



**WE PROVIDE
SAFE AND SECURE
PORTS**

KEY RESULTS



THIS PAGE TOP: The Port of Eden on Twofold Bay, which services the south coast of NSW as well as eastern Victoria.
THIS PAGE BOTTOM: NSW Maritime's Yamba Harbour Master, Alan Jones.

PORTS TO SUPPORT A GROWING ECONOMY

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 and eastern Victoria. The port has significant capacity to service the needs of a variety of importers and exporters and is also home to a large fishing fleet.

In 2007-2008, the Port of Eden recorded a 4.3 per cent decrease in trade to a total of 1,273,113 mass tonnes. Hard woodchip and softwood log exports continued to represent the major commodity traded. However, the total hard woodchip traded

fell by 13 per cent to 976,932 mass tonnes. The balance of trade comprised cargoes from naval vessels, offshore oil and gas vessels and passenger ships. In addition, crude oil was also handled at Eden through three ship-to-ship transfers. Commercial vessel visits remained steady at 72, and there were 40 Royal Australian Navy visits.

The trade in softwood logs has matured since construction of the multi-purpose wharf in 2003. A total of 295,162 mass tonnes of logs were exported during the year, which is a 43 per cent increase on 2006-2007. The construction of a cargo storage facility in 2006, adjacent to the multi-purpose wharf, assisted this growth of softwood log exports.

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 a prawning and fishing fleet, and handles a range of imports and exports.

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

In 2007-2008, trade through the port increased 64 per cent to 16,203 mass tonnes. The major commodities traded included timber products, miscellaneous manufactured articles, building materials, beverages and petroleum products. There were 44 vessel visits.

OTHER PORT MATTERS

MARITIME/ PORT SECURITY

NSW Maritime continued the installation of integrated closed circuit television (CCTV) security systems in the ports of Eden and Yamba. In addition, perimeter security at Goodwood Island Wharf, Yamba and the Breakwater Wharf, Eden was improved with the repair and upgrade of the security fencing.

The Ports of Eden and Yamba each have port security committees which met on a number of occasions during the year. Security drills and exercises were also carried out to test the security

preparedness of the ports as required by the *Maritime Transport and Offshore Facilities Security Act 2003*.

NSW Maritime is represented on the Sydney/Port Botany, Port of Newcastle and Port Kembla Port Security Committees and the Transport Security Precinct Committees of Circular Quay, Manly Wharf and King Street Wharf. NSW Maritime is also represented on the Port Security Working Group of Ports Australia which met twice during the year.

PORT SAFETY OPERATING LICENCE (PSOL)

NSW Maritime is responsible for ensuring the port corporations comply with the conditions of their Port Safety Operating Licence (PSOL) through a periodic audit process.

The PSOL issued to each port corporation under the *Ports and Maritime Administration Act 1995* (the Act) contains performance standards for safety, provision of navigation aids, environment protection, investigation of incidents and other functions. Under section 15(2) of the Act, the Minister may renew a PSOL and initiate a review process as required.

During the year:

- Newcastle Port Corporation (NPC) surveillance audits were conducted by NSW Maritime in November 2007 and June 2008. NPC complied with all conditions of its PSOL
- A Port Kembla Port Corporation (PKPC) surveillance audit was carried out in March 2008. The port met all conditions of its PSOL.

A surveillance audit of Sydney Port Corporation is due to be carried out in late 2008.

REVISION OF PILOTAGE HEALTH STANDARDS

NSW Maritime, in conjunction with the three port corporations, is developing a new health standard for NSW marine pilots to reflect contemporary knowledge and practice, and the workplace of marine pilots.

Development of the new standard involved consultation with State and national stakeholders, in particular with marine pilots and their associations. At the time of publishing this report, implementation arrangements were also being developed by NSW Maritime and the three port corporations.

Key changes are:

- Periodic health assessments will be carried out less frequently. However, these will be supplemented by triggered health assessments which provide a mechanism for monitoring health continually and ensuring daily fitness for duty
- Assessments will be carried out by authorised health professionals who are formally selected and appointed by NSW Maritime. The appointments are based on selection criteria and completion of a training course, including familiarisation with the environment in which marine pilots work
- Several classifications of fitness were introduced to provide management with options to allow employment of marine pilots who are fit for some but not all duties.

CASE STUDY

EXERCISE OILY CARP

In line with its oil pollution combat responsibilities for the north and south coast, NSW Maritime ran a major State oil spill response exercise, 'Oily Carp', on 12 and 13 March 2008. The exercise consisted of four sessions in which a panel of representatives from various agencies discussed a scenario of a ship grounding and subsequent oil spill. It was attended by 130 people from 31 agencies and organisations.

The exercise also included a demonstration of tier 2/3 oil spill response equipment by Sydney Ports Corporation with assistance from Newcastle Port Corporation.

Overall the feedback from the attendees was positive and indicated that the exercise met its main objectives.

The following actions will seek to address some of the key issues that arose during the exercise:

1. It was identified that the jurisdictional boundaries between the NSW Fire Brigades and NSW Maritime need to be more clearly defined. This is to be addressed through a Memorandum of Understanding between the two organisations
2. A flow chart will be prepared to explain the process for notifying agencies and jurisdictions of an oil spill as an appendix to the State Oil Spill Response Plan
3. Potential Incident Control Centre locations will be identified on the North and South Coast
4. Dialogue with coastal councils will be improved to ensure appropriate cleanup of oil from shorelines and the disposal of oiled waste.



Pictures from exercise Oily Carp, Coffs Harbour.

- All medical criteria were developed based on the health attributes specifically required to complete marine piloting tasks. The four areas of health attributes required are senses, cardio-respiratory fitness and musculo-skeletal capacity, general health, and cognitive capacity.

RESPONSE TO PASHA BULKER REPORT

In December 2007, the Minister for Ports and Waterways tabled NSW Maritime's Investigation Report into the Grounding of the *MV Pasha Bulker* and Near Grounding of *MV Sea Confidence* and *MV Betis* off Newcastle.

Implementation of the report's eight recommendations by NSW Maritime and Newcastle Port Corporation (NPC) commenced immediately following the release of the report. For example, legislation has already been amended to:

- Increase the penalty for negligent navigation of a seagoing vessel to \$110,000
- Provide gaol terms for negligent, reckless or dangerous navigation that causes death or grievous bodily harm.

COMMERCIAL VESSEL AND FERRY SECURITY

In 2007-2008, a security training package for commercial vessel operators was produced in a joint undertaking by NSW Maritime, Ministry of Transport, Commercial Vessels Association, NSW Police and the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government.

The package includes security guidelines for ferry and charter vessel operators, a training DVD, and an amendment to the Safety Management System (SMS) for charter vessel operators.



Port Botany was one of the ports considered during the Review of Port Competition and Regulation in NSW.

The amendment to the SMS for charter vessel operators included a focus on security for the first time and was gazetted in NSW in April 2008. The new SMS became a requirement for a vessel certificate of survey from that date. Vessel operators were given a six-month implementation period prior to the commencement of the 2008-2009 peak charter vessel season.

A DVD, *Hot or Not*, was produced to provide training on the handling of suspicious articles/ packages found on ferries and charter vessels.

PORT PLANNING AND POLICY

NATIONAL MARITIME LEGISLATION PROPOSAL

In December 2007, the Minister for Ports and Waterways wrote to members of the Australian Transport Council (ATC), the Commonwealth Minister for Finance and Deregulation and members of the

National Marine Safety Committee's Industry Advisory Council requesting support for a new approach to the legislative implementation of maritime safety standards.

This matter has subsequently been included in the Council of Australian Governments' (COAG) regulation work program. At its meeting on 26 March 2008, COAG requested ATC to decide on a preferred approach and commission detailed work to develop that approach by November 2008. Detailed work on this initiative is being progressed through the Australian Maritime Group.

REVIEW OF ECONOMIC REGULATION OF NSW PORTS (CIRA REVIEW)

The NSW Government engaged PricewaterhouseCoopers (PwC) to conduct a Review of Port Competition and Regulation in NSW. The purpose of the review was to consider the regulation of the Sydney Ports (Port Botany, Glebe Island, White Bay, and Darling Harbour),

Port of Newcastle and Port Kembla (including the handling and storage facility operations at those ports) against the relevant principles set out in the Competition and Infrastructure Reform Agreement.

The Competition and Infrastructure Reform Agreement was agreed by jurisdictions at the COAG meeting on 10 February 2006. The objective of the agreement was to assess the merit and scope for a simpler and consistent national approach to the economic regulation of significant infrastructure.

Public submissions were invited and PwC consulted with key stakeholders including the NSW port corporations, stevedores, port terminal operators and maritime unions. The review resulted in a number of recommendations in relation to improving port services, price oversight and access arrangements. The review also called on the Government to explore viable options for improving the transparency of the way

CASE STUDY

IPART REVIEW (PORT BOTANY)

In recent years there has been increasing public and industry concern about congestion at Port Botany, particularly at the interface between the container terminals and land transport (road and rail) operators.

The Port Botany Logistics Taskforce, established in 2006 by the Minister for Ports and Waterways to provide strategic advice to Government on ways to improve the landside interface at the port, agreed that an independent assessment of the port-land transport interface was required. In 2006 the Premier referred this matter to the Independent Pricing and Regulatory Tribunal (IPART).

Throughout 2007 IPART undertook investigations and conducted exhaustive consultations with industry and the public. In March 2008 IPART presented its final report and recommendations to government.

IPART acknowledged the concern about congestion, and that the landside interface is failing to effectively cope with current demand. Its 18 recommendations focused on transparency at the interface; clear rules for the Vehicle Booking System (VBS); a Port Botany Rail Logistics Taskforce to improve the rail interface; and light-handed regulation to manage port efficiency. IPART's key recommendation was for stevedores to introduce a VBS Dutch auction system (a descending auction price mechanism) to even out peak slot demand by increasing evening and weekend activity, with the intent to increase efficiency and reduce congestion during peak operating hours.

NSW Maritime will coordinate the development and implementation of the Government's response to IPART's recommendations.



Policy Officer, Matt Jones, referring to photographs of Port Botany.

in which the terms and conditions for long term leases of port corporation land are determined. The NSW Government is currently considering its response.

PORT BOTANY LOGISTICS TASKFORCE

The Minister for Ports and Waterways, Joe Tripodi, established the Port Botany Logistics Taskforce in 2006 to provide strategic advice to government on ways to improve the landside interface at the port. In view of the forecast significant growth in container trade through Port Botany, the taskforce is also examining the efficiency of the port logistics chain to meet future demand.

