that expired more than 6 months, but not more than 12 months, before application — the person has satisfactorily completed a coastal pilot proficiency check (CPPC) within the 12 month period before application;

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(c) if the person held a restricted pilot licence that expired more than 12 months, but not more than 2 years, before application — the person has satisfactorily completed a coastal pilot proficiency check (CPPC) within the 12 month period before application;

(d) the person has completed continuing professional development to the satisfaction of AMSA within the 2 year period before application;

(e) the person holds a Certificate of Medical Fitness;

(f) the person meets the transit requirements, for the stated compulsory pilotage area applied for, set out in subclause (3).

Note for paragraph (d) Information about continuing professional development for pilots is available on the AMSA website at www.amsa.gov.au.

(2) The criteria for re-issue (renewal) of a check pilot licence are as follows:

(a) the person meets the criteria mentioned in subclause (1) for re-issue of an unrestricted pilot licence to which the check pilot licence relates;

(b) the person has:

(i) conducted as a check pilot the minimum number of competency assessments in the 2 year period before application being:

(A) 3 check pilot voyages; and

(B) 1 coastal pilot proficiency check (CPPC); and

(ii) conducted at least 1 competency assessment with AMSA observing; and

(iii) not been the subject of a suspension of more than 5 days in the 2 year period before application.

(3) For paragraph (1)(f), the following transit requirements are re-issue (renewal) criteria:

(a) for a licence to pilot in the Hydrographer's Passage pilotage area — the person has performed duties of a pilot on at least 8 transits of the area within the 2 year period before application, of which:

(i) at least 4 transits have been completed within the 12 month period before application; and

(ii) 1 transit is satisfactorily completed as a check pilot voyage;

(b) for a licence to pilot in the inner route pilotage area — the person has performed duties of a pilot on no less than 8 transits of the area within the 2 year period before application, of which:

(i) at least 4 transits have been completed within the 12 month period before application; and

(ii) 1 transit is satisfactorily completed as a check pilot voyage;

(c) for a licence to pilot in the Great North East Channel pilotage area — the person has performed duties of a pilot on at least 4 transits of the area within the 2 year period before application, of which:

(i) at least 2 transits have been completed within the 12 month period before application; and

(ii) 1 transit is satisfactorily completed as a check pilot voyage;

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(d) for a licence to pilot in the Whitsundays pilotage area — the person has performed duties of a pilot in the area within the 2 year period before application;

(e) for a licence to pilot in the Whitsundays pilotage area permitting anchorage of passenger vessels in cruise ship anchorages — the person has performed duties of pilot anchoring passenger vessels in cruise ship anchorages in the area within the 2 year period before application.

(4) If AMSA is satisfied that circumstances exist in which it would be unreasonable or impracticable for a licensed pilot to meet the requirements of subclause (1), (2) or (3), AMSA may re-issue (renew) the pilot licence as follows:

(a) for a specified period; or

(b) for a specified number of transits in 1 or more specified compulsory pilotage areas; or

(c) following completion of a specified number of transits in the specified pilotage areas as an observer.

5 Check pilot voyage considered voyage

A check pilot voyage counts as a transit of the compulsory pilotage area where it occurred for both the pilot and the check pilot.

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Schedule 4 Pilot licence conditions

(section 14, clause 2 of Schedule 1 and clause 6 of Schedule 2)

1 Restricted and unrestricted pilot licence conditions

(1) If the pilot holds a restricted pilot licence or an unrestricted pilot licence, the pilot must:

(a) hold a Certificate of Medical Fitness; and

(b) not be under the influence of drugs or alcohol while performing their duties; and

(c) give information and advice to the master of the vessel to assist the master and the vessel's navigating officers to make safe passage through a compulsory pilotage area; and

(d) remain on duty when the piloted vessel is in a compulsory pilotage area unless otherwise authorised by AMSA; and

