Department of Transport

Lower Swan Aquatic Use Review

Point Walter to Fremantle Port

About Aquatic Use Review's

The Department of Transport undertakes regular Aquatic Use Reviews (AUR) throughout the state to ensure the safe, equitable and sustainable use of the State's waterways.

AUR's are scheduled on a state-wide rolling calendar or as required to address site specific conflicts that arise between users from time to time.

The review looks at the current management arrangements such as speed limits, ski areas, boating prohibited areas, signage, navigational aids etc.

Outline of the AUR Process

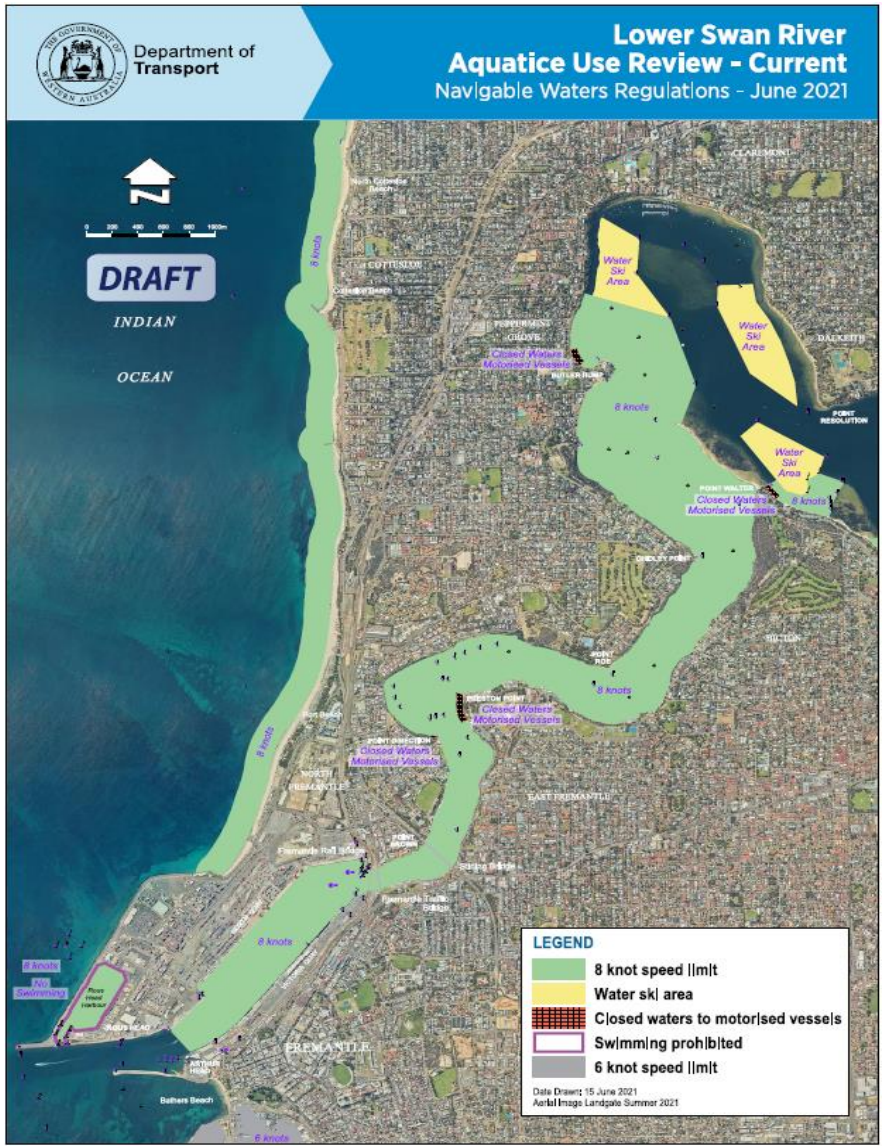
- Research
  - Navigational Safety team look at existing arrangements, historical data and aquatic use related advice including requests for amendments from public, infringement statistics, occurrence of incidents etc.
- Consultation with key stakeholders
  - Navigational Safety identify and liaise with key stakeholders in the area to understand if there are any areas that need to be considered for review.

