

NSW | MARITIME



DISCUSSION PAPER

Lifejackets and times of ***heightened risk***

When should they be worn by boaters?

Should lifejackets be worn by rock fishermen?



**YOU'RE THE SKIPPER
YOU'RE RESPONSIBLE!**

NAVIGATE SAFELY

- Watch your wash and speed
- Keep a lookout
- Keep to the right
- Be bright at night

BE RESPONSIBLE

- Wear your lifejacket
- Go easy on the drink

FOREWORD

The purpose of this paper is to provide the boating community with an opportunity to have input into a series of proposals about when a lifejacket (also known as a personal flotation device or PFD) should be worn when boating in NSW.

There are already nationally consistent regulations about how many and what type of lifejackets must be carried on a boat but there are different rules around Australia about when they must be worn. It is very unlikely there will ever be national agreement on this because the regulations in each jurisdiction reflect an array of risks, based on their unique boating conditions.

Education about lifejackets is important but the long term statistics from around Australia show that in just 7% of boating fatalities the victim was wearing a lifejacket – so the message just hasn't got through. Whilst many factors contribute to a boating fatality you can never say with certainty that wearing a lifejacket would save your life. But if you do end up in the water your chances of survival increase dramatically if you're wearing a lifejacket.

So we need a debate about improving safety through some changes to regulation. To save lives, we need to change boater behaviour.

NSW Maritime is not proposing lifejackets be worn at all times. Our goal is to ensure when there is an identifiable *heightened risk* situation, people know a lifejacket can save their life and they wear it before it's too late.

The foundation for all the proposals in this paper is the concept of *heightened risk*. A range of proposals have been made to NSW Maritime from various individuals and groups, including the NSW Coroner, and our advisory bodies (the Recreational Vessels Advisory Group (RVAG) and the Maritime Ministerial Advisory Council (MMAC)).

A *heightened risk* situation is when boating conditions suggest wearing a lifejacket could make a difference if something goes wrong. In this paper, proposals for the times when lifejackets would have to be worn are presented in two categories:

- 1) Mandatory requirements.
- 2) Skipper judgement and direction.

NSW Maritime wants to hear your views about the issues raised in this paper, as well any other points you wish to make about wearing lifejackets when boating whether it be a kayak, sailing dinghy, yacht, tinnie or cruiser.

CONTENTS

Executive summary - 5



Lifejackets - 6



Types of lifejackets - 7



Recommended changes - 14



Further issues for consideration - 20



How do you make a submission? - 24

EXECUTIVE SUMMARY

This paper proposes a range of changes about when and where it will be a legal requirement for a lifejacket to be worn. The justification for the proposed changes is the concept of **times of heightened risk**, where experience tells us there is a greater risk of a boating accident, and if an accident does occur there is an identifiable high risk of drowning if you are not wearing a lifejacket.

In brief, if these proposals were to be adopted, the following new rules for wearing lifejackets would apply.

The minimum requirement would be for a type 3 lifejacket (which is an approved buoyancy vest that is comfortable and non-restrictive) to be worn:

- by children less than 10 years old in a vessel less than 4.8 metres, and when underway in the open area of a boat less than 8 metres
- when being towed, such as when waterskiing or wakeboarding
- when in a vessel less than 4.8 metres in **heightened risk** situations such as at night, when alone and on ocean waters
- when operating an off-the-beach sail craft in ocean waters
- on small recreational craft such as kayaks and sailboards, at all times in ocean waters and when more than 100 metres from shore in sheltered waters.

The minimum requirement would be for a type 1 or type 2 lifejacket to be worn:

- when operating in a vessel less than 4.8 metres on alpine lakes.

Please read the whole paper for the detail, and for an explanation why we think these changes are necessary.

As well, a new approach called “**Skipper Judgement and Direction**” is proposed. This approach would give a skipper the right to require passengers to wear a lifejacket if for example the weather changed and a routine boating trip became **heightened risk**.

There are some other proposed minor changes so please read the document and let us know your views.

LIFEJACKETS

The primary purpose of any lifejacket is to increase safety. They assist the wearer to float – and ultimately can prevent them from drowning. For this to be achieved the lifejacket must be:

- the correct type for the situation
- the right size
- correctly maintained
- accessible, and
- worn.

Simply carrying lifejackets on board vessels does not save lives because capsizes, man-overboard, or other unexpected situations occur suddenly and without warning. Locating and donning lifejackets once in the water can be difficult or impossible, depending on the experience of those involved and other factors such as current, wave action and/or water temperature.

