



Department of
Transport

Recreational Vessel Safety Equipment Review

Final Position Paper

October 2021



YOU'RE THE SKIPPER
YOU'RE RESPONSIBLE



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Background

The Department of Transport (DoT) has completed a comprehensive review of the regulatory requirements relating to safety equipment for recreational vessels.

The four year review involved stakeholder engagement and publication of an initial discussion paper followed by a draft position paper as part of staged community consultation.

The aim of the Recreational Vessel Safety Equipment Review was to identify changes to ensure that WA has a contemporary safety equipment regime that maximises boating safety while being considerate of the costs and practical implications for the boating community.

Current regulations

The *Western Australia Marine Act 1982* (WAMA) and *Navigable Waters Regulations 1958* (the Regulations) specify what safety equipment must be carried on recreational craft in WA.

The last significant review of the Regulations was conducted in 1992 and since that time several impacting changes have occurred, such as:

- *improved statistical incident information;*
- *technological development and new equipment in the market;*
- *new vessel types and water-based activities;*
- *other Australian jurisdictions have introduced mandatory wearing of lifejackets; and*
- *increased globalisation in trade and use of national and international standards.*

In the years following the 1992 review, the Regulations have been amended in a piecemeal fashion and this has resulted in rules that are overly complex.

Recreational Vessel Safety Equipment Review

The Recreational Vessel Safety Equipment Review project plan was developed and approved by the Minister for Transport in 2015. The project included the establishment of an internal reference group (IRG) comprising specialist DoT officers from marine safety compliance, investigation, safety education, navigational safety, policy and regional officers from various locations throughout the State.

An external reference group (ERG) was also established comprising representatives from various organisations with interests or expertise with marine safety.

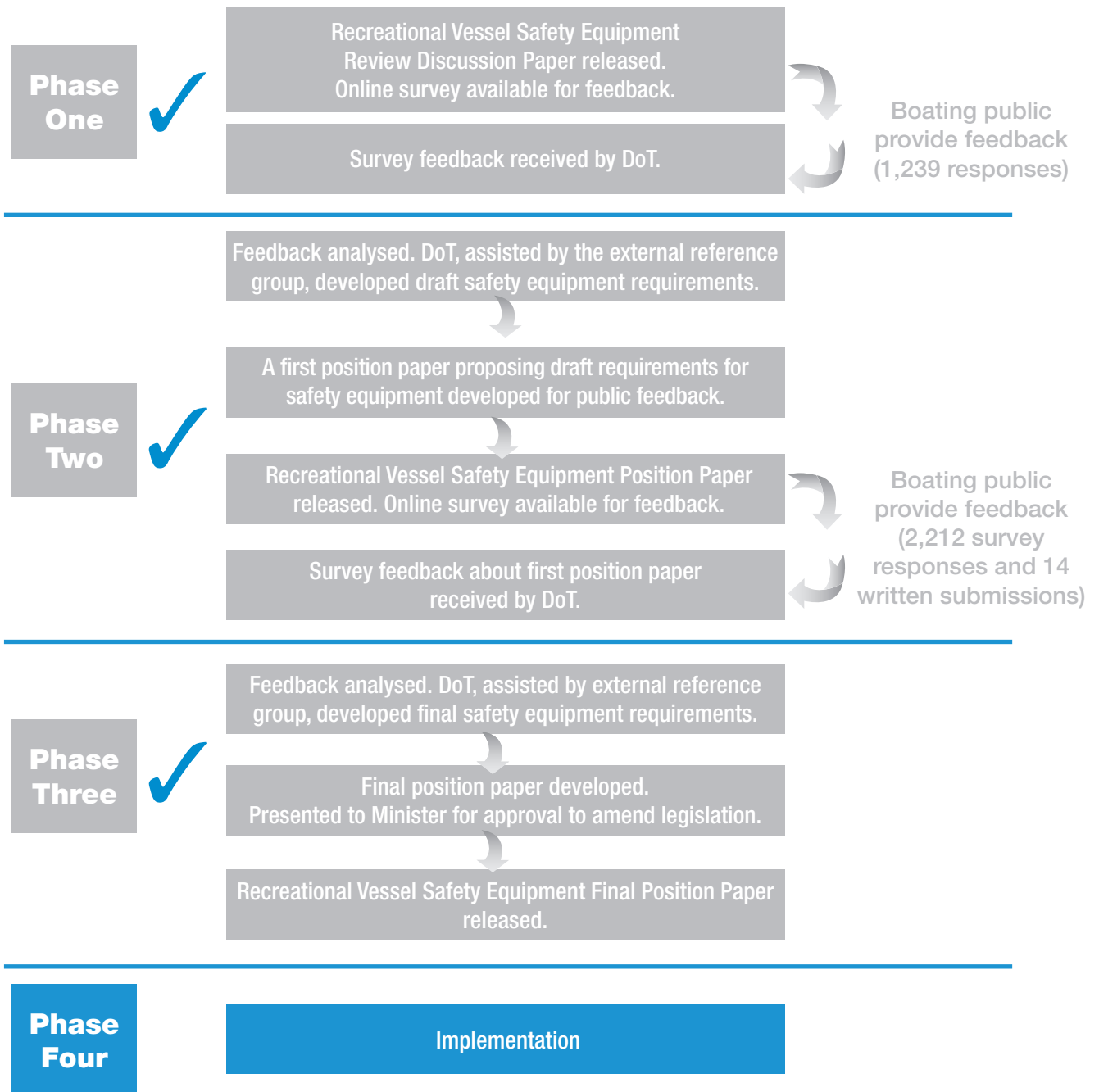
The ERG membership included representatives from:

