

Corporate Direction

Ports to support
a growing economy

NSW Maritime plays an active role in monitoring the effectiveness of the Port Safety Operating Licence of the three major port corporations, to help ensure the safe operation of large vessels.



Regional Ports Update

PORT OF EDEN TRADE REPORT

The Port of Eden is the southern-most 'declared port' in NSW, servicing the South Coast of NSW, including the towns of Bega, Merimbula, Bombala and Cooma. The port is home to one of the largest fishing fleets in NSW and has significant capacity to service the needs of a variety of importers and exporters.

The Port of Eden recorded a 10 per cent increase in trade throughput to a total of 1,047,037 mass tonnes. Timber products continued to represent the major commodities traded through the port during the year. Commercial vessel visits increased by two over last year to 73, while there were 42 Royal Australian Navy vessel visits.

A major contributor to the port's trade increase was the completion of a multi-purpose wharf in 2003, which was a joint project between the Commonwealth Department of Defence and NSW Maritime. Since completion, there have been more than 150,000 tonnes of cargo exported from the wharf. NSW Maritime has spent \$4 million on the construction of a new commercial cargo storage area adjacent to the multi-purpose wharf. Construction of the cargo storage area was completed in April 2006. The primary use of the cargo storage area was initially expected to be for the export of softwood logs.

Eden's multi-purpose wharf (including the Department of Defence munitions storage area and the new cargo storage facility) has created significant trade and employment opportunities in the Eden/Monaro region, and this is expected to continue as new trade opportunities are pursued.

PORT OF YAMBA TRADE REPORT

The Port of Yamba is Australia's eastern-most sea port and is located at the mouth of the Clarence River in northern NSW. The port serves the Northern Rivers district including the towns of Grafton, Maclean, Ballina, Lismore, Casino and Coffs Harbour. It is also the home port of the State's second largest fishing fleet and handles a range of imports and exports.

The Port of Yamba services general cargo trade to Norfolk and Lord Howe Islands, New Zealand and the Pacific Islands.

Trade through the port increased 19 per cent to a total of 14,355 mass tonnes. The major commodities included timber products, miscellaneous manufactured articles, motor vehicles, motor vehicle parts and petroleum products. There were 45 vessel visits this year, one less than last year.

MANAGEMENT ARRANGEMENTS FOR THE REGIONAL PORTS

A review of the operating and management arrangements for the Ports of Yamba and Eden was completed in September 2005. Meetings with port stakeholders were held to discuss the review's outcomes. The matter is currently under consideration by NSW Maritime with the aim of ensuring these ports are managed appropriately.



Aerial view of the entrance to the Port of Yamba which recorded a 19 per cent increase in trade tonnage handled in 2005–2006.

Other Port Matters

MARITIME/PORT SECURITY

Amendments to the *Commonwealth Maritime Transport and Offshore Facilities Security Regulations 2003* came into effect in September 2005, supporting the introduction of the Maritime Security Identification Card (MSIC) Scheme. The scheme will require all personnel accessing maritime security zones within a security regulated port to be issued with an MSIC.

NSW Maritime and the three Port Corporations are on schedule to meet the Commonwealth Government's deadline of 1 January 2007. NSW Maritime conducted information sessions to achieve a greater understanding of these new requirements in the Ports of Eden and Yamba in May and June 2006 respectively. NSW Maritime has selected Sydney Ports Corporation as the issuing body for NSW Maritime staff and as the preferred issuing body for maritime industry participants in the Ports of Eden and Yamba.

Additionally, the port security plans for Eden and Yamba were exercised and audited during the first half of 2006 by the Commonwealth Office of Transport Security. Security standards in both ports were found to be satisfactory. Ongoing reviews and analysis of maritime security policies and procedures continue to be undertaken.



Eden Boating Service Officer, Bill Blakeman, on patrol on Twofold Bay with the luxury cruise ship Artemis in background.



Minister for Ports and Waterways, Joe Tripodi, unveils a plaque to officially open the \$4 million, 8 hectare cargo storage area at the Port of Eden in April 2006.

NSW PORT POLICY AND PLANNING

During the year, NSW Maritime took a broader role in providing advice to Government on port policy, implementation of the Government's Ports Growth Plan and coordination of Ports and Waterways Portfolio submissions requiring input from the three Port Corporations.

CHANNEL AGREEMENTS WITH THE PORT CORPORATIONS

NSW Maritime conducted a review of the Channel Agreements with the Sydney, Newcastle and Port Kembla Port Corporations. These agreements provide the Port Corporations with a right of access over the channels and berthing boxes in port areas owned by NSW Maritime. The agreement places certain conditions on each party such as the responsibility for dealing with contamination of the ports and the maintenance of channels and berthing boxes.

REVIEW OF OPERATION AND AUDIT MECHANISMS OF THE PORT SAFETY OPERATING LICENCE

The three major Port Corporations of Sydney, Newcastle and Port Kembla are issued with a Port Safety Operating Licence (PSOL) enabling them to carry out port safety functions.

The PSOL sets out performance standards necessary to ensure the port corporations satisfy the following:

- Channel and berth box depths
- Dangerous goods handling
- Emergency response
- Navigation aid provision
- Marine pilotage licensing
- Port communications.

NSW Maritime plays an active role in monitoring the effectiveness of the PSOLs through the participation in a formal auditing process. NSW Maritime receives, on behalf of the Minister, an annual report on the performance of the Port Corporations with respect to the terms and conditions of the PSOL. In 2005-2006, all of the Port Corporations satisfied their PSOL requirements.

As a part of a five-year review of the PSOLs, a NSW Maritime-led working group was established in 2005 to analyse the terms and conditions of the current PSOL document to ensure it remains relevant to the needs, goals and objectives of the Port Corporations and NSW Maritime. As a consequence, a number of changes were proposed to reflect improved safety standards and techniques. The revised PSOLs are expected to commence in 2007.

INFLUENZA PANDEMIC PLANNING

As a member of the State Human Influenza Pandemic Taskforce, NSW Maritime has participated in the development of the NSW response to potential human influenza pandemic planning. As part of the State arrangements, NSW Maritime is developing an agency specific support plan and coordinating an overall Ports and Waterways portfolio plan in conjunction with the Port Corporations.

INTERNATIONAL CONFERENCE OF CITIES AND PORTS 2006

NSW Maritime will co-host the 10th International Conference of Cities and Ports in Sydney from 5 to 9 November 2006, the first time this conference is to be held in the southern hemisphere.

Entitled *Urban territories, port territories; what future in common?* the conference will feature presentations on topics such as 'making port functions and the urban waterfront cohabit', 'guaranteeing flows between city and ports' and 'ensuring urban and port mobility'. Around 350 delegates representing more than 40 countries are expected to attend with inspections of maritime and port facilities planned for Sydney Harbour, Botany Bay, Newcastle and Melbourne.



Work continued on the \$1 billion public/private redevelopment of King Street Wharf on the former cargo and passenger wharves 9 and 10, Darling Harbour.



NSW Maritime's Principal Engineer, Patrick McCallum (at left), and contract Project Manager, Greg Westwood, discuss progress of the \$15.7 million upgrade to Manly Wharf.

Representation on National Forums

AUSTRALIAN MARITIME GROUP

NSW Maritime represents the State Government on the Australian Maritime Group (AMG). This group provides a forum for Commonwealth, State and Territory representatives to discuss various national maritime, shipping and port-related issues and advises transport ministers through the Standing Committee on Transport.

The AMG progressed a number of major projects including the development of an inter-governmental agreement on emergency towage, a proposal to amend the jurisdictional boundaries for the regulation of maritime safety, and the National System for the Prevention and Management of Marine Pest Incursions.

Other issues considered by the AMG included the impact of urban encroachment on port precincts, the implementation of various international maritime conventions and research into the increased role of shipping in the domestic freight task.

NATIONAL MARINE SAFETY COMMITTEE

NSW Maritime is the State Government's representative on the National Marine Safety Committee (NMSC) which seeks to introduce uniform practices in marine safety nation-wide. A significant focus of the NMSC has been on the development of the following elements of the National Standard for Commercial Vessels (NSCV):

- Part C Section 3 – Construction
- Part C Section 5B – Electrical
- Part C Section 6A – Intact Stability Requirements
- Part C Section 6B – Intact Stability Test and Calculations
- Part C 7A – Safety Equipment
- Part F Section 1C – Category F 2 Fast Craft.