Outline of the AUR Process

- Create Proposal and circulate for public comment
  - A proposal is circulated via an online survey through “My Say” to gauge the views of the public in relation to the proposed changes.
- Consideration of all feedback and implementation
  - Feedback from the My Say Survey is one component when considering all feedback gained during the review process. Once a determination is made, changes are implemented aligning with signage, marking and media releases etc.

As the Swan and Canning Rivers are heavily utilised by numerous user groups, to ensure that all views and opinions are considered, the areas to be reviewed are broken into sectors.

The area that is set to be reviewed as a part of the Lower Swan AUR extends from Point Walter to Fremantle Port.



Currently in Research Phase

- Following liaison with local Yacht Clubs and Marinas that line this section of the river, several comments into Wave and Wake issues have been raised.

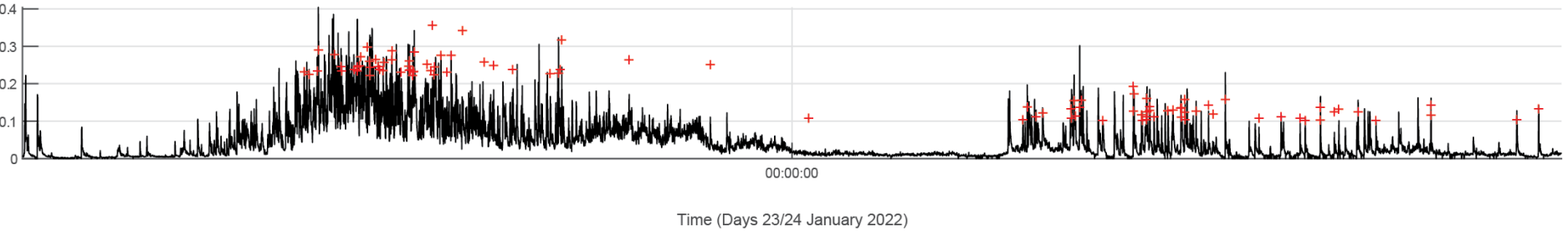
- Navigational Safety have reviewed data into speed related offences, liaised with Compliance Officers and reviewed occurrences of documented incident reports.

Combined Wave and Wake Study

- DoT are working with Department of Biodiversity Conservation and Attractions (DBCA) Riverpark Division and University of Western Australia (UWA) to study wave and wake experienced in this area.