Wearing a lifejacket does not always prevent a fatality, but even when it doesn't it can help with the recovery operation and reduce risk for emergency services. An early recovery also reduces distress for the family and friends of a missing person.



TYPES OF LIFEJACKETS

The terms “lifejacket” and “Personal Flotation Device (PFD)” can be used interchangeably. There are three types recognised under Australian Standards that meet NSW regulations:

LIFEJACKET TYPE 1

A type 1 lifejacket provides the highest level of buoyancy, designed to keep the wearer’s head above, and out of the water when unconscious. They are mainly used when boating in open waters and must comply with Australian Standard AS1512-1996 or a number of overseas Standards approved by NSW Maritime. Below are examples of type 1 lifejackets.



LIFEJACKET TYPE 2

A type 2 lifejacket is a buoyancy vest. They are not designed to keep the wearer's head above and out of the water but are manufactured using high-visibility colours and in comfortable styles. Type 2 lifejackets are mainly used when boating in more sheltered enclosed or inland waters. A type 2 lifejacket must comply with Australian Standard AS1499-1996 or European Standard EN 393. Below are examples of type 2 lifejackets.



LIFEJACKET TYPE 3

A type 3 lifejacket is a buoyancy vest with the same overall buoyancy as a type 2 lifejacket. It is not required to be made in high-visibility colours. Type 3 lifejackets are mainly used for aquatic sports such as waterskiing where comfort and style are important. A type 3 lifejacket must comply with Australian Standard AS2260-1996 or European Standard EN 393-1993. Below are examples of type 3 lifejackets.



When is it a requirement to wear a lifejacket now?

In NSW it is compulsory to wear a lifejacket when:

- crossing a coastal bar;
- riding on a personal watercraft (e.g. jetski);
- engaged in tow-in surfing; and
- on a canoe, kayak, windsurfer or kitesurfer when 400 metres or more from shore.

What lifejackets must I carry on my boat?

Current regulations require all recreational vessels in NSW to carry an appropriate size and type of lifejacket for each person on board. They must be stored or placed to allow quick and easy access.

Open Waters

For boats operating on open waters, a type 1 lifejacket must be carried for everyone on board, and must be worn when crossing a coastal bar.

For a PWC, kayak, canoe or windsurfer operating on open waters either a type 1 or type 2 lifejacket must be carried, or worn when required.

Enclosed Waters

For vessels operating on enclosed waters the minimum requirement is for a type 3 lifejacket to be carried for everyone on board.

For a PWC, kayak, canoe or windsurfer operating on enclosed waters the minimum requirement is for a type 3 lifejacket to be carried, or worn when required.

Current circumstances where it is recommended to wear lifejackets

NSW Maritime strongly recommends wearing a lifejacket during periods of **heightened risk** such as when boating alone, when operating on alpine lakes, when towing (water-skiing, aquaplaning, wakeboarding) and for people who are less likely to be able to help themselves, especially when in an open area of a vessel, such as:

- non-swimmers;
- small children aged 12 years or under;
- elderly people; and
- those with serious medical conditions.

Education campaigns about boating safety have resulted in some people adopting the habit of wearing their lifejackets all the time. It is now common to see children wearing a lifejacket when boating, many fishing tournaments require lifejackets to be worn, and most sailing clubs, marine rescue organisations, and surf lifesaving clubs require a lifejacket to be worn as standard operating procedure.

Future changes to standards

From July 2010, a new Australian standard for lifejackets on recreational boats is being progressively introduced across the country. It will still be legal to use existing approved lifejackets, but lifejackets bought after July 2010 will progressively change to comply with the new standard, once old stock is replaced. Look for Australian Standard AS4758 (replacing Australian Standards AS1512, AS1499, and AS2260).



Other jurisdictions

Around Australia and the world there are a wide range of differing regulatory requirements concerning the wearing of lifejackets. In short the rules vary from there being no regulatory requirement, to a requirement to wear a lifejacket at all times. Many of these requirements reflect the inherent *heightened risk* of inclement weather and cold water found in Australia’s southern waters. Some examples of lifejacket regulations, based on the individual jurisdiction’s own risk assessment, are outlined in the table below:

Table 1: Examples of current legislative requirements

Jurisdiction	Lifejackets are required in the following circumstances:
Queensland	<ul style="list-style-type: none"> • all occupants of open vessels less than 4.8 metres while navigating coastal bars; • all children under 12 years of age in an open vessel that is underway and less than 4.8 metres in length; • all occupants of a personal watercraft (PWC); and • when being towed.
Tasmania	<ul style="list-style-type: none"> • all occupants in an open area of any recreational motor boat or motor-propelled tender that is under 6 metres in length and underway; • children under 12 years of any recreational motor boat or tender of any length while underway; and • all occupants of a PWC.
Victoria	<ul style="list-style-type: none"> • all occupants of power driven vessels up to 4.8 metres in length when underway and in an open area of the vessel; • at times of <i>heightened risk</i> (e.g. crossing ocean bars; when operating alone or at night) in vessels between 4.8 metres and 12 metres in length; • all children under 10 years when in an open area of a vessel that is underway; • all occupants of off-the-beach sailing vessels; • all occupants of a PWC; • all occupants of a canoe, kayak or rowing boat; • all occupants of a pedal boat or fun boat; • all kiteboarders and sailboarders; and • all occupants of a recreational tender.

SHOULD EXISTING REQUIREMENTS BE CHANGED?

There are many factors that contribute to a boating fatality and it is impossible to conclude absolutely that wearing a lifejacket would save a person's life in the event of a boating incident. However, there is an international consensus amongst boating safety organisations that a person's chance of survival can be dramatically increased by wearing a lifejacket.

WHAT DOES THE EVIDENCE SAY?

Analysis of fatal boating incidents in NSW

Of the 174 boating fatalities in NSW in the last 10 years, 91 (52%) were from a person falling overboard or a vessel capsize. Drowning is the primary cause of death in both of these types of incidents and only 11 (7%) were known to have been wearing a lifejacket at the time of the incident.

National statistics and initiatives

In Australia, the National Marine Safety Committee (NMSC) comprises the maritime safety bodies of each jurisdiction. The NMSC has a small number of staff employed independently of any jurisdiction who drive the development of national standards, and undertake research.

The NMSC analysed national incident data for the period 1999-2004. That research shows that of the 241 boating related fatalities during that period, drowning was the stated cause in 85% (205) of cases. Only 12% (25) of these people were known to have been wearing a lifejacket.

The report concludes that once a person is in the water, wearing a lifejacket is likely to double the chances of survival.

Full report at: <http://www.maritime.nsw.gov.au/publications/publications.html>

RECOMMENDED CHANGES

PROPOSED CHANGES TO LIFEJACKET REGULATIONS

NSW Maritime has presented recommendations as *heightened risk* proposals, in two categories:

- Mandatory requirements
- Skipper judgement and direction.

When you end up in the water after an accident, the most important factor in saving lives is that you remain buoyant. Type 1 lifejackets are designed to keep your head clear of the water if you are unconscious but are often bulky, cumbersome and intrusive.

It is therefore proposed that in the following *heightened risk* situations staying afloat is the most important factor so as a minimum, a type 3 lifejacket should be worn.

CATEGORY 1. PROPOSED MANDATORY REQUIREMENTS

Proposal: Children less than 10 years old:

- At all times in a vessel less than 4.8 metres in length
- When underway in an open area of a vessel less than 8 metres in length.

Why? It is common practice for a vessel master as well as parents to insist on children wearing a lifejacket. Even so, it is still common to see children in high risk situations without a lifejacket on. In the last 10 years there have been six deaths involving young children. There is little doubt some of these deaths could have been prevented if a lifejacket had been worn.

The highest risk situation for children is when they are on small boats and when they are on a larger vessel that is underway. These risks are significantly mitigated when a lifejacket is worn, and parents benefit from the peace of mind brought by the knowledge their child is safe if they fall in.

There are some circumstances where a lifejacket would not have to be worn. For example, children who can swim would not have to wear a lifejacket when a larger vessel is anchored and a dinghy is being used to access a beach. In other words, tenders to large vessels, operating in highly sheltered and shallow waters with low traffic, and in close proximity to the parent vessel, would be exempt because it is not a *heightened risk* situation. NSW Maritime would work with boating groups to make sure the regulations made sense.

Proposal: When being towed, e.g. water-skiing and wakeboarding:

Why? Even though it is normal practice for persons being towed behind vessels to wear a lifejacket, it is not currently a legal requirement.

Towing activities such as water-skiing usually involve speed so a mishap can result in a high impact fall. A person can be rendered unconscious simply falling off at high speed without colliding with any object. A lifejacket:

- keeps a person afloat if they are disoriented or injured;
- prevents drowning if a person is knocked unconscious from the fall, or is winded;
- protects the torso from the impact of a fall;
- increases the visibility of the person in the water by the occupants of the towing boat and other vessels aiding swift re-boarding; and
- reduces the potential for secondary contact injuries such as propeller strikes.