(e) have regard to the latest edition of pilot advisory notes published by AMSA; and

(f) prepare a detailed passage plan for the pilotage of a vessel that:

(i) uses the passage plan model specific to the vessel being piloted; and

(ii) is agreed with the master of the vessel; and

(g) take into account relevant information regarding the vessel including information provided by onboard systems and external aids to navigation; and

(h) from 1 March 2027 — use a Portable Pilotage Unit (PPU) that:

(i) is independent of the vessel's position system; and

(ii) has redundancy features and clear visual and audio warnings for positional accuracy; and

(iii) adheres to safety and cybersecurity guidelines; and

(i) confirm with the master all emergency plans relevant to the safe navigation of the vessel and the pilot's role in the plans; and

(j) ensure correct communications procedures are used for VHF radio and any other equipment that may be used during the pilotage; and

(k) ensure that watchkeeping arrangements are in accordance with the guidance on keeping a navigational watch set out in STCW Code Section A-VIII/2 Part 3; and

(l) when piloting a vessel — provide information and advice to ensure that the vessel is operated in accordance with the *International Regulations for Preventing Collisions at Sea, 1972* as in force from time to time; and

(m) comply with the safety management system of the pilotage provider engaging the pilot to conduct the pilotage; and

(n) comply, as much as practicable, with the safety management system of the vessel being piloted; and

(o) comply with the pilotage provider's fatigue management plan; and

(p) use a personal flotation device that complies with any Australian Standard that applies to it; and

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(q) from 1 March 2027 — wear a helmet, designed to protect the pilot's head from impact injury including in the event of a fall from height, when being transferred to or from a vessel; and

(r) if the pilot holds an unrestricted pilot licence for the Whitsundays pilotage area and is permitted to anchor in the area — anchor in the area in accordance with the conditions of anchoring in the area; and

(s) tell the pilotage provider and REEFVTS of any incident, no later than 2 hours after the incident occurs.

Examples for paragraph (g)

- malfunctioning onboard equipment
- aids to navigation such as buoys.

Note for paragraph (h) See pilot advisory notes published on the AMSA website www.amsa.gov.au.

Note for paragraph (k) ***STCW Code*** is defined in *Marine Order 1 (Administration) 2013*.

Note for paragraph (p) It is a condition of a pilotage provider licence that the pilotage provider must produce records of service dates of personal flotation devices used by pilots or pilot launch crew engaged by the pilotage provider — see subparagraph 14(a)(iv) of Schedule 2.

(2) The pilot must provide information and advice to the master of the vessel with the appropriate skill, care and attention to ensure the safe navigation of the vessel in a compulsory pilotage area.

2 Restricted pilot licence — draught limit requirements

(1) The following draught limits apply to a restricted pilot licence issued for piloting in the inner route pilotage area:

(a) for a person who holds a restricted pilot licence for the area who has not completed 12 transits of the full extent of the inner route pilotage area with vessels of 10 m draught or less — 10 m;

(b) for a person who holds a restricted pilot licence for the area and has completed 12 transits of the full extent of the inner route pilotage area with vessels of 10 m draught or less — 10.5 m;

(c) for a person mentioned in paragraph (b) who has completed an additional 6 transits of the full extent of the inner route pilotage area with vessels of 10.5 m draught or less — 11 m;

(d) for a person mentioned in paragraph (c) who has completed an additional 6 transits of the full extent of the inner route pilotage area with vessels of 11 m draught or less — 11.5 m.

(2) The following draught limits apply to a restricted pilot licence issued for piloting in Great North East Channel pilotage area:

(a) for a person who holds a restricted pilot licence for the area who has not completed 12 transits west of Alert Patches with vessels of 10 m draught or less — 10 m;

(b) for a person who holds a restricted pilot licence and has completed 12 transits west of Alert Patches with vessels of 10 m draught or less — 10.5 m;

(c) for a person mentioned in paragraph (b) who has completed an additional 6 transits west of Alert Patches, with vessels of 10.5 m draught or less — 11 m;

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(d) for a person mentioned in paragraph (c) who has completed an additional 6 transits west of Alert Patches, with vessels of 11 m draught or less — 11.5 m.