Other major projects undertaken during the year include the Australian Builders Plate Standard, the release of a discussion paper on the review of high frequency (voice) monitoring of safety and distress frequencies and the completion of the National Standard for the Interim Coast Radio Network.

Corporate Direction

Safe and sustainable
waterways

Boating Service Officer Summer Tonsen conducts a spot check on the crew aboard an aluminium runabout. NSW Maritime conducted 36,875 such checks on recreational vessels in 2005–2006.



Vessel Safety Management

BOATING SAFETY EDUCATION

NSW Maritime has a statutory obligation to ensure legislative compliance of waterways users and to provide education in relation to recreational and commercial vessel activities on the State's waterways.

This year's education program focussed on safety equipment, bar crossing, capsize, hypothermia, alcohol and protection of the marine environment. Key elements of the education campaign included:

- Seven major Statewide safety campaigns during the boating season
- Regional educational campaigns and school visits reaching more than 1400 students
- Safety awareness messages supported by advertising, publications, the Internet, displays at boat shows and community events, and media activity across NSW
- 36,875 recreational vessel checks
- 1284 commercial vessel checks
- 3877 Personal watercraft vessel checks.

INCIDENT AND FATALITY SUMMARY

A total of 369 boating incidents involving both recreational and commercial vessels were reported to NSW Maritime. Nine incidents resulted in fatalities. A breakdown of fatalities by incident type is as follows:

- capsize – 4
- fall overboard – 3
- collision with fixed object – 1
- towing incident – 1.

All fatalities, with the exception of one, were related to recreational vessel use.

	2005–2006				2004–2005			
	VESSEL TYPE				VESSEL TYPE			
	REC	COM	COM/REC	TOTAL	REC	COM	COM/REC	TOTAL
Incidents	243	76	50	369	256	98	46	400
Fatalities	8	1	0	9	12	4	0	16
Serious injuries	43	8	0	51	47	7	2	56
Minor injuries	66	19	10	95	72	20	11	103

Recreational vessel incidents continue to dominate incident data accounting for more than 65 per cent of all incidents reported to NSW Maritime during the year. However, compared with 2004–2005, the number of commercial vessel incidents decreased by 22 per cent whilst the number of commercial/recreational vessel incidents increased slightly.

The number of fatalities dropped significantly, (by 44 per cent) when measured against the previous year.

BOATING SAFETY COMPLIANCE

Non-compliance with lifejacket regulations continued to be an issue on NSW waterways and was the reason for more than a quarter of all infringements issued during the 2005–2006 boating season. These included failure to carry the required number of lifejackets and not wearing lifejackets when crossing coastal bars.

Penalty notices for excessive speed accounted for 16 per cent of all infringements, an improvement on the previous year's 20 per cent.

Failure to navigate a vessel with an appropriate boat licence accounted for 15 per cent of all infringements. The most frequent reason for issuing a penalty notice was for riding a PWC without an appropriate licence, with 123 issued. As a result of this level of non-compliance, a specific education and compliance campaign was conducted in May 2006.

Breaches of safety regulations such as towing a person with no observer onboard, bow riding and violation of distance-off requirements attributed to 11 per cent of all notices issued.

ALCOHOL AND DRUG TESTING

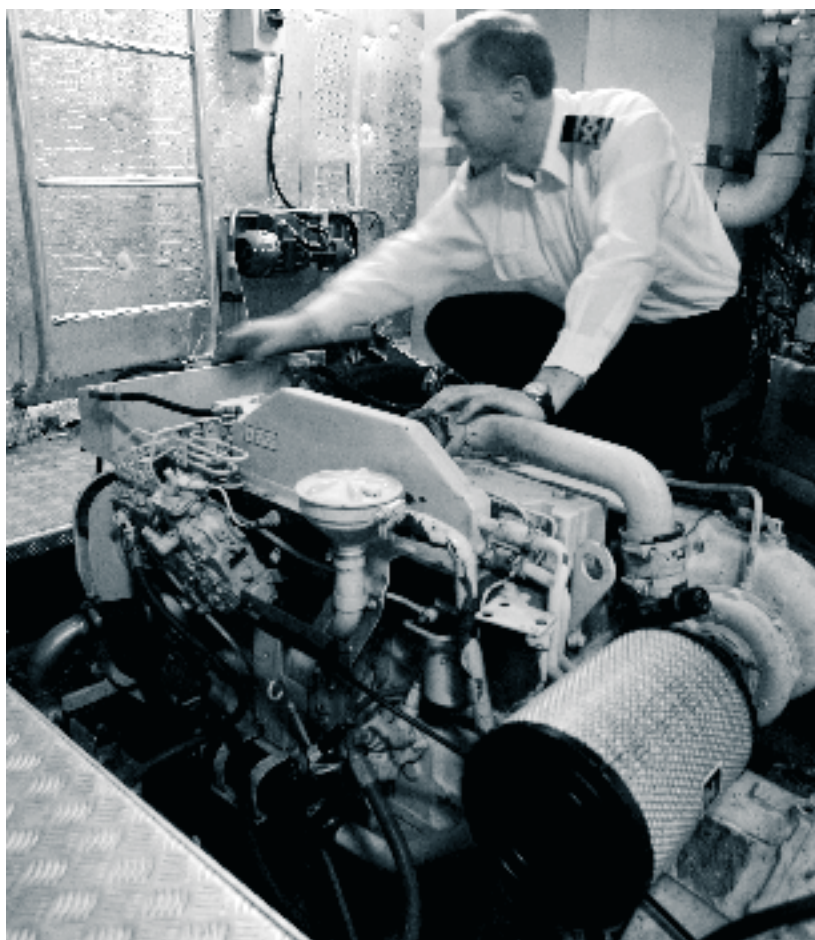
In May 2005, the State Government amended the *Marine Safety Act 1998* to enable police to conduct random breath testing (RBT) on the water.

In 2005–2006 more than 4800 RBT were carried out on vessel masters, resulting in 15 people in operating vessels charged for being over the prescribed alcohol limit. A further 16 people recorded a positive alcohol reading but were under the prescribed limit.

NSW Maritime embarked on an education campaign that included direct mail, to inform the boating community of the new RBT provisions.



Safe and sustainable waterways



Chris Parkinson runs through a pre-departure check on the commercial vessel *Magistic II*. NSW Maritime certifies both commercial vessels and the people who operate them.

VOLUNTEER MARINE RESCUE ORGANISATIONS

In 2005–2006, NSW Maritime, on behalf of the State Government, provided \$1,240,300 to the State Rescue Board for distribution to the Australian Volunteer Coast Guard Association, the Royal Volunteer Coastal Patrol and the Volunteer Rescue Association (Marine). More than \$4.8 million has been provided since 1998 when the grants program began. Funds have provided assistance for the purchase of vessels, upgrades of rescue coordination centres, marine radio bases along the NSW coast and competency based training for the volunteers.

Other marine rescue organisations, such as Surf Life Saving NSW and the State Emergency Service, are also subsidised to the value of \$175,000 a year by waiving payment for boat licences, vessel registrations and aquatic licences.

REVISED BOAT LICENCE TESTING REGIME

From 1 October 2005, improvements were made to NSW Maritime's boat licence testing regime. These included making boat licence tests more rigorous and requiring a licence test fee for every attempt at the test.

In addition, licence test questions for a general boat driving licence were increased from 35 to 40 and the minimum number required to be answered correctly from 30 to 35. A compulsory section of questions, which must be all answered correctly, was also introduced. For PWC driving licences, the number of additional questions has increased from 12 to 15.

NSW Maritime is committed to increasing the knowledge base of recreational boat operators regarding the safe operation of vessels.

SAFETY MANAGEMENT SYSTEMS DESKTOP AUDITS

Under the *Passenger Transport Act 1990*, all commercially registered vessels capable of seating more than eight persons are required to have a Safety Management System (SMS).

Desktop audits of SMS started in July 2005, and in November 2005 a permanent auditor was appointed to NSW Maritime to carry out SMS audits. The audits aim to verify the adoption of SMS requirements and to check the extent of its implementation.

Desktop audits pay particular attention to:

- Drug and alcohol testing
- Appointment of a designated person ashore
- Existence of Standard and Emergency Operation Procedures (SOP & EOP)
- Record keeping for crew training and drills carried out on-board vessels.

The initial round of audits conducted were on Class 1 and 2 commercial vessels.

Audits are also conducted where serious safety concerns exist and two such audits were conducted of Sydney Ferries Corporation during the financial year. In both cases, a team of auditors reviewed the operational and engineering standards of the Corporation. As a result of these audits, significant changes were made to the way in which ferries are operated and maintained.

