

War on Wrecks Taskforce

Mental Model

OVERVIEW

The War on Wrecks taskforce has consulted with the boat to better understand mental models and processes relating purchasing, sales, ownership, abandonment and governr regulation. Consultation was undertaken in the form of foo discussion guided by the Chair of the War on Wrecks taskf

The results of public consultation have been thematically a and presented as a mental model that represents an unde of the way in which the boating community engage with a throughout its lifecycle, and public expectations of regulations

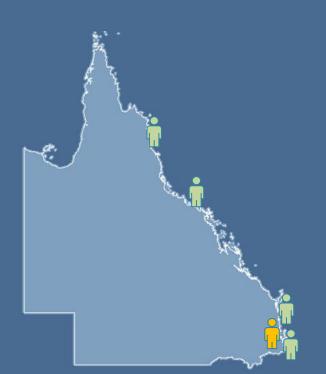
PARTICIPANTS

The taskforce engaged with 94 members of the boating community including boat owners and operators, commerc representatives and community groups. Of these, 78% were maleand 22%female.

Consultation sessions were conducted in Port Douglas, Yep Noosa and the Gold Coast. Results obtained from each sess discussions during subsequent sessions.

RELIABILITY

The consultation process reached 'idea saturation' where consultation did not yield extra ideas not already raised. indicates that the consultation efforts were comprehensi sample size sufficient to reach robust and defensible con-



