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PWC Trial Zones in Port Phillip Bay – Round table

16 January 2019

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MSV's Role as a Safety Regulator

MSV delivers many functions of the Marine Safety Act, the Act's objective is to promote:

- the effective management of safety risks, continuous improvement in marine safety management;
- public confidence in the safety of marine operations;
- involvement of relevant stakeholders in marine safety; and
- a culture of safety among all participants in the marine operating environment.

Marine Safety is based on the Principles:

- **Safety is a shared responsibility** of vessel owners; persons involved in recreational boating activities; waterway managers; the Safety Director; and the public.
- **Managing safety risks** is the responsibility of the person best able to control that risk.
- **Enforcement** is designed to protect public safety and promote improvement in marine safety, influencing the attitude and behaviour of persons whose actions may have adverse impacts on marine safety.
- **Equity.** A use of State waters will not be unduly favoured to the detriment of other uses of those waters. The Marine Safety Act supports equity of use and in this case equity can only be achieved when considering safety as a number one priority.

Key Stakeholders of Port Phillip Bay

- **Parks Victoria** – Appointed as Waterway Manager under the Marine Safety Act for the local Port of Port Phillip, and Port Manager for the local Port of Port Phillip
- **Victorian Ports Corporation Melbourne** - Port waters of the Port of Melbourne
- **Victorian Regional Channels Authority** - Port waters of the Port of Geelong
- Compliance and Enforcement partners - **Maritime Safety Victoria, Parks Victoria, Victorian Water Police, Victorian Fisheries Authority, Victorian Ports Corporation Melbourne.**
- **Local Councils**
- **Industry and Peak Bodies**

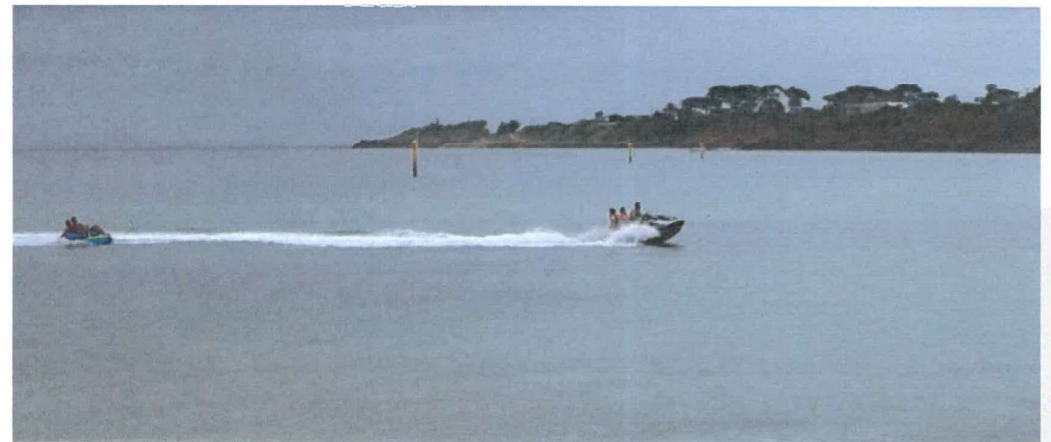
Relevant Feedback from Co-Regulators

- Compliance partners such as Victorian Water Police, Parks Victoria (Waterway Manager) and the Victorian Fisheries Authority continue to enforce Marine Safety offences.
- Parks Victoria have noted PWC congestion at both Safety Beach and Rye.
- MSV and Water Police have found that **Shared Zones are difficult to enforce** and that behavior generally improves when they appear and deteriorates once they leave.
- The 3 most common PWC infringements issued by Water Police last season were for speed and distance, safety equipment and licensing.
- Infringements issued last season were primarily for speeding within 50 metres of another vessel and within 200 metres of the waters' edge.

Modern use of PWC

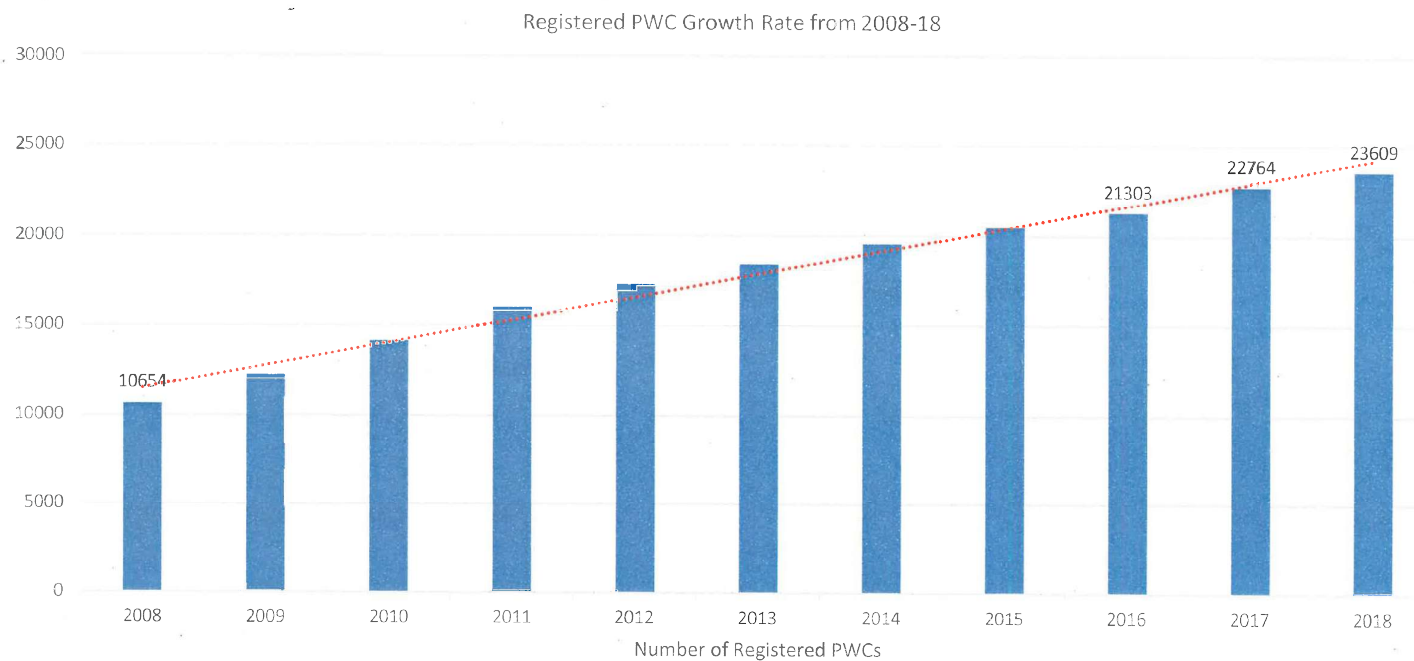
- PWC operation conducted concurrently with onshore activities e.g. friends and family on beach.
- Increased high speed activity close to shore
- Multiple persons using a single PWC. Infringements we see are issued more often to operators who are not the owner.
- Towing water-skiers, inflatables etc.
- A steady increase in registration has been reflected in congestion.
- Decreasing cost to entry and access to higher-powered models.

