

Pleasure Boat Safety Advisory Group

REPORT RECOMMENDATIONS

The full list of recommendations of the Pleasure Boat Safety Advisory Group are:

Safety Equipment

- the introduction of national legislation requiring the compulsory carriage of sufficient personal floatation devices (PFD) for all persons on board all recreational craft.
- the wearing of PFDs in at least the following circumstances and/or by the following groups:
- when operating all types of small open recreational craft;
- in rough seas or adverse weather, crossing bars at river or harbour entrances, and on fast flowing rivers;
- in any other situation which the skipper, in fulfilling his/her responsibilities as set out in section 19 of the Maritime Transport Act 1994, deems necessary.
- an increase in local enforcement capability

Education and Public Awareness

- increased levels of targeted recreational boating safety initiatives and education programmes, with a particular focus on issues identified as important in the Group's analysis. (including the use of PFDs).
- that the impact of these education initiatives be measured against agreed safety targets (including but not limited to reductions in fatality rates and increases in uptake of structured courses) over a five year period.
- that the introduction of a form of compulsory boating safety education be reconsidered.
- that the Canadian system of compulsory boating safety education, recently introduced, be monitored for success in Canada and possible future implementation in New Zealand.

Resourcing

- that increased funding be provided to support the implementation of these safety management options.
- that the role of local government in recreation resource management and local enforcement of national boating regulations be recognised by addressing regional resourcing needs.

National Co-ordination

- that the MSA organise and facilitate a meeting among all recreational boating safety-focused organisations in order to establish a formal network to promote and co-ordinate recreational boating safety efforts in New Zealand.

Vessel Stability and Floatation

- that the MSA, as the regulatory body associated with recreational boating, work with the Boating Industries Association and other interested parties to increase understanding of vessel stability and floatation issues amongst boat designers, builders and the boating community.

Practical Vessel Usage Guidelines

- that the national recreational boating safety network (referred to in recommendation 13.4) develops and promotes practical vessel usage guidelines.

Vessel Care and Maintenance Guidelines

- that vessel care and maintenance guidelines be developed by the formal network of recreational boating safety-focused organisations referred to in recommendation 13.4, and that these guidelines be widely disseminated to the recreational boating community.

Launch Wardens

- that the launch warden system be further developed and rationalised, as appropriate, under the control of the relevant authorities, working to consistent national standards.
- that the need for the development of the launch warden system, and the components detailed above, be brought to the attention of the formal network of recreational boating safety-focused organisations referred to in recommendation 13.4.

Alcohol Guidelines

- that the issue of alcohol use whilst boating be the subject of further research to better determine the extent of linkage between alcohol use and boating safety, and that alcohol be the subject of a focused safety awareness campaign based on the outcome of the research undertaken.

Data Collection

- that the MSA take the lead in defining and co-ordinating the recording of recreational boating fatality and accident figures.
- that the Australian National Marine Safety Committee approach to data collection and standardisation be examined for possible lessons for New Zealand.
- that the collated recreational boating information be made available to all organisations and individuals concerned with developing a recreational boating safety culture in New Zealand.
- that the availability of this information be publicised and made available to academic and other researchers, that the data storage system be sufficiently flexible to provide a wide range of information, and that the system be capable of ongoing refinement.

Separation of Activities

- that regional boating safety management initiatives be brought to the attention of the formal network of recreational boating safety-focused organisations referred to in recommendation 13.4.

Boat Identification and Registration

- that options for boat identification or boat registration not be implemented on a national basis at this time, unless further safety-related information comes to light.
- that the PWC situation be closely monitored until safety related information compels a rethink and the need for further legislation evaluated.
- that the social and financial impacts on both individuals and groups of any safety management options be considered in the final design and implementation of these options, bearing in mind that to exempt any recreational boating participants from compliance would remove the safety benefits from those persons.

Social Implications

- that the social and financial impacts on both individuals and groups of any safety management options be considered in the final design and implementation of these options, bearing in mind that to exempt any recreational boating participants from compliance would remove the safety benefits from those persons.