



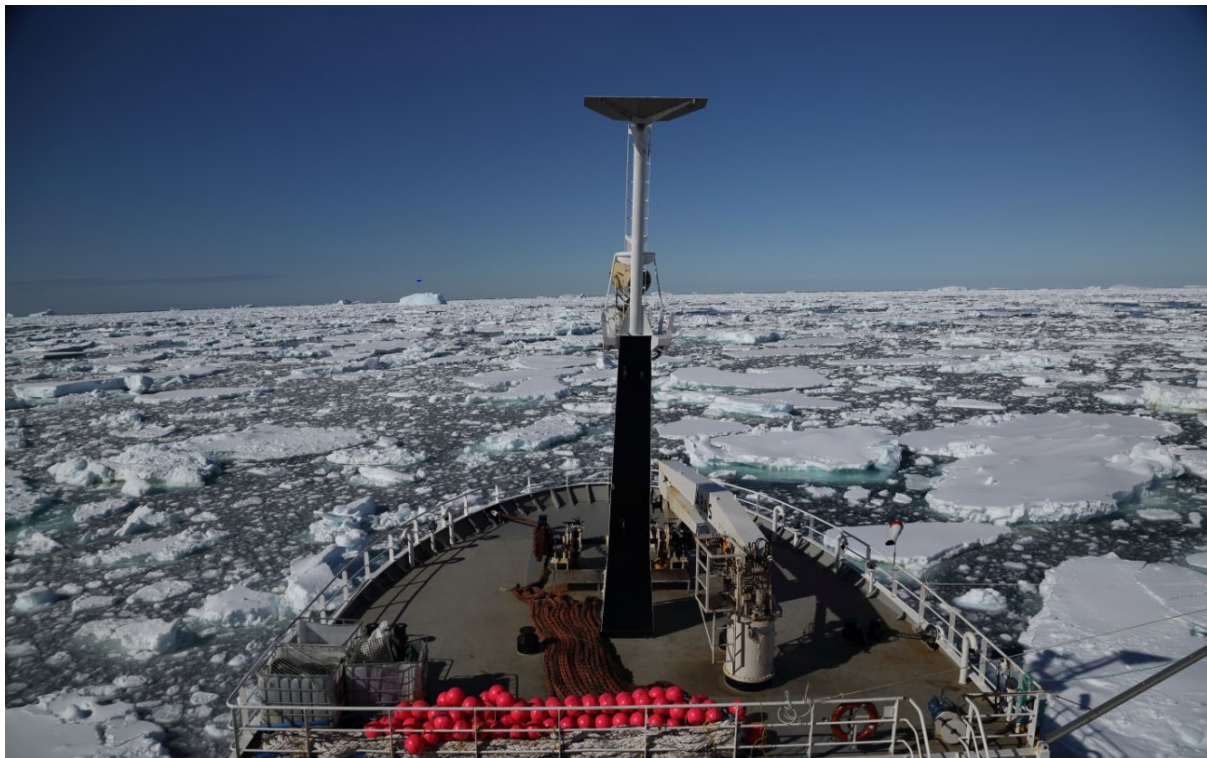
Australian Government
Australian Fisheries Management Authority



Australian Government
Department of the Environment
Australian Antarctic Division

Guide to CCAMLR New and Exploratory Fisheries

March 2025



Longline fishing vessel operating in Antarctic waters.

Photo: Jarrad James, AFMA observer

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Important note

Every effort has been made to ensure that the information contained in this document is correct and accurate at the time of publication. However, the information is intended to serve as a guide only, and therefore the Australian Fisheries Management Authority (AFMA), the Australian Antarctic Division (AAD) of the Department of Climate Change, Energy, the Environment and Water (DCCEEW) and the Fisheries Branch of the Department of Agriculture, Fisheries and Forestry (DAFF) and others involved in the New and Exploratory fisheries process, shall in no way be liable for any loss caused, whether due to negligence or otherwise, arising from the use of or reliance upon this document.

Executive Summary

The 'Guide to CCAMLR New and Exploratory Fisheries' has been prepared to assist potential applicants who seek to operate an Australian vessel in waters administered by the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR) during the 2025/26 season. The 2025/26 season commences on 1 December 2025.

The aim of the Guide is to:

- provide background information to assist applicants in developing their proposals;
- make the processes undertaken by Government transparent;
- detail the standards that must be met in order for Australia to support an application to CCAMLR; and
- make applicants aware that they must be prepared to make their individual/company details publicly available, including details of their fishing history and reputation.

The target species will depend on the CCAMLR sub-area or division being fished. The principal species targeted in the CCAMLR area are Patagonian toothfish (*Dissostichus eleginoides*) and Antarctic toothfish (*Dissostichus mawsoni*). Demersal longlining is the primary fishing method used.

CCAMLR considers New and Exploratory Fishery notifications from nominated vessel(s) from CCAMLR Member States. Depending on the efficacy of the proposal, nominations may be approved by CCAMLR (by consensus) to access the total allowable catch (TAC) (also known as a catch limit) set for a particular area.

In approved CCAMLR New and Exploratory Fisheries, approved vessel(s) from CCAMLR Member States will have access to the TAC set for a particular area. The CCAMLR Secretariat will close the fishery once the TAC is taken or the bycatch limit for that area is reached.

Fisheries within the CCAMLR Area are required to operate in accordance with CCAMLR Conservation Measures. Some key Conservation Measures for CCAMLR New and Exploratory fisheries are at Attachment 1. The complete set of Conservation Measures for the 2025/26 season will be available post the annual CCAMLR meeting and can be viewed on the CCAMLR website at www.ccamlr.org or purchased from the CCAMLR Secretariat.

Potential applicants should carefully read this Guide before submitting a proposal. Applicants are asked to look at the following sections in particular:

- section 2.3 (What are New and Exploratory fisheries?) and related Conservation Measures 21-01 (2019) and 21-02 (2019);
- section 2.4 (Australian and CCAMLR requirements for New and Exploratory fisheries applications);

- section 4 (Application format for New and Exploratory fisheries);
- section 5 (Other requirements to consider when submitting a proposal); and
- section 6 (Schedule of fees and charges).

1. Introduction

The Guide:

- provides information on New and Exploratory fisheries within the waters covered by the Convention on the Conservation of Antarctic Marine Living Resources (the Convention);
- outlines the process for considering, developing and approving proposals to fish in these fisheries; and
- aims to assist industry in developing successful fishing proposals that meet Australian and CCAMLR standards.

AFMA has prepared the Guide in consultation with the AAD of DCCEEW.

