



BOAT OWNERS' ASSOCIATION OF NSW, INC

The peak recreational boating association in NSW

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Consumer Action in Boating

Chairman
Independent Pricing & Regulatory Tribunal of NSW
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Dear Sir

RE Investigation into the burden of regulation in NSW and improving regulatory efficiency

RECOMMENDATION 1 – Processing of boat driver licences and recreational vessel registrations be undertaken by RTA, rather than as currently undertaken by NSW Maritime Authority. This would reduce costs, government staffing and unnecessary commercial boat seller time and expense, and would reduce consumer time and expense for 450,000 NSW boaters.

BACKGROUND

BOA is the peak group recreational boating group in NSW and has operated since 1988 and represents a category of more than half a million boaters.

STATISTICS

450,000 recreational powerboat licences are held by boaters from NSW Maritime Authority ("Maritime") on 1 to or 3 year licences.

203,000 recreational vessels are registered with Maritime on 1 year registration

PROCESS

Powerboat licences are issued in the first instance following multiple choice test and a brief interview with an officer. Licences are then renewed without test, and there is no photo identity on the licence. Boat registrations are issued in the first instance on proof of ownership and on production of a HIN certificate issued by an accredited third party similar to a pink slip for a vehicle. Registrations are renewed annually

PROPOSAL

Phase 1

Transfer from Maritime to RTA the renewal of Boat Driver Licences and the renewal of Boat Registrations. Most of same are presently undertaken by internet or phone.

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Phase 2

Transfer initial issue of both registrations and licences from Maritime to RTA.

Policing

Presently Maritime processes issue and renewal of boat driver licences and boat registrations.

Maritime polices same on the water by onwater officers.

Presently RTA processes issue and renewal of vehicle registrations and driver licences, but another organisation (NSW Police) actually polices same on road.

This demonstrates that is no necessity for the same body to issue and police registrations and licences.

Notes

95% of the 450,000 registered recreational vessels are trailer boats kept on a road trailer registered with RTA.

If it is necessary to retain the interview (by a Maritime Boating Service Officer) of a prospective licence holder, this process can be undertaken as a pre-requisite to undertaking the multiple choice test at RTA. (This would be similar to a vehicle owner obtaining a pink slip from a third party before attending RTA for initial trailer or vehicle registration.)

Commercial boat sellers and dealers selling new boats on trailers (95% of market) must attend RTA to obtain initial trailer registration. A second site and agency must presently be attended -- Maritime, for vessel registration.

Significant commercial business time and expense could be saved if both processes could be undertaken at a one-stop shop -- the RTA.

RECOMMENDATION 2 -- Transfer the landlord function for leasing NSW non-port Crown wetland for the whole of the State to Dept of Lands ("Lands").

Transfer the planning process for approvals of development on those non-port wetlands to Maritime for the whole of the State.

BACKGROUND

Lands is the Lessor and Planner for all non-port Crown wetlands outside Sydney harbour and Botany Bay. Maritime is the Lessor and Planner for Sydney harbour and Botany Bay.

STATISTICS

There are 2,500 wetleases from Maritime and over 60,000 from Lands.

CONFLICT OF INTEREST

The planning and development role should be separated from the leasing role to avoid conflicts of interest. The roles are mixed and confused in each agency. NSW Councils separate these conflicting functions when administering Crown lands.

ECONOMIES AND SAVINGS

Presently Lands and Maritime undertake planning and development and also lessor roles. There is duplication of function, expense and staffing in NSW government. It is arguable that neither agency has a body of expertise in both roles.

IDENTICAL LEASING POLICIES FROM DIFFERENT GOVERNMENT AGENCIES

Lands and Maritime are about to adopt (2006) the same Commercial Lease Policy for non-port wetlands.

Following the IPART Review, 2004, into Domestic Waterfront Leasing, both agencies are now adopting the same policy for domestic wetland leasing.

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It would seem logical to have one landowner/lessor for NSW, and one planner for NSW.

Please let me know if further information is required.

Yours faithfully



MICHAEL CHAPMAN

President

24 February 2006