*Fisherman's Bay within 200 metre state markers and channel.
3 Onboard PWC including observer and 2 towed on inflatable.
Source: Compliance Owner Onus footage.*



PWC Data - Growth of PWC

PWC are the fastest growing type of boating activity in Victoria



There are **252,733** Victorian Marine Licences with PWC as at 30 June 2018

122% increase in PWC Registrations over a ten year period, this represents a **4-6%** increase per annum

PWC Reported Incidents

- PWC collisions often result in serious injury.
- 47% of injuries are fractures, with 31% of those involving lower limbs.
- Parties are often known to each other.

Types of Serious Incidents Recorded

- Swimmer hit by PWC at Port Melbourne beach. Swimmer died from impact.
- PWC collision with tree, two persons on board ejected. First person broke collar bone, second person possible broken leg.
- 2x PWC, solo operators, have collided resulting in 1 broken leg, transported by ambulance to hospital.
- Swimmer brushed by PWC at Rye. PWC failed to stop. Swimmer unable to give any description of PWC or rider/operator.
- Male experienced operator has broken his ankle jumping waves in the surf on his PWC.

Hospitalisation Data

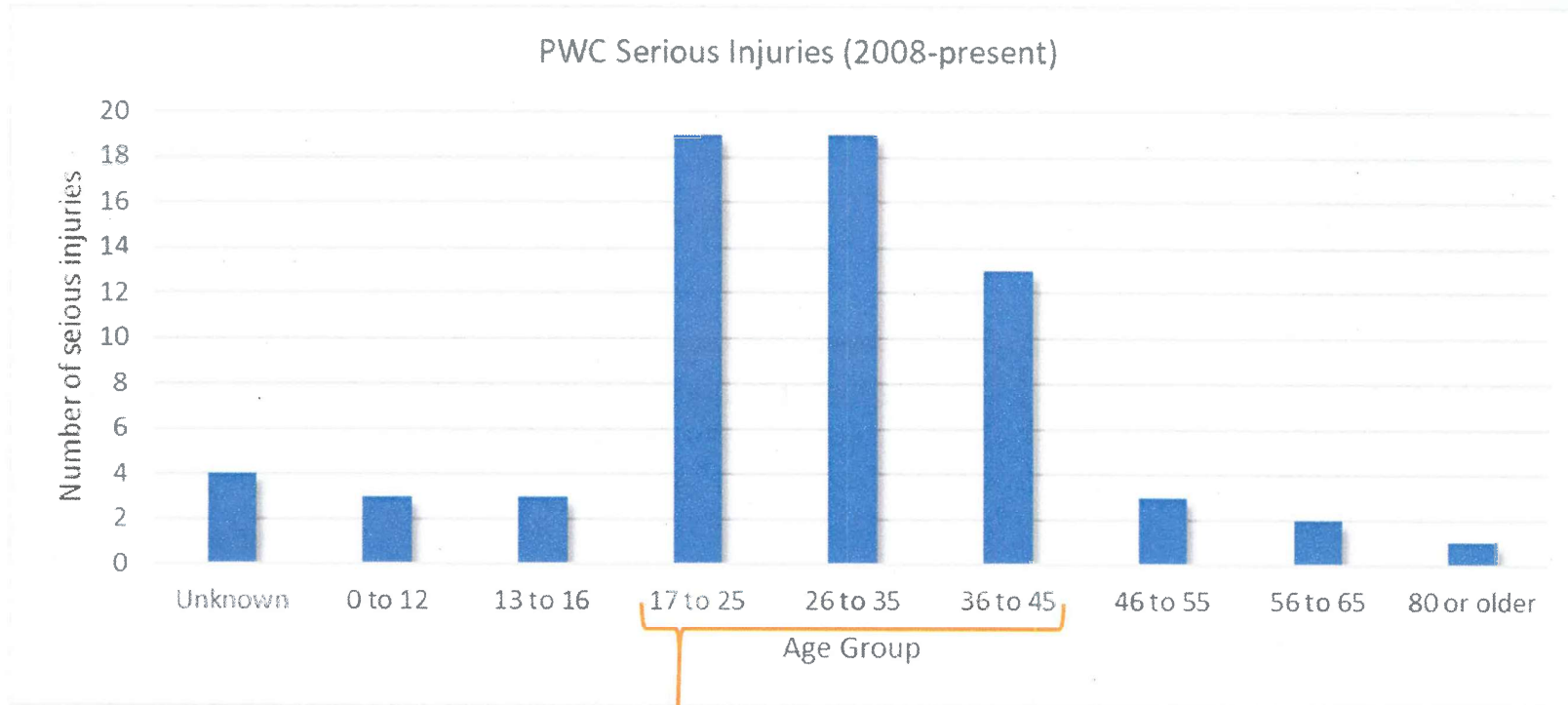
Research conducted in 2017 gives us further insight to amount of injuries resulting from PWC.

Vessel Types involved in accidents, 2005/06-2014/15 (extract from Maritime Injury Statistics report)

Vessel Type	N	%
Other powered watercraft (i.e. PWC) *	334	30.5
Unspecified watercraft, boat, ship, watercraft NOS	258	23.6
Other unpowered watercraft, i.e. windsurfing	173	15.8
Water skis	88	8.0
Fishing Boat	72	6.6
Sailboat	60	5.5
Passenger Ship	49	4.5
Inflatable craft, non-powered	34	3.1
Merchant Ship	13	1.2
Canoe or kayak	13	1.2

***PWC comprise 11% of all registered Victorian Vessels.**

PWC Data – Serious Injuries by Age



Collisions are the type of incident most commonly reported.

Incidents involve mostly males, between the ages of 17 to 45.
39% of PWC Endorsements are people aged between 16 to 35.