2. Background

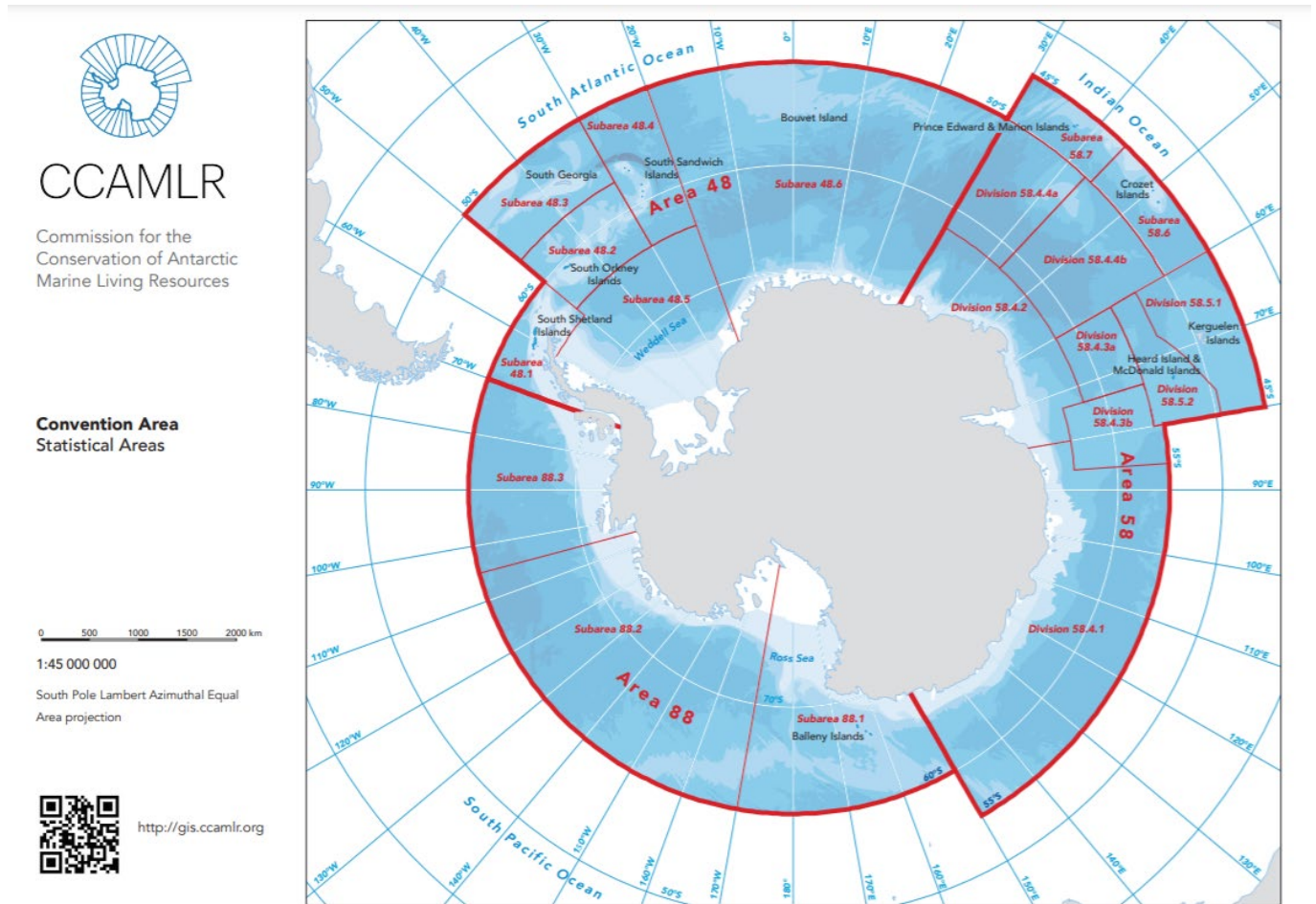
2.1 The Convention

The Convention on the Conservation of Antarctic Marine Living Resources (the Convention) entered into force in 1982 and is part of the Antarctic Treaty system. The Convention arose in response to concerns about the potential for a krill fishery to significantly affect the Antarctic ecosystem, which is largely dependent on krill, and a desire to avoid overexploitation and other problems that had occurred in fisheries in other regions.

The objective of the Convention is the conservation of Antarctic marine living resources, where conservation includes rational use.

The area of application of the Convention is the region south of a line which approximately follows the Antarctic Convergence, the place where colder polar waters meet more temperate waters to the north and which forms a biological barrier to most Southern Ocean species.

Map 1: CCAMLR Convention Area (CCAMLR. Map of CAMLR Convention Area. Last updated 2017).



The Convention was the first international agreement to stipulate a precautionary and ecosystem-based management approach. The approach requires that management consider the effects of any harvesting on dependent and associated species, not just the target species, and that those ecological relationships are maintained.

The Convention applies to all marine living resources in the CCAMLR Area, excluding seals and cetaceans, which are managed under the Convention for the Conservation of Antarctic Seals and the International Convention for the Regulation of Whaling respectively.

As illustrated in Map 1, the CCAMLR Area is divided into three statistical areas:

- Area 48 (Atlantic Ocean sector);
- Area 58 (Indian Ocean sector); and
- Area 88 (Pacific Ocean sector).

These are further divided into sub-areas, divisions and sub-divisions.

2.2 Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR)

Article VII of the Convention establishes CCAMLR. Australia is one of 27 Members of CCAMLR, each of whom pays an annual contribution and may participate in decision making. Ten other States have acceded to the Convention but are not Members of CCAMLR¹.

CCAMLR relies on a number of committees to provide it with advice on which to base its decisions. Decisions at CCAMLR are made by consensus. Committees include:

- the Scientific Committee (SC), which is established under the Convention, with four working groups: Fish Stock Assessment (WG-FSA), Ecosystem Monitoring and Management (WG-EMM), Statistics, Assessments and Modelling (WG-SAM) and Acoustics, Survey and Analysis Methods (WG-ASAM) and Incidental Mortality Associated with Fishing (WG-IMAF).
- the Standing Committee on Administration and Finance (SCAF); and
- the Standing Committee on Implementation and Compliance (SCIC).

CCAMLR ordinarily meets annually in Hobart for a period of two weeks commencing in October. The working groups and committees meet either prior to or concurrently with CCAMLR. At these meetings Members examine, among other things, the previous year's fishing activities within the CCAMLR Area, data collected, scientific research and applications for New and Exploratory fisheries. Members also review conservation measures which, among other things, regulate fishing activities including setting the TAC and any other requirements of operators in the fishery, based on the best available science.

Meetings of CCAMLR and its committees are restricted to delegates from representing Member States, Acceding States and approved observers. The Australian delegation to CCAMLR is led by the AAD and usually includes representatives from AFMA, DAFF, the Department of Foreign Affairs and Trade (DFAT), the Attorney-General's Department, Tasmanian State government, industry, conservation organisations bodies and academia.

Extensive consultation is undertaken by the Australian Government to agree on approached to CCAMLR issues. These positions are developed in consultation with stakeholders, including through meetings of the CCAMLR Consultative Forum (CCF). The CCF is convened by the AAD and includes representatives from government and non-government organisations. Parties interested to attend the CCF may contact the CCAMLR Policy Team(CCAMLRPolicy@aad.gov.au)

More information on CCAMLR can be found at www.ccamlr.org

2.3 What are New and Exploratory fisheries?

A **new fishery**, as defined under CCAMLR Conservation Measure 21-01 (2019), is a fishery on a species using a particular fishing method in a statistical sub-area or division for which:

- i. information on the distribution, abundance, demography, potential yield and stock identity from comprehensive research/surveys or exploratory fishing have not been submitted to CCAMLR; or
- ii. catch and effort data have never been submitted to CCAMLR; or

¹ Members of CCAMLR, as at March 2025, are: Argentina, Australia, Belgium, Brazil, Chile, China (People's Republic of), Ecuador, European Union, France, Germany, India, Italy, Japan, Korea (Republic of), Namibia, Netherlands (Kingdom of the), New Zealand, Norway, Poland, Russian Federation, South Africa, Spain, Sweden, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America and Uruguay. States that have ratified the Convention but which are not members of CCAMLR are Bulgaria, Canada, Cook Islands, Finland, Greece, Mauritius, Pakistan (Islamic Republic of), Panama (Republic of), Peru and Vanuatu.

