



Australian Government

Australian Maritime Safety Authority

AMSA EX01

Marine Safety (Vessel identifiers) Exemption 2025

I, Kaylene Dale, Chief Executive Officer of the Australian Maritime Safety Authority (the National Marine Safety Regulator under section 9 of the *Marine Safety (Domestic Commercial Vessel) National Law*), make this instrument under subsection 143(1) of the *Marine Safety (Domestic Commercial Vessel) National Law*.

Dated 11 June 2025

Kaylene Dale

Chief Executive Officer

1 Name of instrument

This instrument is *Marine Safety (Vessel identifiers) Exemption 2025*.

2 Duration

This instrument commences on 1 July 2025 and ceases to have effect at the end of 30 June 2030.

3 Definitions

In this instrument:

aerial freestyle device means a device that is:

- (a) connected to a PWC that directs the water output of the PWC under pressure through nozzles to lift a person on the device above the surface of the water or to allow a person on the device to dive underwater; and
- (b) fitted with footholds or straps to secure the person to the device.

aerial freestyle device operation means an operation in which:

- (a) a PWC is controlled by an instructor and creates thrust to propel an aerial freestyle device through and out of the water; and
- (b) the person on the aerial freestyle device can control flight direction, including the direction of the PWC.

human powered devices includes oars, paddles and pedal systems.

human powered vessel means a vessel that is:

- (a) propelled only by human powered devices; or
- (b) a canoe or kayak that is propelled by human powered devices and fitted with:
 - (i) an auxiliary motor of ≤ 3.5 kW propulsion power; or
 - (ii) an auxiliary electric propulsion motor of ≤ 24 volts and a total battery capacity of ≤ 20 kWh.

Marine Safety (Domestic Commercial Vessel) National Law — see Schedule 1 to the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*.

Note ***National Regulator*** is defined in the *Marine Safety (Domestic Commercial Vessel) National Law* — see section 6.

national law means the *Marine Safety (Domestic Commercial Vessel) National Law* set out in Schedule 1 to the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*.

NSCV — see section 6 of the national law, meaning of *National Standard for Commercial Vessels*.

NSCV Part B means Part B — General requirements of the NSCV.

NSCV Part G means Part G — Non-survey vessels of the NSCV.

personal watercraft (or ***PWC***) has the meaning given to personal watercraft in NSCV Part G.

sailing vessel means a vessel that is designed for and capable of undertaking a voyage propelled by sail alone, and that:

- (a) has no auxiliary motor; or
- (b) has an auxiliary motor of ≤ 3.5 kW propulsion power; or

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- (c) has an auxiliary electric propulsion motor of ≤ 24 volts and a total battery capacity of ≤ 20 kWh

tender has the same meaning as in NSCV Part B.

4 Exemption from requirements to have and display unique identifier

The following vessels are exempt from the requirements to have and display a unique identifier:

- (a) a domestic commercial vessel that is registered under the *Shipping Registration Act 1981* and marked in accordance with that Act;
- (b) a domestic commercial vessel that is a tender, if it displays, prominently and clearly:
 - (i) the words ‘Tender to’ followed by the name or unique identifier of its parent vessel; or
 - (ii) the name of the owner of the vessel followed by the word ‘tender’; or
 - (iii) the unique identifier of its parent vessel followed by ‘– T’;
- (c) a domestic commercial vessel that is covered by a certificate of operation, if it is:
 - (i) a human powered vessel; or
 - (ii) a sailing vessel that is < 7.5 m long.

5 Exemption from requirement to display unique identifier

The following domestic commercial vessels are exempt from the requirement to display a unique identifier:

- (a) a human powered vessel;
 - (b) a sailing vessel that is < 7.5 m long;
 - (c) a personal watercraft used in an aerial freestyle device operation.
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