



## Consultation Feedback Report – Amendments to Marine Order 502 (vessel identifiers—national law) 2013 and Marine Safety (vessel identifiers) Exemption 2016

### Outline

The Australian Maritime Safety Authority (AMSA) has amended the following regulatory instruments to provide greater flexibility around the requirement to display unique identifiers on domestic commercial vessels (DCVs), in addition to other clarifying amendments:

- *Marine Order 502 (Vessel identifiers—national law) 2013* (Marine Order 502); and
- *Marine Safety (Vessel identifiers) Exemption 2016* (Exemption 01).

The revised Marine Order 502 and Exemption 01 have now been made and are available on the [AMSA website](#). These revised instrument will commence on 1 July 2017.

### Consultation Feedback

Consultation on the proposed amendments to Marine Order 502 and Exemption 01 (**Appendix A**) was conducted between 22 March 2017 and 18 April 2017. Feedback was sought from the general public and key stakeholders including the:

- Domestic Commercial Vessel Industry Advisory Committee;
- Fishing Industry Advisory Committee; and
- Maritime Agencies Forum.

AMSA received seven submissions in response to the proposed amendment to Marine Order 502 and five submissions in response to the proposed extension to Exemption 01. These comments and AMSA's responses are set out in **Table 1** and **Table 2**.

### Amendments in response consultation feedback

#### **Marine Order 502**

AMSA received a number of submissions in response to the proposed amendments to Marine Order 502. In summary, there was broad support for the proposed amendments to Marine Order 502. AMSA made only two minor amendments to Marine Order 502 following consultation:

- Section 2 – subsection 2(1) has been removed. The effect of this is that Marine Order 502 will no longer restrict who can apply for a UI, and will simply rely of subsection 30(1) of the National Law which allows *any* person to apply for a unique identifier, without having to list who those persons may be. This includes for example, a person who builds a DCV or a person who owns a DCV, in addition to others who may wish to apply. The Note to this provision has been

amended to clarify that a person may apply for a unique identifier *before* construction of a DCV commences.

- Section 4(3) – amended to clarify when a unique identifier issued to a DCV during its construction needs to be displayed on the vessel. Rather than requiring the identifier to be displayed prior to the vessel undertaking its commissioning survey, section 4 now provides that the unique identifier for these kinds of vessels need to be displayed prior to the vessel first being launched. This further amendment was made to reflect the fact that not all DCVs are required to undergo survey (for example vessels that are exempt from survey), and better reflects the policy position that all DCVs are required to have their unique identifiers displayed prior to being operated.

In addition to the above amendments, AMSA's Guidance Notice on unique identifiers (AMSA527) will be amended to reflect the amendments to Marine Order 502 and to provide further guidance on how a unique identifier may be clearly and prominently displayed on a vessel for the purposes of the new display criteria in section 4(1).

### ***Exemption 01***

AMSA received four submissions in response to the proposed extension to Exemption 01 which would exempt the following kinds of DCVs from the requirement to display a unique identifier:

- personal watercrafts;
- human powered vessels, including dragon boats; and
- sailing vessels that are < 7.5 metres long, do not have an auxiliary engine or an auxiliary engine < 3.5 kW propulsion power.

Of these submissions, three submitters raised particular concerns with PWCs being exempt from the requirement to display a unique identifier. One submitter commented: *“These vessels are also exempt from holding a Certificate of Operation and a Certificate of Survey, therefore this exemption will mean that operators of these vessels will not require any engagement with the National regulator. As such the regulator will be completely unaware of the domestic commercial vessels that are operating under these exemptions, nor have any proper means of communicating with the operators of these vessels.”* Other submitters shared a similar view.

AMSA has made the following amendments to Exemption 01 in response to the consultation feedback and the broader policy reasons for requiring DCVs to have and display a unique identifier, as outlined above.