The taskforce is chaired by the Minister and comprises expert industry and government leaders. NSW Maritime is a member of the taskforce and provides secretariat support.

Some taskforce activities during the year included:

- Taskforce members facilitated the trial of Super B-Double vehicles at Port Botany which, due to their capacity to move four TEU containers at any one time, have the potential to increase efficiency and reduce congestion. On completion of a preliminary trial in May 2008, a three year trial began at the port

- In March 2008 the Independent Pricing and Regulatory Tribunal (IPART) released its final report into its review of the Interface between the Land Transport Industries and the Stevedores at Port Botany. In April 2008, the taskforce hosted a consultation meeting with key stakeholders to discuss the report's 18 recommendations. The taskforce will provide an effective forum for consideration and implementation of the Government's response to the final report.



Ski-boats on the Murray River at Mildura. NSW Maritime licenses aquatic events to ensure appropriate safety measures are in place.

- Taskforce members have helped to prioritise infrastructure projects that will improve the efficiency of the freight logistics chain such as rail freight improvements at Botany. A number of port projects were also identified as priorities for Auslink Round II funding such as the duplication of the Botany rail line.

REPRESENTATION ON NATIONAL FORUMS

AUSTRALIAN MARITIME GROUP

NSW Maritime represents the State on the Australian Maritime Group (AMG) – an inter-governmental group that brings together the peak maritime organisations at State and national level to discuss key issues of importance to the maritime sector.

During the year:

- AMG endorsed the draft Maritime Operations Training Scheme to address the shortage of maritime skills. AMG also endorsed in principle the mutual recognition of this scheme across all licensing authorities
- AMG considered the future of maritime safety jurisdiction in Australia. In May 2008, the Australian Transport Council endorsed in-principle a single national approach to maritime legislation
- A stakeholder workshop was held in February 2008 to discuss issues such as maritime skills, coastal shipping, environmental management as it relates to ports and shipping and maritime legislation
- AMG identified climate change and environmental issues as priority areas for further consideration by the group.

NATIONAL MARINE SAFETY COMMITTEE

NSW Maritime represents NSW on the National Marine Safety Committee (NMSC) which seeks to introduce uniform practices in marine safety nation-wide. In 2007-2008 the NMSC endorsed or progressed:

- The National Boating Exposure Study
- The Revised National Guidelines for Marine Pilotage Standards
- NSCV Part C3 – Construction
- NSCV Part C7A – Safety Equipment
- NSCV Part C7B – Communications equipment
- NSCV Part C7D – Anchoring Systems.



USS Kittyhawk and support fleet on a visit to Garden Island, Sydney.

NATIONAL PLAN MANAGEMENT COMMITTEE

The National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances is an integrated government and industry framework enabling effective response to marine pollution incidents. NSW Maritime represents the State on the National Plan Management Committee which provides strategic management of the National Plan.

The committee met once during the year and considered a range of matters including the review of the National Oil Spill Response Atlas and a number of management related issues.

NSW Maritime also represented the State on the National Plan Operations Group, which met twice during the year, and a number of working groups.

REPRESENTATION ON NSW FORUMS

NSW MARITIME AND PORT CORPORATIONS' CHIEF EXECUTIVE OFFICERS' MEETING

During the year, the NSW Maritime Chief Executive and the port CEOs met on three occasions. Discussions included:

- Amendments to the *Marine Safety Act 1998*
- The marine pilotage legislative review
- The review of port competition and regulation in NSW
- The future of the HF voice monitoring service currently provided by Sydney Ports Corporation
- The revised Oil Spill Prosecution Guidelines
- Port safety issues.

BIG SHIPS SMALL BOATS

NSW Maritime revised its education efforts surrounding the safety issues in ports where small craft interact with larger vessels. This led to cooperation with the three ports and the expansion of the existing Big Ships Small Boats safety awareness campaign.

The result was the launch of an online resource centre at <http://www.maritime.nsw.gov.au/bigships/index.html> where people can read, view and hear safety information intended to help skippers of all craft understand their responsibilities particularly in busy ports. The online resource centre was further promoted through a direct mail campaign to registered boat owners in port areas, with an advertising effort planned to run prior to the start of the 2008-2009 boating season.





THIS PAGE TOP: Boating Safety Officer Carl Cormak (left) and Minister for Ports and Waterways Joe Tripodi pictured at the launch of the *You're the Skipper – You're Responsible* safety education campaign at the Tweed River.

THIS PAGE BOTTOM: NSW Maritime intends to build a safety education campaign targeting small craft such as canoes and kayaks for the 2008-2009 year. The use of such craft is growing in popularity. (Photo courtesy of the Red Cross)

SAFE WATERWAYS

VESSEL SAFETY MANAGEMENT

COMPULSORY BOATING SAFETY COURSE

Since 1 October 2006 it has been compulsory for people wishing to obtain a general powerboat or personal watercraft (PWC) licence to complete a Boating Safety Course before they can sit a knowledge test for a licence to operate a powerboat.

The course provides boaters with essential boating information including safety equipment and navigation light requirements, water traffic rules and emergency situation response.

NSW Maritime has made available the following four alternatives for completing the course:

- Attending a course conducted by NSW Maritime or a volunteer marine rescue organisation such as the Royal Volunteer Coastal Patrol or Australian Volunteer Coast Guard Association
- Attending a course conducted by a Recognised Training Provider
- Viewing the course on-line
- Purchasing a DVD/video for viewing at home.

During 2007-2008, some 29,500 people were issued a NSW boat driver's licence after completion of the Boating Safety Course and passing the appropriate licence test.

	2006 – 2007		2007 – 2008	
	GENERAL	PWC	GENERAL	PWC
NSW Maritime/Volunteer Course	4,500	400	6,400	400
RTP Course	2,900	600	8,400	800
DVD / Video	4,000	1,000	5,300	1,300
Online	3,600	1,000	5,500	1,400
TOTALS	15,000	3,000	25,600	3,900

BOATING SAFETY EDUCATION

For the 2007-2008 boating season, NSW Maritime developed and conducted six state-wide education and compliance campaigns. This followed consideration of the results of previous campaigns, boating incidents and penalty notices, and formal warnings issued. The themes were:

- Responsibility of the Skipper
- Navigating at night
- Speed
- Lifejackets and safety equipment
- Cold weather boating and capsizing
- Wash and protecting the environment.

In addition, more than 70 regional safety education programs were conducted to address specific regional issues.

The education and compliance campaigns and programs are designed to promote safety on the waterways and educate boaters about their individual responsibilities.

These campaigns brought together resources from across the agency to utilise on-water patrols, service centre staff, boat shows, advertising and the media. The safety awareness campaigns involved partnerships with organisations such as the NSW Marine Teachers Association, the Boating Industry Association, the volunteer marine rescue groups and the Australia New Zealand Safe Boating Education Group.

MARINE SAFETY PACKAGE

In June 2008, the Minister for Ports and Waterways Joe Tripodi announced a package of marine safety reforms designed to strengthen the culture of safe boating in NSW.

The reforms, to be implemented by NSW Maritime, included new penalties for dangerous or negligent navigation, overloading a vessel, endangering public safety and driving while disqualified. Penalties include fines of up to \$110,000 and two years imprisonment for certain offences.

Boating Safety Officers were also given the power to issue enforceable directions on the water to ensure the protection of public safety.

Other marine safety measures include an increase in night patrols on Sydney Harbour, a particular focus on defective vessel lighting, an industry Code of Conduct for the design and maintenance of electrical crossings across waterways and a requirement for all vessels to display information for passengers covering lifejackets, maximum passenger numbers and skipper responsibilities.

The marine safety package will be supported by an expansion of NSW Maritime education and communications campaigns targeting lifejackets, skipper responsibilities, night navigation and alcohol. NSW Maritime will also introduce a system of maritime alerts to advise

boaters of dangerous weather and conditions at coastal bars.

The Authority also continues to build upon its safety information available online through initiatives such as expanding its webcam service and creating 'resource centres' on specific issues to further promote and disseminate essential safety information.

INCIDENT AND FATALITY SUMMARY

In 2007-2008, a total of 365 boating incidents involving both recreational and commercial vessels were reported to NSW Maritime. These resulted in 21 fatalities, 63 serious injuries and 86 minor injuries.

Of the reported boating incidents, 256 involved recreational vessels, 69 commercial vessels and 40 involved both a commercial and recreational vessel. Recreational vessel incidents continue to dominate, accounting for 70 per cent of all incidents. However, the number of incidents involving a recreational vessel has decreased since last financial year.

In the past year, there were 15 fatal boating incidents state-wide. This is less than the 17 fatal incidents recorded in 2006-2007. The ten-year average is 16 fatal incidents.

Capsizing and falling overboard once again accounted for the majority of fatal incidents (six and five respectively). A common theme in these incidents was

	2007-2008				2006-2007			
	VESSEL TYPE				VESSEL TYPE			
	Rec	Com	Rec / Com	Total	Rec	Com	Rec / Com	Total
Incidents	256	69	40	365	297*	66*	29	392*
Fatalities	12	9	0	21	16	2*	5	23
Serious injuries	49	14	0	63	49*	9	3	61*
Minor injuries	57	24	5	86	77*	15*	15*	100*

*Figures adjusted since the 2006-2007 Annual Report.

the failure to wear a lifejacket. Collision with a fixed object accounted for three fatal incidents and collision with a vessel accounted for one.

There were two incidents during the year which resulted in multiple fatalities. One occurred on Tallawa Dam in February 2008 when two people drowned in a canoeing accident. On 1 May 2008 there were six fatalities following a collision between two commercial boats off Bradleys Head on Sydney Harbour.

NSW Maritime is assisting the Water Police with their investigations into deaths resulting from boating accidents.

Since a number of recent fatalities, measures introduced on Sydney Harbour to increase safety include the introduction of a 15 knot speed limit and a prohibition on drifting in the vicinity of the Sydney Harbour Bridge, and the reinforcement of the existing Sydney Harbour Code of Conduct for commercial vessels operating in Sydney Cove.

During 2007-2008, NSW Maritime began the state-wide promotion of the 'You're the Skipper - You're Responsible' awareness campaign.

The skipper's responsibility applies to many key aspects of boating, including:

- Avoiding collisions
- Maintaining a proper lookout
- Operating a vessel at a safe speed for the conditions

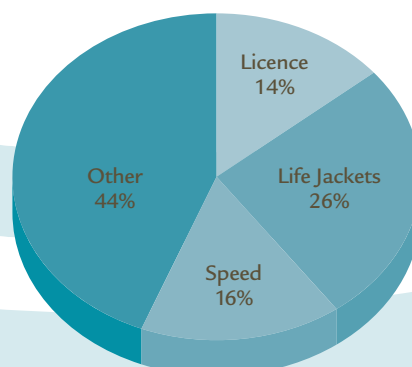
- Remaining on the right side of narrow waterways
- Staying within the alcohol limit
- Making sure the vessel is properly lit at night.