SURVEY

Vessel survey involves assessing the craft's condition and operational and safety equipment. Vessels are inspected out of the water in order to assess the condition of the hull, sea valves, rudder fittings and propeller shafts. A total of 1984 vessels were surveyed during the year in four different classes (Classes 1, 2, 3 & 4E). Class 4E vessels are inspected bi-annually while the other classes are inspected annually. A total of 183 initial surveys were completed in 2005–2006.

MARINE CERTIFICATION

The qualifications required to operate commercial vessels are known as certificates of competency. The number of new certificates issued during the year dropped from 562 in 2004–2005 to 424. The largest decline was in the issuing of coxswain certificates. There has been a general decline in overall numbers over the past four years, reflecting a decline in enrolments at maritime training organisations.

The decline in numbers of people applying for new certificates may also be due to the gradual decline in the number of commercial fishing and small trading vessels.

MARINE INCIDENT INVESTIGATION

The Marine Investigations Branch completed its first full year of operations in 2005–2006. Eighty-five investigations were undertaken across the State, with the majority occurring in the Sydney region. Of the total, 79 were marine incidents and six were non-marine, including licensing and registration offences, such as illegal charters.

These investigations resulted in eight penalty notices and six formal warning notices; the recommendation of two disciplinary actions against commercial vessel masters under section 30N of the *Commercial Vessels Act 1979* and over 100 safety recommendations to commercial vessel operators.

The branch developed a statewide marine incident database and finalised a Memorandum of Understanding (MoU) with the Office of Transport Safety Investigation to minimise duplication in incident investigations.

MARINE SAFETY TRAINING

All marine Registered Training Organisations (RTOs) holding a MoU with NSW Maritime were audited in accordance with the NMSC guidelines. Generally these organisations were found to need some assistance in relation to competency based training and its implementation.

To address industry concerns, NSW Maritime held a forum for both trainers and industry representatives in October 2005 to assist with the resolution of outstanding issues.

PART D OF THE NATIONAL STANDARD FOR COMMERCIAL VESSELS

The National Standard for Commercial Vessels (NSCV) is designed to provide greater consistency between the States and the Northern Territory in the application and administration of standards for commercial vessels. Part D of the NSCV relates to crew competencies.

A second discussion paper on Part D initiatives was released for public comment in December 2005. This document incorporated many of the matters raised in an earlier paper, released in April 2005, and was accompanied by a Regulatory Impact Statement.

A total of 912 comments were received from 78 operators and other interested people. Responses came from a broad cross section of the commercial vessel industry, although most were related to the fishing charter and commercial fishing sectors.

The policy will be finalised by late 2006 and the new regulations are expected to be in place in the middle of 2007.



Marine Examiner, Beverley Bragg, assesses an applicant for a Coxswain Certificate of Competency.

Safe and sustainable waterways

Customer Services

BOATING FEES AT WORK

NSW Maritime uses boating fees to fund the following activities throughout the year:

- Servicing approximately 209,000 boat owners
- Servicing approximately 445,000 boat drivers licence holders
- Conducting more than 42,000 on-water safety checks
- Subsidising a toll-free weather telephone service
- Conducting more than 70 safety and environment campaigns
- Maintaining a network of 55 Boating Officers located strategically throughout NSW near popular boating areas
- Maintaining a statewide fleet of patrol boats and vehicles to ensure compliance and education
- Operating a network of service centres near popular boating areas across NSW
- Conducting more than 470 free boating seminars
- Managing more than 18,000 aquatic events across NSW, including the Sydney-Hobart yacht race start, New Years Eve on Sydney Harbour, Australia Day, and the Bridge to Bridge waterski race.

ALTERNATIVE LICENSING AND FEE COLLECTION OPTIONS

NSW Maritime is working with the Department of Commerce to determine the suitability of incorporating its products on the Government Licensing System (GLS).

CUSTOMER RESPONSE

NSW Maritime's Customer Service Info Line received a total of 84,348 calls during the year. This represented an increase of 8345, or 10.9 per cent, on last year. Of the calls received, 302, or 0.4 per cent, were complaints about boating behaviour.

	COMPLAINTS 2004-2005	COMPLAINTS 2005-2006
Personal water-craft	52	49
General on-water	216	240
Other	8	13

While overall on-water complaints increased by 26 (9.4 per cent), PWC complaints declined. NSW Maritime continued its commitment to PWC education campaigns and improved public awareness and compliance with the regulations.

Of the 49 PWC complaints, 34, (69.4 per cent), related to distance-off requirements and excessive speed. The majority of the 240 general on-water complaints related to safety, speed or noise from vessels.

Boating Plans

A Boating Plans Strategy for 2004 to 2007 was prepared to identify, in order of priority, waterways requiring a boating plan.

Boating plans are used to create a framework for boating activities on a particular waterway. They are responsive to changing priorities and conditions, and acknowledge boating and community expectations for the sustainability of the waterway.

LAKE MULWALA

In the past 12 months, NSW Maritime spent more than \$70,000 implementing a range of improvements for the boating public at Lake Mulwala. These improvements were developed through extensive local consultation with the Lake Mulwala Users Group, which operates under the terms of the Lake Mulwala On-Water Management Plan.

The improvements increased boating safety and assisted in managing an increase in recreational boating activities. Works completed included surveying and mapping, installing signage and major improvements to navigation aids, such as the addition of lights to more navigation aids to light the main channel of the Murray River that runs through Lake Mulwala.

TWEED ESTUARY

The Tweed Estuary, a significant natural resource on the far north coast of NSW, has experienced increasing demands, both from recreational and commercial operators. Following extensive consultation, a draft Tweed Estuary boating plan was released for public exhibition in August 2004 and 450 submissions were received. The final draft plan was presented to a meeting of representatives of all key stakeholder groups in August 2005.

The final plan was expected to be implemented for the 2006-2007 boating season.

SMITHS LAKE

Smiths Lake is located approximately 30 minutes drive south of Forster on the mid north coast and is an intermittently closed or open lake that can experience dramatic changes in water levels. A draft Smiths Lake Boating Plan was prepared and released for public exhibition during late 2003 and early 2004.

The Smiths Lake Boating Plan 2005-2010 was endorsed by the Smiths Lake Estuary Management Committee in July 2005 and was implemented in time for the 2005-2006 peak boating season.

SWAN LAKE

Following agreement by the Swan Lake Estuary Management Committee, NSW Maritime decided to introduce a trial of the proposed vessel restrictions in Cudmirrah over the 2005-2006 boating season. The trial allowed NSW Maritime to review the impact of the restriction prior to placing the draft Swan Lake Boating Plan on public display. Those trials were completed and the draft plan was being finalised prior to seeking public comment.

LAKE CONJOLA

The Lake Conjola Boating Plan was being reviewed by the Natural Resource and Flood Plan Management Committee, following further public consultation on the inclusion of a 4 knot zone in the draft plan.

Marine Environment Protection

OIL AND CHEMICAL SPILL RESPONSE

NSW Maritime, on behalf of the State Government, continues to ensure readiness to respond to marine pollution incidents under the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances. There were no significant oil or chemical spill incidents in NSW waters during the year. The NSW Port Corporations responded to 83 reports of oil spills. These were minor and most occurred in Sydney Harbour.

In May 2006, oil spill response training was conducted at Lord Howe Island in recognition of the importance of protecting the World Heritage-listed area. In addition, an equipment deployment exercise at the regional port of Eden was conducted for local emergency service personnel and agencies likely to be involved in responding to a local spill.

The revised NSW Marine Oil and Chemical Spill Contingency Plan was endorsed by the State Emergency Management Committee. Reviews of the Lord Howe Island Oil Spill Contingency Plan and the Port of Yamba Oil Spill Contingency Plans commenced.

The mangrove and seagrass habitats in a number of estuaries were updated in the NSW Oil Spill Response Atlas.

MARINE PESTS

NSW Maritime continued to participate in the development of a national ballast water management system. This included working closely with the Department of Primary Industries, the Department of Environment and Conservation and the NSW Port Corporations.



Environmental Service Officer, Joanne Stanley, removes rubbish from Sydney Harbour. 3681 cubic metres of waste was collected in 2005–2006.

Safe and sustainable waterways



Officers from NSW Maritime and National Parks and Wildlife Service liaise regarding traffic management during whale visitations.