### **Personal watercrafts**

A unique identifier is a unique identification number issued to each vessel that stays with the vessel for its lifetime even if it changes ownership or use. Uniquely identifying each vessel allows the National Regulator to monitor vessels and review the history of their ownership and operation over time. It also provide the basis of identifying ownership for compliance and enforcement purposes or to find the owner if a vessel is found adrift.

PWCs are often operated in waters that are not sheltered, and therefore are potentially at greater risk of capsizing than vessels operating in smooth or partially smooth waters. Given the increased risk, the ability for the National Regulator and/or rescue personnel to quickly identify a PWC (and associated

owner) through its unique identifier will assist with rescue efforts and associated compliance activities, where necessary.

For these reasons, and considering that AMSA did not receive any submissions supporting the proposal, AMSA has not progressed the amendment to Exemption 01 exempting all kinds of PWCs from the requirement to display a unique identifier.

*Note: PWCs used in an aerial freestyle operation are currently exempt from the requirement to display a unique identifier under the Marine Safety (Aerial freestyle devices) Exemption 2016 (Exemption 35). This exemption will be continued for these kinds of PWCs at this stage however, for simplicity, will be located in Exemption 01 rather than a standalone exemption. AMSA considers that there are adequate controls in place in relation to the use of PWCs with an aerial freestyle device.*

#### Human powered vessels and sailing vessels < 7.5 metres long, etc

The National Law regulates approximately 27,000 DCVs across the country. The fleet is involved in a wide range of commercial activities in highly varied conditions, from small canoes and kayaks to ferry fleets carrying millions of passengers per year. The National Regulator's [Statement of Regulatory Approach](#) provides that the regulatory approach must be flexible enough to manage the risks of these different vessels.

The [2012 Regulatory Plan](#)<sup>1</sup> noted at that time that some stakeholders also questioned the need for vessel identification for all vessels, including those that are usually used in lower-risk operations—for example, canoes may not require individual identification number. AMSA's response at that time was that, between 2012 and 2016, further consideration will be given to any appropriate exemptions from the vessel identification requirement, and in particular, small hire and drive vessels.

The kinds of operations and areas that human powered and small sail vessels are used for are lower in risk, and therefore generally require less regulatory effort than powered vessels. The proposed extension to Exemption 01 to exempt human powered and small sail vessels from the requirement to display a unique identifier will provide these kinds of vessels with a "light touch" regulatory treatment, consistent with the Statement of Regulatory Approach and in line with the Commonwealth Government's deregulation agenda.

For these reasons, AMSA has progressed the amendment to Exemption 01 exempting human powered vessels and small sailing vessels, other than those kinds of vessels that are Class 1, from the requirement to display a unique identifier. This exemption is provided at section 5(2) of Exemption 01.

This amendments will benefit industry as a broader range of vessels will be exempt from the requirement to display a unique identifier, resulting in cost savings associated with displaying an identifier, particularly for operations with a high number of these kinds of vessels. These vessels will however still need to be issued a unique identifier so that any applications or approvals can be linked to the vessel, and to provide the National Regulator with transparency of the size and operational demographics of the DCV fleet.

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<sup>1</sup> [The Regulatory Plan Consultation Feedback Report](#), May 2012, AMSA, pp 40 and 41, and 70.

### Dragon boats

Dragon boats are currently exempt from the requirement to display a unique identifier under the *Marine Safety (Dragon boats) Exemption 2015* (Exemption 37). This exemption will be continued for dragon boats at this stage however, for simplicity, will be located in Exemption 01 rather than a standalone exemption.