BOATING SAFETY COMPLIANCE

During the 2007-2008 boating season a total of 3405 penalty notices were issued throughout NSW for a variety of offences. Non compliance with lifejacket requirements accounted for more than 26 per cent (875) of all notices issued which is a slight increase from the 23 per cent in the previous year.

Excessive speed accounted for 16 per cent (559) while non-compliance with licence regulations made up 14 per cent. This includes notices issued for operating a PWC and a boat without an appropriate licence.

PENALTY NOTICES ISSUED 2007-2008



The remaining notices were issued for a variety of different offences, including failure to meet navigation light requirements.

ALCOHOL AND DRUG TESTING

More than 6000 random breath tests were carried out on vessel operators by the NSW Police. Five vessel operators were charged for being over the 0.05 prescribed alcohol limit. NSW Maritime continued its public education on the risks associated with alcohol and boating under the 'Go Easy on the Drink' awareness campaign which was adopted by other jurisdictions in Australia.

VOLUNTEER MARINE RESCUE ORGANISATIONS

Since 1998, NSW Maritime has provided funding for the maritime volunteer groups, through the State Rescue Board of NSW. Funding is for capital improvements such as replacement vessels, search and rescue coordination centres and capital improvements, operational support to assist in the delivery of effective rescue services and, since 2005-2006, for competency-based training for volunteers.

The volunteer groups receiving funding under the agreement are:

- Royal Volunteer Coastal Patrol
- Australian Volunteer Coast Guard
- Volunteer Rescue Association (marine units).

As at June 2007, NSW Maritime had provided maritime volunteer groups with a total of \$7.4 million and a further \$1.35 million has subsequently been provided for use in 2008-2009.

In 2007, the State Government commissioned the former Deputy Speaker, the Hon John Price, to conduct a review of the volunteer groups and to:

- Examine the adequacy of the existing capability of volunteer marine units to address the State's marine search and rescue requirements
- Identify any areas where resources may be duplicated and how these facilities could be rationalised
- Examine the adequacy of the current volunteer marine rescue organisational structure and make recommendations on how this could be improved.

The Price Report was to be made available for public comment until 12 September 2008 prior to any decisions impacting on the system of volunteers.

TRIAL OF CAMERAS AT OCEAN BARS

In a bid to improve awareness of safety issues surrounding bar crossings and to encourage people to check conditions prior to attempting such as crossing, NSW Maritime began to trial a program to provide live video vision of bars through the Internet. NSW Maritime accepted an offer from Coastalwatch to install a camera at Narooma Bar for a free trial period beginning in July 2007.

Comments from stakeholders, media and boaters in relation to the camera at Narooma Bar were positive with more than 80 per cent of people responding to a poll conducted on the NSW Maritime

website rating the camera at Narooma as 'good' to 'excellent'. The boating community at Narooma also provided support for the initiative.

NSW Maritime has agreed to extend the trial program with Coastalwatch to provide web-cam vision of 15 coastal bars in total. In addition to Narooma, live vision of the North Coast at Tweed Heads; Coffs Harbour; and Port Macquarie and for the Hunter at Shoal Bay, Port Stephens and Nobbys Beach, Newcastle was made available online.

It is expected that vision from web-cams located at: Brunswick River; Manning River, Harrington; Sussex Inlet; Bermagui; Merimbula Lake; Moruya Heads; Swansea; Clarence River, Yamba; and Richmond River, Ballina will be available to the public from late 2008.

DROUGHT EFFECTS ON BOATING

For the three months to 31 August 2007, NSW Maritime examined the effects of the drought on boating.

In some areas of the State water storages have been closed due to there being little or no water. Low water levels in other areas exposed navigation hazards and restricted or prevented access to boat ramps.

To minimise danger to boat operators, NSW Maritime has installed signs at boat ramps to warn boaters of low water levels and potential navigation hazards.

Whilst NSW has received some rainfall, in June 2008 63.4 per cent of the State was still in drought compared with 80.3 per cent in June 2007. NSW Maritime will continue to monitor water levels and adjust the position of navigation aids and safe education efforts accordingly.

NATIONAL STANDARD FOR COMMERCIAL VESSELS

Under the National Marine Safety Strategy, the Uniform Shipping Laws (USL) Code, which set the commercial vessel standards for maritime safety in each State and territory, is to be replaced by the NSCV as the principal technical standard for commercial vessels. The NSCV will provide a common national standard for the design, construction, crewing and operation of commercial vessels.

NSW Maritime is closely involved in the drafting of the NSCV. NSW Maritime's participation occurs through its membership of the NMSC and its various working groups. These working groups include technical panels and groups working on mutual recognition provisions. This year, NSW Maritime also participated in the development of the USL 2008, which will mark the first stage of adopting those parts of the NSCV that have been completed to date. The amended USL Code was to be implemented by NSW Maritime in late 2008.

COMMERCIAL VESSEL REGULATION TO SUPPORT NATIONAL STANDARDS

The current regulations relating to commercial vessels in NSW are made under the *Commercial Vessels Act 1979*. These will be progressively replaced by new regulations based on the National Standard for Commercial Vessels (NSCV) to be made under the *Marine Safety Act 1998*.

During the year, the Boating (Safety Equipment) Regulation – NSW and the Commercial Vessels (Equipment) Regulation 1986 were amended to require all Emergency Position Indicating Radio Beacons (EPIRB) operating on 121.5MHz to be replaced by 406 MHz EPIRB from 1 July 2008. This reflects the fact that satellites will no longer be monitoring the 121.5MHz frequency after February 2009.

CASE STUDY

SAFETY AT OCEAN BARS

NSW has 47 designated 'ocean bars' where rivers or estuaries meet open waters. Such bars are dynamic areas to navigate due to the constantly changing conditions affected by tide, wind, waves and shifting sand banks.

The Authority has recorded 252 vessel incidents and 16 fatalities on bars since 1992.

Following a double fatality at Narooma bar in 1998, NSW Maritime implemented an education-based action plan on bar crossing safety including:

- Purchased several digital Variable Message Boards for displaying a variety of safety messages at selected bars
- Updated the Boating Handbook to include more bar crossing information
- Updated the bar crossing brochure Boats 'n' Bars

- Produced a bar crossing safety checklist sticker
- Included questions on bar crossings in the boat licence test
- Introduced a toll-free weather forecast service
- Increased education components regarding bar crossings at boating seminars
- Targeting fishing clubs and caravan parks near coastal bars for delivery of safe boating information
- Conducted statewide bar crossing safety campaigns
- Used safety signage regarding bar crossing on road bridges.

In October 2003, the Government introduced important legislation requiring the compulsory wearing of lifejackets by everyone on a recreational vessel when crossing bars. Since the introduction of compulsory wearing of lifejackets there have been 45 reported incidents, and two fatalities, at ocean

bars. In order to further improve safety, NSW Maritime entered into a partnership with online data provider Coastalwatch to trial a live video camera at Narooma bar. The aim was to provide predictive and real-time information on bar conditions. The service also enables the capturing of condition data to assist in investigations in the event of an incident. The trial commenced in July 2007.

The bar web-cam pages present viewers with important safety information and information on weather, swell heights, swell direction, wind speed and direction for the next seven days.

Following the successful free trial of a camera at Narooma bar, NSW Maritime has extended the agreement with Coastalwatch to install cameras at a further seven bars and provide free vision from all eight existing camera sites. The total cost will be \$170,000 over three years.



Senior Boating Safety Officer John Rowe (left), Minister for Ports and Waterways Joe Tripodi (middle) and Volunteer Marine Rescue Radio Operator Jim Leuver pictured at the launch of the extended bar webcam trial.

CROSS MODAL STANDARDS FOR DRUG AND ALCOHOL

NSW Maritime worked collaboratively with the Ministry of Transport to amend requirements under the *Passenger Transport Act 1990* relating to drug and alcohol programs and the testing of transport safety employees working on ferries. Amendments to the relevant regulations were in the process of being finalised, with changes to include the introduction of mandatory post-incident testing and the use of portable hand-held breath test devices.

The new requirements for vessels follow the implementation of similar requirements for rail transport implemented in 2006 and were based on the recommendations of the Waterfall Inquiry. Corresponding changes have also been proposed for the bus sector.

NSW Maritime continues to work with the commercial vessel industry and the Ministry of Transport on the introduction of these requirements.

SAFETY MANAGEMENT SYSTEMS

NSW Maritime has developed a Safety Management System (SMS) guide to assist vessel operators developing their own SMS. This guide includes a drugs and alcohol program. By the commencement of this year, commercial operators were conversant with the legislative requirements to have in place an SMS and drug and alcohol program. Audits conducted during the year revealed most operators had systems in place.

SURVEY

Following industry feedback requesting quicker production times for vessels subject to initial survey, an Initial Survey Team was established. The team

is comprised of NSW Maritime ship surveyors and naval architects. While district surveyors will continue to play an important part in the initial survey process, the dedicated surveyors of the Initial Survey Team are focused on the critical stages of construction and, in close cooperation with industry, naval architects will facilitate the earlier identification and rectification of production deficiencies.

The Vessel Survey Branch aims for continual improvement in its standards of service and this year saw the phased introduction of the E-Diary, to more effectively plan and schedule survey inspections throughout NSW.

With the increase in vessel construction occurring overseas, NSW Maritime surveyors undertook initial surveys in Taiwan, New Zealand and China. This followed close communication between the designers and the Authority's naval architects on the USL Code requirements and equivalent solutions. In response to changing economic circumstances and industry requirements, a greater demand has arisen for interstate inspections for vessels under construction or vessels temporarily operating outside NSW State waters requiring periodic survey.

INNOVATION IN BOAT BUILDING

Collaboration between Seawind Catamarans and NSW Maritime over the last 12 months has seen the acceptance into NSW survey of resin-infused or closed-moulded vessels. Seawind Catamarans, based in Bellambi on the NSW South Coast, are utilising resin infusion on their 1160 model with success. The benefits of resin infusion compared to traditional hand-laid laminates include: better fibre-to-resin ratio producing stronger laminates, reduced resin usage due to pre-compacted fabric producing significant

weight savings, reduced operator exposure to harmful emissions and greater control, and consistency in production quality.