- Boating Industry Association of WA
- Boating Western Australia Inc.
- Department of Fire and Emergency Services
- Department of Fisheries
- Department of Local Government, Sport and Cultural Industries
- Jet Sport West
- Kiteboarding WA
- Outdoors WA
- Paddle WA
- Recfishwest
- Royal Life Saving Society WA Inc.
- Sailing Australia (Yachting Western Australia 'Limited')
- Surf Life Saving Western Australia
- Volunteer Marine Rescue WA
- WA Police Force
- Western Australian Water Ski Association
- Whitfords Volunteer Sea Rescue Group
- Windsurfing WA

DoT engaged the services of two consultants, to assist with the preparation of a consultation plan, facilitation of the early ERG meetings, development of the survey structure and analysis of survey data, and later to facilitate focus group sessions.



Consultation



Phase One

In March 2017, DoT released the *Recreational Vessel Safety Equipment Review Discussion Paper*. The discussion paper was delivered in two formats; a comprehensive 295 page document and a summary document of 25 pages. The discussion paper introduced the intent and methodology of the review, examined the function of each piece of safety equipment and investigated risk in relation to boating incidents, including consideration of the findings of the Coroner's Court in WA.

An online survey was released with the discussion paper and attracted 1,239 responses, with most people indicating their preference to retain the current safety equipment requirements.

Despite an apparent lack of support for change, a detailed analysis of the survey results highlighted the complexities of the current requirements, especially in relation to the differing requirements between vessel types which have resulted in inequities that potentially compromise safety outcomes.

Phase Two and Three

Having carefully considered the outcomes of the first phase of consultation which involved analysis of the survey responses by consultants and feedback from the IRG and ERG, DoT formulated a draft position paper, to be used to guide the second phase of consultation.

At this time DoT, in close consultation with the ERG, adopted an overarching position for the ongoing review. This position was only equipment directly assisting survival or rescue of a person in the water should be mandated, with all other equipment being recommended, with the skipper deciding what non-mandated equipment is required on their vessel dependent on their individual circumstances. DoT acknowledged a renewed focus on educating skippers would be required to ensure skippers have the necessary skills to assess and mitigate risks associated with their individual and varying circumstances.

DoT developed the guiding principles for future safety equipment requirements to guide the development of proposed changes: responsibility, practicality, simplicity, standardised and emergency and survival.

On 11 October 2019, the *Recreational Vessel Safety Equipment Position Paper* was released in draft for community consultation over six weeks. The position paper proposed a single set of safety equipment for all vessel types. It included 12 specific proposals and feedback was sought via an online survey which closed on 22 November 2019 with a total of 2,212 completed surveys and 14 written responses received.

Complementing the release of the draft position paper, nine community information sessions were held in metropolitan and regional locations around the State and attended by about 150 interested people in total.

Feedback was received from users with experience across the full spectrum of recreational vessel types. DoT examined the survey results closely, including analysis of the individual commentary from respondents in relation to each specific proposal, to identify their reasons for support or non-support.