Past PWC Safety Initiatives

Audit and education programs

- **Courtesy Rider** - On-water audit and education program – 1998 to 2008
- **Boating Safety Education Officer (BSEO) Program** – 2004 to 2018
- **Face-to-face education** (Difficult to engage PWC operators at boat ramps)

Awareness campaigns

- **Ride Right** – brochure, socials and web – 2018
- **PWC Code of Conduct** – industry partnership – 2015
- **PWC Summer Safety Campaign** – TSV video on YouTube – 2013
- **Message to all PWC Owners** – “Hoon Laws” postcards mailed directly – 2012

Training

- **Come & Try PWC Training Program** – 2014 to 2015

Legislative Change (PWC Safety Campaign)

- **Introduction of Hoon Boating Laws** – 2010 (Brochure and web)
- **Introduction of Owner Onus Offences** – 2010
- **Removal of the PWC endorsement for restricted marine licence holders** (to new applicants 12-16 years of age) – 2017



Compliance Activities

PWC inspections last season:

- MSV inspected 511 PWC, issued 94 infringements. 2 Prosecutions for owners allowing unlicensed operation.
- MSV infringements last season were primarily for speeding within 50 metres of another person/vessel and within 200 metres of the waters' edge.
- Enforcement campaigns – Including funding for joint Police and MSV Operations Colossus, Colossus II and Casper.
- 64% (218) of Water Police infringements were issued to an offender who was not the registered owner.
- The 3 most common PWC infringements issued by Water Police last season were for speed and distance, safety equipment and licensing.

PWC inspections this season:

- Focus for MSV over the 2018/19 summer is on high risk PWC activities.
- Water Police, Operation Jet-wash primarily focusing on PWC use and behaviour, commenced 27 December 2018, over three days has issued 180 infringements (speed and distance) and the operation will continue throughout the holiday period.



VICTORIA POLICE



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PWC Research - User Types

<p>57% CAUTIOUS KEY CHARACTERISTICS</p> <p>- Take precautions above and beyond and follow the rules</p> 	Attitude: I don't want to hurt myself	
	I usually wear a wet suit when riding my PWC	55%
	I always let someone know where I am going and when I will return	90%
	I refresh myself on the Victorian boating rules and regulations	71%
	I try and flip people off (It's part of the fun)	2%
<p>24% THRILL SEEKERS KEY CHARACTERISTICS</p> <p>- Looking for speed and to challenge themselves</p> 	Attitude: Lets see what I can do this time	
	I try and flip people off (It's part of the fun)	46%
	I want to find ways to make my PWC faster	56%
	You don't need to train someone to use a PWC safely – it's too easy	25%
	I refresh myself on the Victorian boating rules and regulations	43%
<p>19% RECKLESS KEY CHARACTERISTICS</p> <p>- Look at PWCs as being fun without consequence</p> 	Attitude: If you fall its only water you wont get hurt	
	There are times when I consume alcohol and use my PWC	54%
	There are times when others consume alcohol and use my PWC	57%
	I let unlicensed people use my PWC	49%
	The government should require PWC users to do a practical test	29%

Source: Boating Behaviour Study as 30 June 2018

PWC Harms Statement

Cause Factors

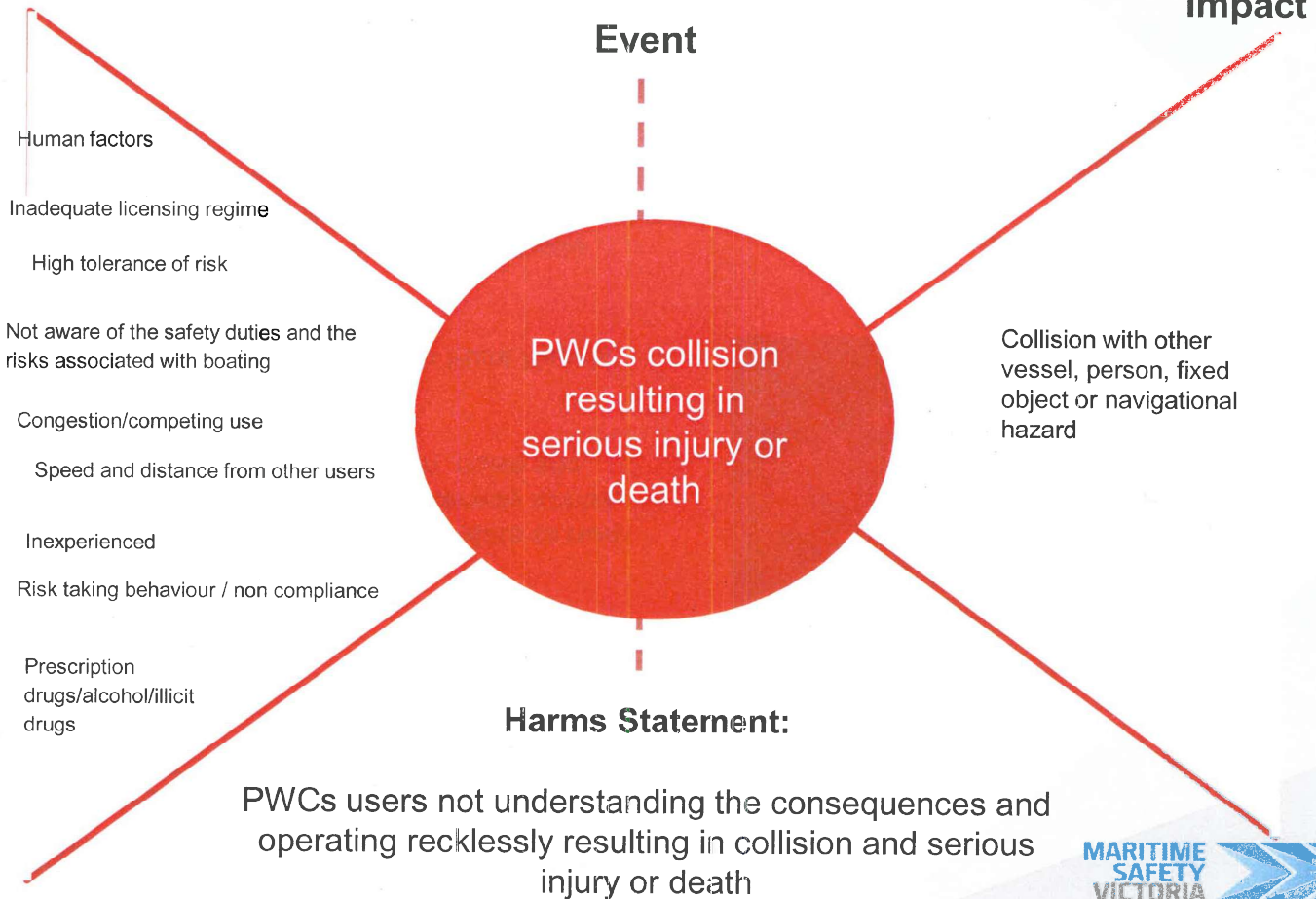
62% reported they were knowledgeable about rules and regulations about PWC usage. 36% claimed they were very knowledgeable about the safe operation of their craft.