### **More information**

AMSA will shortly be updating the Guidance Notice on unique identifiers and will be available on the [AMSA website](#)

**TABLE 1 – Marine Order 502**

Comment No.	Provision	Industry comment / submission	Response to submission
1.	2	As a professional designer of commercial vessels. Both myself, my Company and our associates in the ship building sector totally support the changes to MO 502 that allow for a builder to apply for a unique vessel identifier at the beginning of the design and construction process.	Thank you for your submission. Your feedback has been noted.
2.	2 4 5	I agree with the changes proposed for MO 502 in regards to "Display Criteria", "Applying for a New Identifier" and "Removal or Alteration of Identifiers". These changes will help reduce red tape and unnecessary administration time and charges for the operator as well as AMSA.	Thank you for your submission. Your feedback has been noted.
3.	4	In my view, as a boat operator and AMSA surveyor the current location of the UVI is easily located and a known entity. To change the display criteria to anywhere on a vessel (even only displaying on one side) I believe creates confusion for anyone try to locate the UVI. for eg: 2 vessels <15m passing @ 10 knots the window for searching and locating the UVI in amongst all other accoutments on the vessel as well as reading it would be difficult. when you increase the speed to 15 or 20 knots it is nearly impossible. then add in that some vessels display near bow (as per current legislation both Commercial AND recreational) and other anywhere will create confusion. I believe consistency is the key, both operators and public vessels should be the same. On land, all vehicles are the same for a reason - immediate identification of vehicle.	<p>Thank you for your submission. The proposed display criteria still requires unique identifiers to be displayed clearly and prominently on the vessel. This includes when the vessel is operating, travelling at speed or in adverse weather. Additionally, the proposed display criteria will also allow larger vessels to use numbers/letters that are of a larger size than is allowable under the current display criteria, thereby increasing visibility. Furthermore, vessel owners will no longer need to apply to the National Regulator for an exemption or approval to display a unique identifier in an alternative manner, where they are unable to display in accordance with the current display criteria, or alternatively, if they want to use larger numbers/letters for increased visibility.</p> <p>AMSA will provide further guidance on how a unique identifier may be clearly and prominently displayed on a vessel in AMSA's Guidance Notice on Unique identifiers.</p>

Comment No.	Provision	Industry comment / submission	Response to submission
		Exemptions for vessels not propelled by an engine > a minimum kw (as proposed) would ease the burden on an operator.	Thank you for your submission. AMSA has extended Exemption 01 to provide an exemption from the requirement to display a unique identifier for the following kinds of vessels: human powered vessels and sailing vessels that are < 7.5 metres long, do not have an auxiliary engine or an auxiliary engine < 3.5 kW propulsion power. This exemption does not apply to vessels of these kinds that are Class 1.
4.	4 2 5	<p><b>Display Criteria</b></p> <p>The requirement to display a registration number on board a commercial vessel has been in place since the commencement of the USL. The proposed amendment requires that the number be clearly and prominently displayed on the vessel. Such a determination is very open to interpretation, and does not even dictate that the number must be displayed on the outside of the vessel.</p> <p>This amendment means that the requirements to display a UVI on a commercial vessel will be a lesser requirement than is required for the display of recreational registration on vessels in Tasmania. Which could cause compliance and enforcement issues.</p> <p>For these reasons we do not support the changes to the increased flexibility on where and how a unique identifier can be displayed.</p> <p><b>Applying for a unique identifier – vessels in build</b></p> <p>As a UVI is required by AMSA before an exemption of equivalence can be provided then it is common for UVI to be needed before commencement of the vessels build. It may be beneficial to also identify that a vessel designer</p>	<p>Thank you for your submission. AMSA will provide further guidance on how a unique identifier may be clearly and prominently displayed on a vessel in AMSA’s Guidance Notice on Unique identifiers.</p> <p>As outlined above, the proposed display criteria still requires unique identifiers to be displayed <i>clearly</i> and <i>prominently</i> on the vessel at all times. The proposed display criteria will also allow larger vessels to use numbers/letters that are of a larger size than is allowable under the current display criteria, thereby increasing visibility.</p> <p>Thank you for your feedback. As noted above, Marine Order 502 will no longer restrict who can apply for a UI, and will simply rely of subsection</p>