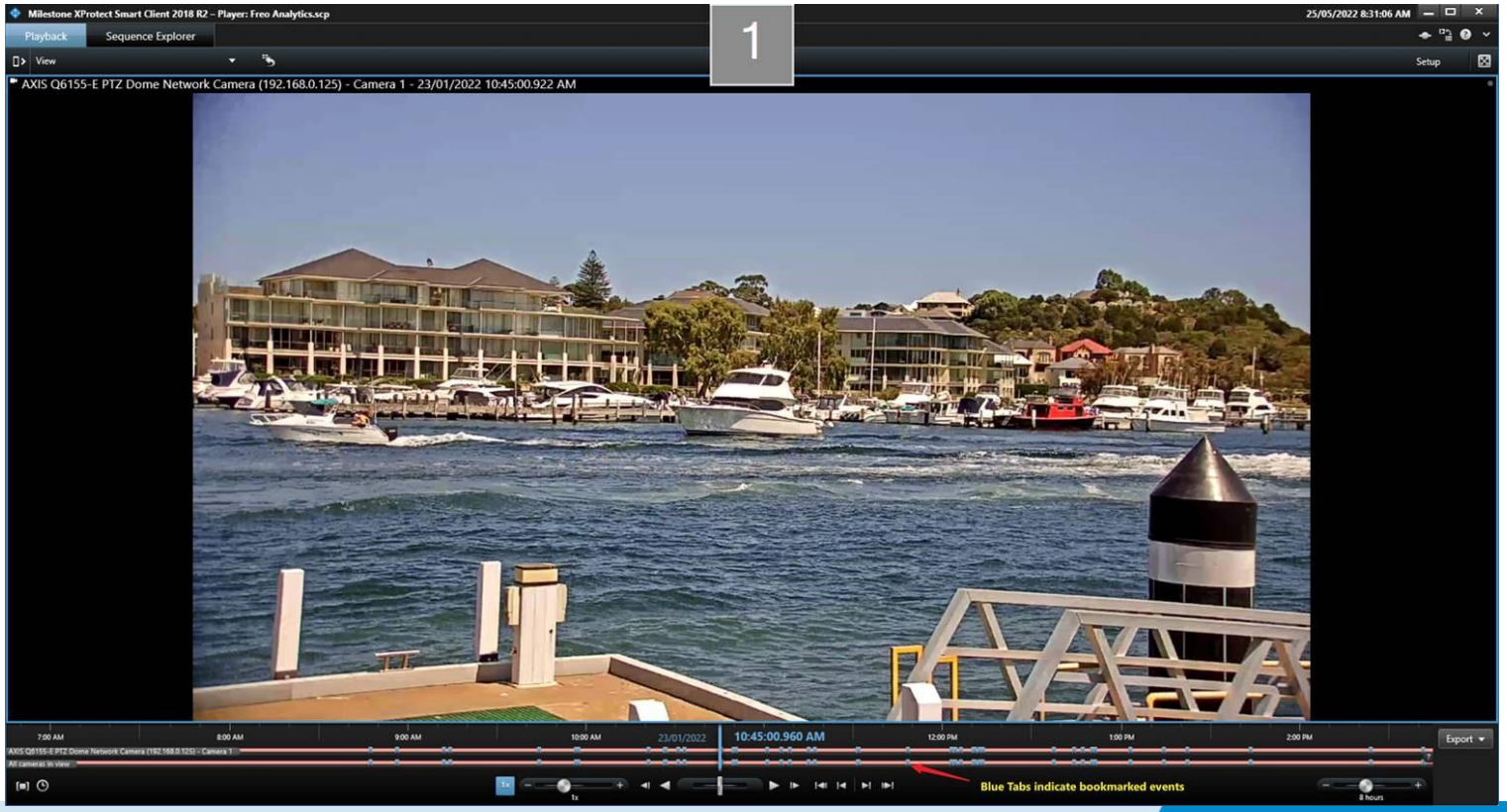
Combined Wave and Wake Study

Data gathering devices were deployed along the river over a six week period through summer with a focus around Australia Day. Information from these devices recorded wave heights, impact on jetties, impact on natural shorelines, wave and tide direction, wave speed.

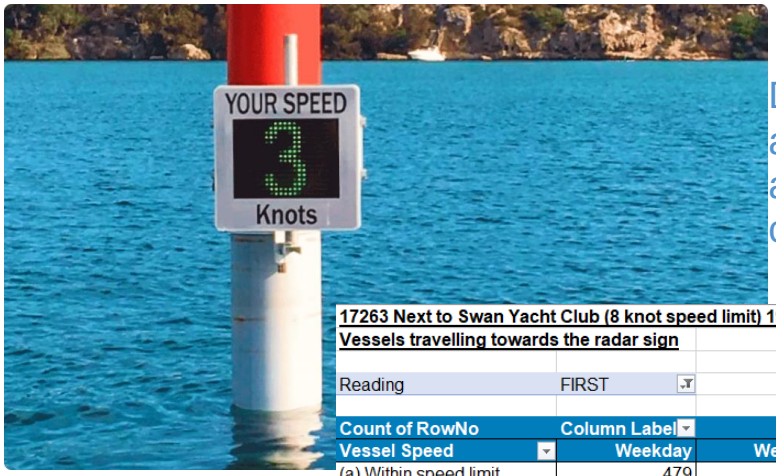


Combined Wave and Wake Study

CCTV Cameras were installed to view the vessels travelling in the area. 50 of the highest wave spikes recorded per day are being overlaid on the video footage to enable DoT to review the footage and establish which vessels and conditions are contributing to large waves and wake.