- iii. catch and effort data from the two most recent seasons in which fishing occurred have not been submitted to CCAMLR.

An **exploratory fishery**, as defined under Conservation Measure 21-02 (2019), is a fishery which:

- i. was previously classified as a 'new fishery' (under Conservation Measure 21-01);
- ii. continues to be classified as such until sufficient information is available to:
 - a. evaluate the distribution, abundance, and demography of the target species, leading to an estimate of the fishery's potential yield;
 - b. review the fishery's potential impacts on dependent and related species;
 - c. allow the Scientific Committee to formulate and provide advice to the Commission on appropriate harvest catch levels, as well as effort levels and fishing gear, where appropriate.

The following are some examples of new and exploratory fisheries that would require Australia to lodge a proposal with CCAMLR:

- seeking to participate in existing exploratory fisheries in the CCAMLR region; and
- seeking to develop new fisheries for species and areas other than those currently commercially fished.

2.4 Australian and CCAMLR requirements for New and Exploratory fisheries applications

Australia's application and assessment process for access to New and Exploratory fisheries is described in full under Sections 3, 4 and 5 of this guide. However, prior to deciding whether to proceed, applicants should be confident of their ability to meet Australia's requirements for participating in these fisheries.

Proposals must include a clear statement about the applicant's commitment to and extent of their proposed fishing activities. If their commitment is judged as insufficient the proposal will not be submitted to CCAMLR. Similarly, if a proposal is submitted to and approved by CCAMLR and not acted upon by a fisher, a repeat of the proposal may not be accepted in the following season.

Applicants should note the fees and charges associated with submitting applications which are outlined in section 6 (schedule of fees and charges).

Australia will not submit to CCAMLR proposals that do not offer significant tangible benefits to Australia. To satisfy this requirement the applicant should be able to demonstrate:

- at least 50% ownership of the company lies in Australia;
- that the applicants, their company/ies and or director/s links to Australia are stronger than to any other State including other CCAMLR Members; and
- how the net economic returns from the exploratory fishery activity may benefit the Australian community.

Applicants must:

- nominate an Australian-flagged² boat as defined in section 4(1) of the *Fisheries Management Act 1991* (see Attachment 2), which is available, capable of fishing in the region and meets AFMA's observer safety standards;
- ensure the nominated boat is available to participate in the nominated CCAMLR New and/or Exploratory Fishery;
- provide the necessary information to be included on the high seas register as required to be maintained by AFMA under section 57A of the *Fisheries Management Act 1991*
- commit to comply with Australian requirements and CCAMLR's Conservation Measures for New and Exploratory fisheries and relevant resolutions, which include, among other things:
 - meeting the requirements of CCAMLR Conservation Measure 41-01 (2024) (or updated version) – General measures for exploratory fisheries for *Dissostichus spp.* in the Convention Area in the 2024/25 season;
 - meeting the requirements of the relevant CCAMLR conservation measure applying to the area proposed to be fished;
 - submitting detailed catch/effort and other operational data;
 - submitting detailed information as required under Conservation Measure 10-02 (2022) including photos of the vessel;
 - providing vessel time to undertake prescribed research;
 - carriage of at least two scientific observers, one of whom shall be an observer appointed in accordance with the CCAMLR Scheme of International Scientific Observation, to monitor environmental interactions, collect information on the fishery and the fishing boat's operations;
 - meeting the requirements to minimise the incidental mortality of seabirds, for general environmental protection during fishing and to limit take of bycatch [see Conservation Measures 25-02 (2024), 26-01 (2022) and 33-03 (2024)];
 - meeting the requirements for bottom fishing in the CCAMLR area [see Conservation Measures 21-02 (2019), 22-06 (2019) and 22-08 (2009)];
 - complying with a comprehensive set of reporting requirements to ensure that impacts of fishing are minimised and are closely monitored;
 - undertaking research as required in order to provide for assessments of future harvest controls and the potential environmental effects of exploratory operations in the CCAMLR area;
 - requiring the use of an AFMA approved vessel monitoring system for the vessel to be tracked by AFMA and CCAMLR at all times;
 - minimising the level of light emitted from the boat;
 - requiring limitations on waste disposal including:
 - a prohibition on the discharge of fish offal to minimise the attraction of seabirds and marine mammals to the boat;
 - a prohibition on the discharge of poultry products and brassicas (broccoli, cauliflower, cabbage etc) to ensure diseases and pests are not introduced to this environment; and
 - restrictions on the carriage, use and disposal of plastics and other non-biodegradable material.

² An Australian-flagged boat means a ship as defined by the *Shipping Registration Act 1981*. Applications will be assessed, on a case by case basis, in relation to boats, which are not currently Australian flagged but would be prepared to be reflagged if they were successful in gaining access to a new or exploratory fishery.

Applicants should also note CCAMLR Resolution 20/XXII *Ice-strengthening standards in high latitude fisheries*, and further note that AFMA will only license vessels with a minimum ice classification standard of ICE-1C³ that seek to operate in high latitude fisheries.

New and Exploratory fisheries proposals have the potential to affect other issues of national interest and Australia's overall credibility and negotiating influence at CCAMLR. As such, Australia will only submit New and Exploratory fisheries notifications that have whole of Government support. Proposals must with Australian domestic and international legal obligations as well as Australian policy positions and objectives for CCAMLR and elsewhere. Proposals which are not consistent with Australia's policy positions on environmental sustainability and other responsible fishing practices will not be supported.

3 Approval process for New and Exploratory proposals

The annual cycle for submitting, assessing and approving applications for CCAMLR New and Exploratory fisheries is reflected in Table 1. The process commences in March with AFMA inviting proposals from interested parties on the sub-Antarctic mailing list. Anyone wishing to be placed on this list should contact Rachel Downes at AFMA on e-mail: rachel.downes@afma.gov.au or by phone on (02) 6225 5555.

Any person who has not previously fished in CCAMLR New or Exploratory Fisheries under an Australian-flagged vessel, may request an information session on CCAMLR New and Exploratory Fisheries. AFMA and AAD would provide the information session which may be held via teleconferencing.

Industry persons will need to develop and submit a proposal to AFMA by **5pm on Friday 4 April 2025**. The information that must be included in a proposal is set out under Section 4.2.

AFMA, AAD and DFAT will consider proposals as commercial-in-confidence. Industry members may be called on individually to provide additional information but do not have access to applications by other industry members. Industry members should note that once proposals are submitted to the CCF and, potentially later to CCAMLR, certain details of their application are made public.

The CCF will discuss these proposals at its April meeting. At this meeting applicants are invited, but not required, to present their proposals and answer relevant questions from other participants (including government officials and representatives from conservation groups). The views of the CCF are an important input to the final government decision about whether to support or reject a proposal.

Proposals are further considered by the Inter-Departmental Committee (IDC) on CCAMLR to ensure consistency with government objectives and determine whether to proceed. Following these meetings, successful applicants will be required to liaise with the DCCEEW (AAD) to develop the Fishery Operation Plan and research components of the proposals to CCAMLR. Proposals to CCAMLR are referred to as notifications.

While most proposals are routine in nature and are dealt with at agency level, as they may affect matters of national interest, the ultimate decision is a matter for the responsible Ministers.

The AAD will submit any notifications to the CCAMLR Secretariat in the required CCAMLR format by the due date of 1 June 2025.

³ As defined in the Det Norske Veritas (DNV) Rules for Classification of Ships or an equivalent standard of certification as defined by a recognised classification authority.