Comment No.	Provision	Industry comment / submission	Response to submission
		<p>may apply for a UVI, since a vessel designer may need to apply for an exemption and/or equivalences prior to a builder being engaged.</p> <p><b>Removal or alteration of unique identifiers</b> This amendment will make it easier for DCV to transition into recreational registration.</p>	<p>30(1) of the National Law which allows any person to apply for a unique identifier, without having to list who those persons may be.</p> <p>Your feedback has been noted.</p>
5.	2	<p>Sect 2 (1) Note – needs to clearly articulate that the unique identifier may be obtained by a <u>designer</u> when drafting/approving plans for a DCV. The note suggests that builders may obtain the UI during construction phase but before plan approval has been given.</p>	<p>Thank you for your feedback. As noted above, Marine Order 502 will no longer restrict who can apply for a UI, and will simply rely of subsection 30(1) of the National Law which allows any person to apply for a unique identifier, without having to list who those persons may be. The Note also clarifies that a unique identifier may be obtained <i>before</i> construction of a DCV commences.</p>
6.	4	<p>In my opinion the unique identifier should be different to all recreational craft and the numerals should end with the higher NSCV class alphabet letters eg A, B ,C, D, E. To be displayed on the transom minimum size 75mm in height and on the side a maximum of 200mm height.</p> <p>No vessels to have an exception. All vessels need a UI.</p>	<p>As outlined above, the proposed display criteria still requires unique identifiers to be displayed <i>clearly</i> and <i>prominently</i> on the vessel at all times. The proposed display criteria will also allow larger vessels to use numbers/letters that are of a larger size than is allowable under the current display criteria, and provide greater flexibility around where a unique identifier can be displayed on a vessel.</p> <p>As outlined above, AMSA has not progressed amendments to Exemption 01 to exempt PWCs from the requirement to display a unique identifier. AMSA has however extended Exemption 01 to provide an exemption from the requirement to display a unique identifier for the following kinds of vessels: human powered vessels and sailing vessels that are &lt; 7.5 metres long, do not have an auxiliary engine or an auxiliary engine &lt; 3.5 kW propulsion power. As noted above, the kinds of operations and areas that human powered and small sail vessels are used for are lower in risk, and therefore a “light touch” regulatory treatment is considered appropriate.</p>
7.	4 2	<p><b>Display Criteria</b> We suggest that the requirements in MO 502 still require the numbers to be a solid colour in contrast to the back ground. We are currently</p>	<p>As outlined above, the proposed display criteria still require unique identifiers to be displayed <i>clearly</i> and <i>prominently</i> on the vessel at all times. AMSA will however provide further guidance on how a unique</p>

Comment No.	Provision	Industry comment / submission	Response to submission
	5	<p>seeing recreational vessel using outlines making it difficult to see from a distance.</p> <p><b>Applying for a Unique identifier – Vessel in build</b> We have no comment.</p> <p><b>Removal or alteration of unique identifiers</b> We have no comment.</p>	<p>identifier may be clearly and prominently displayed on a vessel in AMSA's Guidance Notice on Unique identifiers.</p> <p>Your feedback has been noted.</p> <p>Your feedback has been noted.</p>

**TABLE 2 – Exemption 01**

Comment No.	Provision	Industry comment / submission	Response to submission
1.	5(2)	<p>If a vessel is deemed to be a commercial vessel then it should have a unique identifier which should be displayed.</p> <p>The size of the display may vary depending on the size of the vessel. In this age of computerization it makes sense for a MSI on patrol with a laptop or tablet to be able to identify a vessel and do basic checks without having to stop the vessel and inconvenience the owner to find out if the vessel is a commercial vessel and what is it allowed to do.</p>	<p>Thank you for your submission. AMSA has extended Exemption 01 to provide an exemption from the requirement to display a unique identifier for the following kinds of vessels: human powered vessels and sailing vessels that are &lt; 7.5 metres long, do not have an auxiliary engine or an auxiliary engine &lt; 3.5 kW propulsion power. The kinds of operations and areas that human powered and small sail vessels are used for are lower in risk, and therefore a "light touch" regulatory treatment is considered appropriate. This exemption does not apply to Class 1 vessels.</p> <p>As outlined above, the proposed display criteria still requires unique identifiers to be displayed <i>clearly</i> and <i>prominently</i> on the vessel at all times. The proposed display criteria will also allow larger vessels to use numbers/letters that are of a larger size than is allowable under the current display criteria, thereby increasing visibility.</p>

