

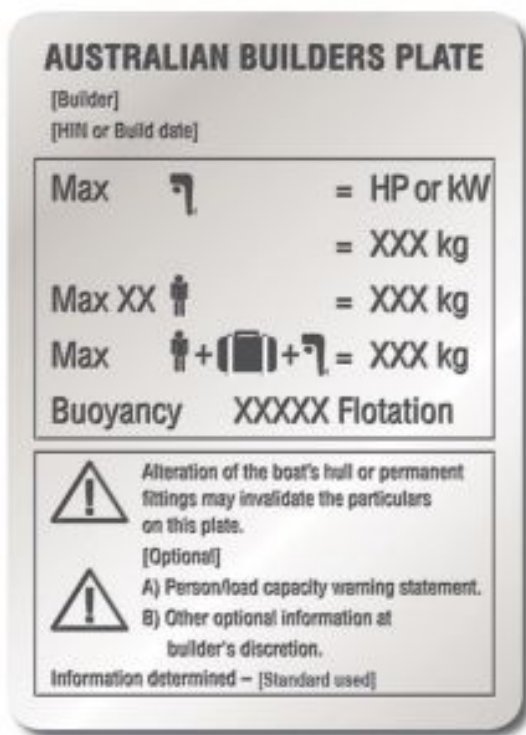


AUSTRALIAN BUILDERS PLATE

CONSULTATION – BACKGROUND, CHANGES & PARTICIPATION

AUSTRALIAN RECREATIONAL BOATING SAFETY COMMITTEE

THE AUSTRALIAN BUILDERS PLATE (ABP) OBJECTIVES & REVIEW



Sample ABP plate for a boat less than 6 metres, designed to be powered by an outboard engine.

The purpose of reviewing the ABP Standard is to ensure that it's achieving it's important safety objectives.

The objective of the ABP is to enhance the safety of persons on a recreational boat. It does this by providing for—

- a declaration by the builder or importer that the boat meets, to the extent specified within this Standard, the requirements of relevant national or international standards applicable to recreational boats;
- ready access to essential safety information on the limitations applicable to the use of the boat to encourage appropriate and responsible use of the boat; and
- information on the buoyancy characteristics of the boat so that persons may make informed decisions regarding its purchase and use.

WHY SHOULD THE ABP STANDARD BE UPDATED?

A nationwide examination of the ABP system has shown it plays an important role in ensuring boaters understand the safe operating limitations of their boats, however-

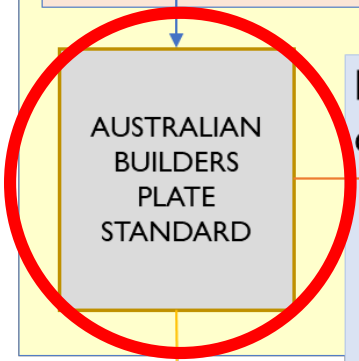
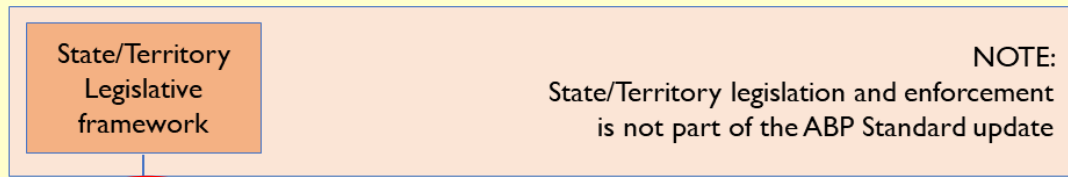
Some small volume boats have been sold with recommended loading masses which appear to exceed safe loading masses.

The current ABP Standard is confusing and ambiguous.

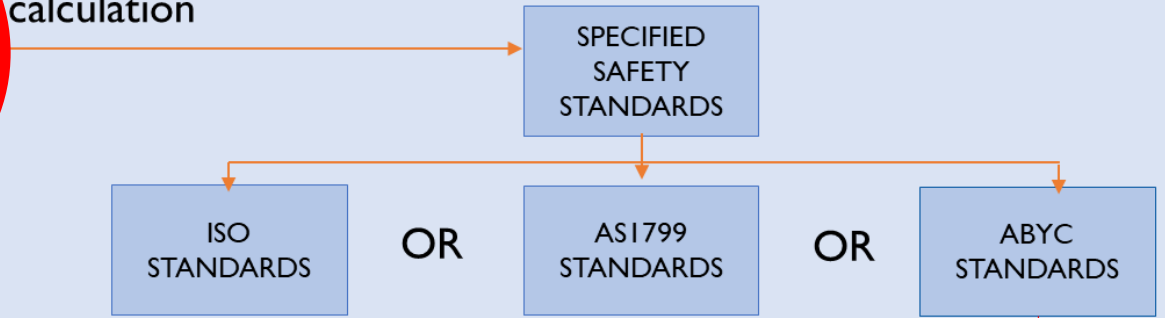
The current ABP Standard is **NOT** achieving its stated objectives.