54% believe the government should require users to undergo a practical test before getting their licence (this increases to 66% of users over 35).

27% believe there is no risk associated with using a PWC.

56% of PWC operators tended to disagree 'that if something bad is to happen on the water it will happen to me'

Source of above data: Instinct and Reason PWC Research 2017.



SERIOUS INJURY – Recreational boater



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Current Personal Water Craft (PWC) Situation on Port Phillip Bay

Community Concern:

- PWC issues reported to MSV by members of the public **relate to non-compliance regarding speed and distance laws, waterway zones, Marine Parks, aquatic animals, congestion, perception, noise and amenity.**
- An online petition calling for a ban on PWC from Rye to Point Nepean has gathered 3,340 signatures.
- The Victorian Jetski Club, one of several private FaceBook Groups created for jetski enthusiasts to buy, sell, receive advice and organise rides; has over 3,000 members. Members were organising a protest ride against bans with an emphasis on riding lawfully.

Rye, West of the channel and pier.
Source: Parks Victoria.



change.org Sign a petition Follow Contributions Log in

BAN JETSKIS FROM RYE TO POINT NEPEAN NATIONAL PARK



M&C has awarded the winners to be a part of the Marine Parks Authority

This petition calls on Premier Daniel Andrews to return to the majority of beach users their serene beaches and enjoyable summer holidays, to protect local marine wildlife and fragile ecosystems by **BANNING** jetskis from Rye to Point Nepean National Park!

The State Government is supporting the (growing) ownership of this type of powered watercraft without consideration for the impact on locals and visitors in coastal towns in the southern part of the Mornington Peninsula. These machines are frequently

3,297 have signed. Let's get to 5,000!

- Debra Elwell signed 4 hours ago
- Liam Gallagher signed 4 hours ago

Signatures
0/5000

4,400 more signatures needed

Display my name and e-mail address on this petition

[Sign this petition](#)

By signing this petition, you agree to receive updates and newsletters from Parks Victoria, and agree to receive occasional emails about our petitions on Change.org. You can unsubscribe at any time.

Source: change.org.

Influencing PWC Behaviour



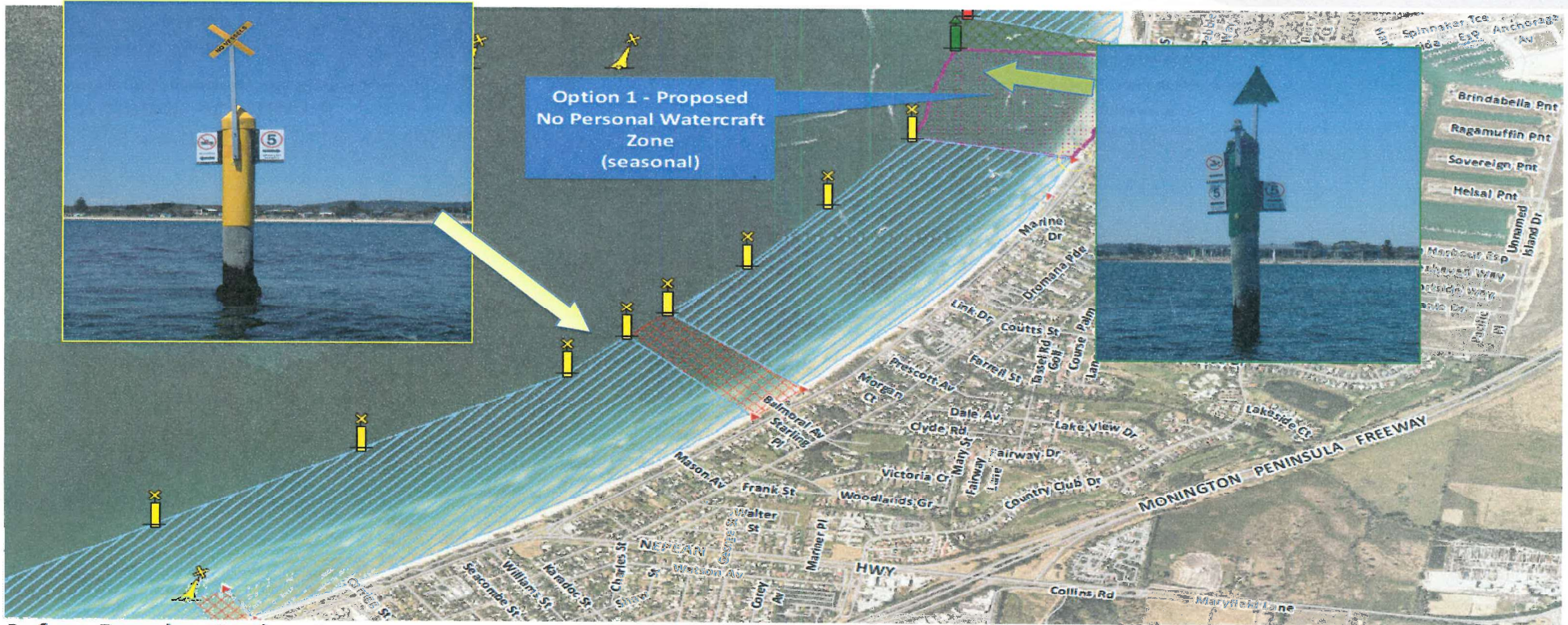
Waterway Zones as a Control

Benefits addressed by trial zoning:

- Decrease in potential for there to be a collision or incident as a result of congestion or conflicting user activity;
- Certainty for PWC operators;
- Certainty for all waterway users;
- Easier for compliance;
- Rules based on safety;
- Seasonality of those risks.

The following Waterway Zones were created by Parks Victoria and MSV. The hot spots have utilised observations made by both organisations as well as Bayside Councils and members of the public.