To further understand the survey response sentiment, a focus group session was also facilitated in November 2019. The focus group session revealed that once the proposed changes were explained in greater detail, the level of support generally increased. This observation was also present during the nine public information sessions.

Following consideration of the phase two community consultation results, a key outcome was a consensus from the ERG and DoT that there needed to be different safety equipment requirements for registrable vessels and non-registrable vessels to accommodate concerns expressed during the consultation period and enhance safety outcomes, while still achieving the aim of the review.



Recreational Vessel Safety Equipment Review Final Position Paper

DoT's position regarding the most appropriate safety equipment regime for WA boaters has evolved throughout the review based on analysis and assessment of the substantial community feedback provided throughout the community consultation process, and further in-depth consideration by the IRG and ERG.

The final position reflects this evolution and better caters for the unique characteristics of different types of vessels and activities. Although a departure from the original intent to introduce a single set of safety equipment requirements, the proposals align to the review's guiding principles.

The changes implemented following the review will enhance boating safety outcomes in WA, particularly by simplifying the current regime and standardising requirements across two vessel groupings, while limiting any financial impost on boaters.

The final recommended change proposals were endorsed by the Minister for Transport in September 2020, allowing for development of the *Recreational Vessel Safety Equipment Review Final Position Paper*.

Final position framework

Changes to current laws in WA for safety equipment on recreational vessels fall into two categories:

1. General rules – apply to all recreational vessels.
2. Individual equipment requirements – relate to specific items of safety equipment required by registrable and non-registrable vessels.

Safety equipment categories

1. Mandated safety equipment – safety equipment that recreational vessel skippers have a legal obligation to comply with in accordance with the *WA Marine Act 1982* and the Navigable Waters Regulations 1958.
2. Recommended safety equipment – non-mandated safety equipment that DoT recommends to recreational vessel skippers to be carried on board their vessel, depending on their vessel type and their individual circumstance.

WA navigable waters categories

1. Protected waters - the waters contained in any lake, river or estuary, or by any breakwater, but does not include the waters of Cambridge Gulf or Lake Argyle.
2. Unprotected waters - all other waters not deemed to be protected.

The current recreational vessel safety equipment regime refers to protected and unprotected waters when detailing requirements. These definitions have broad acceptance and understanding within the boating community and this will continue.

Definitions:

Registrable vessel – A registrable vessel must be registered with Department of Transport if they are in or are used in any navigable waters. Registrable vessels are any pleasure vessel, within the meaning of section 98 of the *Western Australian Marine Act 1982*, which is or may be propelled by mechanical power, including such a vessel which is ordinarily propelled by sail only.

Pleasure vessel means –

- (a) a vessel held wholly for the purpose of recreational or sporting activities and not for hire or reward; or
- (b) any other vessel declared to be a vessel by order of the Minister.

Non-registrable vessel – A non-registrable vessel is not required to be registered with Department of Transport if they are in or are used in any navigable waters. It includes sailboards (kiteboard/windsurf), most non-motorised paddlecraft, tenders and sailing dinghies.

Stand-up paddleboards, non-motorised surfboards and boogie boards are not considered to be registrable or non-registrable vessels and therefore will continue not to be subject to any mandatory safety equipment requirements.

General rules

Vessel length

Vessel length will not restrict the distance a vessel can operate from shore.

Retained unchanged as presented in the draft position paper. There was a high level (68 per cent) of support for this proposal during the second phase of community consultation.

Change and rationale

DoT intends to amend the Navigable Waters Regulations 1958 to repeal Regulation 19, which states that owners of vessels less than 3.75 metres in length shall not cause or permit the vessel to be navigated at a greater distance than 5 nautical miles from the nearest point at low water mark on the mainland shore.

The length of a vessel should not be the primary consideration when determining how far a vessel can safely operate from shore. Just as there are many vessels less than 3.75 metres that are capable of safely operating beyond 5 nautical miles from shore in favourable conditions, there are many vessels greater than 3.75 metres that could be considered unsafe in unfavourable conditions.

Advancements in vessel and engine design and construction over the past 30 years have greatly enhanced seaworthiness of vessels. Equally, advancements in safety equipment, particularly EPIRBs, means it is now easier to signal for assistance when required.

It is proposed, as long as the vessel carries the mandated safety equipment, the onus should be on the skipper to assess the capability of their vessel against the forecast conditions to determine the distance from shore they can safely operate.



