

## CVAG MINUTES

<b>Meeting title</b>	Commercial Vessels Advisory Group (CVAG)		
<b>Date and time</b>	Tuesday 27 November 1:00pm – 4:00pm		
<b>Venue</b>	Rozelle Ground Floor training room 1A and 1B		
<b>Chairperson</b>	Alex Barrell – GM Industry and Environment Branch – Maritime Division		
<b>Attendees</b>	<i>Alex Barrell, Tatiani Nasoufi, Steve Nichols, David Hunter, Bahram Abedi, Hayley Ablott, Wayne Cartner, Harley Ogden, Shane Wilson, Rachel Thomas, Michael Jarvin, Ian Ford, Richard Cordwell, Daniel Altiok-Brown, Alan Steber, Jody Hollow, Ian Stockton, Peter Franki, Dan Duemmer, Anthony Haworth, Simon Walter</i>	<i>AB, TN, SN, DH, BA, HA, WC, HO, SW, RT, MJ, IF, RC, DAB, AS, JH, IS, PF, DD, AH, SW2</i>	<i>Organisation/Division</i>
<b>Apologies</b>	<i>Alan Barrett, Andrew Stirzaker, Neil Patchett, Tricia Beatty, Simon Robards, Angus Mitchell</i>	<i>AB, AS, NP, TB, SR, AM</i>	<i>Organisation/Division</i>

		<b>Responsible person / Due date</b>
<b>1.</b>	<b>Minutes from the previous meeting</b>	
1.1	Minutes from the previous meeting were approved.	Chair
<b>2.</b>	<b>Previous actions</b>	
2.1	<p>Previous actions will be addressed as part of this meetings agenda.  <b>RE: Pump Out Facilities – Wayne CARTNER (RMS)</b>            Blackwattle Bay: A generator has been installed to conduct testing. The power is being cut in tomorrow (28 Nov) with two pumps being re-established on the north face towards the Fish Markets. Automation should be up and running by December 6 and going live by December 7 2018.</p> <p>Feedback from CVAG members: this work is greatly appreciated and it is great to see decisive action and RMS stepping up to implement this temporary arrangement. It would be worthwhile mentioning as a good news story.</p> <p>This action item is now closed.</p>	<p>WG / Chair</p> <p>SW</p>

		Responsible person / Due date
<b>3.</b>	<b>New actions arising</b>	
3.1		
3.2	<p>Review of CVAG Charter (Terms of Reference)</p> <p>Item 4: Terms of Reference (ToR) circulated for comment ToR to be deferred whilst waiting for feedback</p> <p>Extended until next meeting for endorsement at the request of SW &amp; MJ.</p> <p><b>Tatiana will send ToR through with minutes</b></p>	TN
3.3	<p><b>DCV Safety Update</b></p> <p><b>Steve Nichols provided a PowerPoint Presentation</b> The DCVSU will be on track with inspections by mid-January, in accordance with the Service Level Agreement (SLA) between RMS and AMSA.</p> <p>Steve provided an overview of inspections and stated that the DCVSU is also focussing on enforcement of the "Protection of the Environment Operations Act 1997" (POEO), noting it is an offence if an action causes or has the potential to cause pollution.</p> <p>Steve provided the best contact email for DCVSU <a href="mailto:DCVSafety@rms.nsw.gov.au">DCVSafety@rms.nsw.gov.au</a></p> <p>Question from Alan S: What is the requirement for a standard 3C fishing boat? Can they still utilise the old roll period test without stability?</p> <p>Response from Steve: Yes if nothing has changed in the construction of the boat. There is a requirement of a renewal that after every 5 years a lightship check needs to be done. AMSA's requirement will be that the owners can sign a Declaration stating that the boat is how it was when it was new (see AMSA website AMSA 752 form).</p> <p>Question from Alan: We are also getting requests where people are coming up for retirement and boats have been constructed to survey requirements. Can the boat be in limbo for a survey?</p> <p>Response from Steve: Have it surveyed by an accredited surveyor during construction and keep a record of the construction. It won't be much different to what has been done in the past. You will still have to establish that an initial survey was undertaken and documented by an accredited surveyor.</p>	SN

