

Safety Bulletin for Vessels Operating in Australian Waters

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Reminder on the Requirements for Port Hedland Unified Vessel Vetting Form and Pre-Berthing Checklist

Recently, the port authority of Port Hedland, Western Australia (Pilbara Ports), issued [Marine Safety Bulletin 02/26](#), introducing unified safety vetting and pre-berthing inspection requirements for all vessels calling at this port. The relevant requirements will come into effect from 1 May 2026.

To remind CCS-classed vessels and relevant companies intending to call at Port Hedland, the main requirements are summarized as follows:

1. Mandatory Submission of Two Documents

From 1 May 2026, all vessels calling at Port Hedland must submit:

1. [Port Hedland Vessel Vetting Form](#)
2. [Port Hedland Pre-Berthing Checklist](#)

Failure to meet the above requirements may result in actions by the port authority such as operational restrictions, berthing delays, or refusal of port entry.

2. Submission Requirements for Vessel Vetting Form

This form is used for unified assessment of the vessel's technical condition:

- **Non-regular calling vessels:** to be submitted for each voyage
- **Frequent calling vessels:** to be submitted every 90 days

The form includes:

- **Port mandatory sections (highlighted in yellow)** (such as vessel particulars, main and auxiliary machinery condition, lubricating oil analysis, equipment inspection, etc.), which must be fully completed.
- **Terminal-required sections (highlighted in red)**, to be completed as per terminal requirements.

3. Possible On-Site Inspection of Machinery (by Third-Party Vetting and Inspection Companies)

The port may require an on-site inspection of engine room equipment under the following circumstances:

- The vessel has not called at the port within the past 24 months
- Main engine, auxiliary engine, or steering gear failure occurred within the past 3 months
- Equipment failure occurred during the last call at this port
- PSC detention due to equipment or operational issues
- The port authority considers inspection necessary based on risk assessment

Inspections are usually conducted at anchorage and may take place within 30 days prior to arrival or after arrival.

Inspection scope mainly includes:

- Main engine starting system, fuel system, and automation system
- Auxiliary generator operation and load testing
- Emergency generator automatic start and blackout test
- Steering gear system and alarm testing

4. Requirements for Pre-Berthing Checklist

The vessel shall complete and submit the Pre-Berthing Checklist **48–24 hours before pilot boarding**, confirming that:

- Propulsion and maneuvering systems are in normal condition
- Critical safety equipment is available
- The vessel is capable of safe maneuvering and berthing

If any deficiency is identified, it shall be immediately reported to **Pilbara Ports** and the terminal.

5. Additional Notes

The above new forms will replace the different vetting forms and pre-berthing checklists previously used by various terminals. The requirements are issued and implemented by the Harbour Master of the port in accordance with the **Port Authorities Act 1999 (Western Australia)**.

CCS Australia Office Reminder

CCS-classed vessels and relevant companies intending to call at Port Hedland should familiarize themselves with and comply with the above requirements in advance, and prepare and submit the required documents accordingly to avoid impacts on port entry and berthing operations.

(For detailed information, please refer to “**Pilbara Ports Marine Safety Bulletin 02/26**”)

References

1. [Pilbara Ports Marine Safety Bulletin 02/26](#)
2. [Port Hedland Vessel Vetting Form](#)
3. [Port Hedland Pre-Berthing Checklist](#)

CCS Australia Office
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Disclaimer:

1. The purpose of this document is to assist shipping companies in promptly understanding AMSA inspection requirements and better complying with relevant regulations in Australian waters.
2. For detailed information, please visit the AMSA website at www.amsa.gov.au or the CCS website at www.ccs.org.cn.
3. The content of this document does not replace any provisions of CCS rules, applicable conventions, AMSA regulations, or those of other competent authorities.