Combined Wave and Wake Study



DoT Strategically placed Radar Speed Signs in particular areas to capture data on vessel movements. Data has been analysed for each of the locations and includes, vessel counts, speed and time.

17263 Next to Swan Yacht Club (8 knot speed limit) 19/01/2022 - 10/02/2022
Vessels travelling towards the radar sign

Reading	FIRST

Count of RowNo	Column Label		
Vessel Speed	Weekday	Weekend	Total
(a) Within speed limit	479	362	841
(b) Less than 3 knots over	206	163	369
(c) 3 to 5 knots over	4	4	8
(d) 5 to 10 knots over	2	1	3
(e) More than 10 knots over		1	1
Total	691	531	1,222

Number of days	23
Number of weekdays	17
Number of weekend days	6
Average daily vessels	52
Average weekday vessels	41
Average weekend day vessels	82

Reading	FIRST

Count of RowNo	Column Label						
Vessel Speed	1. Night	2. Morning	3. Midday	4. Afternoon	5. Evening	6. Night	Total
(a) Within speed limit	24	199	303	178	109	28	841
(b) Less than 3 knots over	22	138	83	57	48	21	369
(c) 3 to 5 knots over	1	2	1	3	1		8
(d) 5 to 10 knots over	1		2				3
(e) More than 10 knots over					1		1
Total	48	339	389	238	159	49	1,222

1. Night	00:00 to 06:00
2. Morning	06:00 to 10:00
3. Midday	10:00 to 14:00
4. Afternoon	14:00 to 18:00
5. Evening	18:00 to 22:00
6. Night	22:00 to 00:00

Next Step's

Data Analytics

UWA are continuing to analyse the data and will provide DoT with a report of findings.

Consultation

DoT will engage with a consultancy agency to present any proposed changes of the current waterway management arrangement along with findings from the Wave and Wake study.

Survey

An opportunity to provide comment and take a survey will be facilitated through the online My Say Survey Portal.

#This AUR process is anticipated to be concluded by summer 2022.

Department of Transport

SHARED USE MOORING SYSTEM

Opens to general public → 4 July 2022

Increasing access to the State's best boating destinations

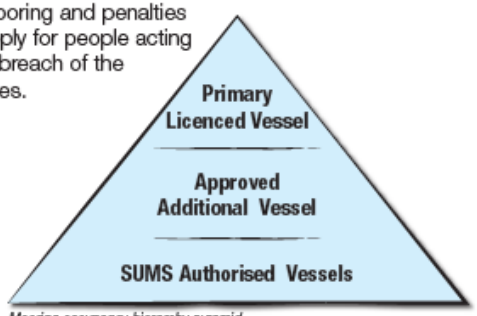
The Department of Transport (DoT) has implemented a Shared Use Moorings System (SUMS) for recreational vessels to increase access to recreational moorings and provide greater opportunity for people to safely enjoy the State's most popular boating areas.

How does it work?

DoT mooring licensees can 'opt-in' or 'opt-out' of the system on an annual basis and will benefit from reduced annual licence fees if they 'opt-in' and also gain automatic access to other moorings in the system. Mooring licensees continue to have priority use of their mooring at all times.

Recreational boat owners who are not mooring licensees and want to take advantage of the system pay an annual fee to become an authorised user.

Conditions of use apply when accessing a participating mooring and penalties apply for people acting in breach of the rules.



Mooring occupancy hierarchy pyramid

What are the rules?

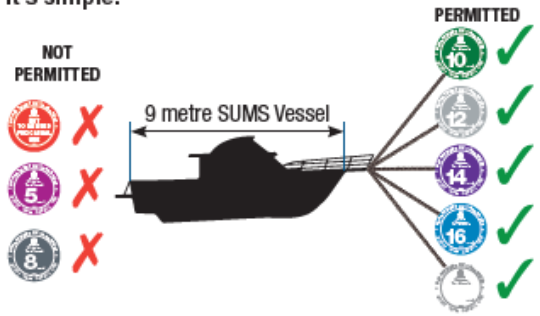
Participating moorings can be accessed by a SUMS authorised vessel for a maximum of four hours during daylight or overnight from 7pm to 7am. When accessing a participating mooring the holder of an RST must always remain on board and immediately move their vessel from the mooring if the mooring licensee or their specially approved additional user arrives and requests to use the mooring.