Environmental Sustainability

ENVIRONMENTAL MANAGEMENT SYSTEM

NSW Maritime has commenced the development of an Environmental Management System (EMS) to be implemented initially for operational activities at its Rozelle Bay site. The EMS will be aligned to the ISO 14000 Series and once the initial phase is completed, consideration will be given to extending the implementation to all areas of the organisation.

ENVIRONMENTAL EDUCATION

NSW Maritime is committed to protecting the marine environment from impacts associated with vessels. To help achieve this objective, NSW Maritime promotes environmentally responsible use of our waterways through its website, various publications, print and electronic media and various community events.

The following environmental messages were promoted during the year:

- Management of sewage pollution from vessels
- Minimising wash from vessels

- Protecting seagrass beds
- Impacts of the invasive weed *Caulerpa Taxifolia*.

ENVIRONMENTAL SERVICES

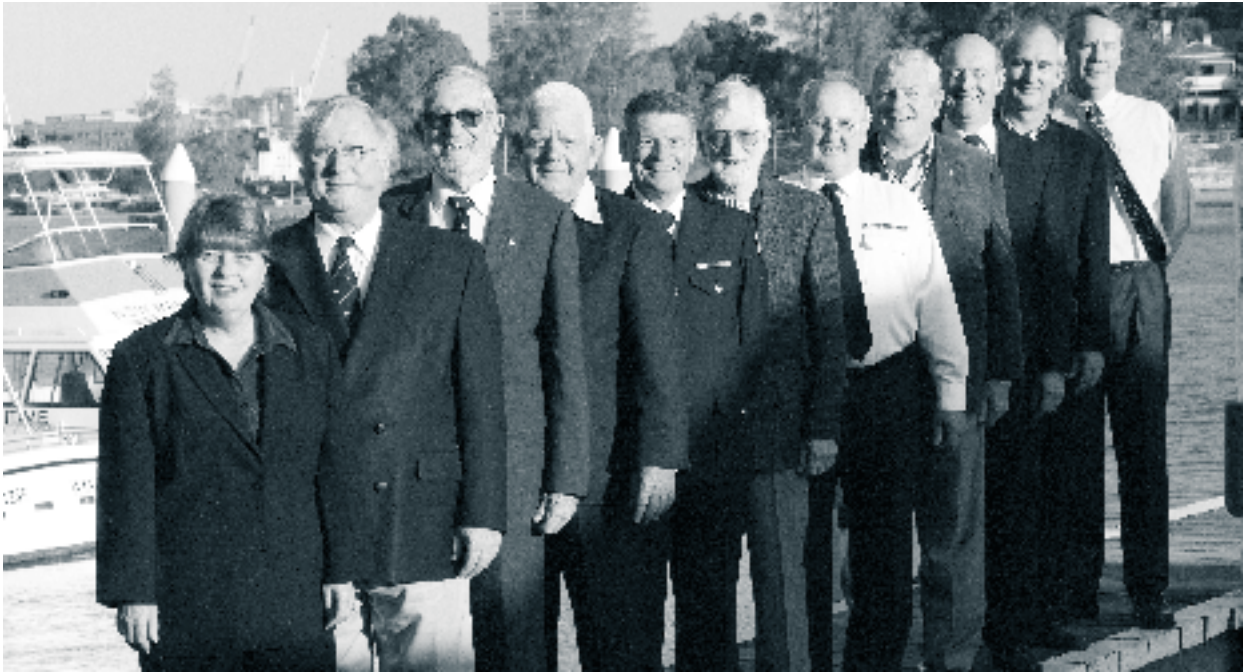
Consistent with NSW Maritime's commitment to a clean and safe harbour and shoreline, the Environmental Services team visited an average of 48 locations daily to remove rubbish and foreign materials from Sydney Harbour. During the year, 3681 cubic metres of waste was collected, representing a small decline on the previous year.

VESSEL WASTE RECOVERY

To protect the marine environment from the impacts of sewage pollution from vessels and to encourage the responsible disposal of vessel waste, NSW Maritime maintains two and monitors four pump-out facilities on Sydney Harbour. During the year, more than 9.6 million litres of waste was pumped out through these facilities. This represented a 4.96 per cent decline. However, it is estimated that 73,000 litres of waste was pumped out at private marinas on Sydney Harbour, an increase of 80.43 per cent when compared with last year.

NSW Maritime also funds fixed and mobile vessel pump-out facilities on Myall Lakes. More than 148,000 litres was pumped out through these facilities during the year, an increase of 10 per cent.

From 13 November 2005, all Class 1 and Class 4 commercial vessels were required to connect on-board sewage treatment systems to holding tanks which must be discharged into approved sewage pump-out facilities.



RVAG members – representatives of Recreational Vessels Advisory Group who volunteer their time to provide NSW Maritime with advice on a range of recreational boating issues.

Advisory Groups

THE RECREATIONAL VESSELS ADVISORY GROUP (RVAG)

RVAG, whose membership includes representatives from boating associations, clubs, volunteer marine rescue organisations, the boating industry and NSW Police, is the peak recreational vessels advisory group for NSW Maritime. The group met every second month during the year and provided advice on a range of recreational boating issues referred to it by NSW Maritime, and raised other matters for discussion.

Issues considered by RVAG included:

- Carbon monoxide from vessels
- Boating incidents
- Recreational vessel safety equipment
- Lifejacket requirements
- Tow-in surfing
- Wake surfing
- Revised boat licence testing regime
- Mooring maintenance
- Boating plans
- The Australian Builders Plate.

FISHING INDUSTRY ADVISORY GROUP

NSW Maritime has formed a new working group, the Fishing Industry Advisory Group (FIAG) in response to statistics that point to far higher accident rates among commercial fishers than among workers in other industries. FIAG is responsible for developing strategies to improve safety in the commercial fishing industry. Organisations represented include NSW Department of Primary Industries, Workcover, Seafood Training NSW, the Master Fish Merchants Association of Australia and Newcastle Fishermans Co-operative Limited.

One of the first tasks for FIAG was the consideration of NSW Maritime's proposed adoption of Part D of the NSCV. Among the on-going issues being considered are crewing, watch-keeping, fatigue, machinery and equipment, catch handling and vessel seaworthiness.

COMMERCIAL VESSELS ADVISORY GROUP

The Commercial Vessels Advisory Group (CVAG) is the peak commercial vessel industry advisory group. It provides an opportunity for industry to directly communicate issues and concerns to NSW Maritime. Issues discussed included commercial standards, wharf bookings and the placement of navigation aids. CVAG also provided advice on the arrangements for major aquatic events.

CVAG meets quarterly and its membership includes representatives of all the major industry sectors, in addition to government agencies such as Water Police, Sydney Ferries Corporation and the Department of Primary Industries. Specific issues raised at CVAG meetings during 2005–2006 included vessel crewing, competency based training, the safety of water taxis and passive craft on Sydney Harbour, Safety Management System audits and the provision of waste disposal facilities and other infrastructure.

Corporate Direction

Improved infrastructure and
access to waterways

Susan Norbom and Dennis Buttigieg, of the Survey and Spatial Information Branch, test the interactive desktop mapping software, EVIEW, prior to its introduction in 2006–2007.



Sydney Projects

MANLY WHARF REFURBISHMENT

NSW Maritime is providing the majority of funding to upgrade Manly Wharf in order to improve lighting, ticketing facilities, staff amenities, ferry/ JetCat berthing facilities, mobility impaired access and pedestrian traffic circulation. The upgrade will result in better passenger waiting areas, improved harbour views and the reinstatement of the heritage roof profile on the wharf's eastern side, complementing improvements to wharves at Circular Quay undertaken in 2000.

The \$15.7 million wharf upgrade contract was awarded to Reed Constructions on 18 January 2006. Stakeholders affected by the works were kept informed through a public awareness campaign involving regular briefings with Sydney Ferries staff, wharf retailers and precinct committee groups and through regular advertising and signage. Works are scheduled for completion by mid-2007.

KING STREET WHARF

King Street Wharf continued to achieve praise as a tourist and leisure destination for cruises on Sydney Harbour. The area is now a well established restaurant strip offering a popular destination for dining for Sydney-siders and visitors alike.

During the year a proposed mixed commercial, residential and retail development on the northern site was changed to a solely commercial development, while negotiations continued on the future of the proposed hotel and commercial building sites adjacent to the Western Distributor.