Comment No.	Provision	Industry comment / submission	Response to submission
2.	5(2)	<p>Removal from these vessels to have and display a UVI raises concerns for us, especially in the case of PWC's. These vessels are also exempt from holding a Certificate of Operation and a Certificate of Survey, therefore this exemption will mean that operators of these vessels will not require any engagement with the National regulator. As such the regulator will be completely unaware of the domestic commercial vessels that are operating under these exemptions, nor have any proper means of communicating with the operators of these vessels.</p> <p>In the case of PWC's it is a requirement in our jurisdiction that recreational PWC's are registered, and display their registration number. We regularly have compliance issues with PWC operators and can't understand the logic of removing the requirements to display a registration number. For it is important that individual PWCs can be identified and compliance issues reported based on the numbers displayed on the craft.</p>	<p>Thank you for your submission. In response to feedback received during consultation, AMSA has not progressed amendments to Exemption 01 to exempt PWCs from the requirement to display a unique identifier.</p>
3.	5(2)	<p>In response to calls for comments to the proposed amendments to EX01 and MO 502, we have consulted. Our combined view is that the extension to EX01 should not be amended to exempt all human powered vessels; sailing vessels &lt; 7.5m long; personal watercraft (PWC), and dragon boats.</p>	<p>Thank you for your submission. As outlined above, AMSA has not progressed amendments to Exemption 01 to exempt PWCs from the requirement to display a unique identifier.</p> <p>AMSA has however extended Exemption 01 to provide an exemption from the requirement to display a unique identifier for the following kinds of vessels: human powered vessels and sailing vessels that are &lt; 7.5 metres long, do not have an auxiliary engine or an auxiliary engine &lt; 3.5 kW propulsion power. As noted above, the kinds of operations and areas</p>

Comment No.	Provision	Industry comment / submission	Response to submission
		<p>We raised the issue of on water compliance and enforcement in regards to the display of unique identifier for DCV's at the Maritime Agencies Forum in March 2017. We not believe it is an onerous burden to display a unique identifier for commercial vessels. A clearly displayed unique identifier has a number safety benefits such as enabling enforcement officers to verify all commercial vessels, monitor areas of operation, follow through on compliance issues and assist with resolving search and rescue situations regarding such craft.</p>	<p>that human powered and small sail vessels are used for are lower in risk, and therefore a "light touch" regulatory treatment is considered appropriate.</p>
4.	4 5(2)	<p>An exemption should not define what a personal watercraft is, the definition should be included in NSCV Part B. The definition is also not consistent with the definition provided for in other sections of the National Law/NSCV.</p> <p>A personal watercraft must not be exempt from the requirement to display a unique identifier as this would provide great confusion for both the operators and our enforcement partners to distinguish those that are DCV's and those that are Queensland regulated ships operating without registration.</p>	<p>As outlined above, AMSA is not progressing amendments to Exemption 01 to exempt PWCs from the requirement to display a unique identifier.</p>
5.	5(2)	<p><b>General comments:</b> We do not support the amendment of EX 01. Under the <i>Western Australian Marine Act 1982</i> all Commercial vessels including human powered, hire and drive, sailing vessels and PWCs vessels were required to display numbers to clearly</p>	<p>Thank you for your submission. As outlined above, AMSA has not progressed amendments to Exemption 01 to exempt PWCs from the requirement to display a unique identifier.</p> <p>AMSA has however extended Exemption 01 to provide an exemption from the requirement to display a unique identifier for the following kinds</p>