THE ABP STANDARD IN CONTEXT

A. Regulatory Framework



B. Select specified technical standard to be utilised for ABP Values calculation

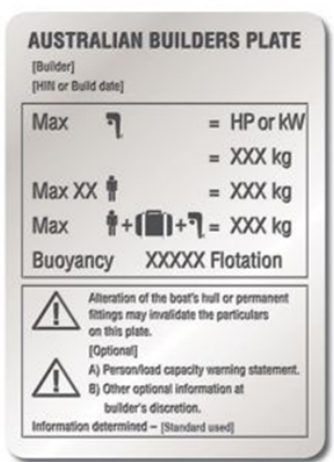


C. Map Specified Technical Standard requirements to ABP Standard clauses



Example selected specified standard

The ABP Standard is the specific focus of this consultation & review process



WHAT CHANGES ARE PROPOSED?

- **Introducing the concept of “full accordancy”.**

The review of the current ABP Standard found a lack of clarity regarding how ABP values such as loading masses and engine power must be determined.

To remedy this issue, the concept of determining values in “full accordancy” with a specified standard has been introduced.

Eg. Where the current ABP Standard requires that maximum person load is listed- “..as recommended by the boat’s builder..” the proposed Standard requires- “..the maximum person capacity for the boat as determined in accordancy with the specified standard.”

Eg. The proposed standards requires- “any preconditions, conditions, or any other requirements in the specified standard pertaining to the item (eg. load/engine-power/etc) being determined are fully met.”

WHAT CHANGES ARE PROPOSED?

- **Requiring that flotation is fitted in accordance with the specified standards (for boats less than six metres in length).**

The current ABP Standard allows ISO or ABYC standards to be nominated for a boat, without fitting flotation that meets the nominated standard's requirements. It's proposed that flotation must be fitted in accordance with the standard used.

Eg. Most outboard powered vessels (under six metres) using ISO or ABYC will be required to fit level flotation.

As ASI 799 allows basic flotation to be fitted, basic flotation will still be acceptable where ASI 799 is the specified standard.

- **Clearly state where values that don't conform with the specified standard may be used.**

It's currently unclear that a boat builder may elect to list engine power rating, person capacity and maximum load that is lower (safer) than the values calculated from specified standards.

WHAT CHANGES ARE PROPOSED?

- **Move auxiliary engine mass from “outboard engine mass” to “maximum load”.**

Currently, when a boat might be fitted with an auxiliary engine, the auxiliary engine mass should be included in the ABP “maximum engine mass” value.

It’s proposed that (when a boat may be fitted with an auxiliary engine) the mass of the auxiliary engine and associated masses (batteries, mounting brackets, etc) are instead allocated mass from the vessels “maximum/carry-on load”.

- **Change from optional to mandatory warning statements.**

The current ABP Standard contains an optional warning statement regarding the decreasing of loading masses in certain conditions (“reduction of load”). It also includes an optional warning statement regarding safe passenger numbers to be carried on the flybridge.

It’s proposed that these statements are made mandatory where applicable, and more guidance is provided to ensure the statements are consistent with the specified standards.

WHAT CHANGES ARE PROPOSED?

- Where a HIN is affixed to a boat, require that the HIN is also displayed on the ABP.
- Provide clearer guidance regarding the responsibility for determining and fixing ABPs.
- The addition of new examples/scenarios.
- The removal of unnecessary referenced technical standards.
- The update of administrative and background information.
- A general restructure of document to reduce ambiguity, improve consistency and ease of understanding.
- The introduction of quick reference tables to assist with understanding requirements and locating specified standard clauses.

THE CONSULTATION PROCESS



- **Maritime Safety Queensland (MSQ) are facilitating the ABP Standard consultation process on behalf of Australian maritime agencies.**

Consultation will be hosted via the MSQ website. It will be open for general feedback for 60 days.

To comment on the proposed ABP Standard, please visit:

<http://msq.qld.gov.au/About-us/News-and-stories/Australian-Builders-Plate>

- **Following the consultation period, feedback will be reviewed by a working group comprised of industry and Government representatives.**

The new edition of the ABP Standard will then require the endorsement of the Transport & Infrastructure Council prior to its publicised implementation.

FURTHER INFORMATION

For further consultation information, please see the associated consultation documents hosted at:

<http://msq.qld.gov.au/About-us/News-and-stories/Australian-Builders-Plate>

- The *Draft – The National Standard for the Australian Builders Plate for Recreational Boats, Edition 5* is the proposed new ABP Standard.
- The *Consultation Paper, Proposed ABP Standard Edition 5* provides an in depth examination of the ABP review process.
- The *FAQ's, Proposed ABP Standard ed.5* answer specific questions regarding the proposed Standard and it's changes.

For further information regarding existing ABP requirements, please read the FAQ's hosted at:

<https://www.anzsbeg.com.au/index.php/boating-safely/australian-builders-plate>



ABPWG

Australian Builders Plate Working Group

Comprised of representatives from:

Australian Maritime Safety Authority

Centre for Maritime Safety - NSW

Department of Infrastructure, Planning and Logistics - NT

Department of Planning, Transport and Infrastructure - SA

Department of Transport - WA

Maritime & Safety Tasmania

Maritime Safety Queensland

Maritime Safety Victoria

THANK YOU

AUSTRALIAN RECREATIONAL BOATING SAFETY COMMITTEE