Also proposed in the last 12 months was the acceptance of non-portable thermoplastic fuel tanks on commercial vessels. In the past decade, the recreational boating industry commenced using thermoplastic fuel tanks in recognition of their cost and weight saving. The base material used in the tank construction is UV resistant polyethylene. The thermoplastic tanks will be accepted by NSW Maritime on certain classes of vessels of fire risk category 1 as assessed under the NSCV 'Fire Safety' section to be introduced in late 2008 as part of USL 2008.

MARITIME TRAINING AND CERTIFICATION

The pool of maritime training providers has continued to grow with a new Registered Training Organisation (RTO) being accredited and three others being considered for accreditation this year. The new Maritime Training Package (TDM 07) was endorsed nationally and through the continuous improvement program, it will now be easier to amend its content in response to the needs and expectations of industry.

The skills shortage in NSW has been a key challenge for the industry. Sea service requirements are currently under review by the NMSC, with a greater emphasis on providing proof of quality sea service through approved onboard training.

The number of Certificates of Competency issued by NSW Maritime is slightly less than the average for the preceding five years. However, an increase has been observed in the requests for General Purpose Hand endorsements and for Certificates of Recognition.

CASE STUDY

BOATING SAFETY AT SCHOOLS

NSW Maritime, under an agreement with the Marine Teachers Association of NSW, now recognises a marine studies course delivered through NSW high schools by experienced marine studies teachers as appropriate to obtain a licence to drive a powerboat.

This agreement builds upon NSW Maritime's efforts to raise safety standards on our waterways by delivering water safety messages to secondary schools.

Encouraging safe and responsible on-water behaviour to school students will lead to long term benefits by providing future waterways' users

with a sound understanding of the water-traffic rules, marine regulations and safety requirements.

The marine studies course incorporates NSW Maritime's compulsory Boating Safety Course and includes appropriate licence test questions in the assessment stage and a practical component.

The course will be available through more than 120 high schools in NSW and an estimated 8000 students are expected to undertake the course each year.

Following the successful completion of the marine studies course, a general boat licence or a young adult licence

will be issued by NSW Maritime to students, on presentation of a Certificate of Successful Completion issued by the Marine Teachers Association of NSW and payment of the relevant boat licence fee.

The Authority also published the second print of the Marine Activity booklet for primary school age children. A total of 35,000 copies of this booklet, which was endorsed by the Marine Teachers Assoc of NSW and the BIA of NSW, have been published over two years. NSW Maritime established an online ordering system to enable school teachers to order the booklets which are delivered free of charge statewide.



Minister for Ports and Waterways Joe Tripodi shows a group of school children the new Marine Activity booklet being provided to primary schools statewide.

COAG – NATIONAL RECOGNITION OF CERTIFICATES

The mobility of maritime workers can be restricted by differences between States and territories. Obstacles include differences in the scope of licensing, incompatible qualification and experience requirements and differing classifications. To enable people with trade qualifications to move more freely around Australia, the Council of Australian Governments (COAG) meeting of 10 February 2006 agreed that full and effective mutual recognition of certain licensed occupations throughout Australia would be achieved by the end of 2008.

A COAG Maritime Regulator Working Group was formed this year to resolve inter-jurisdictional issues of mutual recognition of Certificates of Competency. The COAG Maritime Action Group (including industry, RTO and union representatives) oversees the work of the Maritime Regulator Working Group. NSW Maritime is represented on both groups.

COAG established the licence recognition website www.licencerecognition.gov.au, which provides information relating to trade licence entitlements in jurisdictions throughout Australia. The site hosts information about a range of occupations and will provide information on maritime licences later this year.

Each maritime authority around Australia is currently standardising administrative arrangements to facilitate the issue of licences on the basis of mutual recognition.

VESSEL INCIDENT INVESTIGATIONS

The Maritime Investigations Branch undertook major investigations into the grounding of the bulk carrier *Pasha Bulker*

at Newcastle in June 2007 and the multi-fatality at Bradleys Head, Sydney Harbour in May 2008. Both incidents were complex, with NSW Maritime taking the lead in the former, and assisting the NSW Police with the latter. The branch also investigated a bulk carrier hitting a wharf at Port Kembla in December 2007.

The branch conducted 58 formal investigations which resulted in the issuing of 20 penalty notices and 10 formal warnings. Investigation Officers attended two Marine Tribunals and two Local Court matters to give evidence. Four joint investigations were conducted throughout the year: two with NSW Police into fatal incidents; and two with NSW WorkCover targeting non-compliant and unsafe crane barges in Sydney Harbour and Brisbane Water. Targeted commercial vessel compliance operations were also conducted.

As a result of these investigations, some 50 safety recommendations were made to commercial vessel operators, port corporations and other NSW Government agencies. The Maritime Investigations Branch closely monitored the implementation of these recommendations and developed procedures to ensure that all recommendations are adequately tracked, audited and reported.

The MARINER case management database was delivered to the Maritime Investigations Branch in July 2007, with the system tested and made operational over the following months. In January 2008, the task of populating the database back to January 2004 commenced, and full statistical capability back to 2004 is expected by late 2008. This database will then provide an efficient case management tool as well as a valuable source of statistics and incident trend analysis.

REPORTS BY OFFICE OF TRANSPORT SAFETY INVESTIGATIONS (OTSI) INTO FERRY INCIDENTS ON SYDNEY HARBOUR

On 4 June 2008, the Minister for Ports and Waterways released NSW Maritime's response to the OTSI reports on the collision between the *Dawn Fraser* and a dinghy in Walsh Bay and the collision between the Harbour Ferry *Pam Burridge* and motor launch *Merinda*.

The collision between Sydney Ferries' *Dawn Fraser* and a dinghy at Walsh Bay, Sydney occurred on 5 January 2007. OTSI made five recommendations for consideration by NSW Maritime. Four recommendations were supported and were implemented as follows:

- A 15-knot speed limit was imposed for vessels in the vicinity of the Sydney Harbour Bridge
- A prohibition on drifting or deliberately stopping a vessel in the vicinity of the Bridge was imposed
- Additional boating education and safety awareness material was made available over the course of 2007-2008 and boat licensing procedures will be further strengthened prior to the 2008-2009 boating season
- The Boating Handbook has been amended to include information specific to the challenges of operating a vessel in Sydney Harbour.

The full response can be viewed on the NSW Maritime website.

The collision between Sydney Ferries *Pam Burridge* and the *Merinda* occurred on 28 March 2007. The report into this incident contained recommendations relevant to four agencies, including nine recommendations for consideration by NSW

Maritime. The following recommendations, relating specifically to the incident under investigation, were adopted:

- Night patrols have increased with further increases planned
- The Code of Conduct for Vessels Accessing Sydney Cove has been amended and further education and compliance campaigns initiated
- The introduction in 2008-2009 of practical boating component based on nationally-agreed core competencies. This is to become a prerequisite for sitting a boat licence test.

The remaining recommendations relate to general maritime regulation rather than the incident. Where OTSI recommended changes to international requirements regarding vessel visibility, these were considered matters for the Commonwealth to address.

The full response to the OTSI reports can be viewed on NSW Maritime's website.

TRANSPORT REGULATORS EXECUTIVE COMMITTEE (TREC)

The Transport Regulators Executive Committee (TREC) is comprised of the Chief Executive Officers and senior executives of the Independent Transport Safety and Reliability Regulator (ITSRR), the Ministry of Transport and NSW Maritime. This committee seeks to deliver better coordinated strategy and policy across each mode of public transport (bus, rail and ferry).

During the year, TREC developed a consistent format for reporting on the status of an agency's response to recommendations from investigation of transport incidents by independent transport safety investigators. This will

enable improved monitoring of how these recommendations are implemented. At the end of June 2008, NSW Maritime continued to monitor the implementation of recommendations for four ferry incidents investigated by the NSW Office of Transport Safety Investigation.

In addition, TREC considered issues that applied to all transport modes including drug and alcohol, fatigue and key performance indicators for safety and the efficiency of service delivery.

CUSTOMER SERVICES

Provision of Selected Maritime Services at Road & Traffic Authority (RTA) Registries

All RTA motor registries and Government Access Centres continue to provide selected maritime services such as:

- General boat and personal watercraft licence knowledge tests
- Payment for the renewal of general boat licences
- Payment for the renewal of registrations
- Payment for the renewal of mooring licences
- Amending customer and vessel details.

Some 3600 boat licence tests and 26,750 licence renewals were conducted at these centres during the financial year.

CO-LOCATION OPPORTUNITIES

Following a NSW Government request to explore synergies between NSW Maritime and the RTA, the Authority has investigated and continued to progress co-location possibilities, particularly in regional areas.

The first co-location occurred at Wagga Wagga and NSW Maritime commenced operating there on 18 May 2007.

Further co-locations occurred during the financial year at Blacktown in October 2007; Batemans Bay in February 2008; and Dubbo in June 2008.

This initiative helps achieve increased customer satisfaction with government services.

CUSTOMER RESPONSE

NSW Maritime's Customer Service Infoline received a total of 82,759 calls during the year. This represents a small decrease, of 760 on last year. Of the calls received 245 (0.3 per cent) were complaints.

A comparison of complaints is shown in the table above.

Both the general on-water complaints (213) and personal watercraft (PWC) complaints (26) registered a decrease of 3.2 per cent and 40.9 per cent respectively. These figures continue a downward trend, particularly with PWC complaints and can be attributed to the boating education campaigns conducted by NSW Maritime and the boating public's awareness and compliance with the regulations.

Of the 26 PWC complaints 24, or 92.3 per cent, related to distance-off requirements and excessive speed.

The majority of the 213 general on-water complaints related to safety, speed or noise from vessels.

	COMPLAINTS LAST YEAR	COMPLAINTS THIS YEAR
Personal Watercraft	44	26
General on-water	220	213
Other	3	6

TOLL-FREE WEATHER REPORTS

NSW Maritime subsidises a telephone boating weather forecast service on 131 236. This service provides access to updated weather information from anywhere in NSW for the cost of a local call. This commitment is tied to NSW Maritime's effort to raise awareness of the need for mariners to regularly check the weather. A total of 74,951 calls were received during the year, with calls increasing in late summer to parallel seasonal boating activity. A peak of 589 calls in one day occurred on 6 April.

SYDNEY INTERNATIONAL BOAT SHOW

The Authority once again formed a partnership with the Boating Industry Association of NSW for the 2007 Sydney International Boat Show. The foundation of the partnership is the promotion of a culture of safe boating. The show attracted more than 82,000 people and the Authority launched and promoted the "You're the Skipper - You're Responsible" campaign. NSW Maritime had a large stand in Hall 5 and provided floor space gratis to the Royal Volunteer Coastal Patrol and the Australian Volunteer Coast Guard.