Proposed Trial Zone – Safety Beach – Option 1/3

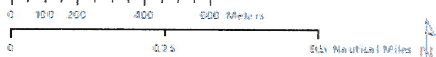


Safety Beach - Option 1




2018 Boating and Swimming Zone Review

29/10/2018



Coordinate System: GCS WGS 1984




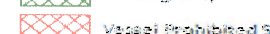

Pile

-  Lateral Mark - Port
-  Lateral Mark - Starboard
-  Special Mark

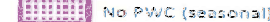
Buoy

-  Special Mark
-  Sign
-  Proposed Sign

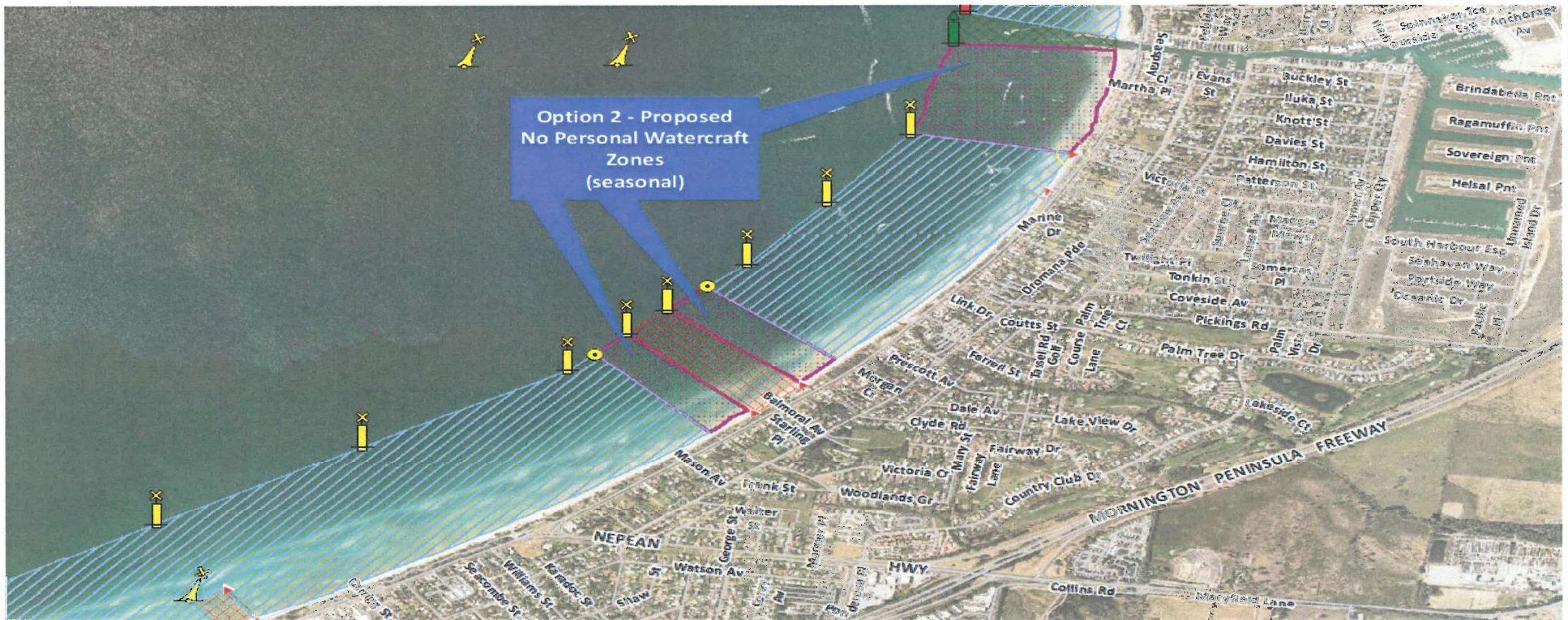
Existing Zones

-  5 knot speed zone
-  Boating Only
-  Vessel Prohibited Swimming Only

Proposed Zones

-  No PWC (seasonal)

Proposed Trial Zone – Safety Beach – Option 2/3

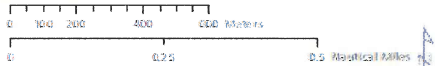


Safety Beach - Option 2

2018 Boating and Swimming Zone Review

29/10/2018

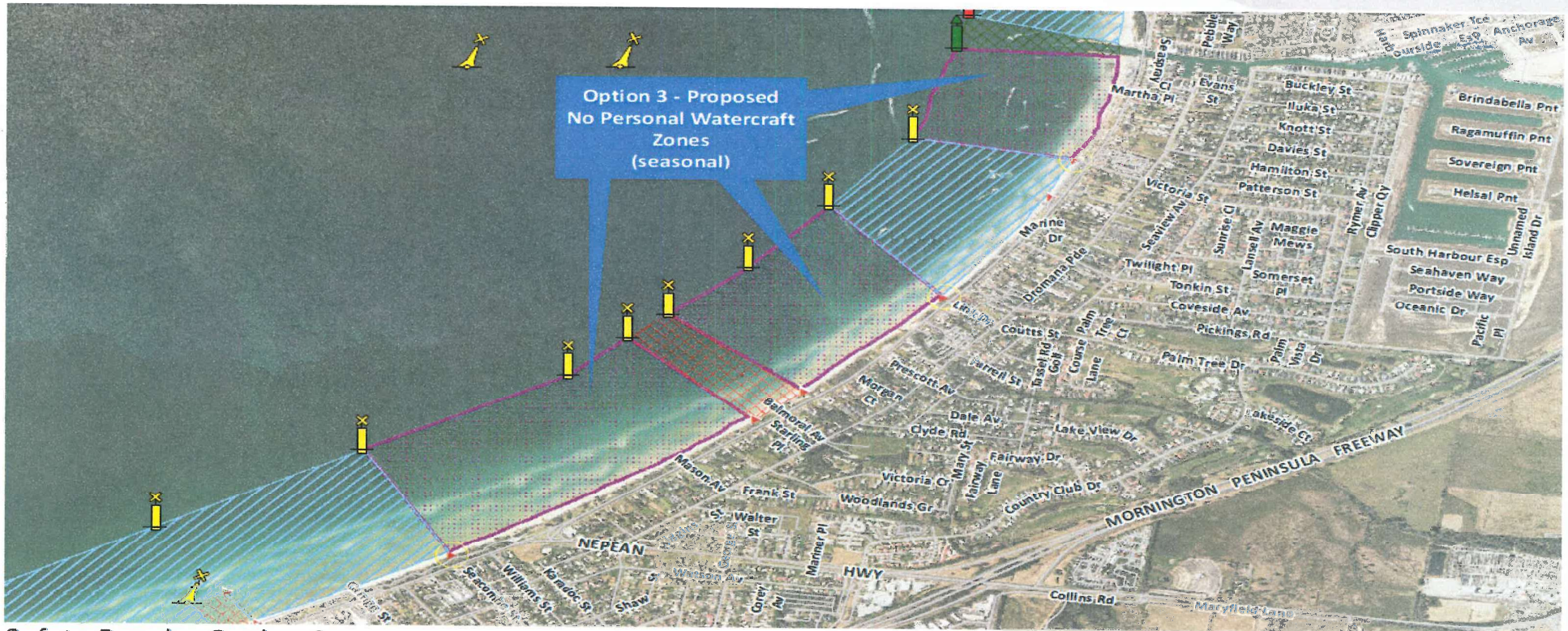
Coordinate System: GCS WGS 1984



Pile		Buoy		Existing Zones	
	Lateral Mark - Port		Special Mark		5 knot speed zone
	Lateral Mark - Starboard		Special Mark		Boating Only
	Special Mark		Sign		Vessel Prohibited Swimming Only
			Sign		
			Proposed Sign		
			Proposed Sign		
					Proposed Zones
					No PWC (seasonal)