Comment No.	Provision	Industry comment / submission	Response to submission
		<p>identify them as commercial vessels. The display of these numbers similar to recreational vessels assists should a vessel require rescue. It also assists in compliance to determine which vessels are associated with commercial operations as not all of the vessels will have business names on them. The removal of this requirement will make it difficult from compliance staff to identify commercial vessels from recreational. The cost of stickers and the time taken to place them on the vessel particularly given the proposed amendments to MO 502 does not in DoT's opinion justify the exemption.</p> <p><b>Specific comments</b>  All human powered vessels - As per general comments.</p> <p>Personal Watercraft (PWC), including PWC's used in an aerial freestyle device operation - Currently all recreational PWCs require registration stickers to be displayed. Having DCV PWCs would result in them being pulled over to confirm they are DCVs and generate more of an impost on operators of these craft</p> <p>Dragon boats - We would possibly support this as Dragon Boats are easily identifiable by club names on the side of vessels.</p>	<p>of vessels: human powered vessels and sailing vessels that are &lt; 7.5 metres long, do not have an auxiliary engine or an auxiliary engine &lt; 3.5 kW propulsion power. As noted above, the kinds of operations and areas that human powered and small sail vessels are used for are lower in risk, and therefore a "light touch" regulatory treatment is considered appropriate.</p> <p>As outlined above, AMSA considers a "light touch" regulatory treatment for human powered vessels and small sail is appropriate.</p> <p>As outlined above, AMSA is not progressing amendments to Exemption 01 to exempt PWCs from the requirement to display a unique identifier. Dragon boats are currently exempt from the requirement to display a unique identifier under Exemption 37. This exemption will be continued going forward however, for simplicity, will be located in Exemption 01 rather than a standalone exemption.</p>



## Consultation on proposed amendments to Marine Order 502 (vessel identifiers—national law) 2013 and Marine Safety (vessel identifiers) Exemption 2016

### Outline

The Australian Maritime Safety Authority (AMSA) is proposing to amend the following regulatory instruments to provide greater flexibility around the requirement to display unique identifiers on domestic commercial vessels (DCVs):

- *Marine Order 502 (Vessel identifiers—national law) 2013* (MO 502)—to provide greater flexibility around how a unique identifier can be displayed on a vessel; and
- *Marine Safety (Vessel identifiers) Exemption 2016* (EX01)—to provide for additional kinds of vessels to be exempt from the requirement to have a unique identifier.

### Background

Sections 32 to 35 of schedule 1 of the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (the National Law) makes it an offence for a DCV to be operated without a unique identifier being issued for, and displayed on, a DCV. MO502 sets out the process for obtaining a unique identifier and how a unique identifier is to be displayed on a DCV.

A number of workability issues have recently been identified with the existing requirements for unique identifiers outlined in MO502. Industry has sought greater flexibility both in relation to display requirements and in the number and type of vessels required to have and display a unique identifier.

The current requirement to display a unique identifier on both sides of the vessel is considered too rigid and unintentionally restricts the operational agility of MO502. Further, it is considered that the requirement to display a unique identifier within 21 days of it being issued does not contemplate that unique identifiers can be issued for a vessel prior to construction being completed. Furthermore, the requirement for human powered vessels such as kayaks to display a unique identifier is seen as an unnecessary burden on owners.

Due to these issues, the National Regulator has received a number of applications for specific exemptions from the requirement to display a unique identifier, or to display a unique identifier in an alternative manner.

### Proposed amendments

The proposed amendments to MO502 and EX01 are consistent with AMSA's commitments in the [Statement of Regulatory Approach](#) and are in line with [AMSA's Annual Regulatory Plan 2016](#).