Table 1 - Process for consideration and approval for New and Exploratory fisheries

Timing	Activity
8 March 2025	AFMA invites proposals from interested parties on the sub-Antarctic mailing list.
15 March 2025	Any person who has not previously fished in CCAMLR New or Exploratory Fisheries under an Australian flagged vessel, may request an information session on CCAMLR New and Exploratory Fisheries. AFMA and AAD would provide the information session. The information session may be held via teleconference.
4 April 2025	<p>Industry proposal(s) submitted to AFMA.</p> <p>An assessment fee per Statistical Subarea paid to AFMA.</p> <p>Vessel deeming fee payable for applicants seeking to have a foreign vessel deemed to be an Australian vessel for the purposes of the relevant legislation and to enable Australian flagging.</p>
April/May 2025	CCF meets to consider full proposals from industry (applicants are invited to present their proposal). CCAMLR IDC also meets to discuss the government's position on proposals received.
May 2025	The Fishery Operation Plan as well as research components of the proposal are further developed by DCCEEW (AAD) in consultation with applicants.
by 1 June 2025	<p>Full proposals lodged by the AAD with the CCAMLR Secretariat.</p> <p>Applicant pays \$10,203 AUD (non-refundable) to the Secretariat for each notification.</p>
16-20 June 2025	CCAMLR WG-SAM meets to consider proposals.
6-17 October 2025	WG-FSA meets and considers proposals.

Timing	Activity
20-24 October 2025	SC-CAMLR meets and considers proposals.
late October 2025	CCAMLR considers proposals and prescribes Conservation Measures for any approved fisheries.
early November 2025	AFMA advises applicants of CCAMLR consideration of their proposals and whether nominations have been approved or not.
at least 1 month before scheduled fishing	Applicant submits application to AFMA for a fishing permit for each Statistical Subarea
by start of fishing season on 1 December 2025	AFMA issues fishing permit(s).

WG-SAM will first meet in June to consider the New and Exploratory Fisheries proposals. If WG-SAM considers the proposal needs to be improved, the submitting Member(s) (e.g. Australia) may be asked to provide further information.

In early October WG-FSA and SC-CAMLR meet to review New and Exploratory fisheries proposals from CCAMLR Members and to provide scientific advice to CCAMLR. WG-FSA and SC-CAMLR recommend to CCAMLR whether, and under what scientific conditions, fishing proposals should be allowed to proceed. CCAMLR considers this advice in taking its decision to approve or not approve new and exploratory fishing in areas and the development of conservation measures to govern these fisheries. All decisions are by consensus.

AFMA will write to applicants in early November to advise them of CCAMLR's consideration of their proposals. If a notification does not proceed because of a decision of the Commission the notifying member shall receive a refund of the whole fee. In all other circumstances a fee will not be refunded.

4 Application format for New and Exploratory fisheries

4.1 Call for proposal

In March, AFMA writes to members of the fishing industry listed on AFMA's sub-Antarctic fisheries mailing list inviting proposals for New and Exploratory fisheries and notifying of the due date for their submission.

4.2 Proposals

Industry members applying for access to New and Exploratory fisheries are required to submit their proposals to AFMA by 4 April 2025.

Proposals should contain the following information:

- a description of the proposed fishery, including:
 - a list of all target species;
 - fishing method(s);
 - proposed region (including any depth stratification or area limitations, for example waters deeper than 1,000 metres, waters south of 60°S);
 - estimate of minimum levels of catches of the target species that would be required to undertake viable fishing activity; and
 - estimate of maximum proposed catch levels.
- a description of the proposed fishing operations, including:
 - the name of vessel(s) to operate, including the current flag State⁴;
 - the name of the company proponent and, if involved in a joint venture, all of the parties involved and the percentage of their ownership;
 - a basic fishing plan detailing the minimum number of trips that are desired to be undertaken, their timing and where within each division you intend to fish or prospect; and
 - possible scientific sampling regimes.
- the potential impacts of the proposed fishing activity on dependent and related species, including:
 - an indication of the extent and nature of bycatch anticipated, including identification of likely bycatch by species and the quantities that are predicted to be taken; and
 - details of proposed measures for minimising interactions with seabirds, marine mammals and threatened species (e.g.: by setting catch limits, closed areas/seasons, percentage/move-on rules).
- a description of the applicant's commitment to the fishery and the tangible benefits of their proposal to Australia (see Section 2.4).
- a description of the proposed research depending on the proposed area of operation, and an indication of interest to participate in multi member collaborative research.

4.3 Assistance

AFMA welcome inquiries from prospective applicants and are available to provide guidance to applicants in the preparation of their proposals. Contact details for these organisations are provided under Section 7.

5 Other requirements to consider when submitting a proposal

Applicants should read the information provided in Attachment 2 on Australian flagged vessels and 'Australian boat' status.

⁴ Vessels must be Australian-flagged at the time of notification to participate in the fishery (see Attachment 2).

5.1 Flagging of vessels

CCAMLR requires that all vessels be flagged to the Member State submitting the proposal (i.e.. Australia).

CCAMLR Conservation Measure 21-01 (2019) requires any Member proposing to participate in a new fishery to notify its intention to CCAMLR not less than three months in advance of the next annual regular meeting of CCAMLR.

Conservation Measure 21-02 (2019) requires any Member proposing to participate in an exploratory fishery to notify its intention to CCAMLR by 1 June.

Both require that a Fishery Operations Plan for the fishing season be prepared and submitted to CCAMLR by 1 June.

Conservation Measure 21-02 (2019) also requires compliance with paragraph 7 of Conservation Measure 22-06 (2019) (Bottom fishing in the Convention Area). All bottom fishing activities shall be subject to assessment by CCAMLR's Scientific Committee to determine if such activities, taking account of the history of bottom fishing in the areas proposed, would contribute to having significant adverse impacts on vulnerable marine ecosystems, and to ensure that if it is determined that these activities would make such contributions, that they are managed to prevent such impacts or are not authorised to proceed. All CCAMLR Conservation Measures can be found on the CCAMLR website www.ccamlr.org.

There is provision within CCAMLR that allows for the substitution of nominated vessels in some circumstances only.

While Australia wishes to provide the greatest flexibility possible to industry to participate in New and Exploratory fisheries, it also needs to be satisfied of the credibility of the applicant and vessel prior to submitting an application to CCAMLR. CCAMLR will only consider proposals for vessels flagged to the nominating Member (Australia) or another CCAMLR Member country.

5.2 Australian boat status

Australia requires that applications nominate an Australian boat as defined under Section 4(1) of the *Fisheries Management Act 1991* and provide evidence that the applicant would have control and be solely responsible for the fishing operations to be undertaken by demonstrating a substantial connection to Australia, including;

- a nominated Australian national, both resident in Australia and with direct responsibility for the operations of the boat;
- an Australian company with Australian resident assets sufficient to meet the maximum liability likely to arise from any single offence under the *Fisheries Management Act 1991* (as the *Fisheries Management Act 1991* only applies to Australian flagged vessels and Australian nationals, AFMA would need to be advised as to whom the joint venture partners are);
- both a willingness to undertake research proposals, and the extent to which the proponent is available to carry out such research; and

5.3 Company/vessel ownership and credibility

Applicants must be prepared to make publicly available their individual/company details including details of their fishing history and reputation. There should be transparency of the owners i.e.: corporations, beneficial owners and the percentage of ownership. Any joint partners and the vessels to be used must be clearly named on the application. The owners and the nominated vessel's history must be provided in full to AFMA to:

- allow an assessment of the applicant(s) and the vessel's reputation;
- determine if the vessel has fished in the CCAMLR Area before;
- whether the vessel has been involved in any Illegal, Unregulated and Unreported (IUU) fishing, and
- determine whether the applicant(s) hold(s) any other CCAMLR licences.