General rules

Safety equipment rules

There will be two sets of safety equipment rules governing recreational vessels in Western Australia; one for registrable vessels and another for non-registrable vessels.

The draft position paper proposals were structured around a single set of safety equipment for all vessel types and activities to address the complexity of the current rules, which resulted in inequities that compromised safety outcomes. Concerns were equally balanced that standardisation would see an unsafe reduction of requirements or an unsafe or impractical increase of requirements for a particular vessel type.

In response, DoT formulated an alternative to better cater for the unique characteristics of different types of vessels and activities, while reducing complexity and ensuring safety outcomes are enhanced.

This approach directly responds to the concerns received during public consultation, particularly from the paddling and sailboarding communities, it also carries unanimous support of the organisations represented on the ERG.

Change and rationale

DoT intends to amend the Navigable Water Regulations 1958 to introduce safety equipment requirements for different vessel types using the terms 'registrable vessel' and 'non-registrable vessel'.

It is recognised that non-registrable vessels substantially have similar areas of operation, that is largely within 400 metres of shore, and most can't practically carry or store safety equipment. In some cases the carriage of safety equipment may result in an adverse safety outcome.

There will not be a mandated requirement for non-registrable vessels to carry any safety equipment when operating in protected waters or within 400 metres of shore in unprotected waters. The low number of incidents involving these vessels operating close to shore has been considered and this approach aligns to the practical reality of these vessels. It also applies to tenders making short journeys from the mother vessel that are within 400 metres of the shore.

This approach will require an amendment to the current definition of a tender whereby any tender operating beyond 400 metres from shore will be no longer be considered a tender, but rather a registrable vessel subject to the same requirements as other registrable vessels.

Individual equipment requirements

Lifejacket carriage

Registrable vessels

It will be **mandatory** to carry an appropriately sized lifejacket with minimum buoyancy of Level 100 (type 1) for each person on board a registrable vessel (except personal water craft (PWC)) in any waters.

Non-registrable vessels

It will be **mandatory** to carry an appropriately sized lifejacket with minimum buoyancy of Level 50s (type 3) for each person on board a non-registrable vessel when operating more than 400 metres from shore in unprotected waters.

The draft position paper proposed mandatory carriage of an appropriately sized lifejacket with a minimum buoyancy of Level 100 (type 1) for each person on board all vessels but only when operating more than 400 metres from shore in unprotected waters.

There was high level (65 per cent) support during community consultation. However, respondents were concerned safety outcomes would be reduced for motorised vessels currently required to carry a Level 100 lifejacket for each person on board when operating within 400 metres from shore in unprotected waters.

In response DoT has extended the requirement for registrable vessels to carry a minimum Level 100 (type 1) lifejacket for all persons on board, to all waters. DoT's final position strengthens the current requirements for motorised vessels.

Change and rationale

DoT intends to amend the Navigable Waters Regulations 1958 to mandate the above requirements in relation to carriage of lifejackets.

For vessels in the non-registrable vessel category, the final position remains aligned to current mandated requirements.

This outcome responds to survey responses and commentary, which suggested that whilst paddle craft and sailboards should carry a lifejacket, this should occur only when operating beyond 400 metres of the shore in unprotected waters.

Importantly, it also acknowledges that a minimum Level 50s (type 3) lifejacket is more appropriate for the activities of non-registrable vessels.

DoT will continue to recommend that non-registrable vessels carry a Level 100 (type 1) lifejacket when they plan to operate beyond 400 metres from shore in unprotected waters.

Individual equipment requirements

Lifejacket wearing

Registrable vessels

It will be **mandatory** for each person on board a registrable vessel (except PWC) less than 4.8 metres to wear a lifejacket of minimum buoyancy of level 100 (type 1) when the vessel is operating more than 400 metres from shore in unprotected waters.

It will be **mandatory** for each person more than one year old and under the age of twelve years on board any registrable vessel to wear a lifejacket of minimum buoyancy of level 100 (type 1) when the vessel is operating more than 400 metres from shore in unprotected waters.

It will be **mandatory** to wear a lifejacket of minimum buoyancy of Level 50s (type 3) when riding on a PWC in all waters.

Non-registrable vessels

It will be **mandatory** to wear a lifejacket of minimum buoyancy of level 50s (type 3) on board a non-registrable vessel less than 4.8 metres when operating more than 400 metres from shore in unprotected waters.