WALSH BAY PRECINCT

Construction continued on the remainder of the \$860 million joint private sector/Government redevelopment at Walsh Bay, combining residential, commercial, cultural and maritime facilities with public promenades and open space. The NSW Government provided funding for the cultural, maritime and foreshore access elements of the redevelopment.

Major milestones for the year included significant upgrading of Hickson Road, the completion of the Towns Place residential building at the western end of the precinct and the assignment of the Bond Store 1 site for development as an office block. Pier 2/3 was a principal site for the 2006 Biennale Exhibition of Sydney Contemporary Art which commenced in June 2006.

The redevelopment has received more than 40 awards for excellence in property development and waterfront construction. In particular, NSW Maritime was awarded for 'Excellence on the Waterfront' by the Waterfront Center in Washington, D.C. at the end of 2005.

The redevelopment of the Walsh Bay precinct is due to be completed in 2007.

ROZELLE BAY MARITIME PRECINCT

NSW Maritime continued to work on detailed design proposals with the seven consortia to develop the Rozelle Bay precinct. More than \$130 million worth of infrastructure for a wide range of essential maritime services including dry boat storage, commercial/retail development, waterfront construction, boat salvage services, vessel refit and repair and maritime contracting industries - will be provided on the north-western side of Rozelle Bay.

By 30 June 2006, four consortia had received landowner's consent and had either submitted or were submitting development applications to the Sydney Harbour Foreshore Authority, on behalf of the Department of Planning.

In September 2005, the Minister for Planning adopted an amendment to the Master Plan for the Rozelle and Blackwattle Bays Maritime Precincts and approved the development application for the subdivision of the precinct and the construction of the realigned James Craig Road.

Tenders were received in April 2006 for the reconstruction of James Craig Road to the northern end of the site in order to better use the available land within the precinct. It is anticipated that a \$4 million contract will be awarded for the one kilometre long, two lane road, together with ancillary services, in the third quarter of 2006. Sensitive heritage issues were satisfactorily resolved to permit building part of the road over the adjacent water-intake canal structures which form part of the heritage-listed White Bay Power Station.

HOME BUSH BAY REMEDIATION

In May 2005, NSW Maritime signed a deed of agreement and remediation contract documents with Thiess Environmental Services for the \$100 million clean-up of contaminated sediments on NSW Maritime-owned land and waterway sites at the eastern end of Homebush Bay. NSW Maritime is contributing approximately \$21 million to remediate around 30,000 cubic metres of contaminated bay sediments.

During the year, Thiess began excavation and stockpiling of contaminated materials on the land site. Work to remediate the sediments in the bay will begin in the coming year. The contractor has scheduled the completion of all remediation works late in 2008.

Improved infrastructure and access to waterways

Botany Bay Projects

NSW Maritime continued to chair the Botany Bay Coastal Management Committee which met four times during the year. As part of this process, NSW Maritime has begun detailed monitoring of key foreshore areas of Botany Bay and the effect of the recently constructed groynes along Lady Robinsons Beach.

TOWRA BEACH RESTORATION

During 2004–2005, NSW Maritime successfully completed a \$1.45 million erosion mitigation project on behalf of the NSW Department of Environment and Conservation (DEC) to protect the freshwater wetlands of the Towra Point Nature Reserve. NSW Maritime continued to work with DEC to monitor project outcomes, including the re-established beach profile and seagrasses.

In December 2005, NSW Maritime received a Commendation in the Environment and Natural Resources category of the 2005 NSW Premier's Public Sector Awards for its project management of the dredging and beach restoration works.

FORESHORE BEACH SAND NOURISHMENT

Beach nourishment works, to address an area of significant erosion adjacent to Foreshore Beach, Botany were completed in January 2006. Eroded sand, which had accumulated at the mouth of the Mill Stream Diversion Channel, was returned to the beach. The nourished area was shaped and stabilised with brush matting to minimise the effects of wind erosion.

Hunter Region Projects

HUNTER RIVER SOUTH ARM DREDGING PROJECT

NSW Maritime, as owner of the Newcastle Port bed on behalf of the State Government, is the proponent for a proposal to extend the shipping channels in the port. The project is being developed in conjunction with the Newcastle Port Corporation and involves the removal and treatment of a small area of contaminated river sediments adjacent to the former steelworks site.

Development consent for the project was granted, subject to conditions, by the Minister for Planning on 9 August 2005. The consent provides a framework for extending the deep water channels west from the existing port area along the South Arm of the Hunter River to the Tourle Street Bridge.

The dredging is expected to be carried out progressively by the private sector in order to provide shipping access to proposed port related industrial developments on the adjacent land areas of Kooragang Island. Proponents for each development will be required to obtain separate development consent for their land-based components and seek specific approvals for their dredging operations.

The development consent provided for a trial remediation project to be carried out to assist in determining the most effective way of treating the contaminated sediments. Dredging of a small quantity of contaminated material for the trial remediation project was completed by BHP Billiton and plans are currently being finalised for the removal and treatment of the remaining contaminated material.

PROPOSED PROJECTS AT KOORAGANG ISLAND

Port Waratah Coal Services announced plans to further expand its existing coal loader on Kooragang Island by constructing a new berth, with associated dredging. The timing of the dredging will depend on the removal of the contaminated sediments from the Hunter river.

Newcastle Coal Infrastructure Group entered into a lease agreement with NSW Maritime in order to construct and operate a new coal loader on Kooragang Island. This includes an agreement to lease wetland areas owned by NSW Maritime for at least two new shipping berths and associated structures, together with the dredging of approximately one kilometre of the shipping channel. The dredging component would be carried out under the dredging consent for the South Arm. However, the actual timing of the dredging is dependent on the removal of the contaminated material from the river.

Asset and Property Management

COMMUTER WHARVES

NSW Maritime has responsibility for the maintenance and upgrade of 10 commuter ferry wharves and 17 charter vessel wharves on Sydney Harbour. In December 2005, NSW Maritime extended its external maintenance contract for these wharves for a further two years.

Recognising the need for all commuter wharves to be maintained at the same high standard, the NSW Cabinet, on 21 March 2006, approved the transfer of ownership of all remaining Sydney Harbour commuter ferry wharves on Sydney Harbour and its tributaries to NSW Maritime. The transfer included 17 council-owned wharves, eight Ministry of Transport-owned wharves, nine Sydney Ferries Corporation-owned wharves, five Sydney Harbour Foreshore Authority-owned wharves and one Sydney Olympic Park Authority-owned wharf.

NSW Maritime commenced negotiations with the local councils and Government agencies involved in the transfer, and is to carry out a \$12 million program over four years to prioritise wharf replacements and upgrades – including the provision of disabled access.

Councils will be asked to take responsibility for garbage collection, cleaning, lighting and other matters connected to the wharves.

Urgent maintenance work was completed during the year on council-owned wharves at Birkenhead and Double Bay.

WHARF SAFETY AUDIT

Under the *Marine Safety Act 1998* (MSA), NSW Maritime is responsible for inspections of public ferry wharves to determine wharf safety.

The MSA defines a public ferry wharf as a wharf or associated facilities used for the purposes of public passenger services provided by ferries. This includes commuter wharves, such as Sydney Harbour ferry wharves, and wharves used by smaller commercial operators such as charter or dive vessels in regional NSW. NSW Maritime has identified approximately 260 public wharves throughout NSW that fit this description.

The MSA allows NSW Maritime to inspect public ferry wharves and issue an Improvement Notice detailing maintenance requirements to the owner. NSW Maritime also has the power to issue a Prohibition Notice barring any activity that may involve a risk to the health or safety of people using, or operating, public passenger services provided by ferries.

During 2005–2006, inspections were undertaken at 50 wharves, being mostly commuter wharves in Sydney. NSW Maritime issued 38 warning letters regarding both minor and significant non-compliance issues. Of these letters, two included Improvement Notices and one contained a Prohibition Notice.

Wharf safety audit inspections have resulted in improvement works being undertaken at sites including: Wolseley St Wharf, Drummoyne (Stage 1 and 2 works), Birkenhead Wharf, Double Bay Wharf, East Balmain Wharf and Taronga Zoo Wharf passenger access ramps.

SURVEY AND MAPPING

NSW Maritime has taken delivery of Echo, a new vessel that has increased its capacity to conduct hydrographic surveys to monitor navigation channels and investigate marine incidents. Fourteen major hydrographic surveys were carried out during the year.

New boating safety maps were produced for Lakes Jindabyne and Eucumbene, the Murray River around Lake Mulwala and Moama. New editions were also published for 10 other waterways. A total of 42 maps, all published on waterproof paper, are now available to the public.

