

MINUTES

Meeting title	Commercial Vessels Advisory Group Meeting		
Date and time	26/06/2018 – Ground Floor Meeting Rooms 1A-1B		
Venue	Rozelle Maritime Office 33 James Craig Road Rozelle NSW 2039		
Chairperson	Alex Barrell		
Attendees	<i>Kirstyn Kutz, Alex Barrell, Alan Barrett, Daniel Duemmer, Adam Moore, Chris Butler, Phillip Pitt, Simon Robards, Michael Jarvin, Peter Franki, David Garrett, David Hunter, Steve Nichols, Trish Beattie, John Patton</i>	<i>KK, AB, AB, DD, AM, CB, PP, SR, MJ, PF, DG, DH, SN, PB, JP</i>	<i>RMS, RMS, RMS, RMS, Harbour City Ferries, Marine Rescue NSW, Pacific Boating, AMSA, Australian Maritime Museum, Eastsail, Captain Cook Cruises, RMS, RMS, ?, ?</i>
Apologies	<i>Mathew Savage, Brian Hemming, Tony Chen, Nik Parker, Alan Steber, Neil Patchett</i>	<i>MS, BH, TC, NP, AS, NP</i>	<i>Sydney Ferries, AMSA, DPI Fisheries, Boating Industry Association, Steber International</i>

		Responsible person / Due date
1.	Minutes from the previous meeting	
1.1	15/06/2017 Nil to Note	N/A
2.	New actions arising	
2.1	Review of CVAG ToR A1: Any attendees with a copy of the ToR for the CVAG later than 2002 please share with Alex Barrell for distribution to CVAG attendees. If a copy of the ToRs is not located by Michael Drake & Neil Patchett at Centre for Maritime Safety then Alex Barrell will prepare a ToR draft document for comment before the next CVAG meeting.	A1: Attendees, CMS or Alex Barrell
2.2	AMSA Transition Update From the 27/06/2018 the body of 'work in progress' currently held by RMS will be transferred to AMSA. From 01/07/2018 online applications will be able to be lodged through AMSA's website. Email for enquiries is amsaconnect@amsa.gov.au and their opening hours will be extended from the current 8:30-17:00 to 08:00-17:00. Australia Post will be taking applications for certificates of competency due to identification and photograph requirements associated with these licences. A2: Michael Jarvin highlighted issues with Australia Post limiting training to	A2: SR - AMSA & Australia Post re updating their websites to reflect which sites can perform CoC transactions at what days of the week/times/make booking to do etc.

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<p>sometimes only 1 staff member in the office for particular transaction types.</p> <p>Trish Beattie suggested modifying the AMSA map with AusPost locations to include a list of times and days of the week that these transactions can be performed at each location, and a phone number for people needing these services to call and reserve a time.</p> <p>Kirstyn Kutz suggested reaching out to Australia Post to add Certificates of Competency to the booking form on their website too, similar to how you need to book a passport interview with them, just book for CoC instead at a pre-determined AusPost location and time.</p> <p>A3: Peter Frankie bought up the issue of renewals not being received for the entire fleet (some not being delivered for years). Alex Barrell to see William Grant in CV to check addresses of entire Pacific Boating fleet as CV's are updated one by one, not like Rec Vessels which update every product under an individuals' name in one go. Best to achieve this while RMS is in the process of transferring information every 24 hours to AMSA with updates</p>	<p>A: Alex Barrell</p>
<p>2.3</p> <p>Overview of the DCV Safety Unit The new unit will consist of 13 commercial vessels staff and 6 Mobile Safety Education & Training Officers (MSECT Officers) with major changes listed as</p> <ol style="list-style-type: none"> 1. Bar crossing endorsement on a new form 2. Surveyors now operating as compliance officers. They will be taking a risk based assessment approach to compliance ranking vessels as High, Medium or Low risk. <p>Meaning that vessels not complying will be targeted more often for survey and vessels who comply will be surveyed less often (less often will be the majority of operators). This change benefits:</p> <ol style="list-style-type: none"> a) People who are complying with the rules who will be surveyed less often which is both cheaper, and less time out of the water means vessels continue operation i.e. making money. b) The compliance officers who can focus their attention on known problem vessels/operators to make the waterways safer for everyone. <p>A4: Sewerage issues were highlighted as a potential item of focus for compliance officers. The PowerPoint of this presentation to be shared with the attendees of the meeting by Kirstyn or Alex.</p>	<p>A4: Alex/Kirstyn</p>
<p>2.4</p> <p>Sydney Harbour Update The Bays precinct has been told to not build like for like, but to plan for urban growth and the future. Blues Point has had the CML's removed to be replaced with wharves. Some mention of the committee meetings with Marine Harbour Planning have not been giving that advice as their forward planning as they have been advised to do by RMS, further investigation may be required to ensure future growth planning is being incorporated and not overlooked for a like for like build.</p> <p>Infrastructure and forward thinking are particularly important where claims over Native Title on the seabed a broad strategy to increase boat storage is required. Adam Moore suggested floating marina pens which can store up to 10 boats and has been successfully used in Tasmania.</p> <p>Discussion also focused on potential pollution issues overlooked in a-d of exemption 27 Marine Safety (Short Term Marina Accommodation) Exemption 2018. Vessels meeting the criteria will be issued a UVI Unique Vessel Identifier in order to be able to provide the service. A potential work</p>	<p>Dan Dummer – Marina Consent Authority</p>