AFMA can request further information that it reasonably requires for a proper consideration of an application for a fishing permit.

As an original signatory of CCAMLR, it is in Australia's interests to ensure that each proposal submitted to CCAMLR by the Australian government is credible and does not jeopardise Australia's position in CCAMLR.

5.4 Vessel requirements

Australia must be satisfied that it can monitor and control the vessel's activities to ensure compliance with CCAMLR and Australian requirements. These requirements include:

- compliance with CCAMLR Conservation measure 10-02 (2022) (Licensing and inspection obligations of Contracting Parties with regard to their flag vessels operating in the Convention Area);
- the carriage of at least two scientific observers, one of whom shall be an observer appointed in accordance with the CCAMLR Scheme of International Scientific Observation (the costs of both observers are borne by the proponent);
- compliance with catch reporting requirements;
- carriage of Vessel Monitoring System (VMS) reporting to Australia, and to the CCAMLR Secretariat which meets the minimum standards for Automatic Location Communicators (ALCs) in CM 10-04 (2022); and
- a willingness to be inspected at sea by CCAMLR authorised inspectors in accordance with the CCAMLR System of Inspection.

Vessels must also undergo an AFMA observer safety assessment prior to undertaking fishing to ensure they are safe to carry observers. Vessels that do not meet the requirements of the observer safety assessment will not be provided with observers and will not be allowed to fish. A copy of AFMA's 'Vessel Suitability Assessment Guidelines for Antarctic Waters' is at Attachment 3.

5.5 Report following new or exploratory fishing activity

Following new or exploratory fishing, the Member State whose vessel operated in a CCAMLR Statistical Division is required to submit a report to the CCAMLR Secretariat for consideration by WG-FSA. The report is prepared by the AAD and provides limited catch, effort and other fishing information on each small-scale research unit fished. CCAMLR confidentiality provisions apply to the data being considered by WG-FSA.

6 Schedule of fees and charges

Applicants should note that there are a number of fees and charges associated with participating in CCAMLR New and Exploratory fisheries:

- applying to operate in New and Exploratory fisheries (see sections 6.1, 6.2 and 6.3);
- having the nomination accepted by CCAMLR (see section 6.4); and
- operating in New and Exploratory fisheries (see section 6.5).

The costs are summarised in the following table.

Item	Section	Fee payable	Agency	Comment
Application	6.1	To be advised per Sub-Area/ Statistical Division	AFMA	Invoiced by AFMA
Company/ vessel ownership check	6.2	To be advised (see AFMA fee for service policy)	AFMA	For new vessels/operators wishing to participate in New and Exploratory fisheries for the first time
Australian flagging	6.3	Shipping registration fees apply	AMSA	AMSA website provides details of fees (www.amsa.gov.au)
CCAMLR	6.4	\$10,203 AUD for each nomination.	CCAMLR	Payable when the nomination has been submitted to CCAMLR
Management	6.5	Fee for service	AFMA	Invoiced by AFMA at the end of a fishing trip and includes: Costs of observer(s) (inc. daily salary & allowances, airfares) Monitoring product unloads Data management
Research Activities	6.6	Fee for service	AAD	Shared cost for research activities in research plan.

6.1 Proposal application fee

Applicants who submit a proposal to AFMA to operate in CCAMLR New and Exploratory fisheries are required to pay, to AFMA, a non-refundable application fee per Sub-Area/Statistical Division nominated. This fee is collected to cover the costs of processing applications including submitting them to CCAMLR, if supported by Australia.

[Fisheries Management Paper No 5: Developmental Fisheries Policy](#) provides extensive information on the costs associated with developing fisheries.

The fee for assessing applications is non-refundable and payment does not provide any guarantee that a fishing permit will be granted at the conclusion of the assessment process.

The fee will be determined on a case by case basis.

6.2 Company/vessel ownership and credibility

AFMA will charge an additional one-off vessel/operator assessment fee to new vessels/operators wishing to enter New or Exploratory fisheries for the first time. This fee covers the costs associated with checking the credentials of operators and the history of vessels. The fee will be determined on a case by case basis and AFMA will provide a quote for each such request based on the time involved.

6.3 Shipping Registration fees

The Australian Maritime Safety Authority (AMSA) has responsibility for the Australian Shipping Register and Australian flagging issues. Details of the fees and charges can be obtained from the AMSA website (www.amsa.gov.au).

6.4 CCAMLR fee

CCAMLR has adopted a cost recovery scheme for exploratory fisheries whereby an annual fee must be paid for each vessel fishing in a single subarea/division for a single species group.

Fishery notifications are subject to a notification fee that applies on the basis of a single submission by an individual Member for a vessel in respect of a single season for a single species or species group that is subject to an individual conservation measure.

A fishery notification fee of \$10,203 AUD is required for each vessel in each exploratory fishery.

Fishery notifications are to be submitted by Members online and once submitted a return email will be generated that will include a Notification ID and options for the payment of fishery notification fees. If required by the Member, the Secretariat will issue an invoice to the fishing company in order to facilitate the payment of fishery notification fees.

6.5 Management fee

Operators who are approved by CCAMLR to participate in a New or Exploratory Fishery and who are granted with a Fishing Permit by AFMA under the *Fisheries Management Act 1991* will be required to meet all the costs associated with AFMA administering the fishery. This will be on a fee for service basis and AFMA will invoice the Company at the end of each fishing trip. The invoice will include the costs of management, compliance and monitoring, data management and observers.

6.6 Research Activities

Access to CCAMLR new and exploratory fisheries requires all participants to develop and implement research plans that will support the development of robust stock assessments for the target species, and mitigation of the impacts of fishing on bycatch species, habitats and other components of the ecosystem. Australia maintains a good reputation in CCAMLR for the development of research plans of a high standard that are designed to directly enhance CCAMLR management in exploratory fisheries. The AAD leads the development of these plans, in consultation with AFMA, Australian fishers, and other CCAMLR Members.

Costs associated with developing and implementing these plans are typically shared between AAD and the fishing industry, under a collaborative deed. With sufficient lead time (typically one

year or more prior to commencing research), research grants can also be sought from the Fisheries Research and Development Corporation (FRDC).

7 Key contacts

AFMA

Rachel Downes
Senior Management Officer - Antarctic Fisheries Section
PO Box 7051
CANBERRA BC ACT 2610
Phone: (02) 6225 5329
E-mail: rachel.downes@afma.gov.au

AFMA Licensing
PO Box 7051
CANBERRA BC ACT 2610
Phone: 1300 723 621
E-mail: licensing@afma.gov.au

Department of Climate Change, Energy, the Environment and Water (AAD)

Sally Carney
A/g Assistant Director, CCAMLR Policy
203 Channel Highway
KINGSTON TAS 7050
Phone: +61 3 6232 3532
E-mail: CCAMLRPolicy@aad.gov.au

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203 Channel Highway
KINGSTON TAS 7050
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E-mail: philippe.ziegler@aad.gov.au

Warning

Applicants should note that there are no guarantees that a proposal will:

- be submitted by Australia to CCAMLR at all or in the form proposed by the applicants, indeed, in the past, many proposals have been rejected for varying reasons;
- result in a fishery being established, continued, reopened or that it would be commercially viable;
- mean that there will be access in the short term or the long term; and
- mean that there will be sole access granted - access may also be granted to other companies in Australia and/or to other CCAMLR Members.