Map produced by Parks Victoria

Proposed Trial Zone – Safety Beach – Option 3/3

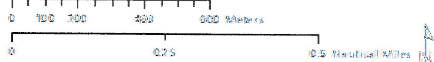


Safety Beach - Option 3

2018 Boating and Swimming Zone Review

29/10/2018

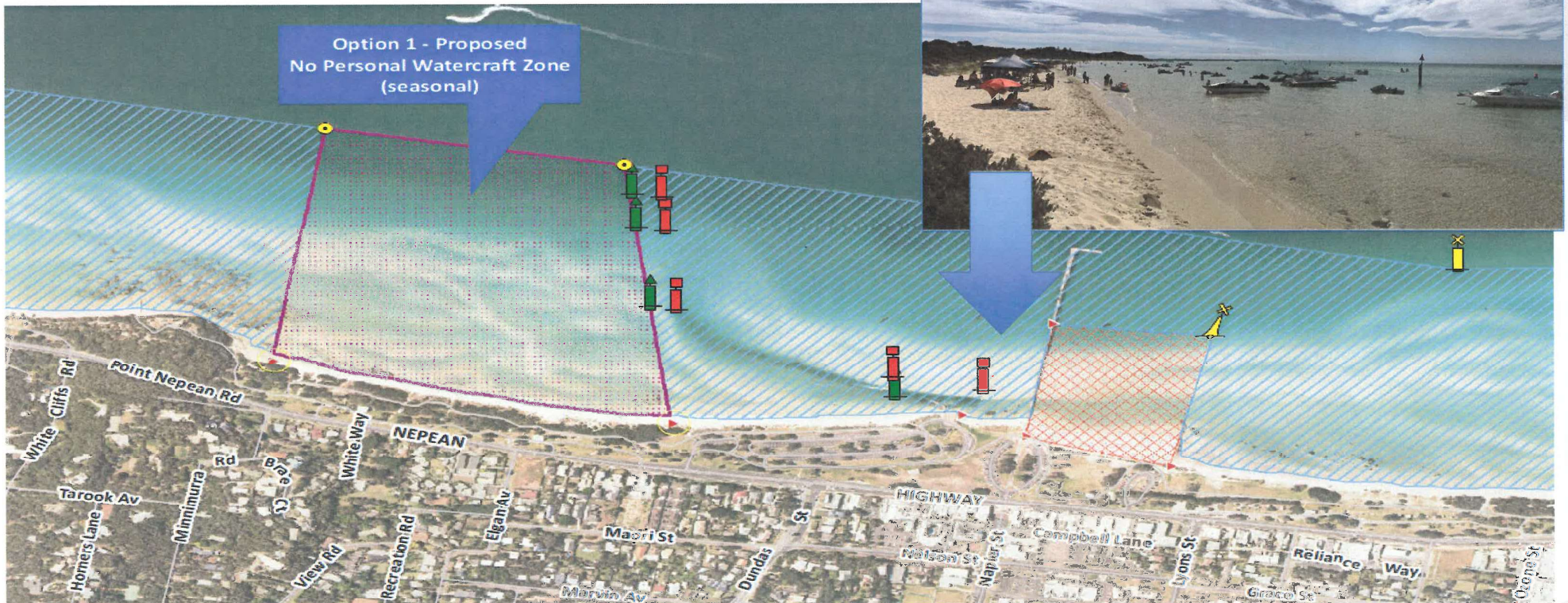
Coordinate System: GCS MGS 1984



	Lateral Mark - Port		Special Mark		Existing Zones
	Lateral Mark - Starboard		Sign		5 Knot speed zone
	Special Mark		Proposed Sign		Boating Only
					Vessel Prohibited Swimming Only
					Proposed Zones
					No PWC (seasonal)