To further promote a culture of safety, NSW Maritime began preparations to expand the number of maritime safety partners on the stand for 2008.

MARINE ENVIRONMENT PROTECTION

OIL AND CHEMICAL SPILL RESPONSE

NSW Maritime is the "combat agency" for responding to marine oil and chemical spills in State waters between the Queensland border and Fingal Head (Port Stephens) and from Gerroa to the Victorian border. These areas include the

Ports of Yamba and Eden, and the State waters around Lord Howe Island.

NSW Maritime conducted a number of exercises during the year to test local arrangements to respond to oil spills. In addition to the major state oil spill exercise, Oily Carp, exercises were conducted at the regional ports of Eden and Yamba. NSW Maritime also delivered a number of oil spill response training courses, including marine incident management and shoreline response courses.

A total of six training courses were held with approximately 75 personnel trained across the State. This included personnel from other supporting agencies.

EMERGENCY MANAGEMENT

During the year, NSW Maritime continued to fulfil its varied roles in emergency management at the local, district, State and national level. As part of its role as the combat agency for oil spill incident response, NSW Maritime is a member of relevant district and local Emergency Management Committees. These committees coordinate support from various agencies on behalf of NSW Maritime during an oil-spill response.

NSW Maritime is also a member of the State Emergency Management Committee (SEMC) which met on four occasions during the year and was attended by the Chief Executive or his delegate. As a member of SEMC, NSW Maritime is a supporting agency under a number of other emergency management plans such as the flood and tsunami plans. As an example of this support, during the 2007 Christmas period, NSW Maritime assistance was sought to mark the location of a temporary water pipe which was laid across Lake Cargelligo to supply water to the local community at the time of drought.

ENVIRONMENTAL EDUCATION

The Authority continued to promote awareness of environmental issues for

the boating community. This involves continual review and refinement of environmental messages in publications such as the Boating Handbook, the Marine Activity booklet for primary school age children, online information and dedicated publications such as Leave Only Water in Your Wake and Take Charge of Your Discharge.

ENVIRONMENTAL SERVICES

NSW Maritime operates an Environmental Services team that uses a fleet of purpose-built vessels to patrol Sydney Harbour and keep it clear of debris that would be a hazard to navigation. The team visited an average of 47 locations daily to remove rubbish and foreign material from the Harbour. During the year, 3182.7 cubic metres of waste was collected, a small decline on the previous year. The majority of debris collected consists of food packaging and drinks containers, much of which comes from storm-water runoff.

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 multiple pump-out facilities at King Street Wharf and Blackwattle Bay and monitors an additional three pump-out facilities at Cabarita, Birkenhead Point and The Spit. During the year, more than 9 million litres of waste was pumped out through these facilities. This represents a 13 per cent increase on the previous year.

NSW Maritime also funds fixed and mobile vessel pump-out facilities on Myall Lakes. Almost 147,000 litres was pumped out through these facilities during the year, an increase of 14 per cent on the previous year.

Two new pump outs were installed at the Gosford Sailing Club and the Killcare Marina with the assistance of Maritime Infrastructure Program grant funding.

ADVISORY GROUPS

MARITIME MINISTERIAL ADVISORY COMMITTEE (MMAC)

A new Maritime Ministerial Advisory Committee (MMAC) was established in 2008 following the Stakeholders' Forum which was held in November 2007. The MMAC superseded the NSW Maritime Council, which had met quarterly to provide NSW Maritime with a strategic perspective on maritime issues.

The Council met in September and November 2007 and provided advice from a key stakeholder perspective on the Commercial Lease Policy, boat share, commercial water-ski vessels and NSW Maritime communication strategies.

The first meeting of the Maritime Ministerial Advisory Committee was held on 13 February 2008 and was attended by the Minister for Ports and Waterways, Joe Tripodi.

The objective of the committee is to advise the Minister on strategic matters concerning safety, environment, navigation, regulation, infrastructure, amenity issues and the development of the maritime industry in NSW.

This year the committee has addressed the action strategies following the November 2007 stakeholder workshop and issues in relation to boat storage, volunteer rescue group support and maritime infrastructure funding under the Maritime Infrastructure Program and Better Boating Program.

RECREATIONAL VESSEL 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 personal watercraft (PWC) sector became members of the group this year.

The group met on five occasions throughout 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:

- Webcams at ocean bars
- "Skippers responsibility"
- Boating incidents
- Maritime review
- Proposed legislative changes
- Education/compliance campaigns
- Maritime infrastructure programs
- Wearing of waders in alpine lakes
- National Boating Usage study
- Practical boating experience
- EPIRBs – change from 121.5MHz to 406MHz.

COMMERCIAL VESSELS ADVISORY GROUP (CVAG)

CVAG, which met three times during the year, provides an avenue for NSW Maritime to update commercial vessel operators and other stakeholders on day-to-day operational and regulatory issues, as well as to consult on policy and standards. CVAG comprises commercial vessel owners, RTOs, Yachting NSW, NSW Water Police, and other interested parties.

NSW BOAT BUILDERS GROUP

The NSW Builders Group facilitates communication with commercial boat builders. It provides a forum for boat builders, designers and importers of commercial vessels to discuss industry innovation in construction techniques and to help develop a more efficient vessel survey process.

The group met twice during the year. Recent initiatives discussed include the acceptance of the ISO 9001:2000 Quality System in lieu of some survey inspections, consultation on the introduction of the National Standard for Commercial Vessels, the implications for boat design and feedback from builders on the initial survey process for new vessels.

STAKEHOLDERS FORUM – NOVEMBER 2007

In late 2007, the Minister for Ports and Waterways Joe Tripodi convened a Maritime Forum of more than 100 stakeholders to gather their views on the future for recreational and commercial boating and shipping in NSW. Forum participants included recreational boaters, commercial fishers, local councils, port operators, industry representatives, community groups and waterfront landowners. Discussion focused on the role of maritime regulation, the importance of safety, the need for improved infrastructure, and ideas for a vibrant and growing maritime community for the future.

As a result of the views and suggestions that were raised at that forum, the Minister launched a Vision Statement which represents a three-year action plan for the maritime community. It addresses the principal theme of "Serving Our Boating Community" and also delivers on the objectives of the NSW State Plan. Within the theme of serving the boating community are three key action areas – Boating Safety, Community Support and Maritime Infrastructure. A copy of the Vision is available on NSW Maritime's website.

The next Stakeholder Forum is planned to be convened before the end of 2008.





THIS PAGE TOP: Allan Gordon, Survey Manager, and Sam Houston, Survey Officer, of the Domestic Property and Geospatial Services Branch, surveying the Sydney Harbour boundary to investigate a proposed subdivision of foreshore land.

THIS PAGE BOTTOM: Milsons Point wharf is just one of the 46 Sydney Harbour commuter wharves over which NSW Maritime is responsible. It spent \$10.1 million during 2007-2008 on commuter wharf upgrade and maintenance.

IMPROVED INFRASTRUCTURE AND ACCESS TO WATERWAYS

MAJOR PROJECTS

MANLY WHARF REFURBISHMENT

NSW Maritime has provided a total of more than \$16 million to upgrade the public commuter terminal at Manly Wharf. In a project to upgrade but retain the heritage values of the commuter wharf, the Authority was able to improve the following: lighting, ticketing facilities, staff amenities, ferry/JetCat berthing facilities, mobility impaired access and pedestrian traffic circulation. The upgrade has resulted in better passenger waiting areas by opening up the southern waiting area, improved harbour views and the reinstatement of the heritage roof profile on the wharf's eastern side. The work was

substantially completed by June 2007 and minor works completed during 2007-2008.

KING STREET WHARF

The \$1.2 billion King Street Wharf precinct is popular with locals as well as tourists.

This year saw Stage 3B of this NSW Maritime project completed with the new offices for American Express finished and occupied. Work is progressing on the Stage 3C Accor Hotel and retail under the freeway. Stage 4B, the new office for Macquarie Bank, has reached full height and has become a feature with its external frame.

The King Street Wharf development is scheduled for completion in 2009.

WALSH BAY

The \$860 million joint private sector/State Government redevelopment at Walsh Bay is due for completion in late 2008.

Major milestones for 2007-2008 have included continued construction of Bond Store 1, a seven-storey office building which is due for completion in late 2008, and the completion of restoration of the two-storey building adjoining Pier 8/9.

The remainder of works include residential, commercial, cultural and maritime facilities with public promenades and open space within the Walsh Bay precinct.

The NSW Government has provided funding support for the cultural, maritime and foreshore access aspects of the redevelopment. Government is considering options for the future use of Pier 2/3.

ROZELLE BAY MARITIME PRECINCT

NSW Maritime continued to work with the seven consortia chosen to develop the precinct during the year as they prepared to commence construction. When complete, more than \$150 million of infrastructure for a wide range of essential maritime services including covered 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 and western shores of Rozelle Bay.

The Minister for Planning provided planning approval by 30 June 2008 for six proponents in the precinct. Construction work on the Sydney Slipways for a vessel repair facility under Glebe Island Bridge site continued through the year and the Sydney Boathouse dry-boat storage facility was made ready to commence early works

on site. The remaining proposals have received landowner's consent.

Construction of the realignment of James Craig Road was completed during the year. It comprised the construction of a two-lane, heavy-duty asphaltic road and rationalisation of numerous services within the precinct.

HOMEBUSH BAY REMEDIATION

NSW Maritime signed a Deed of Agreement and remediation contract documents with Thiess Services in May 2005 to enable work to commence on the \$100 million clean-up of dioxin-contaminated sediments on NSW Maritime-owned land and waterway sites at the eastern end of Homebush Bay. NSW Maritime is contributing \$21 million to remediate around 30,000 cubic metres of contaminated sediment in the bay.

Upon completion of works, both sites are expected to be considered safe for human occupation and use.

On 26 February 2007, the Minister for Planning approved Thiess Services' application to modify their development consent to vary the bay excavation and soil treatment methodologies. During the last year, Thiess Services continued excavation and stockpiling of contaminated materials on the land site and commenced work to remediate the contaminated sediments of the bay.

The contractor expects the completion of all remediation works in 2009.

BERRYS BAY MARITIME PRECINCT

NSW Maritime, in conjunction with the State Property Authority, called for Registrations of Interest for the private sector to develop a maritime precinct at Berrys Bay. The precinct is on the eastern

side of the Waverton Peninsula and covers the former BP Terminal site and a current leased site. Ten Registrations of Interest were received by the closing date of 4 March 2008.

The precinct is to be developed as an on-water and on-land vessel storage facility, complemented by vessel maintenance and repair, public pick-up and drop-off berths, small craft launching, and maritime and ancillary businesses. In addition, public foreshore access and adaptive re-use of all structures of heritage significance will be key requirements of the development.