It will be **mandatory** for each person more than one year old and under the age of 12 years on board any non-registrable vessel to wear a lifejacket of minimum buoyancy of level 50s (type 3) when operating more than 400 metres from shore in unprotected waters.

Retained from the draft position paper, noting the minimum level of lifejacket has been revised to accommodate the introduction of two sets of safety equipment requirements.

During the second stage of consultation, the survey results indicated 34 per cent support and 10 per cent undecided for the original proposal for the wearing of lifejackets on vessels less than 4.8 metres.

Although some 57 per cent of survey respondents said lifejacket wear should not be mandated, 25 per cent making up that total had indicated that the reason that they did not support the proposal was based on the belief that the mandating of lifejackets should be dependent on the type of vessel being operated or the current regulatory requirement should remain.

This response can be largely attributed to those involved in windsurfing and sailboarding activities; some who did not want any regulation over their sport and others who held issue with the requirement to wear a Level 100 lifejacket.

This is addressed in the final position with lifejacket carriage for non-registrable vessels remaining at a minimum buoyancy of Level 50s (type 3) when operating beyond 400 metres from shore in unprotected waters.

The majority of respondents (58 per cent) supported the wearing of lifejackets by children between one and 12 years of age on any size vessel when operating more than 400 metres from shore in unprotected waters.

Change and rationale

DoT intends to amend the Navigable Waters Regulations 1958 to mandate requirements for wearing of lifejackets for registrable vessels and non-registrable vessels.

It is accepted that survival is greatly enhanced if a person is wearing a lifejacket when they unexpectedly enter the water in a life-threatening situation.

Repeated coronial inquiries have highlighted the speed at which vessels can capsize, leaving little time for passengers to locate and put on a lifejacket. It is also widely acknowledged that putting on a lifejacket once in the water can be challenging, particularly if the sea conditions are unfavourable or the person is unfamiliar with the lifejacket.

Consequently, there have been consistent recommendations from coronial inquiries to mandate the wearing of lifejackets on recreational vessels. In the interest of public safety, DoT intends to mandate the wearing of lifejackets in three circumstances. The first circumstance would apply to each person on a vessel less than 4.8 metres when operating more than 400 metres from shore in unprotected waters.

This vessel length is consistent with mandatory lifejacket wearing requirements in Queensland, New South Wales, South Australia and Victoria.

The second circumstance that lifejacket wearing will become mandatory applies to children between one and 12 years of age on any size vessel when operating more than 400 metres from shore in unprotected waters. This requirement will only apply when the child is above deck on a vessel, which responds to feedback received during public consultation. There is no requirement proposed for children under the age of one because there is no lifejacket on the market that meets the Australian Standard.

The third circumstance is a continuance of the current mandatory requirement that riders of PWC wear a lifejacket with minimum buoyancy of Level 50s (type 3) lifejacket in all waters.

DoT will continue to strongly recommend the wearing of lifejackets beyond those circumstances that are mandated by law, for example: when boating alone; at the first sign of bad weather or when on board a vessel conducting high speed manoeuvres.



Individual equipment requirements

EPIRBs and PLBs

Registrable vessels
Non-registrable vessels

It will be **mandatory** to carry a Global Positioning System (GPS) enabled emergency position indicating radio beacon (EPIRB) on any registrable vessel and non-registrable vessel when operating more than 400 metres from shore in unprotected waters.

A GPS enabled personal locator beacon (PLB) may be carried in lieu of an EPIRB provided the PLB is worn by at least one person on board a registrable vessel or non-registrable at all times when operating more than 400 metres from shore in unprotected waters.

Retained from the draft position paper, noting revisions to accommodate the introduction of safety equipment requirements for registrable vessels and non-registrable vessels.

Phase two community consultation recorded 57 per cent support for the introduction of GPS enabled devices, phased in over five years.

Some 11 per cent believed the distance should be greater than 400 metres, and although they indicated they did not support the proposal, their reasoning could be considered a vote in favour of a GPS enabled device.

A further 12 per cent thought that carriage should depend on the vessel type and suggested kiteboarders and paddle craft be exempt. The final position does not change the current mandated allowance for those vessel types to carry a PLB in lieu of the larger traditional EPIRB, but it does require it to be GPS enabled.