At any stage, an application can be rejected and no fishing would be permitted. Other aspects to consider include:

- depending on the nature of the proposal, the approval of the Minister for the Environment may need to be sought;
- CCAMLR may set a conservation measure which differs from conservation measure(s) referred to in the nomination; and
- the application may need to be withdrawn during the annual CCAMLR meeting by Australia depending on matters raised during the course of that meeting.

8 Current fisheries status

Please refer to the CCAMLR Schedule of Conservation Measures in Force 2024/25. Applicants can view the full set of Conservation Measures on the CCAMLR website at www.ccamlr.org

Attachment 1 - Selected CCAMLR Conservation Measures

The following are a selection of CCAMLR Conservation Measures which are in place for the 2024/25 season. All Conservation Measures are reviewed and updated annually by CCAMLR – the 25/26 CMs will be available following CCAMLR-44 in October 2025. The bracketed date indicates the year when the Conservation Measure was last changed.

The selected Conservation Measures are:

- 10-02 (2022) Licensing and inspection obligations of Contracting Parties with regard to their flag vessels operating in the Convention Area;
- 21-01 (2019) Notification that Members are considering initiating a new fishery;
- 21-02 (2019) Exploratory fisheries;
- 22-06 (2019) Bottom fishing in the Convention Area;
- 22-07 (2013) Interim measure for bottom fishing activities subject to Conservation Measure 22-06 encountering potential vulnerable marine ecosystems in the Convention Area;
- 22-08 (2009) Prohibition on fishing for *Dissostichus* spp. in depths shallower than 550 m in exploratory fisheries;
- 22-09 (2012) Protection of registered vulnerable marine ecosystems in subareas, divisions, small-scale research units, or management areas open to bottom fishing;
- 25-02 (2024) Minimisation of the incidental mortality of seabirds in the course of longline fishing or longline fishing research in the Convention Area;
- 26-01 (2022) General environmental protection during fishing;
- 33-03 (2024) Limitation of by-catch in new and exploratory fisheries in the 2024/25 season;
- 41-01 (2024) General measures for exploratory fisheries for *Dissostichus* spp. in the Convention Area in the 2024/25 season;
- 41-05 (2024) Limits on the exploratory fishery for *Dissostichus* spp. in Statistical Division 58.4.2 in the 2024/25 season;
- 41-06 (2024) Limits on the exploratory fishery for *Dissostichus* spp. on Elan Bank (Statistical Division 58.4.3a) outside areas of national jurisdiction in the 2024/25 season;
- 41-07 (2024) Limits on the exploratory fishery for *Dissostichus* spp. on BANZARE Bank (Statistical Division 58.4.3b) outside areas of national jurisdiction in the 2024/24 season;
- 41-09 (2024) Limits on the exploratory fishery for *Dissostichus* spp. in Statistical Subarea 88.1 in the 2024/25 season;
- 41-10 (2024) Limits on the exploratory fishery for *Dissostichus* spp. in Statistical Subarea 88.2 in the 2024/25 season;
- 41-11 (2024) Limits on the exploratory fishery for *Dissostichus* spp. in Statistical Division 58.4.1 in the 2024/25 season; and
- 91-05 (2016) Ross Sea region marine protected area.

Attachment 2 – Declaring a foreign boat to be an “Australian boat”

This is a guide to applying to have AFMA declare a boat to be an Australian boat. The subject of these guidelines is set out in subsections 4(1) and 4(2) of the *Fisheries Management Act 1991*. These guidelines are subject to change without notice and you should contact AFMA and/or read the relevant legislation for further information. You should seek your own legal advice if you are uncertain about your legal situation in regard to boat declarations.

Why do you need to have an Australian boat nominated on your fishing permit or statutory fishing right?

Only an Australian boat is authorised to fish under a fishing permit or statutory fishing right granted by AFMA. A foreign boat is not permitted to enter an Australian port unless it is authorised by a port permit granted by AFMA. A person must not land fish at an Australian port from a foreign boat unless the Minister responsible for fishing has expressly authorised that person to do so.

What happens if a boat is not an “Australian boat”?

If a boat is not an Australian boat, then it is regarded as a foreign boat. If a boat does not satisfy the legal definition of an Australian boat, it is not allowed to be used to fish under a fishing permit or statutory fishing right granted by AFMA, unless allowed under the relevant management plan.

What is the legal definition of an ‘Australian boat’?

A boat is defined as an “Australian boat” if it satisfies any one of the following three conditions (as set out under subsection 4(1) of the *Fisheries Management Act 1991*):

1. The boat is operated from Australia and is wholly owned by an Australian resident or Australian company and was built in Australia;

OR

2. The boat is listed on the Australian Shipping Register, except if it is owned by a foreign resident and under a demise charter¹ arrangement;

OR

3. The boat has been declared by AFMA to be an Australian boat under subsection 4(2) of the *Fisheries Management Act 1991*.

1 Demise charter means "the demise, letting, hire or delivery of the ship to the charterer under a charter party, by virtue of which the charterer has whole possession and control of the ship (including the right to appoint the master and crew of the ship)." (*Shipping Registration Act 1981*)

If a boat does not satisfy any of these three conditions, it is regarded as a foreign boat under the *Fisheries Management Act 1991*.

Can my boat be listed on the Australian Shipping Register?

The Australian Shipping Register is administered by the Shipping Registration Office under the *Shipping Registration Act 1981*. A boat may be listed on the Australian Shipping Register (or “Australian flagged”) if:

- more than half the shares in it are owned by Australian nationals; or
- it is less than 12 metres in length overall and wholly owned or operated by Australian residents or by Australian nationals and residents together; or

- it is on demise (bare boat) charter to an Australian based operator.

A foreign-owned boat that is chartered under non-demise arrangements is not permitted to be registered.

Applications to list a boat on the Australian Shipping Register must be submitted to the Australian Shipping Registration Office in the Australian Maritime Safety Authority. For further details on the application process, please contact the Australian Shipping Registration Office.

My boat is Australian flagged. Does this mean it is an Australian boat?

Not necessarily.

Even if the boat is flagged to Australia, it is still regarded under the *Fisheries Management Act 1991* as a foreign boat if it is owned by a foreign resident and operated by an Australian under a demise charter.

Where can I get more information?

Further information on applications is available from:

Manager, Licensing and Data Services
Australian Fisheries Management Authority
PO Box 7051
CANBERRA BC ACT 2610
Phone (02) 6225 5555
Fax (02) 6225 5500
Email: licensing@afma.gov.au

Contact details for the Australian Shipping Registration Office:

GPO Box 2181
CANBERRA CITY ACT 2601
Telephone (02) 6279 5000
<https://www.amsa.gov.au/vessels-operators/ship-registration/shipping-registration-office>

Attachment 3 - AFMA vessel suitability assessment guidelines for Antarctic waters

Purpose

This assessment is intended to assist AFMA in determining the suitability of vessels to safely operate for extended periods in the sub Antarctic region. This area is some 2,120 nautical miles south west of Cape Leeuwin and in the main, operations will be conducted in the area between 50^o to 60^o South latitude.