Proposal: When in a vessel less than 4.8 metres (15 feet) in length:

- At night
- On ocean waters
- On alpine lakes
- When boating alone
- When being used as a tender more than 400 metres from shore.

Why? Whilst it is common practice for boaters to wear a lifejacket on small vessels, drowning events from this kind of boating are overly represented in the statistics. In the last 10 years there were 33 fatalities (19% of all fatalities) involving small boats under 3m in length.

Few people can comfortably swim more than the length of an Olympic pool when fully clothed and many do not have the skills to stay afloat for prolonged periods once they are in the water. In open waters the risk of hypothermia is high for much of the year, as is the risk of being swept away from the craft by swell and current. In these circumstances, wearing a lifejacket keeps the person afloat, and increases their visible profile.

Small vessels are more likely to capsize than larger vessels, particularly in open waters due to their lower stability which makes it more difficult to re-board after capsize.

If they live to tell the tale, boaters involved in a capsize of a small boat often say “it happened so quickly”, “I never thought it would happen to me”, and “it was so unexpected”. The facts show small boats can be a lot safer if you wear a lifejacket.

Too many of these incidents occur after dark. This is a particularly dangerous time because even if you're on the surface and safe, no one can see you, so there is no one to organise a rescue. The extra hours a lifejacket can bring you can make all the difference.

Drowning from boating incidents involving small boats on NSW alpine lakes have overly featured in the fatal incident statistics from July 1999 to June 2009. During this period there were 11 boating fatalities on alpine lakes, of which seven occurred on Lake Eucumbene.

In alpine areas, a common reason small boats capsize is the rapid change in weather conditions. All of the drownings occurred from either a person falling overboard or a vessel capsize.

While air temperatures may be 40°C, water temperatures in alpine lakes are cold all year round and can often be between 4°C and 10°C. The effects of cold water immersion can disable a person very quickly through cold water shock and then hypothermia.

A lifejacket can keep a person afloat until help arrives and can assist the person in getting to land or their vessel. This is particularly important if a fisherman is wearing waders while on-board the vessel which fill up with water upon immersion.

Wearing a lifejacket in cold waters can also assist survival by retaining up to 50% of body heat. The NSW Coroner has recommended the compulsory wearing of type 1 lifejackets in alpine waters for vessels less than 5 metres in length.

Whilst Queensland have adopted a 4.8 metres rule for completely open vessels only, NSW Maritime's view is that cabins on small vessels do not offer significantly increased protection or reduce the likelihood of either capsize or falling overboard.

Proposal: When in an “off-the-beach” vessel operating in ocean waters.

Why? An “off-the-beach” vessel is a relatively small craft, often designed to achieve significant speeds. It is defined as an un-ballasted, sail only vessel and includes centreboard dinghies, windsurfers, skiffs or multi-hulled vessels. Many are designed to be operated by one person and can be launched from a variety of locations, including surf beaches.

These types of vessels can, and do, capsize easily and whilst they are not a major feature in the incident statistics, their use is becoming more popular and they are regarded as high potential risk when operated in ocean waters and when a lifejacket is not worn.

Proposal: When operating small recreational craft such as a sailboard, kayak, canoe, kite surf or similar craft:

- In sheltered waters, when more than 100 metres from an accessible shore
- In ocean waters, at all times.

Why? Current rules require a lifejacket to be worn when more than 400 metres from shore. There have been a small number of fatalities involving these kinds of craft and their use is increasing dramatically. The risks associated with this type of boating are significantly mitigated by wearing a lifejacket.

For the majority of people it would be an insurmountable challenge to swim 400 metres, especially if the weather is rough, they are wearing clothes, and they are disorientated or injured following a capsize.

If you were operating close to shore in sheltered waters, it would still be okay not to wear a lifejacket. But if more than 100 metres from an accessible shore, or in ocean waters, a lifejacket would have to be worn.



Photograph by Jack Atley www.jackatley.com

PROPOSED CATEGORY 2

Skipper Judgement and Direction

The international collision regulations are adopted under the NSW Marine Safety Regulations 2009. Under these regulations the Master (Skipper) has ultimate responsibility for the safety of all passengers on board.

NSW Maritime currently advises skippers they should wear a lifejacket, and encourage their passengers to wear a lifejacket, at times of *heightened risk*.