Evaluation of proposals is continuing and it is anticipated that the successful proponent(s) for the precinct should be chosen prior to the end of the 2008-2009 financial year. The newly developed precinct is expected to be operational by 2011.

HUNTER RIVER SOUTH ARM DREDGING PROJECT

NSW Maritime, as owner of the Newcastle Port river bed, is the proponent for the proposal to extend the shipping channels in the port. This will permit the expansion of coal export wharves and facilitate future development of the former BHP steelworks site.

The Minister for Planning granted, subject to the conditions, development consent for the project in 2005. This provided a framework for dredging to be carried out in stages from the existing port area westward along the South Arm of the Hunter River to Tourle Street Bridge.

Private sector proponents for each of the individual developments are required to obtain separate development consent for their land-based components and to seek specific approvals for their dredging operations within the above dredging consent framework.



Aerial view of the Port of Newcastle. (Photo courtesy of Sinclair Knight Merz)

The status of the projects being undertaken by the private sector proponents is as follows:

- Newcastle Coal Infrastructure Group (NCIG) has approval from the NSW Government for a major expansion of coal export capacity at the Port of Newcastle. The approval is to develop a new \$1 billion coal export terminal on Kooragang Island with a capacity of 66 million tonnes per annum. After NSW Maritime gave construction approval, NCIG commenced work on the K8 and K9 coal loader berths. NCIG anticipate the main items of coal loader equipment will be delivered by heavy sea barge in early 2009. In addition NSW Maritime negotiated a dredging licence with NCIG who then commenced dredging operations in the South Arm of the Hunter River. Already 1.8 million cubic metres of the approximate total of 6.1 million cubic metres of clean material has been removed. The dredging does not involve removal of any of the

defined contaminated material in the South Arm.

- BHP Billiton (BHPB) has responsibility and liability for an area of sediments on the bed of the Hunter River South Arm, adjacent to the former BHP Steelworks site at Mayfield North which has been declared a remediation site under the *Contaminated Land Management Act 1997*. BHPB has already undertaken extensive investigations of river conditions and identified the location and type of contaminants in the river bed. They are preparing to undertake an Optimisation Study to build upon the investigative and trial remediation works completed to date to validate the selected dredging, handling and treatment processes. BHPB is scheduled to commence the full remediation exercise in early 2009 and it is estimate that it will take up to two years to complete. This will involve dredging an estimated 650,000 cubic metres of contaminated material, treating it

on the former Newcastle Steelworks site at Mayfield, and transporting it to Kooragang Island where it will be placed in specially engineered landfill which will prevent interactions with ground and surface waters. NSW Maritime is currently negotiating a dredging licence with BHPB for both the optimisation study and full remediation exercise to ensure impacts on river users during the dredging phase will be managed.

- Port Waratah Coal Services (PWCS) are intending to dredge up to 2 million cubic metres including 1 million cubic metres of clean sand in association with the development of its K7 berth. Dredging is scheduled to commence following the completion of the BHPB remediation dredging. PWCS is discussing a dredging licence with NSW Maritime.



Part of NSW Maritime's fleet of vessel which are used by Boating Safety Officers across the State in their work to improve boating safety culture.

The success and timing of the dredging work relies heavily on the co-ordination of the three companies. NCIG have obtained a sea dumping permit from the Commonwealth Department of the Environment, Water, Heritage and the Arts. BHPB is currently applying for a sea dumping permit for non-contaminated material.

NSW Maritime has a facilitation role as both landowner and proponent. This role has been managed by negotiating dredging licences with NCIG and BHPB, which are drafted to ensure projects are carried out in accordance with Government approvals and environmental laws.

STOCKTON BOAT HARBOUR

Stockton Boat Harbour provides moorings for approximately 20 small fishing vessels and NSW Maritime has indicated a desire to upgrade this facility. The Authority is

working with Newcastle City Council on development options. Changes in the planning instruments now make NSW Maritime the planning authority for the development.

ASSET AND PROPERTY MANAGEMENT

COMMUTER WHARF HANDOVER

NSW Maritime assumed responsibility in 2006 for 46 Sydney Harbour commuter wharves in a move to ensure this public transport infrastructure is maintained to an appropriate standard. This involved the transfer of wharves from Sydney Ferries, Sydney Harbour Foreshores Authority, Sydney Olympic Park Authority, Ministry of Transport and five Sydney Harbour Councils to NSW Maritime. The transfer

assigned responsibility for maintenance, upgrade and replacement of commuter wharves within a single agency to NSW Maritime to ensure wharf safety and improve commuter amenities.

During 2007-2008, NSW Maritime spent \$7.8 million on upgrading commuter wharves in Sydney Harbour. Additionally NSW Maritime spent more than \$2.3 million on maintenance of commuter wharves.

The Authority continued to negotiate with councils regarding the wharf handover.

TARONGA ZOO WHARF

Taronga Zoo is the third busiest commuter wharf on Sydney Harbour. NSW Maritime has spent over \$2.1 million on improvements to the wharf during 2007-2008. The wharf remained open while work was being completed.

CASE STUDY

COMMUTER WHARVES ON SYDNEY HARBOUR

During 2007-2008 NSW Maritime spent \$7.8 million on upgrading, and \$2.3 million on maintenance, of commuter wharves.

To improve the facilities for ferry commuters and Taronga Zoo patrons, the first stage of a major refurbishment and upgrade of the zoo wharf was completed during the year. The project was planned so the facility would remain open during all works and to minimise disruption to the peak zoo attendance periods. The project was awarded to Waterway Constructions in August 2007 and completed in June 2008, for a total project cost of \$2.1 million. Key elements of the works included new electrical & lighting system; new ceiling; new access ramps and support system; new pile restraint chains; new pile sleeves; refurbishment of pile apertures; new disability compliant seating; timber

and steel substructure repairs and new bus shelter roof. During June 2008, Signcraft started installing new digital and static signage on Taronga Zoo Wharf that will assist zoo patrons and commuters.

Other works conducted during 2007-2008 included:

- Mosman Bay – more than \$375,000 in works including major fixed jetty structural repairs, pontoon repairs and architectural refurbishment of structure
- Rose Bay Wharf – more than \$135,000 in works including southern stair rebuild, new concrete deck and new electrical and lighting system
- Kirribilli Wharf – more than \$100,000 in works included substructure repairs, fender system repairs, painting and hydraulics
- Kurraba Road/Point Wharf – more than \$140,000 in works, including

substructure repairs, fender system repairs, painting and deck repairs.

Major works on Sydney Harbour charter vessel wharves undertaken during 2007-2008 included:

- More than \$120,000 spent on works at Longueville which included new piles and girder installation, the completion of the disability access, wharf sub-structure repairs and deck repairs.

More than \$4 million will be spent on improvements in 2008-2009 to Sydney Harbour's commuter wharves. Major works planned for 2008-2009 include Circular Quay, McMahons Point, Thames Street and Milsons Point.

NSW Maritime has also allocated \$1.3 million for enhancements across commuter and charter vessel wharves. These works are to include electrical and lighting, signage and balustrade upgrades.



Replacement of skirting and deck panels on the western promenade of Circular Quay were completed during the year.

CREMORNE POINT WHARF AND MAN O' WAR WHARF RESTORATION

The Cremorne Point Wharf pontoon sank after taking on water during gale force winds in the early hours of 9 June 2007. The ramp was removed on that day to prevent further damage to the wharf. The 250 tonne pontoon was refloated and taken to Rozelle for structural repairs. The wharf was reopened on 15 September 2007 following a \$1.5 million reconstruction, including extensive repair works to ensure its future operation.

Man O' War western pontoon took on water during heavy storms and sank on 5 February 2008. The western pontoon was refloated on 13 February and put out of service until all necessary repairs were carried out. The eastern pontoon was fully functional and absorbed all traffic destined for both pontoons, causing no disruption to charter vessels or their passengers.

CHARTER WHARF UPGRADE AND MAINTENANCE

NSW Maritime is responsible for the management of 17 charter vessel wharves and another 50 structures around Sydney Harbour. These structures are being managed together with the commuter wharves. Major works undertaken within the maintenance contracts include:

- Replacement of skirting and deck panels on the western promenade of Circular Quay
- Structural upgrade of the Man O' War pontoons at the Opera House.

CIRCULAR QUAY AND KING ST WHARF SAFETY IMPROVEMENTS

NSW Maritime installed ferry buffer structures during 2007-2008 at both

Circular Quay Wharf no. 6 (east and west sides) and King Street Wharf no. 3 to improve safety for vessels using the wharves.

WHARF SAFETY AUDIT

Under the *Marine Safety Act 1998*, NSW Maritime has responsibility for inspections of public ferry wharves and to monitor wharf safety.

A 'public ferry wharf' is 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. About 240 public wharves fit this description state-wide.

During 2007-2008, a total of 99 wharf safety inspections were conducted mostly in regional areas outside Sydney. Some 30 wharves were deemed to comply with relevant guidelines while warning or defect letters were issued to owners of 39 wharves for both minor and major non-compliance. Formal Improvement Notices were issued to two wharf owners.

Wharf safety audit inspections have resulted in improvement works being undertaken at sites including:

- Nelson Bay public wharf
- Dangar Island wharf, Hawkesbury River
- Davy Robinson Reserve wharf, Georges River
- Wharves at Tweed River, Port Macquarie and Forster.

SURVEY AND SPATIAL INFORMATION

NSW Maritime acquired three RTK (Real Time Kinematic) GPS receivers

during the year. With this technology surveyors will be able to determine the location and height of survey points to within a centimetre or better accuracy in real time. This will eliminate the need for post-processing of data in this survey process and offers significant efficiency improvements to most survey activities including detail, setout, work as executed, cadastral and hydrographic surveys.

For hydrographic surveys, RTK GPS can reduce or eliminate the reliance on tide gauges because the vertical height of the vessel is continuously determined from satellite observations. Improved methodologies for conducting hydrographic surveys are timely given the increased demand for hydrographic work. Over the last year hydrographic surveys were completed at both regional locations such as Brisbane Water, Soldiers Point, Swansea Channel, Batemans Bay and Twofold Bay as well as many Sydney Harbour locations.

NSW Maritime's geospatial mooring application was upgraded for the third time since its introduction in 2002. This application combines GIS (Geographic Information System) and GPS technologies to enable Boating Safety Officers to record in the field, positions of the state's 18,000 moorings and related information.