(3) In this clause:

Alert Patches means the area of Torres Strait centred on 10°29.8′S, 142°21.2′E.

Note Information about the UKCM system and a related e-learning course is available on the AMSA website at www.amsa.gov.au.

3 Restricted pilot licence — vessel prohibitions

(1) A person who holds a restricted pilot licence must not pilot the following:

(a) a loaded oil tanker;

(b) a loaded chemical carrier;

(c) a loaded liquefied gas carrier;

(d) for a compulsory pilotage area other than the Hydrographer's Passage pilotage area — a vessel with draught exceeding the draught endorsed on the pilot licence under clause 2.

(2) In this clause — ***loaded*** refers to a vessel with cargo onboard for discharge and not including the presence of unpumpable cargo residues.

4 Requirements for pilotage through certain areas

(1) This clause applies to a pilot if piloting a vessel through Prince of Wales Channel, Gannet Passage or Varzin Passage.

(2) A pilot must ensure that the vessel has a draught that is not more than 12.5 m.

(3) If the vessel is transiting Gannet or Varzin Passages — the vessel must have an under keel clearance of 1 m or more.

(4) If the vessel is transiting Prince of Wales Channel — the vessel must have an under keel clearance of:

(a) if the vessel has a draught between 11.9 m and 12.5 m — at least 10% of the draught of the vessel; and

(b) if the vessel has a draught of less than 11.9 m — 1 m or more.

(5) If a vessel has a draught of 9 m or more, the pilot must:

(a) use an active UKCM system transit plan at all times when the vessel is transiting the UKCM system monitoring area; and

(b) have at least 1 completed hard copy of the active UKCM system transit plan available on board the vessel; and

(c) actively monitor the active UKCM system transit plan at all times when the vessel is in the UKCM system monitoring area.

(6) In this clause:

active UKCM system transit plan means a transit plan created for the vessel in the UKCM system with transit plan status set as *ACTIVE*.

UKCM system monitoring area means the waters bounded on the north by latitude 10°28'S; on the west by longitude 141°50'E; on the south by latitude 10°41'S; and on the east by longitude 142°27'E.

under keel clearance means the vertical distance between the lowest part of the vessel and the seabed as calculated by the UKCM system.

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Note Table representation of requirements for pilotage through certain areas

	Draught limit for transit	**Under keel clearance requirement**		**Draught when UKCM system required for transit**
		Draught 11.9 – 12.5 m	**Draught <11.9 m**	
Prince of Wales	≤12.5 m	10% of draught	≥1 m	≥9 m
Gannet Passage	≤12.5 m	≥1 m	≥1 m	≥9 m
Varzin Passage	≤12.5 m	≥1 m	≥1 m	≥9 m

5 Requirements for training and continuing professional development

(1) If AMSA reasonably considers that completion of an approved coastal pilotage training course or continuing professional development is necessary for the pilot to perform their duties safely, AMSA may, by written notice, require the pilot to complete the following within the period specified in the notice:

(a) an approved coastal pilotage training course; or

(b) continuing professional development published on AMSA's website.

Note A list of approved coastal pilotage training courses and information about continuing professional development for pilots is available on the AMSA website at www.amsa.gov.au.

(2) The pilot may only use a UKCM system if the pilot has completed the following to the satisfaction of AMSA:

(a) training in the use of the UKCM system;

(b) a competency check in the use of the UKCM system.

(3) The pilot must complete a coastal pilot proficiency check (CPPC) to the satisfaction of AMSA if:

(a) the pilot has not performed duties of a pilot for more than 6 months; or

(b) AMSA reasonably considers that an event involving a piloted vessel may indicate a concern about the pilot's performance or competency; or

(c) their pilot licence has been suspended.