NSW Maritime is now proposing that the principle of skipper responsibility explicitly state that a skipper must use their judgement to determine when a *heightened risk* situation exists and therefore when to put on a lifejacket. As well, the skipper would be given the power to direct passengers to wear a lifejacket. A passenger who did not follow a skipper's direction would be breaking the law.

Examples of situations where the skipper judgement and direction provision would apply include:

- When weather conditions deteriorate rapidly including periods of low visibility due to heavy rain or fog, or when a strong wind or gale warning has been issued
 - Because things can go wrong quickly and it's one less thing to think about in an emergency
- If your vessel is assisting in a rescue or if you are broken down and awaiting assistance
 - Because there is potential risk to either your vessel's stability or passenger safety
- If you or a passenger would be unable to reasonably assist in your own rescue
 - Because you or a passenger cannot swim or because of age, disability or other condition
- When making a journey at night
 - Because the chances of a prompt rescue are reduced and would rely on notification of an overdue return, rather than visual signals, or a radio call for assistance.

OTHER PROPOSED CHANGES

Some other sensible changes to the regulations have been proposed that make it either easier or safer for boaters. These include:

- Passengers on a PWC being used for tow-in surfing should be allowed to wear a type 3 lifejacket instead of a type 1 lifejacket. Because these are slimline this will encourage them to be worn during the ride in, as well as the tow
- Self inflating lifejackets should not be worn on a PWC because of the risk of them inflating if hit by a wave, which can be potentially dangerous
- When kayaking, canoeing, sailboarding, kitesurfing and operating an “off-the-beach” vessel a type 3 lifejacket could be used. This would minimise the impact on the operation of the craft
- Because the weather on alpine lakes is so changeable, and because hypothermia is such a real threat, it is important to have a lifejacket on that will either support your head when you are weakened by cold or become unconscious, or is highly visible. Vessels of less than 4.8 metres when operating in alpine lakes would therefore be required to carry a type 1 lifejacket (which can help keep your head up and out of the water) as a standard equipment requirement or a type 2 lifejacket (which has more visible colouring than a type 3 jacket)
- Because waders fill with water if you fall in the water, any person wearing either thigh or chest fishing waders would be required to wear a type 1 lifejacket at all times, in any size boat
- Lifejackets can be an encumbrance and a potential safety risk when racing small sail craft. For organised sailing events operating under an aquatic licence, and where a rescue boat is present, organisers could seek an exemption providing the participants wear a buoyant wetsuit
- Current regulations require vessels to carry an appropriate size and type of lifejacket for each person on board, and they must be stored or placed to enable quick and easy access. There are many occurrences where there has not been sufficient time to access them from a hold or storage space. It is therefore proposed that if lifejackets are not being worn, for vessels under 8 metres and underway this be changed to being readily accessible **and either** visible to passengers **or** with their location marked by an unobstructed and clearly visible sign saying **LIFEJACKETS**.

FURTHER ISSUES FOR CONSIDERATION

The boating community has made a valuable long term contribution to the debate about when and where is appropriate and necessary to wear a lifejacket, and detailed consultation has occurred over the last 12 months with peak advisory and industry bodies. As part of the ongoing debate some of the issues raised, and NSW Maritime's responses, are outlined below:

SAFETY

Issue: Having to wear a lifejacket potentially inhibits movement around a vessel, affecting the ability to carry out the tasks required to operate the vessel, and potentially being hazardous if trapped underneath or inside a capsized boat.

Response: There are many types of lifejacket that can be worn without hindering movement. NSW Maritime's records reflect one incident when a half-cabin runabout capsized while crossing a coastal bar and where both occupants were wearing a lifejacket at the time. One drowned when his lifejacket became caught inside the vessel.

Issue: Wearing a lifejacket at all times can be uncomfortable.

Response: There are a wide range of lifejackets on the market designed to be worn at all times including comfortable slimline models. There are also soft-shell all-purpose jackets available that are comfortable to wear, look like an ordinary jacket and provide significant thermal and wet weather protection.

Many fishing and competition sailing events require a lifejacket be worn at all times.

COSTS

Issue: Would there be a large cost to boaters?

Response: Every boat must already carry a lifejacket for everyone on board. If as a result of the proposed changes some people decided to buy a more comfortable lifejacket, a type 3 lifejacket can be purchased from around \$40, and an inflatable type 1 lifejacket from around \$100.

This small individual cost should be offset against the personal costs to families of a boating fatality, and the costs to the community. National Marine Safety Committee researchers estimate the average financial cost to the community of a boating fatality is around \$1.5 million including search and rescue, ambulance and hospital services.