In relation to boating maps provided by NSW Maritime, a new, separate, boating map of the Brunswick and Evans Rivers was published. An additional seven boating maps and one coastal boating map were revised and reissued; four of these on a larger format. In total, the Authority produces 44 boating maps, on waterproof paper, covering all coastal waterways and some of the most popular inland waterways state-wide.



The old and disused former floating restaurant at Rose Bay was removed during the year along with associated navigational obstructions such as timber piles that had been driven into the bed of the harbour.

SUPERYACHTS

NSW Maritime has operated a berthing facility capable of handling superyachts at Rozelle Bay, Sydney, since 1999. This facility was originally established to support visiting vessels for the Sydney 2000 Olympic Games but demand has continued. A number of vessels utilised the facility during 2007-2008.

MARITIME TRADE TOWERS

NSW Maritime owns the Maritime Trade Tower building at 207 Kent Street. The Maritime Property Division is also a tenant on Level 11. As at 30 June 2008, the building occupancy rate is 100 per cent, up from 93.4 per cent at 30 June 2007.

The Maritime Trade Towers have increased energy efficiency by increasing green power usage to 8 per cent and have a 4-star Australian Building Greenhouse rating, up from 3.5 for the same period last year.

ROSE BAY AFLOAT

In October 2007, NSW Maritime arranged for the removal of the former floating restaurant Rose Bay Afloat from its mooring adjacent to Lyne Park at Rose Bay, Sydney Harbour.

This work was carried out on behalf of its owners under section 13U of the *Maritime Services Act 1935*. Rose Bay Afloat and its predecessors began operating as a restaurant at that location in 1970 but the facility had run into disrepair and was not in use when removed.

The project was completed in June 2008 with the removal of service ducts and the customer and services carriageway structures from the site.

IMPLEMENTATION OF THE IPART REVIEW OF FORESHORE RENTALS

The new domestic lease arrangements came into effect on 1 January 2008, including a reduction in the number of Sydney Harbour waterfront precincts from 120 to 6. The improvements deliver

greater fairness and transparency in rental determinations, offering security of tenure through long-term lease offers and provide additional smoothing of rent fluctuations.

INTRODUCTION OF COMMERCIAL LEASES

The Commercial Leasing Policy was introduced on 1 January 2008. The policy improves business certainty and encourages new investment in marine infrastructure, while ensuring a fair return to taxpayers for the lease of public land.

MARITIME ASSETS AND PROPERTY SYSTEM

In 2007-2008 the Maritime Property Division commenced a project to implement a modern Maritime Assets and Property System (MAPS). The project covers property management and leasing, property planning (including development applications, permission to lodge applications and engineering assessments), project management for major projects and executive management and reporting.

The first module, Domestic Property management, commenced development in June 2008 and is expected to be completed by August 2008.

TOTAL ASSET MANAGEMENT (TAM) IMPLEMENTATION

NSW Maritime submitted a comprehensive Total Asset Management (TAM) strategy to NSW Treasury covering Maritime Infrastructure; Harbour Lands; the Maritime Trade Towers; Heritage Assets; Operational Assets and Accommodation; Dredging Channels and Berthing Boxes. The Maritime TAM strategy is a 10-year plan that integrates asset planning with organisational strategic and business planning processes. NSW Maritime's TAM plan supports NSW Treasury's 10-year State Infrastructure Strategy.

INFRASTRUCTURE PROGRAMS

MARITIME INFRASTRUCTURE PROGRAM

NSW Maritime administers the Maritime Infrastructure Program (MIP), on behalf of the State Government, which provides grant funding for new and improved boating infrastructure projects statewide.

MIP provides grants that are allocated on a 50:50 partnership basis with funding shared by NSW Maritime and local councils, other State agencies, and 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 works in conjunction with

councils during the year, through consultative mechanisms such as River and Estuary Management Committees, to identify opportunities and issues on particular waterways, including improvement to boating facilities.

In 2007-2008, a total of 57 applications for MIP grants were received for regional NSW, which resulted in 31 grants totalling \$1.9 million being offered.

SHARING SYDNEY HARBOUR ACCESS PROGRAM (SSHAP)

This year was also the fifth year of the Sharing Sydney Harbour Access Program (SSHAP) for grants. 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 and along the foreshore of Sydney Harbour.

NSW Maritime offered eight grants through SSHAP in 2007-2008, totalling \$293,000, in support of boating related projects.

SSHAP was originally designed as a five-year program, and in 2007-2008 all stakeholders, including NSW Maritime, committed to continuing the program for a further five years until 2013.

BETTER BOATING PROGRAM

In March 2007, the Minister for Ports and Waterways Joe Tripodi launched the Better Boating Program to make available \$2 million over three years for up to 100 per cent of funding for new and existing boat ramp facilities in Sydney Harbour.

The upgrade of boat ramp facilities in Sydney Harbour has been restricted in the past due to limited availability of foreshore land for significant boat ramp upgrades or new facilities.

Seven applications were received in the first round of the program and seven grants were awarded in 2007-2008 to the value of more than \$1 million.

10-YEAR BOATING FACILITIES PROGRAM

In addition to the MIP, SSHAP and Better Boating programs, NSW Maritime is developing a 10 year recreational boating facilities plan, which will assist in identifying opportunities for future improvements over the next decade and ensure that the effectiveness of NSW Maritime grants programs is maximised throughout NSW.

The Recreational Boating Facilities Plan 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. The study has a particular focus on boat ramps, and priorities for improvements or development across NSW.

In 2007-2008, site information on about approximately 600 boat ramps in NSW was included on NSW Maritime's website, providing data such as location, condition, number of lanes, parking and facilities. Additional information was also gathered from councils and a draft plan prepared for future discussion with stakeholders.

NAVIGATION AIDS

During the year, 463 navigational aids were upgraded and 300 lights were changed to LED technology. In other works, NSW Maritime converted 41 steel pipe markers to PVC markers, replaced 32 aqua-buoys, and upgraded 68 buoys to new 1300 series plastic buoys, and also upgraded 15 moorings and 20 other pylons of various materials.

CASE STUDY

RANSA AND SAILABILITY – LEGACY MARINA

The marina was built at Rushcutters Bay in 1998 by the NSW Government for the sport of sailing at the Sydney 2000 Olympic Games. The Olympic Legacy Marina remains and consists of 10 floating pontoon berths, and a hard-stand capable of storing 22 boats. The hard stand is serviced by two of the largest cranes of their type on Sydney Harbour.

The State Government announced an agreement on 14 February 2008 between Sailability NSW and the Royal Australian Naval Sailing Association (RANSA) to share the marina. Under the agreement, the NSW Maritime-owned facility will be shared by Sailability NSW and the RANSA to advance community access to the sport of sailing, particularly among people with a disability.

Sailability NSW is a network of branches dedicated to the empowerment of disabled people through on-water activity. Through its Triple Gold Program, Sailability Rushcutters Bay aims to launch campaigns in three sailing disciplines for the 2012 London Paralympic Games.

RANSA is a sailing association dedicated to facilitating sailing in the Royal Australian Navy and to promote the art of seamanship through sailing. RANSA organises keel boat sailing events on Sydney Harbour for participation by all sailors in the community, and represents Australia and provides support in international events.

THIS PAGE TOP RIGHT: (from left to right) The Minister for Ports and Waterways Joe Tripodi, Grahme Rayner, President of Sailability NSW, Adrian Gruzman, RANSA Commodore, and Steve Dunn, NSW Maritime's Chief Executive at the announcement of the agreement.

THIS PAGE BOTTOM RIGHT: The facilities at the Legacy Marina.



Major capital works included:

- Upgrading Wollongong, Kiama and Shell Harbour entrance leads – \$42,333
- Installing new beacons and lights at Lake Illawarra entrance channel – \$28,740
- Upgrading 10 buoys in Lake Mulwala – \$11,277
- Upgrading Dobroyd Head buoys – \$35,494

Aid upgrades in:

- Lake Macquarie and Tuggerah Lakes – \$77,102
- South Coast rivers and Snowy Mountains storage dams – \$30,555
- Murray Inland waterways – \$11,519
- Hawkesbury, Brisbane and Pittwater areas – \$135,174
- Middle Harbour and Parramatta River – \$41,595
- Port Stephens areas – \$42,587

- Northern rivers including Tweed, Brunswick, Richmond, Clarence, Macleay, Wallis areas - \$145,436

Flood impacts:

- Damage to 171 aids over a 12 month period in the Northern and mid South Coast rivers – \$107,270 (recovered from insurance).

A total of 521 breakdown notifications were issued – 56 per cent lit aids and 44 per cent unlit aids. This was an increase of 28.3 per cent from 2006-2007 figures. The total number of breakdowns represents 15 per cent of the total



NSW Maritime is helping to build new and to improve boating facilities statewide with its infrastructure grants programs.

navigation aid population, which is currently 3205. The increase in breakdowns is attributed to significant flood damage which accounted for 29.4 per cent of notifications.

Major causes of failure were attributed to light components – 13 per cent, buoy off station – 7 per cent, vandalism – 7 per cent and down 50 per cent from 2006-2007, false alarm – 7 per cent and missing – 3.7 per cent. The navigation aid maintenance contractor achieved a 100 per cent compliance rating for meeting key contract performance targets.

STATEWIDE PLANNING

BOAT STORAGE STUDY

There are presently more than 223,000 registered vessels in NSW, of which approximately 65 per cent are less than 5 metres in length, with a further 19 per

cent between 5 and 6 metres in length. These smaller vessels are generally stored on trailers or elsewhere and transported to the waterway for launching via a boat ramp. There are 625 boat ramps in NSW and 50 in the Sydney region.

NSW Maritime is to prepare a comprehensive Boat Ownership and Storage Study which will update and more accurately quantify the number and types of vessels currently stored in NSW, and to supply information on trends in storage demand and types.

The study is expected to be completed in 2008-2009.

CROSSINGS CODE

In conjunction with the State's electricity network operators and the Department of Water and Energy, NSW Maritime prepared an industry code to promote navigation safety where electricity cables cross navigable waters.

The code sets out NSW Maritime's navigation safety requirements of the network operators when they are planning, constructing, maintaining and signposting overhead and submarine crossings and is based on established risk management principles.

In April 2008, the code was approved by the Chief Executive of NSW Maritime and was subsequently forwarded to the Department of Water and Energy. The Department is the regulator of the network operators and has the legislation to require the network operators to implement the code.

It is anticipated that the code will be implemented in 2008-2009. NSW Maritime is to conduct a boater education program to complement the introduction of the code.



TOP LEFT: NSW Maritime carried out upgrades to the historic South Head Signal Station during the year.



TOP RIGHT: One of the three Real Time Kinematic GPS receivers which were acquired during 2007-2008 and which have significantly improved the efficiency of most survey activities.

