Summary of Community Forums 2020

Licensing	
Comments and feedback from forums	• Support for a review of licencing: graduated licencing similar to cars and also a point of time renewal and a revalidation or refresher to ensure skills are maintained • Discussions about trigger point for licence grading offered several solutions: size of vessel, power capacity of the vessel, the waterways or environment of operation (ie. river vs offshore). Consensus that skills should be the main factor to gaining a licence. • Suggestion that licensing include classes of ships based on power and engine capacity as well as vessel type and length (it needs to be based on more than one factor). Suggestion for different licence category for sailing vessels v powered vessels and types of ships and length – 10m or 12m cut-off. Testing program should recognise recognition of prior learning for experienced operators – perhaps logbook / certified time • Concerns about cost impost of a new licencing system • Acknowledgement that perpetuity of licences needs some consideration but more aligned to revalidation of skills (for example, online test or questions around knowledge). Licence renewal should be aligned with car licence and questions about boating to renew marine licence. Some discussion around use of online simulator for hazard perception test like in other modes. • Concerns about the training provided to achieve marine licence and standards of the skills of boat owners and experience from point of licensure and operating different type of vessel and more powerful vessels without experience • Licensing needs to provide for the safe operation of vessels but without making the licensing system/types of licences too complicated

Recommendations	• Consider unlicensed operators being restricted to engine and ship size / consider other restrictions or conditions for youth such as speed or safety equipment but balanced so not to disengage or discourage from boating.
	
	• Consider introducing a graduated marine licencing regime that covers:
	    o Junior licence
	    o A provisional phase or licence
	    o Open licence with restrictions (engine capacity, vessel type, area of operation or length)
	    o Advanced licence for larger and higher-powered vessel operation
	
	• Introduce a point of time renewal and consider revalidation and/or online refresher course
	
	• Consider licensing to apply to categories or classes of ships

Registration and hull identification

Comments and feedback from forums	• Frequent discussion about registering or identifying all watercraft – suggestion that some have a cost attached and others don't • Recognition that power capacity as the trigger for registration is inadequate as it is currently set given people take off outboard motors to circumvent requirement • Registration of vessels regardless of engine size needs to be addressed • Consensus that some sort of identification on all or most watercraft would have benefits as long as cost is not too prohibitive • Suggestion that something with capacity for accommodation or a cabin should trigger registration • Suggestion that unregistered on water vessels should be removed after 6 months (or similar) • Selling vessels should have a seaworthy certificate. This also requires registration and knowledge of identification of the owner • Consensus that a nationally consistent approach should be considered if possible (for example, if a vessel already is a RAV that identification number should be utilised).

Recommendations	• Consider the application of:
	    ○ Certain elements of the ColRegs to human powered craft
	    ○ Requirement that low/unpowered sailing ships that are not open boats to be registered
	    ○ Requirement for all powered ships to be registered
	    ○ Review the conditions/requirements for all large ex-commercial ships registered as other Queensland Regulated Ships
	• Investigate the introduction of:
	    ○ A bond or surety be paid into a vessel disposal fund as a condition of registration
	    ○ A requirement for large ex-commercial ships to undertake a condition survey prior to registration
	    ○ A requirement for all ships stored permanently afloat to be registered and identifiable
	    ○ Registration for all large ships over 10* metres and stored afloat *Length subject to further consideration*
	• Consider adopting a hybrid approach

General comments from community forums

- Several comments encouraging the War on Wrecks Taskforce objectives and thanking MSQ for actions – some suggestions for a change from 'war on wrecks'
- Consensus that owners need to be held responsible for vessels – powered and unpowered and technology – perhaps IDs, will play a role in ensuring that
- Suggestion there is opportunities for MSQ to work collaboratively with VMR and Coast Guard in identification of vessels and more preventatively before vessels need to be salvaged
- Some concerns about the salvage processes and length of time taken for the compliance process
- Seaworthiness of vessels need to be considered and consider some survey mechanism for vessels on water
- Owners still need to take responsibility for vessels and the government need to assist owners before the vessel becomes an issue
- Nationally consistent mechanisms and systems should be considered/degree of consistency where possible
- Insurance is expensive and doesn't cover swing moorings

Waterways management

- Noosa specific comment: high season waterways overcrowding leads to safety concerns. Noosa specific marine officer appointment very welcomed. Liveaboards on Noosa River a concern – waste disposal and anchorages
- Balance required between encouraging enjoyment of waterways and ensuring people / owners do the right thing.
- MET officers and campaigns well supported by the community
- Comment that clean-up of debris that happens around wrecks and anchorage issues, mostly come from unregistered and uninsured vessels
- Powers need to be reviewed to streamline the process and current processes take too long to deal with the issue or remove the vessel
- Education around purchasing vessels and promote boating use but make sure people are making informed decisions