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	<p>around for the black water holding (sewerage) illegal dumping that may occur under the current framework include:</p> <ol style="list-style-type: none"> a) Adjusting the Marina DA's so that they must adhere to the law for example - That each Marina that allows vessels to operate under the short term marina accommodation must have a sewerage pump out facility connected. Or something else that addresses the key risks. 	
2.5	<p>Mooring Reform Project Alan Barrett spoke about the future for moorings in NSW. The main points being</p> <ol style="list-style-type: none"> 1. A 'certification of mooring service' scheme will be introduced where licensees will need to supply their evidence of mooring service from an approved provider (or to a technical standard being developed if they are able to self-service) before they are able to pay their renewals. The technical standards are being developed by the Asset Standards Authority. After about 12 months of testing in the field a list of capable providers delivering either multiple vessel moorings or, seagrass friendly moorings will be developed to assist mooring licensees to meet the new obligations. 2. The End of Life Boat Disposal Scheme was also discussed for vessels that are at a point where repair is more costly and timely than purchase of a new vessel which makes them extremely difficult for owners to sell, or, have salvaged/disposed which is as costly as a new boat at times. The scheme will provide for subsidised destruction (4k value) in a volunteer trial scheme in the Lake Macquarie region and is hoped to clear a majority of the mass produced fibreglass vessels from the 1980's which are reaching end of life and perceived to be an issue for moorings and environmental pollution in the future if not tackled now. <p>Notes attached to meeting invitation for further reference.</p>	Alan Barrett
2.6	<p>Vessel Share Economy – mostly discussed at point 7 RMS / AMSA have been receiving intelligence on recreational vessels being offered as share economy or accommodation and recreational boaters need to have knowledge of the legalities. Over recent months RMS has been undertaking intelligence gathering and compliance activity into reported illegal operators. 53 vessels have been identified, 26 still under investigation, prohibition notices have been issued to 2 operators.</p>	Alex Barrell and Simon Robards
2.7	<p>Update on Mortlake Ferry Code of Conduct for the vehicular ferry at Mortlake is in review and soon to be finalised. It is a special arrangement for this vehicular ferry and HCF only. The new code can be provided to members of CVAG on request to David Hunter or Daniel Duemmer.</p>	David Hunter, Dan Duemmer
2.8	<p>Update on MSP Apologies – defer until the next CVAG</p>	Neil Patchett
2.9	<p>Marine Waters Sustainable Aquaculture Strategy Open for comment from 26/06 – Please see other email attachments for the document and links. A Department of Primary Industries document.</p>	David Hunter
3.	<p>Speed limit Bradleys Head Imposition of a speed limit being introduced to the West of Bradleys Head to reduce wash, make safer due to congestion and minimise foreshore erosion. A5: Alex Barrell to review incident data for the area as a risk and evidence based assessment is required to introduce such changes. Findings/direction of decision to be discussed further at the next</p>	Alex Barrell – by the next CVAG meeting

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	CVAG. All waterway speed limits across state waters are being reviewed as part of the Marine Safety Plan.	
3.1	Promotion of the Marine Industry as a diverse, challenging, rewarding alternate career path for school leavers or mature age entrants. SeaTAS along with local TAFE's and schools was mentioned as having ran a successful program called 'Working on Water' where for 1 week interested individuals can spend each day at a different sector of working on water e.g. at a university studying marine biology, at the local Fisheries and Aquaculture organisations, in a commercial field such as on a trawler to give people a feel for the industry and its various career paths (occurs September each year) David Garrett and Trish Beattie to reach out to each other to further discuss introducing a like-minded system, and further discuss trainees and the benefits they can bring organisations and vice versa.	Peter Franki, David Garrett and Trish Beattie
3.2	Lack of availability of commercial moorings General discussion around potential development of a different type of CML that would better suit the needs of industry and not take 20 + years to be fulfilled. Or, the option to have a fleet type mooring licence where provided vessels are of a similar size and fit a mooring CML licence holders could have different boats from their fleet on any one of their suitable moorings at any given time. To be considered as part of the Mooring Reform Project when all mooring arrangements are reviewed.	Peter Franki – RMS
3.3	AMSA responses to queries not timely and does not meet needs of the industry	Peter Franki
5.	Next meeting	
5.1	The next meeting will be held on Tuesday 25 th September 2018 at a location to be disclosed at a future date.	