Map produced by Parks Victoria

Proposed Trial Zone – Rye – Option 1/3

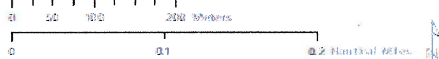


Rye - Option 1

2018 Boating and Swimming Zone Review

29/10/2018

Coordinate System: GCS WGS 1984



Lateral Mark - Port
Lateral Mark - Starboard
Special Mark



Special Mark



Sign

New Marker



Proposed Buoy

Proposed Sign

Proposed Sign

Existing Zones

5 knot speed zone

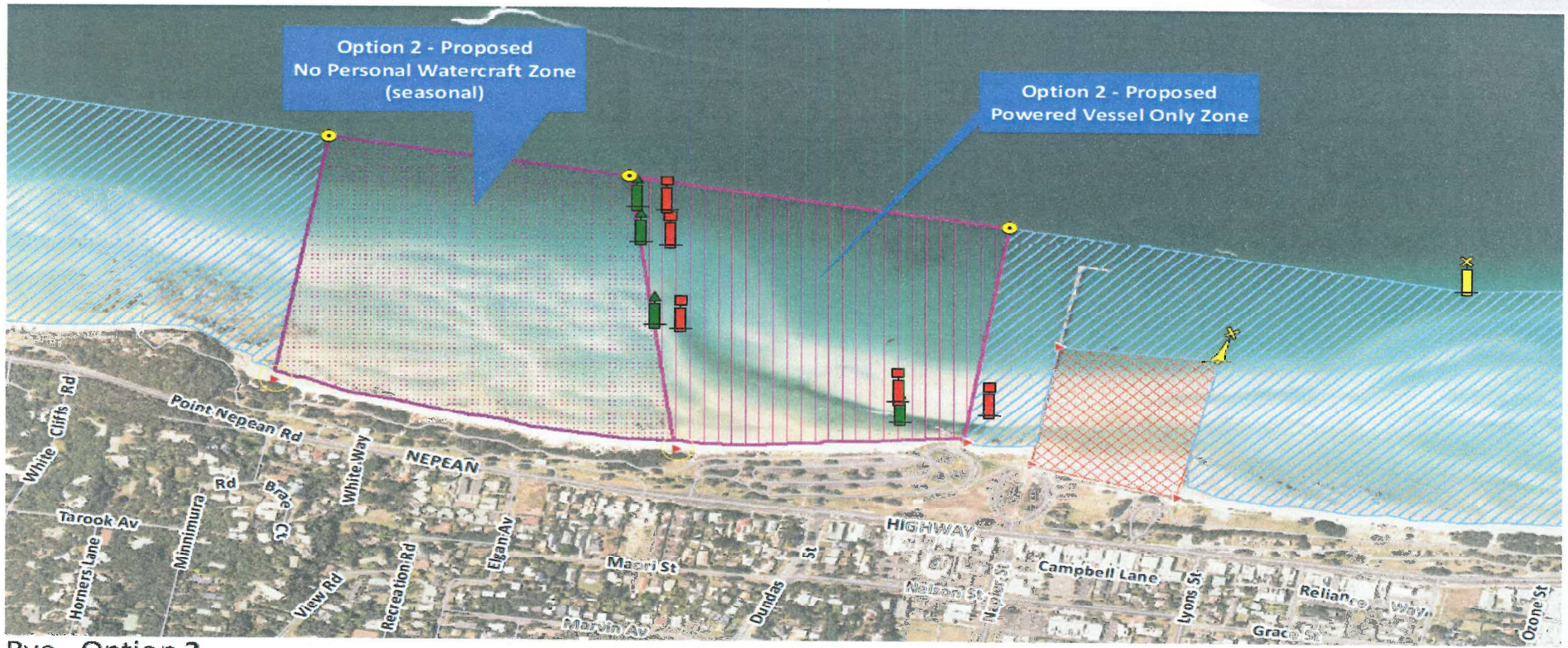
Vessel Prohibited Swimming Only

Proposed Zones

No PWC (seasonal)

Map produced by Parks Victoria

Proposed Trial Zone – Rye – Option 2/3

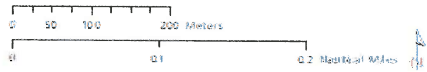


Rye - Option 2

2018 Boating and Swimming Zone Review

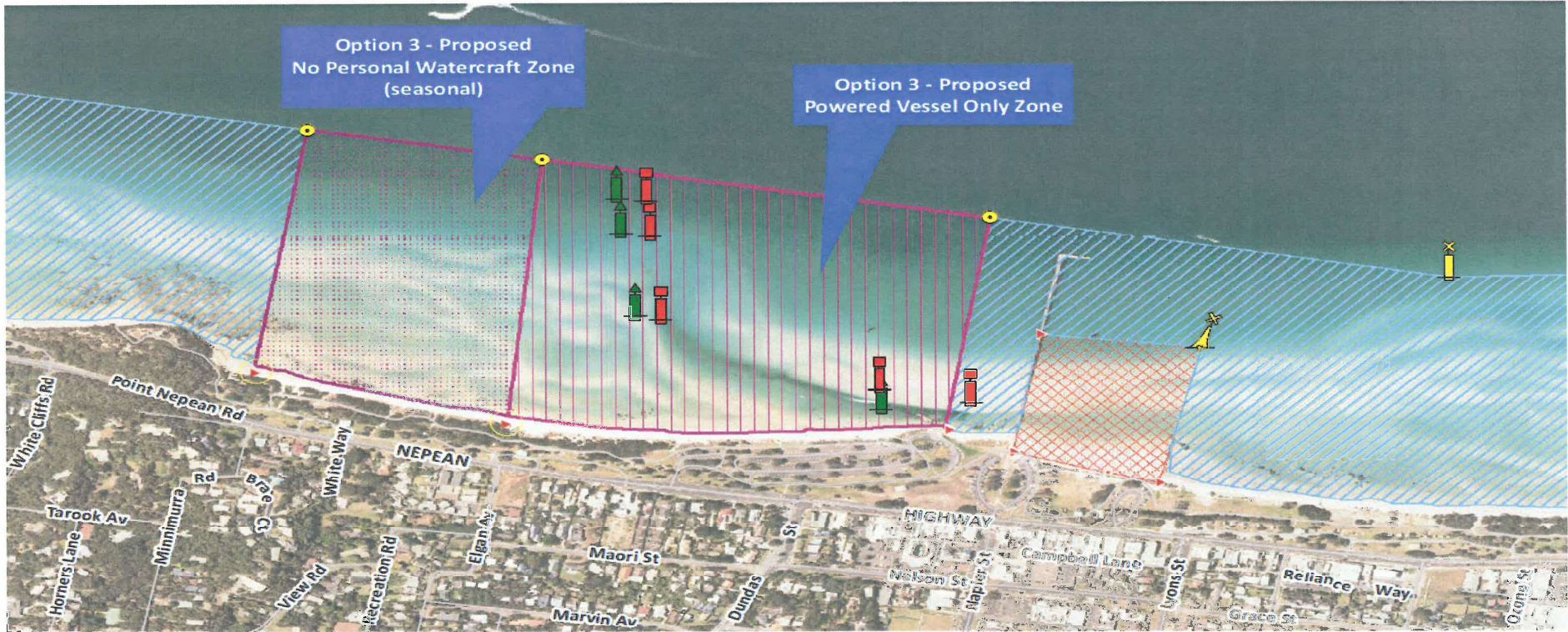
29/10/2018

Coordinate System: GCS WGS 1984

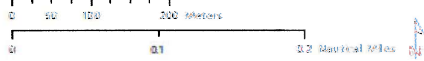


	Pile		Buoy		Proposed Sign		Existing Zones
	Lateral Mark - Port		Special Mark		Proposed Sign		8 knot speed zone
	Lateral Mark - Starboard		Sign		Proposed Sign		Vessel Prohibited Swimming Only
	Special Mark		New Marker		Proposed Sign		Proposed Zones
			Proposed Buoy				No PWC (seasonal)
							Powered Vessel Only Zone