6 Requirements for reporting by pilots

(1) A pilot of a vessel must make a report to REEFVTS of the following:

(a) vessel name, call sign, GBRMPA permit number (if any) and IMO number;

(b) name of pilot boarding ground or position (latitude and longitude);

(c) name and Pilot/Seafarer ID of the pilot;

(d) name and Pilot/Seafarer ID of any check pilot accompanying the pilot;

(e) time the compulsory pilotage area was entered or left, whichever is applicable.

(2) The pilot must make the report:

(a) within the following time period:

(i) no later than 30 minutes after the pilot commences their duties; and

(ii) no later than 15 minutes after the pilot ceases their duties; or

(b) if it is unsafe to make a report in accordance with paragraph (a) — as soon as it is safe to make the report.

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(3) In this clause:

Pilot/Seafarer ID means the identification number included on the pilot licence issued to each pilot by AMSA.

7 Notification of certain matters

The pilot must within 30 days tell AMSA, in writing, of the following:

(a) change to their name or address;

(b) if their duties as a licensed pilot have not been performed for at least 6 months.

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Schedule 5 Check pilot licence conditions

(section 14)

1 Check pilot voyages

(1) For a check pilot voyage — the check pilot must undertake the competency check using the checklist approved by AMSA.

Note The checklist includes performance criteria for assessment and is available on the AMSA website at www.amsa.gov.au.

(2) Before embarking on the voyage, the check pilot must:

(a) tell the pilot being competency checked what the performance criteria are; and

(b) ensure the following:

(i) the pilot's last check pilot voyage was not conducted by them; and

(ii) the check pilot has not conducted a coastal pilot proficiency check (CPPC) with the pilot in that pilot's licence period.

(3) At the conclusion of the voyage:

(a) the check pilot and pilot must sign the checklist used on the voyage; and

(b) the check pilot must give a copy of the completed checklist to AMSA and pilotage provider within 3 days after the completion of the voyage; and

(c) the check pilot must de-brief the pilot.

2 Check pilot to be on bridge

The check pilot must be on the bridge at all times during a check pilot voyage when the pilot being competency checked is performing their duties on the bridge.

3 Coastal pilot proficiency checks

Before commencing a coastal pilot proficiency check (CPPC), the check pilot must:

(a) tell the pilot being competency checked what the performance criteria are; and

(b) ensure the following:

(i) the pilot's last coastal pilot proficiency check (CPPC) was not conducted by them;

(ii) the check pilot has not conducted a check pilot voyage with the pilot in that pilot's licence period.

4 Unsatisfactory findings to be reported

If the check pilot makes an unsatisfactory finding related to a competency check — the check pilot must tell the pilot, the pilotage provider and AMSA within 12 hours.

5 Impaired by alcohol or drugs

The check pilot's capacity must not be impaired by the influence of alcohol or any other drug during a competency assessment.

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Notes to *Marine Order 54 (Coastal pilotage) 2026*

Note 1

Marine Order 54 (Coastal pilotage) 2026 (in force under subsection 342(1) of the *Navigation Act 2012*) as shown in this compilation comprises *Marine Order 54 (Coastal pilotage) 2026* amended as indicated in the following tables.

Table of Orders

Year and number	Registration date	FRLI number	Commencement date	Application, saving or transitional provisions
Marine Order 54 (Coastal pilotage) 2026 (MO 2026/9)	27 August 2026	F2026L01121	1 September 2026	
Marine Order (Coastal pilotage) Amendment Order 2026 (MO 2026/10)	21 September 2026	F2026L01244	22 September 2026	–

Table of amendments

ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted

Provision affected	How affected
1A.....	rep. *Legislation Act 2003,* s48D
1B.....	rep. *Legislation Act 2003*, s48C
4	am. MO 2026/10

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