EDUCATION

Issue: Increased education is the key tool to increasing lifejacket use.

Response: Clearly, education must play a vital role in communicating safe boating practices even where there are regulations. But whilst education raises awareness about safety requirements, it has only had a moderate effect in terms of changing boater behaviour in putting on a lifejacket. In just 7% of boating fatalities in Australia, the victim was wearing a lifejacket – so the message just hasn't been sinking in.

Education campaigns are well received by the boating public who understand the carriage of safety equipment is critically important. National and State education campaigns have extensively promoted and encouraged the wearing of lifejackets, but education is not always sufficient and an approach combining education and regulation has been recognised as a requirement to change behaviour in some circumstances.

Non compliance with lifejacket legislation remains a primary boating safety issue. In the 2007/08 boating season, lifejackets were the highest non-compliance category.

A blend of education and regulation has worked for bar crossings. In 2003, the requirement to wear a lifejacket when crossing a coastal bar was introduced. In the six years since 2003 there have been two fatalities whilst in the preceding 11 years there were 14, a reduction of around 75%. This measure alone has been responsible for the marginal trend in reduced fatalities per boat licence over that period.

CHANGES

Issue: When would any changes come into force?

Response: Once consultation has been completed, NSW Maritime will consider submissions and views, and make recommendations to the Minister for Ports and Waterways for any changes.

Regulations would be adopted in early 2010 but there would be a long phase-in period involving an advisory approach in the first instance.

Issue: Would these changes apply to commercial vessels?

Response: These proposals apply to recreational boating. This doesn't mean there won't also be some changes for commercial vessels but there will need to be direct discussions with the Commercial Vessel Association and relevant sectors of the industry. This will occur as part of the consultation on the new commercial vessels regulations in early 2010.

ROCK FISHING SAFETY

Rock fishing can be great fun but it can also be dangerous. That doesn't mean it can't be safe if you know the rules, and wear the right equipment. For instance, wearing the right footwear avoids slips and helps you to easily regain your foothold if a wave knocks you off your feet. Head protection can save you from skull injury against sharp rocks. Wearing a lifejacket keeps you afloat if you end up in the water and gives you the support you need to help you swim away from the rocks and wait for rescue.

NSW Maritime doesn't have a role in rock fishing safety, but stakeholders have asked us to include the issue for discussion. So far in 2009, nine people have drowned whilst rock fishing and this is simply too many.

Regulating this would not be easy. Some fishing can be done very safely from the rocks, especially in sheltered bays and inlets. But some rock platforms are on high energy exposed coastline where large waves can break unpredictably. We're interested in your views about what could or should be regulated, where and when. For instance, one suggestion has been that it be compulsory to wear a minimum of a type 3 lifejacket on exposed rock platforms whenever a warning has been issued for high wind or wave conditions. Another has been that certain areas be sign posted as lifejacket wearing areas. This would place the onus on the fishermen to make sure they checked before fishing.

Rock fishing can be dangerous. Follow these basic safety tips at all times when rock fishing:

- Ask for advice from locals who know the area
- Observe first, fish later, and stay alert
- Never fish in exposed areas during rough or large seas
- Never fish by yourself and inform others of your plans
- Wear light clothing and a buoyant garment such as a type 3 lifejacket
- Wear appropriate footwear and carry safety gear
- Plan an escape route in case you are washed in.

For further information about safe rock fishing, visit www.safewaters.nsw.gov.au

If you have an opinion on whether people rock fishing should wear a lifejacket, it would be good to hear from you. This issue is not being evaluated as part of the online survey but any feedback you have is important so please email enquiries@maritime.nsw.gov.au and state Agree or Disagree, and provide any comments. The government will then continue to work with stakeholders to seek ways to improve safety for people rock fishing.

HOW TO MAKE A SUBMISSION

You can provide feedback and comment on this paper through the NSW Maritime online submission form at www.maritime.nsw.gov.au. If you need clarification on any issue please contact Recreational Boating on (02) 9563 8736.

If unable to make use of the online feedback form, you can make a submission in writing to:

Policy and Projects Branch

Recreational Boating & Regional Services Division

NSW Maritime

Locked Bag 5100

CAMPERDOWN NSW 1450

Full details of current NSW boating safety regulations and other information can found at: www.maritime.nsw.gov.au and a range of relevant reports and statistics can be found at the National Marine Safety Committee's website at www.nmsc.gov.au

A table of current lifejacket requirements and proposed changes is available online at www.maritime.nsw.gov.au