Change and rationale

DoT intends to amend the Navigable Waters Regulations 1958 to mandate requirements in relation to EPIRB/PLB carriage for registrable vessels and non-registrable vessels, with the GPS enabled requirement to be phased in over five years.

Currently EPIRBs and PLBs must be registered with the Australian Maritime Safety Authority (AMSA) and have in-date batteries, but they do not have to be GPS enabled.

The activation of an EPIRB or PLB provides a fast and reliable means of alerting authorities of a life-threatening situation requiring a rescue. Lives are saved when skippers carry EPIRBs or PLBs. In 2019 in WA there were 124 EPIRB or PLB beacon activation involving recreational vessels (including yachts), that directly saved 57 lives that might otherwise have been lost. In the first eleven months of 2020 there were a further 111 activations, 35 of the vessels involved were in real distress, with a total of 67 lives involved.

The reason for mandating the carriage of an EPIRB or PLB that is GPS enabled is because these devices are significantly more accurate and greatly reduce a search area from 5 kilometres for a non-GPS enabled device to just 120 metres for a GPS enabled EPIRB. This enhanced accuracy greatly improves the likelihood of timely assistance being provided in a life-threatening situation.

The GPS enabled requirement will be phased in over five years. In transitioning, skippers will gain 10 years battery life with the purchase of a new GPS enabled PLB or EPIRB.



Individual equipment requirements

Flares or electronic night signalling device

Registrable vessels

Non-registrable vessels

It will be **mandatory** to carry two in date hand-held orange smoke flares and two in date red hand-held flares on any registrable vessel and non-registrable vessel operating more than 400 metres from shore in unprotected waters.

An approved electronic night signalling device may be carried in lieu of flares, if a GPS enabled EPIRB or PLB (must be worn) is also carried.

Retained from the draft position paper, noting revisions to accommodate the introduction of safety equipment requirements for registrable vessels and non-registrable vessels.

Phase two community consultation recorded 56 per cent support to retain flares as a mandatory piece of safety equipment and just under 60 per cent support for the introduction an electronic night signalling device as an alternative to pyrotechnic flares.

Of those who did not support flares, 32 per cent said they believed flares were either unsafe or unnecessary if an EPIRB was carried.

Change and rationale

DoT intends to amend the Navigable Waters Regulations 1958 to mandate flares and electronic night signalling device requirements for registrable vessels and non-registrable vessels.

The current requirements create inequities between vessel types largely due to the inability of certain vessels to practically carry flares. If the primary consideration is safety of life once a person enters the water, it is logical that the carriage of flare requirements be the same for all vessel types.

Beyond 400 metres, the final position will ensure access to either flares or an electronic night signalling device, giving equal assistance regardless of the vessel type.

If all vessels operating beyond 400 metres from shore in unprotected waters have access to a GPS enabled EPIRB or PLB, then the role of flares will be to assist a rescue once searchers are in the general vicinity of the EPIRB or PLB signal.

An electronic night signalling device is an alternative to flares, which when used by inexperienced operators can present a hazard. The safe disposal of flares is another issue that has been considered.

It is DoT's view that flares have been largely made redundant by the rescue accuracy provided GPS enabled EPIRBs. However, DoT proposes the continued carriage of flares or an approved electronic night signalling device to assist the final stages of a rescue.

An electronic night signalling device is a water-resistant light source able to be detected at night by rescuers responding to an EPIRB or PLB activation. There are several new products on or entering the market. There is currently no relevant Australian Standard. DoT has assessed the currently available products to develop definitive requirements. A list of approved devices will be prescribed in regulations to ensure boaters will use devices which are proven to have met the minimum level of technical criteria.



Individual equipment requirements

Marine radios

Registrable vessels

It will be **mandatory** to carry either a HF or VHF marine radio on any registrable vessel when operating more than 4 nautical miles from shore in unprotected waters (27 MHz marine radios to be phased out over a five-year period).

Retained from the draft position paper, noting the requirement will only apply to registrable vessels.

An overwhelming 70 per cent of respondents indicated support for carriage of a marine radio more than 4 nautical miles from shore in the second phase of community consultation.

Change and rationale

DoT intends to amend the Navigable Waters Regulations 1958 to mandate the requirement for registrable vessels to carry either a HF or VHF marine radio when operating more than 4 nautical miles from shore in unprotected waters.