surrounding responsible boat ownership, to monitor the progress of culture

change acitvities

| TOWERS | Fishing | Do I have the skills to operate this boat? | | | | | | | | | | | | Intervention / Opportunity model – culture development | | | | | | | | | | |
|---------------|---|---|---|--|---|--|--|--|--|---|---|---|--|--|---|--|---|--|--|---|--|--|--|--|
| | I want to travel | Is this the right boat for me? Has the boat been modified or cooling off periods apply? Do warranties and cooling off periods apply? | | | Liveaboard boat management/ sewage management | | | | Sunken boats are a hazard and should be removed | | | | | | | | | | Government supporting responsible ownership | | | | | |
| | I want to live off grid / sustainably | How and where do I store the boat? | Boat history. Was this a commercial boat? | Certificate of encumbrance / REVS? | Selling boat to avoid responsibility for disposal | Specialist skills | ldentifiable products | | | Sustainable funding is required to support appropriate disposal activities | | | | | | Espoused value 'We maintain our boats in Queensland' | Estimate of maintenance and running costs | | | Government role in establishing CSR | | | | |
| | Cheap alternative to renting | Knowing the boat's maintenance and running costs | Will I need to upgrade components? | Can the boat be protected during severe weather? | The boat sales industry should match customers with the appropriate boat | High cost of slipping pushes people out of boat ownership | Sustaina bility targets | Provision of facilities for liveaboards | All boats must be seaworthy regardless of whether they are being used | Government support and incentives will reduce disposal costs | | Mandatory inspections need to be affordable | All boats must be registered | | Simplified processes to remove abandoned and derelict boats | Encourage the value of a well maintained boat | Independent condition reports prior to sale | | When the cost of disposal exceeds the boat's value, abandonment is attractive | Appropriate identification and registration | Pollution insurance does not cover derelict boat removal | Ongoing / sustainable funding model | | |
| | I like the freedom | Can I afford this boat? | What ongoing maintenance will be required | Insurance difficult to obtain in cyclone prone areas | No specific licencing requirements for boat sales | Hiring professional maintenance | Contributing towards EOL product disposal | All registered boats should have a 'home' mooring, berth or storage location | Boats must be fitted with engines to be seaworthy | All those involved in a boat's lifecycle should share disposal costs | | Boat condition and seaworthiness should be monitored throughout its lifecycle | Waterway Management Plans | Indelible identifiers help establish ownership | Coordination among partner agencies | Boat condition is a visible artefact of culture | Culture of appropriate boat sales / purchasing behaviour | | Incentivising appropriate disposal | Evidence based boat monitoring program | All those involved in boat's lifecycle contribute to EOL disposal | Avenue for national waterway improvement fund and derelict removal program | Operating a large boat requires different skills than operating a small boat | |
| | I like to get away | I want to own a big cruiser | Knowing the boat's condition prior to purchase | Can this boat be insured based on its location or hull material? | Boat sales is not a regulated industry | Saving money on maintenance | Knowing the expected product lifespan | Anchors are not a secure long term solution | There need to be clear seaworthiness guidelines | Disposing of boats is expensive | Assisting owners to access disposal facilities | Age is a risk factor. Inspections should be based on age. | Waterways need to be managed from infrastructure to anchorage limitations | No nationally consistent HIN system | Proactive education and monitoring vs reactive enforcement | Shared sense of meaning and group belongingness | Boat sales should b | oe better regulated | Visibility of ownership | Knowing how and where boats are used and stored on Queensland's waterways | Extended Producer Responsibility / Corporate Social Responsibility | User pays system – not solely government funded | Maintaining large boats takes extra skills | Boa i thro |
| THEMES | Why do people buy boats? | Buying a boat | Knowing what I am buying | Consumer Protection | Selling a boat | Maintaining boats | Manufacturer responsibility | Storing boats | Seaworthiness | Disposal of boat | Accessing disposal facilities | Monitoring | Waterway Management | Boat identification | Compliance and enforcement | Cultural assumptions | Matching consumers with an appropriate boat | Knowing what is being purchased | Owners do not shirk responsibility | Effective governance | WOL responsibility | Sustainable funding | Education | ln |
| CONTEXT | Motivation | | Purchasi | ing a boat | | | Lifecycle management | | | | | | Government processes | | | | Responsible Boating Culture | | | | | | | |
| QUOTES | It is my happy place | Trailer boats are within the reach of most however once a boat reaches a certain size it becomes prohibitively expensive. People take on these vessels without understanding the cost | Buyer beware. You can paint a boat up and it will look great but if you scratch away the paint it is a different story. | The model of car CTP being applied to boats is underpinned by the willingness of insurance companies to provide cover. | We have a problem from the sales point, right at the start. | You can go to sea in a bathtub whereas cars must be roadworthy. | | Anyone who leaves the anchor down for a length of time is looking for trouble. | Seaworthiness on recreational ships is subjective; there are no set standards. | Cheaper than paying \$30000 to have it removed | Where there are no facilities to remove a boat from the water, at what point in the boats life do you then require them to remove the boat from the area? | Seaworthy boats are less likely to require rescues and so on. Save money through rescues, RACQ helicopter. | Where no anchoring time limit applies, people tie them up to the bank and they deteriorate | Problem is finding out who owns the boat. | Vigilance required to identify possible derelicts | What does responsible boat ownership look like? | Cheap boats can be bought on the internet without understanding what it will cost in the future | It's crazy that if you own an automobile on the road and you sell it you need a Roadworthy Certificate but you can sell a boat without one. | What is the ownership of an abandoned vessel? \$1 sales at the pub. Can it be overridden? | Give government departments the power to take early action otherwise it snowballs | You get a guy who has no money and walks away from it, what do you do? | Should the 260,000 boat owners share the liability for removing wrecks through their registration? | Anchoring takes skill. We need to emphasize the importance of technique and equipment. | R seav checks pull yo are dr |