Amendments to MO502

Key amendments to MO502 include:

Requirement	Proposed amendment
<p><b>Display criteria</b></p>	<p><b>Purpose of amendment: To give industry greater flexibility on where and how they can display a unique identifier.</b></p> <p><i>Current situation</i></p> <p>The display criteria in section 8 of MO502 requires a unique identifier to be displayed on both sides of the vessel; and with numbers and/or letters to be of a prescribed height and colour.</p> <p><i>Proposal</i></p> <p>AMSA wants to give industry greater flexibility on how they can display unique identifiers to remove the need for industry to apply to AMSA for approval to display a unique identifier in alternative way.</p> <p>It is proposed that the display criteria be amended so that it simply requires the unique identifier be clearly and prominently displayed on the vessel. The current display criteria will be moved to guidance material.</p> <p>Unique identifiers already correctly displayed on a vessel will not need to be removed or altered as a result of this amendment.</p>
<p><b>Applying for a unique identifier – Vessels in build</b></p>	<p><b>Purpose of amendment: To clarify that a person who is not the owner of a DCV can apply for a unique identifier.</b></p> <p><i>Current situation</i></p> <p>Section 30 of the National Law allows a person who is not the owner of the vessel to apply to the National Regulator, for example, a person who may be constructing a vessel which will, after construction, be used as a DCV. Section 6(1) of the current MO502 states that the person who can apply for a unique identifier as being the owner of the vessel. Anecdotal evidence indicates that the wording of MO502 is not clear that a unique identifier can be obtained by a person while the vessel is in construction, for example the person building the vessel.</p> <p><i>Proposal</i></p> <p>The proposed amendment will make it clear that persons who are building a DCV may apply to the National Regulator for a unique identifier. The intention is that this amendment will help encourage persons to obtain a unique identifier ahead of construction, meaning any applications or approvals through the duration of the build can be linked to the vessel.</p> <p>To supplement the amendments, it is also proposed to amend the timeframe for displaying a unique in section 8(1) so that the timeframe will be either 21 days:</p> <ul style="list-style-type: none"> <li>• from the date the unique identifier is provided by the National Regulator, or</li> <li>• after construction of the vessel is complete, in instances where a unique identifier is obtained prior to construction.</li> </ul>
<p><b>Removal or alternation of unique identifiers</b></p>	<p><b>Purpose of amendment: To provide an appropriate concession to allow unique identifiers to be removed or altered without contravening the National Law.</b></p>

	<p><u><i>Current situation</i></u></p> <p>Section 36 of the National Law provides it is an offence to alter or remove a unique identifier, unless the removal or alteration is allowed for by the Marine Orders. MO502 does not specify any circumstances where a person can remove or alter a unique identifier without committing an offence.</p> <p><u><i>Proposal</i></u></p> <p>It is proposed that a new provision be included in MO502 that allows for a unique identifier to be altered or removed in the following circumstances:</p> <ul style="list-style-type: none"> <li>• the owner of the vessel has told the National Regulator that the vessel will no longer be used as a DCV;</li> <li>• an exemption from the requirement to have or display a unique identifier has been granted.</li> </ul>
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Additionally, AMSA also proposes to make a small number of minor technical and editorial amendments designed to ensure the Order is easy to understand and implement.

*Extension to EX01*

It is proposed that EX01 be amended to exempt the following vessels from the requirement to display a unique identifier, in addition to the kinds of vessels already listed in EX01:

- all human powered vessels;
- sailing vessels that are < 7.5 metres long, do not have an auxiliary engine or an auxiliary engine < 3.5 kW propulsion power;
- personal watercraft (PWC), including PWCs used in an aerial freestyle device operation; and
- dragon boats.

It is proposed that the revised MO502 and EX01 will commence on 1 June 2017.

**Comments on proposed amendments**

Comments on the proposed changes to MO502 and EX01, including the revised structure of MO502, are welcome. Please provide any comments or proposed changes by close of business Monday, 17 April 2017.