The current requirements create complexities in relation to where a marine radio is required, in relation to the concept of a mainland shore versus an island shore, and differentiating between an island located less than 5 nautical miles from the mainland and more than 5 nautical miles from the mainland shore. This creates unnecessary confusion within the boating community. The final position will simplify the distance to more than 4 nautical miles from any shore in unprotected waters.

27 MHz marine radios do not perform as well as modern VHF marine radios and the monitored coverage by search and rescue organisations is significantly less than that of the VHF spectrum.

Given this, 27 MHz radios will be phased out as a mandated marine radio over five years, leaving skippers to choose from a HF or VHF marine radio for their vessel.



Individual equipment requirements

Fire extinguisher

Registrable vessels

Non-registrable vessels

It will be **recommended**, not mandatory, to carry a fire extinguisher on a registrable vessel or non-registrable vessel.

Retained from the draft position paper, noting a fire extinguisher is now recommended rather than there being no requirement to carry one as proposed.

Phase two community consultation recorded 45 per cent support for fire extinguishers being recommended safety equipment, while 14 per cent were undecided and only 41 per cent were opposed.

Change and rationale

Currently a fire extinguisher must be carried on all vessels that are fitted with either an inboard engine or a hydrocarbon cooling or heating appliance. Under the current requirements, PWC are exempt from carrying a fire extinguisher, despite having an inboard engine.

While the type of fire extinguisher to be carried is broadly prescribed in legislation, it is a requirement that the fire extinguisher meet Australian Standards.

The nature of the fire risk and the practical considerations associated with attempting to respond to a fire on board a vessel vary greatly according to the vessel type, size, construction materials as well as the proficiency of the person responding.

DoT will continue to recommend the carriage of fire extinguishers on board vessels where fire is a risk, and a fire extinguisher can be safely used while the vessel is afloat. The onus will be on the skipper to determine if a fire extinguisher should be carried, what type it should be and where it should be located.



Individual equipment requirements

Bilge pumps and bailers

Registrable vessels

Non-registrable vessels

It will be **recommended**, not mandatory, to carry or have fitted a means of removing unwanted water from registrable vessel or non-registrable vessel.

Retained from the draft position paper, noting bilge pumps and bailers are now recommended rather than there being no mandated requirement for them as proposed.

Phase two community consultation recorded 37 per cent support for the mandated requirement of a bilge pump or bailer on a vessel regardless of the type. A larger number (48 per cent) didn't support it. However, of those 11 per cent wanted to keep current requirements or said it should depend on the type of vessel.

Change and rationale

Currently requirements for bilge pumps or bailers vary greatly depending on the type of vessel and its size.

The buoyancy characteristics and water ingress risks of a vessel depend on its type, size and construction. For example, some vessels have self-draining decks, and some are constructed to have positive buoyancy even if they are filled with water. Others have compartments where water ingress cannot be easily detected without an alarm and they cannot be cleared using a bailer.

Similarly, the capacity of the bailer or bilge pump will vary according to the size of the vessel and its compartments.

DoT will continue to recommend the carriage of a bailer or a bilge pump to remove unwanted water from a vessel. The onus is on the skipper to determine if a bailer or bilge pump is required, and if so, what characteristics the bailer or bilge pump should have, including the installation of bilge alarms.



Individual equipment requirements

Anchors and lines

Registrable vessels

Non-registrable vessels

It will be **recommended**, not mandatory, to carry an anchor or line on a registrable vessel or non-registrable vessel.

Retained from the draft position paper, noting an anchor and line is now recommended rather than there being no mandated requirement to carry them as proposed.

In phase two community consultation 51 per cent did not support the proposal, with the majority suggesting anchors and lines should be carried on all vessels.

Change and rationale

Currently requirements for anchors and lines depend on the type of vessel and the area of operation.

The safety reason for carrying an anchor is to prevent a vessel from grounding or being blown offshore if their means of propulsion is disabled. The effectiveness of this response will depend greatly on the vessel type, the anchor type, the seabed, the depth of water and the sea conditions.

For some types of vessels, the carriage and deployment of an anchor is simply not practical, even during an emergency. For other vessels anchors are employed on a regular basis as part of normal operations and will be carried regardless if they are mandated or not.

DoT will continue to recommend the carriage of a suitable anchor and line. The onus will be on the skipper to determine if an anchor and line is required depending on their intended area of operation, and if so, what characteristics the anchor and line should have.



