

Subject: FW: PAMA review -

Sent: Saturday, 26 February 2022 5:12 PM
To: TfNSW Freight <freight@transport.nsw.gov.au>
Subject: PAMA review -

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Dear Review Team at freight@transport.nsw.gov.au,

I am responding to the NSW Government call for comments as part of its review of the Ports and Maritime Administration Act 1995 (PAMA) and the Port Botany Landside Improvement Strategy. The Government appointed independent reviewer Ed Willett to lead the review. I attended and made a presentation to an open forum led by Ed.

Please find my submission to the Review to your 4 March deadline hereunder...

MAC - Maritime Advisory Council

The MAC performs an invaluable role in consultation at the highest level and has feeder committees such as the Recreational Advisory Group RVAG.

I encourage TfNSW to:

- retain the MAC as part of the Act; and
- Amend the Act (4) (b) so that it reads:
 - The Maritime Advisory Council has the following functions(b) to advise and make recommendations to the Minister on maritime safety and on expenditure priorities for the exercise of TfNSW's functions in connection with maritime *safety, property*, infrastructure and maritime research.
 - This suggestion would better and more appropriately reflect the actual work program of TfNSW which can be distilled into three core areas: safety, infrastructure and property.
- Promote transparency by ensuring the MAC are updated routinely on the Waterways Fund income and expenditure, and expenditure priorities. The reporting in this regard has progressively decreased with the reduction of independence of the Maritime function within TfNSW.

Waterways Fund

The Fund has long been the envy of all regulators (and industry and boating publics) in Australia and the World

It is noted TfNSW Annual Report states under Cash and cash equivalents... \$338.0 million (2020: \$358.0 million) . These funds are restricted to activity relating to maritime transactions and are covered by Section 42 of the Ports and Maritime Administration Act 1995.

I encourage TfNSW to:

- Keep this program as originally intended plus the scheme has worked very very well for recreational and light commercial boat owners, and maritime property customers

- There has, for many years, been 'talk' in government of making more use of the Fund, I have over many years through RVAG held firm on the source of the funds and the importance to remain, as created. I have been in volunteer groups that have delivered projects from the fund.

Port Operations and Marine Safety Functions

I encourage TfNSW to ensure:

Existing responsibilities for vessel management between TfNSW Maritime and the Port Authorities must remain intact, however ensure there is a formal and regular liaison between both parties to support clarity of purpose in respective roles and coordination and cooperation where appropriate. The Port Authority should not be granted more powers over recreational and light commercial boating as these are not their customers, they have no formal relationship and the culture is vastly different between shipping and boating. Any claimed or perceived confusion can be managed with appropriate and formal and regular dialogue between these organisations.

Moorings

I encourage TfNSW to ensure:

Moorings must continue to be managed for the benefit of the general boating public in terms of affordability. To ensure appropriate 'Definitions' are developed, in consultation with stakeholders, and to improve outcomes regarding 'mooring minders' and compliance.

I would encourage the mooring bay management project, that have been discussed, should be progressed.

I have enjoyed and put in considerable effort in the zoom call consultation, and I trust my points are clear and able to be understood and delivered.

Michael Jarvin

██████████ ████████████████████

Go Boating Australia ... escape on the water



Whatever Whenever-©™

.....

██████████