| Opportunities | Opportunity | Opportunity FUTURE STATE | | Current state | | | Current state Current state | | Current state | | Current state | Current state | Current state | Current state | TOUCHPOINT | | | | CONSIDERATION | | FUTURE STATE | | cons | |
| | Develop a better understanding of the drivers which influence purchasing decisions and the value owners place on their boats. | Purchasers must be given sufficient information at the point of sale to support an informed purchasing decision. Required information includes; Condition report (current condition) Inspection history (historical condition) Expected maintenance costs Limited regulation of boat sales, no licence for new boat sales. Second hand dealer licence required for used boat sales | | | No extra knowledge or certification required for boats with high engine power, large or complicated machinery | Limited construction standards No ongoing responsibility (other than statutory warranty provisions) | standards Anchoring restrictions apply to reci No ongoing apply to limited boats. responsibility waterway (other than statutory management areas No ongoing | | Appropriate facilities are not available in all boats cannot be safely transported to an ap | | No ongoing monitoring of recreational boats. | Limited to specific waterways and port areas | State based HIN requirement, boat registration | Boats generally inspected after an incident occurs | Licencing as a touchpoint to engage new boaters into the responsible boating culture Communication | Regulation of private vehicle sales are currently regulated, with Safety Certificates required for vehicles sold (Qld), or annual inspections (NSW). Apply similar model to ensure all boats are sold in a seaworthy state, or immediately removed from the water for repairs | | | Cost of ownership is high. Imposing further costs is unpalatable to owners, particularly those who consider themselves responsible owners. | contribute to its ultimate levies, contributions and s applyto; -Registration (user pays) | All those involved in a boat's lifecycle should contribute to its ultimate disposal through ongoing levies, contributions and so on. Levy model may applyto; -Registration (user pays) -Cost of allocating HIN (manufacturer pays) | | Public a concern high cos water ir | |
| | Regular owner surveys to understand purchasing drivers and measure the culture surrounding | Average running costs Storage requirements Recommended crewing levels Recommended crewing levels Model may include; | | | Model may include; | Mandatory engineering qualifications for owners/operators of certain boats, | Develop ongoing CSR / EPR programs to ensure the boat manufacturing and | FUTURE STATE On water storage restrictions to apply to boats owned by Queensland residents. All boats linked to a Develop minimum construction standard applicable to all boats at all times while on the water Develop minimum construction standard applicable to all boats at all times while on the water Sufficient arrangements in place to dispose of EOI boats in all areas Disposal options accessible to owners and actively supported by stakeholders (assisting owners, providing information via internet and so on) | | n place to dispose of EOL e to owners and actively | Initial and change of registration as a touchpoint to bring boats into an ongoing monitoring program | Review of anchoring and mooring arrangements including liveaboard permits, infrastructure provision, appropriate on water storage for permanent residents | Develop national identification system to ensure all boats are identifiable | Proactive Compliance Program to focus on educating owners on the nature of repairs and maintenance which must be conducted to ensure their boat is safe. | program to develop appropriate culture; similar to road based campaigns | | | | | Manufacturers, importers and sellers should provide sufficient product information to facilitate informed purchasing decision CSR / EPR models should encourage industry participants to actively supporting product identification and build standards, ambitious environmental targets | | Review Boatsafe course requirements to ensure content minimum standards. | Inspecti should i subsidis pricing (vehicle) | |

FUTURE STATE

Risk based boat

inspection program based on relevant aspects of the boat

Enforcement action to

focus on removing

boats before they become derelict

Certificate model).

Inspection model should take into

- Minimum financial

inspections to the minimum which will ensure safety (In-water

impact on vessel

account;

owners

Mandatory engineering qualifications for owners/operators of

certain (larger) boats to ensure the

knowledge and skills to maintain and operate

Similar to the current

commercial licencing system (Marine Engine Driver)

the boat's machinery

intrusive regulatory burden and minimum

financial impact on all

Regulatory and financial burden does

ability to undertake

Utilises the technical

maritime inspection capabilities of MSQ

not impact on owner's

owners.

repairs

supported by stakeholders (assisting owners, providing information via internet and so on)

specific storage location Permanent anchoring not an appropriate

Similar to the current commercial licencing

system (Marine Engine Driver)

Information

notices

Cooling off periods

importing industry contributes to the ultimate disposal of their products