AFMA is required in accordance with its duty of care responsibilities under the *Work Health and Safety Act 2011*, to ensure that all reasonably practicable steps are taken to ensure the safety of their personnel who will be embarked on these vessels as Fisheries Observers. In fulfilling this obligation, AFMA requires that any vessel, which may apply to be licensed to fish in the sub-Antarctic region, undertake a Vessel Suitability Assessment before such a licence is issued.

Guidelines for the inspection of documentation and equipment as part of this assessment are contained in the following pages. It should be noted that the guidelines, although comprehensive, are not exhaustive, and the person(s) conducting the assessment may add additional items as considered necessary.

In general, the assessment should be able to ascertain that the vessel is fit for purpose in respect to:

- safety
- construction
- condition
- crewing
- carriage of additional equipment as required by the licence

Overall, it is considered that these guidelines will allow an objective assessment to be made. It is acknowledged however, that some areas of this assessment will require subjective judgements. In view of the safety issues involved, such judgements are considered reasonable under duty of care provisions. It is therefore important that any such judgement be made in a professional manner, ensuring that all available documentation is consulted in the deliberation process. In cases of doubt, it would be reasonable to have the vessel operator make a 'safety case' in the justification of any unclear or disputed position.

Assessment Guidelines

TABLE OF CONTENTS

1. Vessel Details
2. Certification
3. Lifesaving, Safety and Fire equipment
4. Main and Auxiliary Machinery and Fuel Oil
5. General Condition of Hull and Decks (Including Fishing Gear)
6. Stability
7. Health and Safety
8. Suitability for Operation in High Sea States
9. Communications
10. Crewing

1. Vessel Details

Name:
Flag/Port of Registry:
Fishing Identifying Mark:
Gross Registered Tonnage:
Length Overall / L Registered:
Year of Build:
Nominated Skipper:
Grade of Certificate, Issuing Authority and Expiry date of Skipper's Certificate of Competency:
Owner:
Description of vessel:
Number and Composition of Crew:
Surveyed to which Flag State Class:
Survey Classification and Name of Society
Date of Last Periodic Survey:
Date, Place & Purpose of Last Docking:
List any Major Defects:
Comments:

2. Certification

Vessel to be certified to meet Australian Maritime Safety Authority (AMSA) survey requirements to operate in the proposed area.

Applicants should also note CCAMLR Resolution 20/XXII *Ice-strengthening standards in high latitude fisheries*, in particular that operators are urged to seek, for vessels operating in high latitude fisheries, a minimum ice classification standard of ICE-1C⁵.

3. Life Saving, Safety and Fire Fighting Equipment

- a. Provision of the following is to comply with Marine Orders Part 25:
 - Lifeboat (if fitted)
 - Rescue craft (if fitted)
 - Life rafts
 - Buoyant appliances
 - Portable and fixed survival craft radio equipment
 - Distress signals
 - Lifebuoys
 - Lifejackets
 - Line throwing appliances
 - Immersion suits
 - Thermal protective suits
 - General and emergency alarm systems
 - Emergency communication systems
- b. Emergency electrical systems to comply with Marine Orders Part 20.
- c. Muster List to comply with Marine Orders Parts 25 & 29.
- d. Firefighting equipment to comply with USL Code Section 11 for 3A vessels of relevant tonnage and/or length.

⁵ As defined in the Det Norske Veritas (DNV) Rules for Classification of Ships or an equivalent standard of certification as defined by a recognised classification authority.

- e. Medical outfit to be in accordance with Scale 1A as contained in Marine Orders Part 10.
- f. Navigation, Bridge and Miscellaneous Equipment
 - i. Navigation Equipment

Check the vessel's navigation equipment to ensure that it is considered satisfactory for the task, in good order and there are sufficient spares or redundancies available. In making this assessment, cognisance should be taken of the fact that the vessel may operate in extended periods of poor visibility and the possibility of the icing up of external antennae exists. Items to be considered include:

 - Compass(es)
 - Radar(s)
 - Electronic Chart System
 - GPS
 - Depth Sounder(s)
 - Autopilot
 - Charts and nautical publications suitable for the area of operations of the vessel
 - ii. Bridge and Miscellaneous Equipment.

Guidance to be obtained from USL Code Section 13. Items include:

 - Official Logbook
 - Chronometer or Deck Watch
 - Barometer or Barograph
 - Mechanical depth sounding device
 - Daylight signalling lamp
 - 1 set of international code flags
 - 1 copy of "International Code for Signals"
- g. Gangway or safe means of access approved by the Authority.
- h. Windlass, anchors and cables - sufficient in number, mass, length and strength, approved by the Authority or a Classification Society on its behalf.
- i. Hawsers and warps of sufficient number, length and strength having regard to the use and service of the vessel.

4. Main and Auxiliary Machinery and Fuel Oil

The following items should be inspected to ensure that they are in good order and condition and are considered adequate and reliable for the proposed task.

- a. Main Engine(s)
 - Main Engine Types
 - Number of ME
 - Hours since last major inspection, and when next due
 - Check log for reliable running
 - Check spare parts both statutory requirements and extras carried
 - Temperature control equipment, i.e. Fresh Water or Sea Water recirculation
 - Note any major work due and when
- b. Generators/alternators
 - Number
 - Types
 - Capacities
 - Redundancy
 - Reliability
 - Ability for plants to carry load
 - When protective devices last tested
- c. Electrical

- Main Switchboard, Protection of essential services
 - Downline boards and distribution system
 - Tested last, insulation (megger test)
 - Batteries where situated, capacity
 - Emergency batteries
 - Condition of Emergency system, i.e., generator or batteries test of applicable
 - Deck electrical systems, conditions of motors lighting systems, e.g. steering motors and circuits
- d. Hydraulic, Machinery Space
- Oil capacity and spare oil capacity
 - Condition of external piping and unit motors and controls gear
 - Spares, lines motors, pumps, control equipment, filter
- e. Gear box (if fitted)
- Hours
 - Reliability
 - Method of get home if CPP
 - Lube oil and spare oil
 - Cooler
 - Spare's required and carried
- f. Fresh water
- Manufacture of water i.e. freshwater generator
 - Type
 - Output
 - Condition of equipment
 - Tank and capacity
 - Method of sounding
- g. Lubricating Oil
- Capacity and reserve
 - Types of oils
 - Purifiers fitted and how utilised
 - Method of storage of used oil
- h. Fuel Oil
- Capacity
 - Range
 - Types of FO
 - Purifier
 - Filtered
 - Could vessel run at full sea speed to safe port at all times and maintain suitable reserve
 - Check bunkering and overflow arrangements
 - Methods of sounding (Accuracy)
 - Any modifications to original FO system or tanks
 - If viscous oil used, method of heating and condition of plant
 - Methods and operations of transferring oil
- i. Boiler(s) (if fitted)
- When last inspected
 - Safety valve set
 - Stops and cocks
 - Hot well/condenser arrangements
- j. Pressure vessels (air)
- When last inspected
- k. UMS Operation
- Check of for reliable operation
 - Methods of checking operation of monitoring equipment

- Check some random items for operation
- UMS certificate to comply with recognised classification society
- I. Fire Systems
 - When smothering system serviced
 - When extinguishers serviced
 - When fire detection system check for safe operation and regular testing
- m. Refrigeration systems
 - Type of compressor/s
 - Gas type
 - Used for what purpose
 - Primary and/or secondary system
- n. Sanitary System
 - Type
 - Operation
- o. Bilge System
 - Type of separator
 - Overboard monitor
 - Discharge to recirculation or to retention tank
 - Types of emergency bilge systems
 - Alarms
- p. Steering gear
 - Type
 - Condition of equipment
 - Satisfactory operation
 - Means of emergency steering
 - Condition of steering compartment
- q. Thruster (if fitted)
 - Locations
 - Type
 - Driven by
 - Hours
 - Condition
 - Condition of space
- r. Machinery Spaces in General

Machinery spaces could include separate generator spaces, hydraulic pump spaces, refrigeration compressor spaces, emergency generator and batteries spaces.