Proposed Trial Zone – Rye – Option 3/3

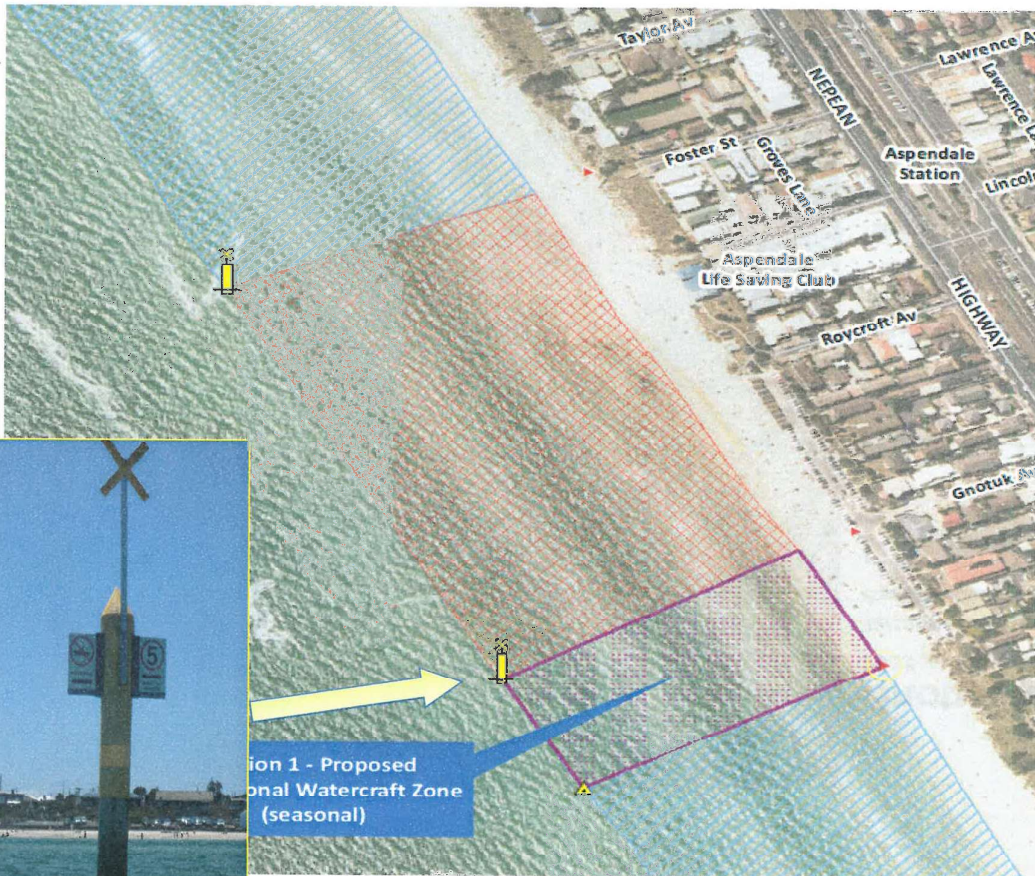


Rye - Option 3
 2018 Boating and Swimming Zone Review
 29/10/2018
 Coordinate System: GCS WGS 1984



- | | | | | | | | |
|--|--------------------------|--|---------------|--|---------------|--|---------------------------------|
| | Pile | | Buoy | | Proposed Sign | | Existing Zones |
| | Lateral Mark - Port | | Special Mark | | Proposed Sign | | Vessel Prohibited Swimming Only |
| | Lateral Mark - Starboard | | Sign | | Proposed Sign | | Proposed Zones |
| | Special Mark | | New Marker | | Proposed Sign | | Powered Vessel Only Zone |
| | | | Proposed Buoy | | | | |

Proposed Trial Zone – Aspendale – Option 1/2



Option 1 - Proposed Seasonal Watercraft Zone (seasonal)

Gnotuk Ave Aspendale - Option 1

2018 Boating and Swimming Zone Review

29/10/2018

Coordinate System: GCS WGS 1984



- Pile**
 Special Mark
- Sign**
 Sign
- New Marker**
 Proposed Special Mark
- Proposed Sign**
 Proposed Sign
- Existing Zones**
 5 knot speed zone
 Vessel Prohibited Swimming Only
- Proposed Zones**
 No PWC (seasonal)

Map produced by Parks Victoria



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Proposed Trial Zone – Aspendale – Option 2/2



Option 2 - Proposed
No Powered Vessels Zone

Gnotuk Ave Aspendale - Option 2

2018 Boating and Swimming Zone Review

29/10/2018

Coordinate System: GCS WGS 1984



- | | |
|-----------------------|---------------------------------|
| Pile | Proposed Sign |
| Special Mark | Proposed Sign |
| Sign | Existing Zones |
| New Marker | 5 knot speed zone |
| Proposed Special Mark | Vessel Prohibited Swimming Only |
| | Proposed Zones |
| | Vessel Prohibited Swimming Only |

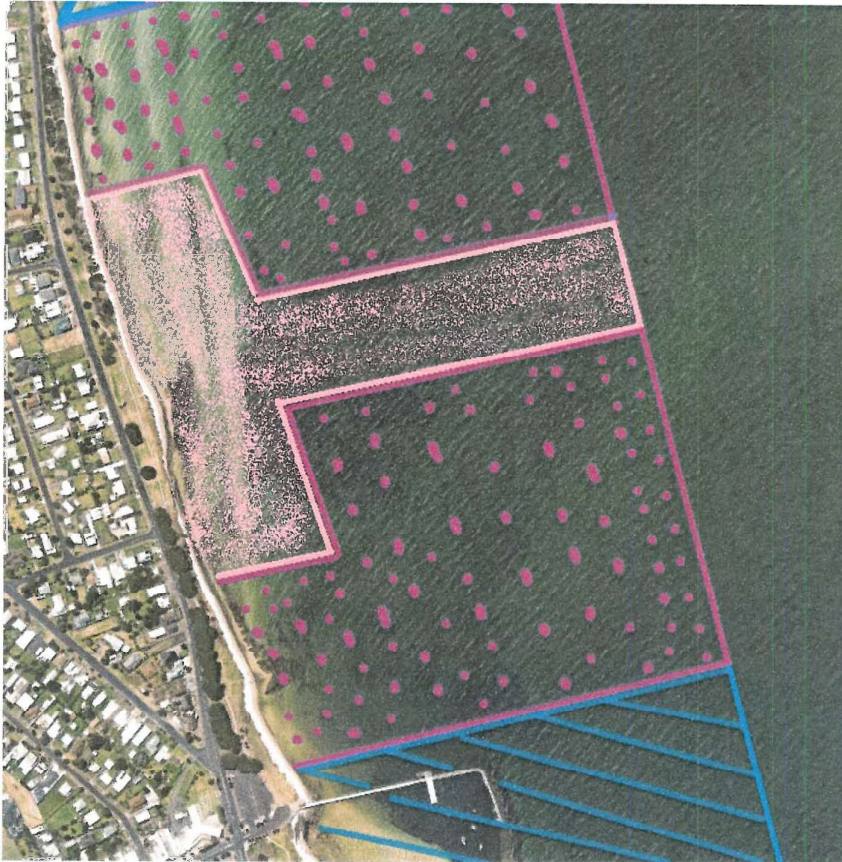
Map produced by Parks Victoria



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Possible Access Lane

Verbally proposed by Mornington Peninsula Shire Council



PWC Only Zone



No PWC Zone



**5 knot Speed Zone
(actually overlays all
visible zones)**

Next Steps

- Consider input from this group and draft an implementation plan.
- Engage PWC community following this meeting.
- Baseline data to evaluate the success of trial zones to gauge their success and viability.
- 28 Day public consultation and discussion paper.
- Procurement of navigational aids and contractors.
- Funding revenue.
- Introduction of trial zones 2019/20 boating season.
- Ongoing monitoring, evaluation and feedback from the public.
- Education campaign.
- Compliance activities.
- Ongoing monitoring of Port Phillip Bay areas of congestion and safety issues where identified.

RIDE RIGHT



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End of Session
Discussion