Work was completed on the development of a field data-capture and management application using ArcPad GIS and Global Positioning System technologies to enable Boating Service Officers to capture location and attribute data for all signage relating to NSW waterways.

In June 2006, NSW Maritime updated its video footage of the foreshores of Sydney Harbour, Botany Bay, Port Kembla and Newcastle using a low-altitude helicopter. New high resolution aerial photography was also acquired to further assist in mapping, site investigation and as a record of maritime land sites.

A 3D animated model of the Rozelle Bay Maritime Precinct proposal was created using actual designs of proposed developments. The animation is to assist in development planning, marketing, and presentations for the precinct.

The adoption of the mapping software product EVIEW was completed and its introduction is planned in the coming year. EVIEW is an interactive desktop mapping application that will provide all staff with the capability to view, produce and print custom maps via the intranet using available spatial data.

EDEN CARGO STORAGE AREA

During 2005–2006, NSW Maritime actively encouraged use of the new Navy/Multi-purpose wharf for tourist cruise vessels and for local timber exports.

To service the trade requirements of the berth, an eight-hectare cargo storage area was constructed during the year, at a cost of \$4 million. The facility was opened by the Minister for Ports and Waterways on 28 April 2006.

SUPERYACHTS

In its seventh year of operation, the Rozelle Bay Superyacht Marina continued to be used by local and visiting vessels, including the superyachts *Boadicea*, *White Rabbit*, *Gran Finale*, *Spirit of Sovereign*, *Ulysses Blue*, *Ophelia* and *Crystal Lady*, all of which are between 35 and 71 metres in length. The adjacent hard stand was also used for sailing yacht refit, storage and mast work.

During the summer period, Campbells Cove Jetty was again used as a superyacht venue by the 50 metre sailing yachts *Phryne* and *Georgia*, as their masts were too high to transit under the Sydney Harbour Bridge. Walsh Bay was used by superyachts *Arctic P*, *Lone Ranger*, *Adix* and *Cambria II*.

NSW Maritime also supported the formation of the NSW Superyacht Industry Association to further promote the superyacht industry and its economic benefits to the State.

Improved infrastructure and access to waterways

SEAWALL RESTORATION

Following successful completion of Dawes Point seawall restoration works between the Park Hyatt Hotel and the former Horse Ferry Wharf in January 2005, work has commenced to restore the remainder of the seawall prior to the 2006–2007 Christmas–New Year period. NSW Maritime is specifically responsible for the 15 metres of the seawall adjacent to Ives Steps Wharf, next to Pier One. Restoration work will include wall strengthening, new asphaltic cement surfacing and replacement of missing and corroded rail sections.

A \$1 million contract was also awarded in June 2006 to reconstruct a 60 metre section of seawall located near NSW Maritime’s Rozelle Bay office.

FORMER TUG BERTHS, NEWCASTLE

Four small tug wharves, located along Wharf Rd Eastern Promenade, are no longer used for commercial shipping purposes. NSW Maritime proposes to upgrade the largest one for community purposes.

Approval for the works was received in March 2006 and tenders are expected to be called later in the year.

MARITIME TRADE TOWERS

The Maritime Trade Tower building, at 207 Kent St, is NSW Maritime’s major commercial asset. At 30 June 2006, the building had an occupancy rate of 77.2 per cent, which reflects the current status of the Sydney CBD commercial property market. A marketing and leasing campaign is currently underway.

The building continued to have a 3.5 star Australian Building Greenhouse rating, placing it in the top 10 ‘environmentally efficient’ buildings in Sydney.

SEAPLANE MANAGEMENT – ROSE BAY

The Rose Bay seaplane base continued to be managed by Indian Pacific Contractors (IPC), under licence from NSW Maritime. The number of seaplane companies has now reduced to two as a result of consolidation within the seaplane industry.

IMPLEMENTATION OF THE IPART REVIEW OF FORESHORE RENTALS

The Independent Pricing & Regulatory Tribunal of NSW (IPART) made recommendations in 2004 on the rental fees applied to domestic waterfront tenancies over lands administered by both the Department of Lands and NSW Maritime. During 2005–2006, NSW Maritime completed a review of its 1507 domestic waterfront tenancies and determined new rental fees in accordance with the IPART determination which began to be phased in to existing lessees.

IGLS UPGRADE/ REPLACEMENT STRATEGY

Since NSW Maritime’s property management system, the Integrated Graphical Leasing System (IGLS), was first implemented in 1998, there have been significant changes to business rules, particularly with the introduction of commercial leases to the system, and a greater emphasis on planning framework and compliance roles. Consequently, a replacement strategy is necessary to satisfy new business rules and take advantage of re-engineering and technological opportunities.

During the year, work commenced to replace IGLS servers and upgrade the system software in the short term. As part of a longer term strategy, the Office of Information and Communications Technology has provided advice on the development of user and system requirements documents to form the basis of a tender request for a new property management system.

CIRCULAR QUAY WHARF 1

NSW Maritime is to enhance water transport access at Sydney Cove by replacing the East Circular Quay pontoon, which was constructed in 1988, with a facility specifically tailored to the needs of the various charter vessel operators and water taxis which use the pontoon. The pontoon will be made of sturdier materials and will include a multi-user ticketing workstation, shelter, power and telephone services. Development approval was initially sought in April 2005, however, in response to submissions made during the subsequent public exhibition of the proposal, modifications have been made to the proposed ticketing workstation, shelter size, and access ramp.

The award of a contract has been delayed pending approval of the revised design. Construction is scheduled to begin in 2007, after the peak boating season.

CIRCULAR QUAY AND KING STREET WHARF IMPROVEMENTS

During the year, work began to:

- Replace existing skirting panels enclosing the Circular Quay western promenade substructure that were in poor condition
- Install ferry arrestors on either side of Circular Quay Jetty No.6 – one of the recommendations of the Office of Transport Safety Investigations report into the March 2005 Collaroy ferry incident at Circular Quay No.3
- Install a new ferry arrestor adjacent to the southern berth of the King St Ferry Wharf No.3 consistent with the one adjacent to the northern side.

Infrastructure Programs

MARITIME INFRASTRUCTURE PROGRAM

On behalf of the State Government, NSW Maritime administers the Maritime Infrastructure Program (MIP) which provides grant funding for infrastructure projects throughout NSW to benefit the boating community.

MIP, which was formerly known as the Waterways Asset Development and Management Program (WADAMP), provides grants that are allocated on a 50:50 partnership basis with funding shared by local councils, other State agencies, boating and community groups. Contributions from vessel registration fees fund about half the program.

Projects are submitted by land owners, usually local councils, as part of the annual call for applications. NSW Maritime also works in conjunction with councils during the year, as part of River and Estuary Management Committees or through Boating Management Plans, to identify opportunities and issues on particular waterways, including improvements to boating facilities.

In 2005–2006, a total of 65 applications for MIP grants were received for regional NSW, which resulted in 34 grants totalling \$1,526,984 being offered.

SHARING SYDNEY HARBOUR ACCESS PROGRAM

This year was also the third year of the Sharing Sydney Harbour Access Program (SSHAP) for grants in Sydney Harbour. SSHAP is administered through the Department of Planning with funding and technical assistance provided by NSW Maritime. The objective of the SSHAP is to improve public access to the foreshore of Sydney Harbour. Nine grants were offered through SSHAP, totalling \$226,620. In addition, \$240,000 was allocated for a planned facility at Ballast Point.

Total grants provided during the year through MIP and SSHAP amounted to more than \$1.99 million for 43 projects and the Ballast Point allocation. The grants will allow works worth more than \$5 million to be undertaken with some of the projects also attracting co-funding from other sources.

10 YEAR BOATING FACILITIES PROGRAM

In addition to the MIP and SSHAP partnerships, NSW Maritime is developing a 10 year boating facilities program, which will assist in identifying opportunities for future improvements over the next decade to ensure the effectiveness of NSW Maritime grant programs are maximised throughout NSW.

The boating facilities program involves the collection of information on boating facilities throughout the State as well as discussions with local councils and other boat user groups as the major recipients of grant funding.

NAVIGATION AIDS/MARKERS

A total of 183 navigational aids were upgraded during the year. This involved the changing of 136 lights to LED technology, converting 10 steel pipe markers to PVC markers and upgrading 56 old fibreglass buoys to the new 1300 series plastic buoys. In addition to these upgrades, a total of 88 new nav aids were installed throughout NSW, comprising 11 PVC markers, 13 plastic 1300 series buoys, 51 aqua markers, three courtesy moorings and a number of pylons and lights.