Required safety equipment for REGISTRABLE VESSELS

A **registrable vessel** - means any pleasure vessels, within the meaning of section 98 of the *Western Australian Marine Act 1982*, which is or may be propelled by mechanical power, including such a vessel which are ordinarily propelled by sail only.



Recreational Skipper's Ticket

The skipper of a recreational vessel, powered by a motor greater than 6 horsepower must hold an RST.



Lifejacket Carriage

A lifejacket, as indicated in the table opposite, bearing the Australian Standard AS 1512, AS 4758 or ISO 12402 must be carried for every person on board.



Lifejacket Wearing

As indicated in the table opposite.

Distress Beacon

A GPS enabled 406 MHz EPIRB (AS/NZS 4280.1)

OR

A GPS enabled PLB (AS/NZS 4280.2) if worn by at least one person. Distress beacons must be in-date and registered with AMSA.



Red and Orange Flares (*in-date*)

At least two hand held red flares and two hand held orange flares must be carried.

OR

Electronic Night Signalling Device

An electronic night signalling device may be carried in lieu of flares **IF** a GPS enabled EPIRB or PLB (must be worn) is also carried.



Marine Radio

A HF or VHF when operating **more than 4 nautical miles** from shore in unprotected waters (27 MHz marine radios to be phased out over a five year period).



PROTECTED WATERS

Within lakes, rivers, inlets and estuaries.

UNPROTECTED WATERS

Within 400 metres of any shore.



Vessels
> 4.8m

Minimum Level
100

Vessels
< 4.8m

Minimum Level
100

Children
> 1 & < 12

Minimum Level
100

PWC

Minimum Level
50s
Must be worn

RECOMMENDED

RECOMMENDED

RECOMMENDED

UNPROTECTED WATERS

Beyond 400 metres
of any shore to
4 nautical miles.

Beyond 4
Nautical Miles



Minimum Level 100

Minimum Level 100

Minimum Level 100
Must be worn

Minimum Level 100
Must be worn

Minimum Level 100
Must be worn

Minimum Level 100
Must be worn

Minimum Level 50s
Must be worn

Minimum Level 50s
Must be worn



RECOMMENDED



Recommended additional safety equipment

In addition to the required safety equipment and if practicable, it is recommended that: an anchor and line; a fire extinguisher; and a means of removing unwanted water be carried.









RSE-0421

Required safety equipment for NON-REGISTRABLE VESSELS

Non-registrable vessel - includes sailboard (kiteboards/windsurfs), paddlecraft, tender, sailing dinghy.



		PROTECTED WATERS Within lakes, rivers, inlets and estuaries.	UNPROTECTED WATERS Within 400 metres of any shore.	UNPROTECTED WATERS Beyond 400 metres from any shore.
 <p>Lifejacket Carriage A lifejacket, as indicated in the table opposite, bearing the Australian Standard AS 1512, AS 4758 or ISO 12402 must be carried for every person on board.</p>	Vessels > 4.8m	RECOMMENDED		Minimum Level 50s
	Vessels < 4.8m	RECOMMENDED		Minimum Level 50s Must be worn
	Children > 1 & < 12	RECOMMENDED		Minimum Level 50s Must be worn
 <p>Lifejacket Wearing As indicated in the table opposite.</p>				
 <p>Distress Beacon A GPS enabled 406 MHz EPIRB (AS/NZS 4280.1) OR A GPS enabled PLB (AS/NZS 4280.2) if worn by at least one person. Distress beacons must be in-date and registered with AMSA.</p>		RECOMMENDED		✓
 <p>Red and Orange Flares (in-date) At least two hand held red flares and two hand held orange flares must be carried. OR</p>		RECOMMENDED		✓
 <p>Electronic Night Signalling Device An electronic night signalling device may be carried in lieu of flares IF a GPS enabled EPIRB or PLB (must be worn) is also carried.</p>				
 <p>Marine Radio A HF or VHF when operating more than 4 nautical miles from shore in unprotected waters (27 MHz marine radios to be phased out over a five year period).</p>		RECOMMENDED		RECOMMENDED

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Next steps

The Minister for Transport has endorsed the final position as outlined in this paper. In accordance with that approval, DoT will commence the process of amending the existing recreational vessel safety equipment regulations.

DoT will continue to work closely with key stakeholders to develop and implement a comprehensive communication plan that will ensure recreational boaters have an awareness of the new safety equipment regime and implementation timelines.

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