澳大利亚水域航行船舶安全提示

CCS 澳大利亚办事处，2026 年第 008 期，总第 109 期

关于保障船员在澳大利亚港口上岸休假有关事项的提示

一、背景介绍

澳大利亚海事安全局（AMSA）于2026年9月30日发布Marine Notice 2026/02《Access to shore leave for seafarers》，替代Marine Notice 2024/07，提醒到访澳大利亚港口船舶的公司、船东及船长保障船员上岸休假，并明确港口国控制（PSC）检查不应成为限制上岸休假的理由。

二、相关法规要求

《2006年海事劳工公约》（MLC, 2006）规则2.4第2款要求，“应给予船员上岸休假，以利于其健康和福祉，并与其岗位要求相一致”。该要求通过澳大利亚《2012年航海法》（Navigation Act 2012）及Marine Order 11《船上生活和工作条件》在澳大利亚实施。

三、公司责任及上岸安排

公司负责船员的健康、安全及福祉。上岸休假及使用岸上福利设施有助于船员身心健康，并降低疲劳风险。AMSA要求公司在评估上岸休假风险时，充分考虑其对船员的福祉及身心恢复的益处；是否准予上岸休假的决定不应基于经济因素。

如澳大利亚岸上主管机关告知公司无法安排船员上岸休假，应将有关信息提交AMSA调查。传染病风险虽无法完全消除，但可采取适当且可接受的控制措施，使船员能安全上岸休假。

港口福利委员会及澳大利亚福利服务机构名单可在Australian Seafarers Welfare Council网站查阅。

四、本次更新的重点

1. 船长及营运人不得以“可能接受 AMSA PSC 检查”为由，延迟、限制或拒绝船员上岸休假。

2. AMSA 登轮进行 PSC 检查时，如有船员正在岸上休假，该情况本身不会导致船舶受到不利处理。

五、不符合要求时的措施

如有明确依据认为船东、公司或船长未遵守MLC, 2006及澳大利亚法律中有关船员上岸休假的要求，AMSA PSC检查官可采取相应措施。提醒到访澳大利亚港口的船舶及公司关注上述要求，保障船员上岸休假。

参考资料：

1. AMSA, Marine Notice 2026/02, Access to shore leave for seafarers（2026 年 9 月 30 日）

CCS 澳大利亚办事处

2026 年 10 月 9 日

声明：
1. 目的是协助船公司及时了解 AMSA 检查要求，更加准确地遵守澳大利亚水域的相关规定
2. 详细资料可访问 AMSA 网站 www.amsa.gov.au，CCS 网站 www.ccs.org.cn
3. 本文内容不替代 CCS 规范、相关公约、AMSA 及其他主管机关的任何规定

Australian Government
Australian Maritime Safety Authority

Access to shore leave for seafarers

Marine notice 2026/02

This marine notice draws attention to the requirement to provide shore leave to seafarers for ships visiting Australian ports.

What's changed

This marine notice supersedes 2024/07. It has been updated to advise that:

- the possibility of an AMSA port State control (PSC) inspection is not a reason to delay, restrict or deny shore leave
- if crew members are ashore while AMSA conducts a PSC inspection this will not, in itself, result in any adverse action being taken against the vessel.

Guidance for

- Ship owners/operators
- Masters

Purpose

This marine notice is to remind companies, owners and masters of ships of the requirement under the Maritime Labour Convention 2006 (MLC, 2006) for shore leave, which states that, *'Seafarers shall be granted shore leave to benefit their health and well-being and consistent with the operational requirements of their positions'* (MLC, 2006, Regulation 2.4.2).

This requirement is implemented in Australian law in the Navigation Act 2012 and Marine Order 11 – Living and working conditions on vessels.

Company responsibilities

Companies are responsible for seafarer health, safety, and wellbeing. Shore leave and access to shore-based welfare facilities are key to seafarer physical and mental health and reduce the risk of fatigue.

AMSA expects that companies strongly consider the benefits to seafarer wellbeing and recovery when assessing the risks of allowing shore leave. AMSA reminds companies that the decision to grant shore leave should not be based on financial implications.

Shore leave

If a company is advised that shore leave is not possible by a shoreside authority in Australia, this information should be provided to AMSA to investigate as the competent authority.

Whilst it is recognised that there are risks with communicable diseases that cannot be eliminated entirely, there are suitable and acceptable controls that can be put in place to allow seafarers to access shore leave safely.

A list of Port Welfare Committees and Australian welfare providers can be found on the Australian Seafarers Welfare Council website.

Non-compliance

Masters and operators should not use port State control (PSC) inspections as a reason to delay, restrict, or deny shore leave. Should AMSA attend a ship to conduct a PSC inspection while seafarers are ashore, this will not, in itself, result in any adverse action being taken against the ship.

AMSA port State control officers may take action where there are clear grounds to believe that the shipowner, company or master has not complied with the requirements relating to seafarer's access to shore leave under the MLC, 2006 and Australian legislation.