Major capital upgrades included:

- Installing a new entrance lead at Lord Howe Island – \$56,800
- Installing new beacons and light upgrades in the Port of Yamba – \$62,160
- Replacing flood damaged aids in the Bellinger and Tweed Rivers – \$24,000
- Lighting upgrades in Lake Macquarie – \$34,000,

- Aid upgrades in:
 - Hawkesbury, Brisbane Waters and Pittwater areas – \$51,000
 - Sydney Harbour – \$22,000
 - Georges and Hacking Rivers – \$22,000
 - Wollongong, Lake Conjola and Lake Illawarra – \$21,000
 - Murray Region – \$19,000.

A total of 489 breakdown notifications were issued for the year, comprising 71 per cent lit aids and 29 per cent unlit aids. This represents an increase of 61 per cent from 2004–2005 and 15 per cent of the total nav aid population, which is currently 3,250. Major causes of navigation marker failure were attributed to light components (44 per cent), buoy off station (21 per cent), vandalism (12 per cent), false alarm (6 per cent) and missing (6 per cent). The nav aid maintenance contractor achieved a 100 per cent compliance rating for meeting key contract performance targets.

TOTAL ASSET MANAGEMENT (TAM) STRATEGY

NSW Maritime is developing its TAM strategies in conformity with NSW Treasury guidelines. This involves subjecting assets that support service delivery outcomes to rigorous strategic planning principles in the areas of maintenance, capitalisation and disposal. Strategies were completed during the year for heritage asset management, berthing boxes and dredged channels, maritime infrastructure, harbour lands and the Maritime Trade Towers.

The Operational Assets and Accommodation Strategy is currently under review in an attempt to deliver outcomes that will see a consistent approach to procurement, additional utilisation of assets and opportunities for efficiencies through innovative approaches, such as joint agency offices.

NSW Maritime currently has 31 operation centres from Tweed Heads on the Queensland/NSW border to Eden on the South Coast, and as far west as Mildura on the Murray River.

Improved infrastructure and access to waterways

An accommodation strategy was developed so that NSW Maritime can continue to provide a high level of service to its clients. Functional requirements for an operations centre include:

- Proximity to waterfront
- Suitable customer service area
- Good parking facilities for customers, including space for boats on trailers
- Adequate arrangements for berthing and/or storage of patrol boats and storage of equipment.

NSW Maritime is actively pursuing co-location with State and Federal Government agencies and other organisations where appropriate.

The TAM strategies are evolving and subject to ongoing review. Over the next three years it is planned the strategies will maximise asset utilisation.

Statewide Planning

BERRYS BAY MARITIME PRECINCT

A four hectare land and water area at the western end of Berrys Bay, comprising part of the former BP oil storage site and the current Woodleys vessel repair facility, has been identified for development as a maritime precinct. Land in the precinct is suitable for a range of maritime commercial and recreational uses. The site is on both Crown and NSW Maritime land.

NSW Maritime intends to call for registrations of interest for the development of the precinct in the coming year. The development will include permanent public access and retain the heritage aspects of both sites.

BERRYS BAY – FORMER QUARANTINE DEPOT

This heritage-listed site is also on the western side of Berrys Bay and on both Crown Property Portfolio and NSW Maritime land. During the year a comprehensive maintenance program for the buildings, wharf and trees on the site was commenced.

Registrations of Interest for the future development of the site are expected to be called in the coming year. The objective is to establish a range of commercial and community uses to ensure broad access to the site with an emphasis on its long association with maritime activities.

BANK STREET PYRMONT MASTER PLAN

A final Master Plan for the area along Bank Street, between the old Glebe Island Bridge and the Sydney Fish Market – on land owned by NSW Maritime and four other landowners – was completed in December 2005. Completion of the Master Plan was a prerequisite under the Sydney Regional Environmental Plan No 26 for the development of the site as a passive boating facility to cater for canoes, rowers and dragon boaters, providing community foreshore access and open space. It is anticipated the Plan will be endorsed by the Minister for Planning in the coming year.

BLACKWATTLE BAY DEVELOPMENT

In June 2006, a Development Application (DA) for the refurbishment of the former coal bunker wharf at the southern end of Blackwattle Bay, which was prepared by NSW Maritime in conjunction with Sydney Harbour Foreshore Authority (SHFA), was approved by the Minister for Planning. The DA sought approval to construct a new building for maritime-related uses within the coal bunker footprint and the reinstatement of the former coal unloading gantry crane. A proposal to link the wharf to the adjacent Sydney Fish Market via a pedestrian boardwalk was placed on public exhibition in May 2006.

In the coming year, it is intended to call for expressions of interest from the private sector to repair the coal bunker wharf substructure, refurbish the wharf in terms of the development consent, construct the boardwalk, develop the adjacent commercial marine wharf and lease both wharf sites.

HOME BUSH BAY WEST MARITIME PRECINCT

The Master Plan for Homebush Bay West, prepared in conjunction with the Sydney Olympic Park Authority, was adopted by the Minister for Planning in September 2005. The Master Plan includes the provision of a maritime precinct for western Sydney which would include dry boat storage, a public boat ramp, vessel repair facilities and a significant foreshore park.

COMMERCIAL WETLAND LEASING POLICY

NSW Maritime, in conjunction with the NSW Department of Lands, worked on a joint policy on commercial leasing tenure arrangements for the State's commercial marinas and associated waterfront uses. The aim of the draft policy is to provide a framework that encourages marina operators to provide and maintain quality boating services and facilities in a commercially secure environment.

Extensive consultation with industry groups and community representatives was undertaken during the year.

Foreshore Approvals

APPLICATIONS FOR CONSENT

As the land owner of the beds of the harbours and tributaries of Sydney Harbour, Botany Bay, Newcastle Harbour and Port Kembla Harbour, NSW Maritime is responsible for assessing proposed developments on port lands prior to any development application being lodged with the relevant consent authorities. Each of these waterways is significant in terms of its natural, cultural, economic and historical value to the people of NSW.

During the year, NSW Maritime received 87 new applications seeking land owner's consent to lodge a development application for works over its land, seven more than for the preceding year. A total of 94 applications were determined, of which 80, which equates to 85 per cent, were approved. This represented an increase in applications and a higher approval rate over the previous year, in which 82 applications were finalised and 49 were approved. The average time taken to determine land owner applications was 10 per cent less than the previous year.

The increased proportion of successful applications and the improved turnaround times can be attributed to:

- Lodgement of a higher proportion of applications for public, club and commercial boating facilities
- Streamlining of minor applications relating to events and internal fit-outs at Woolloomooloo Wharf, King Street Wharf and Walsh Bay
- Improved screening of applications to ensure they are complete before they are registered
- Greater certainty to applicants provided by the introduction of a new waterside zoning system on 28 September 2005 under the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney REP).

NSW Maritime assessed and determined a number of applications under the *Environmental Planning and Assessment Act 1979* for water-based development on Sydney Harbour, maintenance dredging and works in unzoned waters. A total of 42 applications were determined during the year, 10 less than the previous year. However, the approval rate increased by 10 per cent. This was due to:

- A reduction in the number of applications lodged for private structures
- The extension of the Sydney REP to the Lane Cove River, Circular Quay, Blackwattle Bay and Rozelle Bay, shifting approval for some types of development to the Minister for Planning or local councils.

Construction approval was granted to 32 applications, compared with 31 last year.

A total of 115 integrated development applications were reviewed under the *Rivers and Foreshores Improvement Act 1948*, representing a decrease from the 207 applications considered during the previous year. This reduction is the result of new exemptions which apply to applications within existing building footprints and almost all ancillary developments more than 10 metres from protected waters. Accordingly, the number of permits for work issued decreased from 55 in 2004–2005 to 35 for the current year.



NSW Maritime provides maritime infrastructure, such as King Street Wharf (pictured above), which supports the commercial vessel industry.

Corporate Services

Customer Service Officer, Su Yee Collins, provides a customer with information about recreational boat registration. NSW Maritime has 31 Operation Centres across the State.



DEVELOPMENT OF OUR ORGANISATION

As part of the implementation of the NSW Maritime Employee Recognition Scheme, the inaugural Chief Executive Awards were held on 8 February 2006. The first recipients received awards for innovation, customer service and team performance.

