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The Red Tape Reduction Group  
C/o Small Business Development Corporation  
GPO BOX C111  
Perth WA 6001

## Boating Industry Association of Western Australia (BIAWA) Submission

### **PREFACE**

I commend the Treasurer for establishing the Red Tape Reduction Group initiative and also Ms Liza Harvey MLA and the Hon Kevin Baston MLC for bringing its existence to the attention of the BIAWA. It is the first time in many years that the Boating Industry of Western Australia has been provided with the mechanism by which it can communicate its needs to government effectively.

Outlined below are several issues, which if they can be resolved will add to the profitability and prosperity of the SMEs in the Western Australian Marine Industry. In these difficult economic times any measure which can be effected by Government to reduce compliance costs and improve planning processes will be welcomed by the BIAWA.

### **ISSUES**

#### DEPARTMENT OF PLANNING AND INFRASTRUCTURE – REGISTRATION OF BOATS AND TRAILERS

##### Issue:

Boats and Trailers need to be registered at separate locations ie Boats at Hillarys and Fremantle and Trailers at a variety of motor vehicle licensing centres around the metro area. There is no online facility for registering boats as there is in the motor vehicle/motor cycle industry. Selected Marine dealers may telephone DPI to request a number which is then attached to the paperwork and posted with a cheque. Most, however, must register the boat with DPI in person.

##### Cost

On average, a marine dealer would register 150 Boats and Trailers per year. Driving between licensing centres and the wait in queues can take up to 2-3 hours per boat/trailer package. Multiplied by 60 BIAWA businesses this means 36,000 hours per year spent on the road and in queues or on the telephone. This represents non productive time and costs the industry an estimated 1.8 million dollars per year.

### Recommendation

That, like car dealers, approved boat dealers are able to use an online facility to register both boat and trailer.

That the BIAWA work with DPI to develop a certification system to authorise dealers for online transactions.

That DPI be supplied with funding to upgrade their computer systems to enable on line registrations.

## DEPARTMENT OF PLANNING AND INFRASTRUCTURE – BOAT REGISTRATION STATISTICS

### Issue:

DPI are most helpful in supplying monthly registration statistics to the Boating Industry Association by fax at a charge of \$61.70 per month. These statistics cannot be sent electronically. This requires the staff at the BIAWA to retype the information for distribution to members.

### Cost

Apart from the cost of purchasing statistics, the retyping exercise requires the BIAWA to use the services of a staff member/temp staff each month at a cost of \$248. This represents annual cost of approximately \$3,000, in addition to the \$740 cost for purchases of the actual statistics.

### Recommendation

That the DPI be given sufficient funding to upgrade its computer system to allow for the electronic generation and distribution of statistics.

## SWAN RIVER TRUST – APPROVAL FOR BOAT LIFTS

### Issue:

The approval process for boat lifts in marinas is complex, vague in procedural terms and overly lengthy with regard to resolution/approval deadlines.

### Cost

It takes 4 – 5 hours to complete an application. Approximately 24 hours of discussion with Swan River Trust Officers to finalize the application and six or more weeks for approval with no guarantee of success. This has resulted in the loss of sales to SMEs in the industry of an estimated \$200,000, as customers walk away from deals after delays have become untenable. This does not take into account the cost to the environment as boat lifts reduce the need for antifouling and offer out of water antifouling opportunities. (see Appendix 1)

## Recommendations

That the Swan River Trust' draft policy be streamlined, to facilitate the installation of boat lifts.

That clear guidelines for the implementation/interpretation of the policy are established, published and adhered to.

That the approval processing period be no longer than 2 weeks.

## LOCAL COUNCIL – APPROVAL FOR THE ESTABLISHMENT OF BOAT DEALERSHIPS

### Issue:

Many local Councils have policies which preclude the establishment of boat yards on main roads or require the yards to operate under a tolerance policy eg vessels not to be displayed at front of building etc.

### Cost

Like most retail businesses, boat yards depend upon visibility and accessibility for trade. Precluding them from displaying their product has an enormous effect on profitability. At least 21 dealerships in the metropolitan area operate under Council directives which restrict their trade and cost the industry an estimated 1.1 million dollars per year in loss of revenue.

### Recommendation

That once approval for establishment of a boat yard has been given by Council, the yard be able to display vessels in prominent position to attract business.

That the State Government intervene with local councils to facilitate this approval.

## DEPARTMENT OF CONSUMER AFFAIRS – AUSTRALIAN BUILDERS PLATE COMPLIANCE

### Issue:

Under state legislation, all vessels manufactured after July 2006 must carry an Australian Builders Plate. It is the responsibility of the Manufacturer/Importer to affix the plate. WA dealers and manufacturers are being monitored by the Department of Consumer Affairs to ensure compliance. There are an estimated 150 boats entering the Perth market via Fremantle Port which do not have the plate fitted. These boats are not physically checked and many are registered by individuals who tick the box (on the registration forms) to say the boat has a plate when it does not.

### Cost

The actual cost of a plate is \$120 and there are approximately 1800 boats manufactured in WA per year. The cost of complying with the standards which are written on the plate (ie AS1799/ABYC or CE) can run into thousands of dollars per vessel, bringing the annual cost of the Australian Builders Plate compliance to approximately \$860,000 per year. This is a cost that non compliant imported boats are bypassing.

### Recommendation

That the Department of Consumer Affairs investigate the means by which they can deal with the imported boats which are in breach of the legislation.

## **SUMMARY**

While the Red Tape Issues above have been kept brief, I would welcome the opportunity to discuss them in more detail with the Red Tape Reduction Group. In addition, over the course of the next few months and prior to the final report I would also hope that, should any other issues arise, the Group will accept these issues for consideration.

I look forward to some positive outcomes for the Marine Industry and thank you for the opportunity to contribute to this very important initiative.

Yours sincerely

Sherry Donaldson  
General Manager  
BOATING INDUSTRY ASSOCIATION OF WESTERN AUSTRALIA