To be considered are:

 - Means of escape
 - Types of smothering systems
 - Vents and closures
 - Remote shut offs, smothering system operation
 - Machinery guards etc
 - General condition, including condition of bilges and housekeeping practices, in particular reductions of hazards including fire and risk of personal injury

5. General Condition of Hull and Decks (including Fishing Gear)

Check the following:

- a. Condition of bulkhead and bulkhead closures if fitted, check remote operation
- b. Condition of tank vents and filler pipes and closures
- c. Condition of space closures, to below decks, check houses, machinery spaces
- d. Condition of freeing ports including size, number and possible obstructions

- e. Condition of masts rigging and fittings
- f. Condition of lifting gear, i.e.. Goose necks, blocks, wires and hydraulics
- g. Observe aloft for how ice might form on areas, with the danger to personnel under in mind.
- h. Check the anchor arrangements, types and amounts of cable and general conditions of cables.
- i. General condition of access ladders, hand rails bulwarks and coamings
- j. Inspection of fish tank if possible
- k. Inspection of void spaces

Note: If vessel out of water:

- Check external steering gear condition
- Type and condition of rudder/s
- Propellers stern tubes, brackets and nozzles if applicable
- External condition of thrusters
- General hull condition
- Comments on condition of wind and weather line
- Condition of hawser pipes

6. Stability

a. Trim and Stability Booklet

Check book is up to date and that Skipper has a good knowledge of the book's contents. The Skipper must ensure that the Trim and Stability Booklet is suitable for him to calculate the vessel's stability under all likely operating conditions.

b. Crew Knowledge

Interview Deck and Engineer officers and check that they have a good knowledge of factors that may influence stability in the proposed area of operation, in particular the risks created by the following and how these can be minimised:

- high sea states
- water on deck
- ice and snow accumulation
- stowage or suspension of weights high up on the vessel
- fishing gear hook up
- partially filled tanks
- stowage of holds

Note: In relation to the removal of ice accumulation, check that there is satisfactory equipment on board to assist in this task, that it is in good condition and that the crew are aware of removal methods. For guidance, the following text is reprinted as contained in the 1974 IMCO publication Code of Safety for Fishermen and Fishing Vessels, Part A, Safety and Health Practice for Skippers and Crew.

“Typical list of equipment and hand tools required for combating ice formation:

- 5 Ice crows or crowbars
- 5 Axes with long handles
- 5 Picks
- 5 Metal scrapers
- 5 metal Shovels
- 3 Wooden sledgehammers
- 3 fore and aft lines to be rigged each side of the open deck fitted with travellers to which lizards can be attached.

Safety belts with spring hooks should be provided for no less than 50 per cent of the members of the crew (but no less than 5 sets), which can be attached to the lizards.

Notes:

1. Number of hand tools and life-saving appliances may be increased at the shipowners' discretion.

2. Hoses which may be used for ice combating should be readily available on board.”

7. Health and Safety

a. Safety Culture

Interview crew members to form an opinion as to the general safety culture that exists on board the vessel and inspect the vessel for evidence of good safety practices. This might include:

- Knowledge of responsibilities in relation to Occupational Health and Safety
- Provision of any safety and lifesaving publications, including any company literature
- Knowledge of the location and use of any item of lifesaving and firefighting equipment
- Provision and knowledge of correct use of personal protective equipment (PPE)
- Good housekeeping practices in relation to hygiene and reduction of hazards, especially those that pose the risk of personal injury and fire.
- Safety signs, including those that relate electric shock and the wearing of PPE

b. Observer Health and Safety

Inspect the areas proposed for use by Observers, including accommodation, ablutions and messing arrangements and deck areas where the Observer might carry out his/her duties e.g. trawl deck and gantries. The purpose of the inspection is to ensure a satisfactory standard of cleanliness and hygiene and Observer personal safety. Arrangements should be so that the risks to Observers from disease and injury are minimised as far as is practicable.

In accordance with AFMA requirements, Observers should be provided with facilities to the following minimum standard:

- a satisfactory grade of accommodation (preferably on a single basis) and food and stores of an equivalent standard to a junior officer on board;
- medical care to an adequate standard (see para 2. e);
- a safe and healthy living and working environment in which the Observers are free from any form of harassment, duress and undue influence;
- reasonable and private access to communications sufficient for the Observer to access work resources and interact with support services; and
- sufficient safety equipment including but not limited to, survival suits, places in liferafts and safety harnesses.

8. Suitability for Operation in High Sea States

Conduct an inspection of the vessel to form an opinion of the vessel's suitability for operation in high sea states in relation to any dangers that may be posed to personnel. These may include such things as vessel motion, exposure to the elements, including high winds, and sea spray and water washing on deck. The possibility of personnel fatigue in relation to the foregoing should also be taken into account. This assessment should consider such things as:

- Inherent Stability
- Size
- Bow height
- Draught
- Freeboard
- Bulwarks and shielding
- Freeing ports
- Guardrails
- Life lines
- Access to important compartments without the need to proceed on deck

Note: To assist in making this assessment evidence may be required to be presented by the operators that the vessel or a similar vessel has operated successfully in the sub Antarctic or like regions in the past. Like regions in the Northern Hemisphere might include the Denmark Strait and the Greenland Fishery.

9. Communications

Check that the vessel communications equipment which equates to the GMDSS requirements of Area 3. Check that equipment is serviceable and antennae are in good order. If necessary, ask for a practical demonstration. At least two persons should be in possession of a valid GMDSS General Operator's Certificate.

Notes:

1. If a GMDSS outfit to area A3 requirements is not fitted, the vessel operator's would need to demonstrate that the equipment fitted is satisfactory for the receiving and sending of urgency messages including weather forecasts, navigation warnings and distress messages. In any event, the vessel is to be fitted with a 406MHz EPIRB.
2. The vessel will be required to be fitted with a Vessel Monitoring System (VMS) transponder, which normally utilises Inmarsat C.

10. Crewing

a. Qualifications and Experience

Check the Certificates of Competency of the deck and engineer officers, to ensure that they are valid and suitable for both the vessel and its area of operation. The requirements of Marine Orders Part 51 may be used for guidance. In the event that there is doubt as to the validity of any certificate, guidance may be sought from the Australian Maritime Safety Authority. It is a requirement that deck and engineer officers produce a Résumé detailing their experience. These may be used in the determination of an opinion as the suitability of certain personnel.

b. Crew Numbers

Whilst regulations may permit the crewing of vessels by two watchkeepers in the deck and engine room departments, it is considered that the characteristics of the area of operation and the average time on task increase the risks of key personnel becoming fatigued. With this in mind, AFMA have indicated that priority may be given to vessels that operate with excess of a two watch (watch on – watch off) system. The numbers of qualified personnel and intended operating methods will need to be determined, in order to form an opinion as to whether the 'fatigue factor' has been addressed in a satisfactory manner.

Note: It is an AFMA requirement that all vessels must have an English-speaking Skipper.