SYDNEY HARBOUR PLANNING

BARANGAROO

NSW Maritime is assisting with the Barangaroo development in relation to the transfer of lands, and through representation on both the Steering Committee and the Transport and Access Working Group. As part of this process NSW Maritime has provided input to the waterfront strategy including advice on the potential for ferry wharves in the precinct.

FORESHORE APPROVALS

PERMISSION TO LODGE A DEVELOPMENT APPLICATION

NSW Maritime has adopted a new policy for determining permission to lodge development applications for marine infrastructure.

The policy, Obtaining Permission to Lodge a Development Application, streamlines assessment processes by focusing on core NSW Maritime concerns including navigation safety, marine uses and leasing arrangements. It replaces the previous Land Owner's Consent Manual 1998. The policy reduces red tape and duplication in the assessment process, but does not affect the strict planning and environmental assessments required before any proposal receives final development consent.

The policy also introduces performance indicators to ensure applications are processed in a timely manner. Since the introduction of the new policy, the average processing time has reduced from over 100 days to 23 days.

In total, NSW Maritime approved 174 permission to lodge applications during 2007-2008.

APPLICATIONS FOR CONSENT

NSW Maritime determined 58 Development Applications during the year, up from 30 in 2006-2007. NSW Maritime has responsibility under the provisions of the *Environmental Planning and Assessment Act 1979* and other relevant legislation to assess water-based developments on Sydney Harbour.

NSW Maritime provides construction approval for all waterside structures on its submerged land. This is a requirement under the *Maritime Services Act 1935* and the Management of Waters and Waterside Lands Regulation. This approval must be obtained before construction commences.

To prevent erosion or siltation, approval may also be required for certain works within 10 metres of a waterway owned by NSW Maritime. Such works generally involve changes to stormwater discharges and works to seawalls or retaining walls.

NSW Maritime approved 48 construction approvals in 2007-2008.



**WE ARE COMMITTED
TO DELIVERING RESULTS
TO THE MARITIME
COMMUNITY OF NSW**

CORPORATE SERVICES



THIS PAGE TOP: Ann Ge, Employee Services Officer, commenced with the Human Resources team in July 2007.

THIS PAGE BOTTOM: NSW Maritime finalist in the 2008 NSW Woman of the Year awards was Eden Harbour Master Josephine Clark shown here with the Minister for Women Verity Firth.

DEVELOPMENT OF OUR ORGANISATION

An organisational review of NSW Maritime was undertaken in late 2007. The purpose of the review was to evaluate the organisation's future priorities and whether it was aligned to best meet these priorities and the needs of stakeholders.

The review identified an opportunity to place additional emphasis on community needs and improve efficiencies through the re-arrangement of some General Managers' responsibilities.

As a consequence, there was increased activity in job redesign and recruitment, with 176 recruitment actions occurring during the year.

As a cornerstone of its employee development strategy, NSW Maritime again recognised exceptional service and effort by its employees. This came in the form of the Chief Executive's Award which was awarded to the staff team involved in the response to the *Pasha Bulker* incident in 2007.

LEARNING AND DEVELOPMENT

NSW Maritime is now in the third year of its program of organisational development and cultural change which encompasses leadership, customer service and ethics training.

Customer service is crucial as we attempt to be both responsive and proactive in our dealings with stakeholders and customers.

NSW Maritime designed a train-the-trainer program to help managers facilitate ethical decision making workshops with their own teams. Apart from referring to our policies and the Code of Conduct and Ethics, the training focused on providing a decision making model that will guide staff in assessing ethical dilemmas they may face.

To support the corporate plan, NSW Maritime endeavours to have all managers engaging their staff and creating ownership of their own business plans to help deliver tangible results for the maritime community.

The implementation of new work-based competency system for Customer Service Officers and Boating Safety Officers (BSO) continues on from its redesign in 2007. NSW Maritime offers Certificate III and IV in government with many employees graduating with both qualifications in 2007-2008. The Learning & Development Unit has also facilitated a three-stage compliance training for BSO to both attain, and help maintain, professional competency.

NSW Maritime conducted a new volunteer crewing course designed to train non-operational staff who wish to assist BSO on the water during major aquatic events. This particular program has demonstrated the great team work that is a fundamental quality of the staff working at NSW Maritime.

LEGAL SERVICES

As a regulatory agency, NSW Maritime has 13 permanent solicitors and five 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 functions state-wide and is involved in the enforcement and provision of advice in relation to the marine and environmental legislation and on the management of NSW Maritime's property and planning functions. Work includes the preparation of contracts and processing *Freedom of Information Act 1989* applications, searches of NSW Maritime records, responses to subpoenas and penalty notice representations, and advice in relation to landowner leasing and planning matters.

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

In line with the objectives of the NSW Government's Working Together OHS & Injury Management Strategy, NSW Maritime continued to strive for improved health and safety outcomes for its workforce, contractors and visitors during the year.

This ongoing commitment engages management and staff to address workplace occupational health and safety issues. A major focus this year was the delivery of OHS training programs. Other initiatives included:

- The delivery of additional OHS Risk and Injury Management training to staff
- An OHS Risk Management review of Recreational Boating field operations
- Review of the OHS Committee framework
- Completion of the Recreational Boating OHS Inspection and Compliance program
- Purchase of two defibrillator units and training of dedicated users
- Health prevention screening programs for skin cancers, disease immunisation and influenza.

OCCUPATIONAL HEALTH AND SAFETY PERFORMANCE

Average days of sick leave per employee	increased from 3.8 to 4.44
Average days of sick leave per employee	3.59 (excluding long term sick leave > 15 days)
Number of lost time injuries	increased from 6 to 9
Reported non-lost time injuries	increased from 9 to 11
Total number of workers' compensation claims	increased from 15 to 20
Days lost for workers' compensation per employee	decreased from 0.86 to 0.47
Occupational Health and Safety legislation prosecutions	0

MSB WORKERS COMPENSATION RESIDUAL LIABILITY

NSW Maritime is responsible for managing the current and future outstanding liabilities stemming from the Maritime Services Board (MSB) Workers Compensation Self Insurers Scheme. This scheme was in force from 1 July 1989 to 30 June 1995 and the task requires annual actuarial advice to ensure provisions are set aside for managing the claims run off.

Total expenditure incurred during the period 2007-2008 was \$157,000. This cost represents an increase when compared to \$118,000 for the previous period.

There were 20 active claims outstanding as at 30 June 2008. Nine new claims were lodged and another nine claims were finalised, mostly in the areas of industrial deafness and skin cancers.

In allowing for future developments, actuarial advice has led to a lower provision of \$1.3 million being set aside for the 2008-2009 period. This compares

with the \$1.5 million set aside for the previous period. The provision allows for any uncertainties in the estimation of liabilities for current and future projected claims.

Since the repeal of the MSB self-insurer licence in 1995, the total cost incurred to date for workers' compensation liabilities is \$9.4 million. This is made up of weekly benefits, lump sum payments, provider fees and legal costs.

DUST DISEASE LIABILITY

NSW Maritime also carries the legal responsibility for managing current and future dust diseases liabilities. Following an actuarial assessment a provision of \$1.9 million was set aside to manage current and future claims for the 2008-2009 period. This represents a saving of \$380,000 on the previous period.

At 30 June 2008, NSW Maritime is a respondent to one dust diseases claim with an estimate of \$150,000. Two other claims were settled during the 2007-2008. The total cost incurred for the two claims was \$31,000.

EQUAL EMPLOYMENT OPPORTUNITY

NSW Maritime supports a diverse and skilled workforce.

The Equity and Diversity Management Plan is one of the tools used to achieve this aim. Some of the actions arising out of the plan included the following:

- Nine employees and the Acting Chief Executive attended the 2008 Institute of Public Administration (NSW) Young Professionals Breakfast
- NSW Maritime continued to actively seek opportunities for engaging Aboriginal and Torres Strait Islanders in employment and through the provision of other mechanisms. The Authority offers traineeships, apprenticeships, and graduate and high school work experience opportunities
- The Chief Executive hosted a function for all staff at the Rozelle office to celebrate International Women's Day

- The Harbour Master at Eden was nominated by the Minister for Ports and Waterways and the Chief Executive, for the NSW Woman of the Year Award 2008. She was one of 12 finalists out of 98 nominees
- The Harassment Contact Officers received training in supporting staff on matters relating to bullying and harassment. Seven officers are located in various areas across the State
- The Spokeswoman Program is an initiative to improve gender equity in public sector employment. Seminars for all staff around health and other issues were conducted throughout the year. In June, the program conducted its first conference for all women at NSW Maritime
- NSW Maritime continued its participation in the Lucy Mentoring Program during 2008. The Lucy Mentoring Program is a leadership program with a primary focus on women in university studying business, finance, economics, accounting and law
- A Keep In Touch program was implemented to enable employees on maternity leave to gain access to promotional opportunities.

Major activities and outcomes planned for 2008-2009 include:

- Progressing the development of Coxswain Certificate Program for ATSI students
- Development of ATSI Traineeships in maritime-based areas
- Conducting another conference for women of NSW Maritime
- The inclusion of the NSW Maritime Spokeswoman as a member of the Maritime Consultative Committee, as set out in the Maritime Authority of NSW Enterprise Agreement 2007-2010
- Development of a program of cultural competence which will be inclusive of all employees including targeted EEO groups.

MULTICULTURAL RELATIONS

NSW Maritime provided a number of key safety messages in Vietnamese, Arabic and Chinese via its website during the year. The messages are in text translation and a selection of them is also available by audio file. NSW Maritime's website was redesigned in December 2007 and since that time there has been a six-fold increase in the average number of hits per month on these safety messages.

The level of use of the Community Language Assistance Scheme was assessed during the year and no new trends in customer needs were identified. Consequently, no changes to the scheme were introduced during the year.

DISABILITY ACTION PLAN

NSW Maritime maintained its commitment to identifying and addressing barriers to information and services by people with a disability. During 2007-2008, NSW Maritime reached an agreement with disability sailing groups for the shared use of the Olympic Legacy Marina in Rushcutters Bay and also supported design standards for commercial and domestic facilities to encourage access to the waterways for people with a disability.

The Authority continued to consider opportunities to provide disabled access at the earliest stages of project planning for new or upgraded maritime infrastructure.

All new employees were provided with training on providing customer service to customers with disabilities as part of their induction training.

PERSONNEL POLICIES AND PROCEDURES

Updates were made to policies such as the Study Assistance Policy and the E-mail Policy and a consolidated statement on NSW Maritime's Health and Well-being Program was produced during the year.