A new career structure was implemented for customer service staff. The new position of Customer Service Specialist was designed to assist with the formal, structured competency-based training and assessment of Customer Service Officers. Another new position, entitled Customer Service Coordinator, is to participate in the management and coordination of customer service functions within operation centres.

The State Government on 17 March 2006 passed the *Public Sector Employment Legislation Amendment Act 2006* which deemed NSW Maritime employees were employees of the Crown.

JOB EVALUATION SCHEME

NSW Maritime continued the application of the Cullen Egan Dell Evaluation Scheme which provided rigour, transparency and clarity in job redesign and job evaluation processes. The superior aspects of the scheme and the involvement of trained staff participants assisted its smooth operation.

LEARNING AND DEVELOPMENT

NSW Maritime commenced a three-year program of organisational development and cultural change encompassing leadership, ethics and customer service.

The initial Leadership and Management Development Program involved two workshops. The first set the direction of the program and the second related to coaching for achievement. To ensure skills are transferred to the workplace, managers attended follow up small group coaching sessions to work on individual cases.

All staff attended ethics awareness training. KPMG ran the program and have conducted similar programs for the State Governments in Victoria and South Australia.

A customer service training program was developed for all staff and will start in July 2006.

The newly created classification of Customer Service Specialist has responsibility for the training and assessment of new staff. Staff appointed to these new roles received training and will implement a new outcomes based competency system.

In addition to the new training programs developed and introduced during the year, NSW Maritime conducted regular training courses on Authorised Officer Compliance, Staff Selection Techniques, Job Interview Skills and Business Writing. More specialist courses included Job Evaluation training and Ministerial Briefing Note Writing. Average training days for staff increased from 1.6 to 3.5.

LEGAL SERVICES

NSW Maritime has six solicitors and three support staff who provide a wide range of services to internal and external clients including the Minister, Chief Executive, NSW Maritime staff and members of the public.

Legal Services operates statewide and is involved in the enforcement and provision of advice in relation to marine and environmental legislation. Work includes the preparation of contracts and processing Freedom of Information applications, searches of NSW Maritime records, and responses to subpoenas and penalty notice representations.

In addition to providing advice and representation in traditional areas of public sector legal practice, Legal Services assists in meeting the training needs of NSW Maritime officers and ensuring organisational compliance with various legislative requirements. The legal team maintains a watching brief on legislation and policies that may impact on NSW Maritime.

A detailed overview of the key areas of practice and responsibility of Legal Services is set out in the Appendices.

OCCUPATIONAL HEALTH AND SAFETY

NSW Maritime is committed to providing a safe and efficient workplace for all its employees, contractors and visitors and to raising awareness of workplace occupational health and safety issues. This commitment is achieved through workplace consultation with employees, hazard identification and risk assessment.

NSW Maritime continued the implementation of Occupational Health and Safety (OH&S) consultative arrangements which required the training of new committee members. Practical risk management workshops covering job safety analysis were conducted and Job Safety Analysis drafts were developed to ensure the consultation process is effectively implemented.

In pursuing its overarching goal to provide a safe workplace and reduce injuries to employees, the following activities were undertaken:

- Implementation of the NSW Public Sector OH&S and Injury Management Strategy 2005-2008
- Delivery of OH&S training to management and staff to build capacity and awareness in the management of OH&S issues in workplaces
- Planning and implementation of measures to transfer the management of workers' compensation claims to the new Treasury Managed Fund (TMF) workers' compensation model
- Delivery of TMF risk management workshops to identify, develop and prioritise high-risk activities
- Review of unresolved OH&S risks and recommended control actions by OH&S Committees
- Documentation and communication of suitable controls and procedures for key workplace safety risks
- Delivery of health awareness and control programs in the areas of skin cancer, immunisation and influenza.



NSW Maritime plays a key role in staging the annual Sydney Harbour Week. Pictured is a scene from the Sail Expo event held in Cockle Bay.

Boating Service Officer Eric Taylor (left) takes part in a compliance training exercise, while Senior Boating Service Officer Hendrik Clasié assesses his performance. Boating Service Officers Dan Dummer and Marg Wyborn play the part of boaters in the exercise.

DUST DISEASES LIABILITY

NSW Maritime is responsible for managing current and future dust diseases claims. Based on actuarial advice, \$1.96 million was set aside to manage this liability, a reduction from \$3.2 million in 2004–2005, due to lower estimated numbers of future claims and a reduced average claim size.

At 30 June 2006, NSW Maritime is a respondent for two dust diseases claims. Currently, the estimated cost for both claims is \$220,000 excluding legal costs.

WOMEN'S ACTION PLAN

NSW Maritime recorded an 88 per cent return rate for staff on maternity leave and the rate of female participation in its workforce increased to 43 per cent. Female staff are employed in varied roles across the organisation, and increasingly in previously male-dominated areas such as the on-water roles of Boating Service Officer and Environmental Service Officer.

In 2005–2006, NSW Maritime supported four women to attend the Springboard Development Program and one to attend the Women in Leadership Program. In addition, a corporate table was sponsored for the UNIFEM International Women's Day breakfast event, which enabled 10 female and male staff members to attend.

EQUAL EMPLOYMENT OPPORTUNITY

NSW Maritime supported two Aboriginal and Torres Strait Islander traineeships to successful completion, a further two trainees enrolled in a Certificate II in Business Administration. Additional support was available to trainees, including a dedicated support person and the resources of the Aboriginal Employment Strategy.

The North Coast region actively participated in the Regional Coordination Management Group initiative to improve the employment outcomes of indigenous people in regional areas.

Three staff were supported to attend the Institute of Public Administration Australia 2006 Seminar entitled

OCCUPATIONAL HEALTH AND SAFETY PERFORMANCE

Average days of sick leave per employee	increased from 5.16 to 5.28
Average days of sick leave per employee (excluding long term sick leave >15 days)	4.73
Number of lost-time injuries	decreased from 12 to 8
Number of reported non-lost-time injuries	increased from 9 to 10
Total number of workers' compensation claims	decreased from 21 to 18
Average days lost for workers' compensation per employee	increase from 1.1 to 2.14*
Number of OH&S legislation prosecutions	0

* The increase in the days lost for workers' compensation was affected by three long-term cases, two of which have since been resolved.



NSW Maritime is the lead agency in on-water traffic management during the major aquatic events on Sydney Harbour such as the Ferrython on Australia Day.



Environmental Service Officer, Paul Skimmings, gathers usage data from a vessel pump-out facility.

‘Improving Aboriginal employment outcomes in the public sector’.

The Equity and Diversity Committee met to raise and discuss issues related to EEO. To address issues raised by the Committee, additional information for applicants with overseas qualifications was provided on NSW Maritime’s website and a review of employment policies was undertaken to ensure access and equity for all applicants.

MULTICULTURAL RELATIONS

NSW Maritime reviews the services provided to multicultural client groups on an annual basis. Staff provided valuable input into these reviews and advised where interpreter services may need expansion or where specific cultural groups require additional assistance.

Client groups currently identified as needing additional resources and assistance are Arabic, Vietnamese and Cantonese communities. This assistance is provided through interpreter services and both written and audio safety messages in community languages. An assessment of the client groups at Liverpool operations centre was undertaken during the year and recommendations on the needs of all clients is currently under consideration.

All NSW Maritime staff received training on cultural diversity through the induction program and the delivery of cross cultural awareness training is planned for 2006–2007.

A training module on cultural diversity and discrimination topics was completed during the year. This has been added to the training CD ROM which is now ready for release as part of the orientation program.

Staff awareness on multicultural relations was raised through regular articles in the internal newsletter, *Tidelines* and through participation in events such as Harmony Day.

PERSONNEL POLICIES AND PROCEDURES

The following new policies were introduced during the year:

- Part-time Work Policy
- Part-time Accrual of Additional Entitlements
- Traumatic Incident Stress Management
- Statement of Business Ethics
- Workplace Surveillance Policy.

The following two policies were updated:

- Email, Intranet and Internet Policy
- Grievance Procedures.

DISABILITY ACTION PLAN

The Disability Action Plan was finalised in August 2005. The plan seeks to identify and address barriers to people with a disability in terms of their access to information and services.

The plan is reviewed regularly in order to ensure customers have equal access to the NSW Maritime website, customer service and information across voice and data media. Information access for regional and rural communities and transport infrastructure for people with disabilities will be addressed.

NSW Maritime supported a staff member to attend the Deaf and Hearing Impaired Network, coordinated by the Premier’s Department. The network provides information and training.