Marking of moorings

Moorings are all marked with a special disc with the colour showing if it is participating in the SUMS or not. Moorings not participating in the system will display a red disc and must not be used by SUMS authorised vessels. Disc colours other than red display a number to identify the maximum size a SUMS authorised vessel can be to safely and legally access it.

- Not to be used for casual access by SUMS vessels
- Vessels up to and including 5m
- Vessels up to and including 8m
- Vessels up to and including 10m
- Vessels up to and including 12m
- Vessels up to and including 14m
- Vessels up to and including 16m
- Vessels more than 16m

It's simple:



Red disc moorings

Red disc moorings can only be used by the mooring licensee or an approved additional user.

Recreational Vessel Safety Equipment Review

In 2016, the DoT commenced the first comprehensive review of safety equipment requirements for recreational vessels in WA since 1992. The aim of the review is to deliver a contemporary safety equipment regime for recreational vessels navigating in WA, as boating and community behaviours, technology and vessel design and construction standards have changed significantly in the past 26 years

Guiding principles

- RESPONSIBILITY - The onus of responsibility for safety equipment will be predominantly on the skipper, mandating only where necessary.
- PRACTICALITY - Safety equipment requirements should be practical, effective and enable operators to comply at reasonable cost.
- SIMPLICITY - The safety equipment that is required should be simple to use, easy to comply with, readily obtainable and easy to maintain.
- STANDARDISED -The safety equipment should be as uniform as possible across all vessel types.
- EMERGENCY AND SURVIVAL - Only safety equipment which directly promotes survival or rescue of people will be mandatory.

Key changes

- Vessels divided into 2 categories, Registrable and Non-registrable
- Not mandatory to carry anchor, fire extinguisher or bailer/bilge pump – recommended
- Life jackets to be carried by all Registrable vessels in all waters
- Life jackets to be worn by all persons in all vessels less than 4.8 metres and operating greater than 400 metres in unprotected waters
- Life jackets to be worn by all children (1 – 12) in all vessels operating greater than 400 metres in unprotected waters
- GPS enabled EPIRB or worn PLB for all vessels operating greater than 400 metres in unprotected waters
- Inshore flare kit or EVDS to be carried by all vessels when operating greater than 400 metres in unprotected waters
- Marine radio to be carried by all Registrable vessels when operating greater than 4 NM in unprotected waters

WA Navigable Waters categories

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.

Unprotected waters - all other waters not deemed to be protected

For more information:

Marine (transport.wa.gov.au)

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.

	PROTECTED WATERS Within lakes, rivers, inlets and estuaries. UNPROTECTED WATERS Within 400 metres of any shore.	UNPROTECTED WATERS Beyond 400 metres of any shore to 4 nautical miles.	UNPROTECTED WATERS Beyond 4 Nautical Miles
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.	**Vessels > 4.8m**: Minimum Level 100	Minimum Level 100	Minimum Level 100
	Vessels < 4.8m: Minimum Level 100	Minimum Level 100 Must be worn	Minimum Level 100 Must be worn
Lifejacket Wearing As indicated in the table opposite.	**Children > 1 & < 12**: Minimum Level 100	Minimum Level 100 Must be worn	Minimum Level 100 Must be worn
	PWC: Minimum Level 50s Must be worn	Minimum Level 50s Must be worn	Minimum Level 50s Must be worn
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.	RECOMMENDED	✓	✓
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.	RECOMMENDED	✓	✓
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).	RECOMMENDED	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.
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.	**Vessels > 4.8m**: RECOMMENDED	Minimum Level 50s
Lifejacket Wearing As indicated in the table opposite.	**Vessels < 4.8m**: RECOMMENDED	Minimum Level 50s Must be worn
	Children > 1 & < 12: RECOMMENDED	Minimum Level 50s Must be worn
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.	RECOMMENDED	✓
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.	RECOMMENDED	✓
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).	RECOMMENDED	RECOMMENDED

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