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<p>Question from Michael J: I'd like to request to see statistics and interactions, specifically, how many interactions, boat size and pax numbers so that compliance issues can be reviewed so RMS and the BIA can gather data.</p> <p>Comment from Alex B: There are 2 data sets, RMS and AMSA.</p> <p>Comment from Jody H: AMSA release interactions in their newsletter each month.</p> <p><b>Action: SN to provide a paper of inspections and data to date – safety, mechanical etc.</b></p> <p>Comment from David Hunter: In October 2018, we conducted a compliance campaign where a total of 112 checks were done. Of these 112, one penalty notice and three improvement and direction notices were given.</p> <p>Question from Michael: How is RMS going about Exemption 38? Response from Steve: AMSA are currently working on it.</p> <p>Comment from Alex: RMS meet with AMSA monthly to ensure compliance issues are acknowledged. There is also the Maritime Agencies Forum (MAF) meeting with Neil Patchett and this is the best option when raising bigger issues.</p> <p>Comment: Can you explain the hierarchy of Steve's team? Response from Alex: DCVSU falls into Industry and Environment Branch, which also incorporates Environmental Services, Maritime Investigations Unit and Marine Pollution Response. <b>Action: Include DCV Org Chart in minutes</b></p> <p>Questions from Ian: Regarding bar crossing endorsements</p> <p>Response from Bahram: A bar crossing license used to be called an endorsement but is now a coastal bar crossing license and is still supported by State Legislation. If the endorsement was in your qualifications before the AMSA transition, a letter was sent out. If you submitted your application to renew or revalidate your qualifications, you now need to go to our website and complete a form, send it to us and a replacement fee of \$20 will be charged. Your license will be issued in the form of a letter. A bar crossing endorsement cannot be transferred. You are required to have completed 10 bar crossings, both in and out, with an additional five, both in and out for extra bars. A Stat Dec is to be completed and submitted (<a href="mailto:seafarer@rms.nsw.gov.au">seafarer@rms.nsw.gov.au</a>) with your application and this will be added to your existing bar crossing license.</p> <p>Question from Ian: Are records still being handled by RMS? What is the procedure to get new records added? When contacting AMSA</p>	<p>SN</p> <p>TN</p>

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<p>Connect or speaking to a surveyor, I receive no guidance notice and get a different response each time. Can you please provide guidance regarding the difference between the crew and PAX and special personnel? What are the rules?</p> <p>Response from Steve: Special personnel is defined as anyone on the vessel and working on the vessel for the special purpose of the vessel. If you take news crew, Ministers, comms etc they would be PAX, not special personnel.</p> <p><b>Send information regarding this to Ian – Steve Nichols will get info from AMSA to send to Ian.</b></p> <p>Question from Alan: of the 112 vessels inspected in the RMS compliance campaign, did you receive any complaints about Officers?</p> <p>Response from David: No we didn't. We generally only receive positive feedback.</p> <p>We conducted a proactive and unannounced compliance operation recently over a Friday and Saturday night. Checks were conducted while vessels were alongside and in operation at time of inspection to ensure minimal impact on operators.</p> <p>Question from CVAG member: How do you avoid the problem of AMSA inspecting a vessel one week and RMS the other week?</p> <p>Response from Alex: AMSA and RMS meet monthly to discuss AMSA's upcoming inspections and the targeted vessels are uploaded onto the MARS database.</p> <p>Response from Steve: I have requested a list of vessels to be inspected by AMSA so that we avoid duplication of effort if AMSA inspects a vessel but is yet to upload this to MARS,</p>	SN
<p><b>Sydney Harbour Update – Dan Duemmer</b></p> <p>3.4 Sydney Metro barge is due to start at the end of next week. There will be two barge movements per day, and 24/7 operations to transport oil under the harbour in the tunnel. Next week will see the test run with the barge and the operation will be ongoing for two years. There is also oil coming out of Blues Point so we have removed the moorings including the emergency moorings to conduct the barge operations.</p> <p>The proposed expansion of the Australian National Maritime Museum (ANMM) is continuing to move forward. REF due out for public comment towards the end of this month. If released in December, the deadline for comments will be extended.</p> <p>Comment from Anthony: CDA has voiced concerns regarding the issue around the orientation of the wharves and how the wharves</p>	

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<p>extend so far out into waterway. Angus briefed CDA on the issue and RMS can expect a submission from CDA on behalf of the industry because of the concern of restrictions on the waterway. The concern is over the reduction of navigation which will impact on recreational boat users in Cockle Bay. The industry is after some modifications and isn't against the development but does want to see a slight reorientation to keep the waterway broad.</p> <p>Response from Dan: REF gives us the ability to seek feedback and set conditions on the approval and can provide expert advice through this feedback.</p> <p><b>Wharves</b> Rydalmere is currently being redeveloped as part of the wharf upgrade program.</p> <p>Silverwater Bridge has restrictions in place.</p> <p>Kissing Point and Woolwich are next in undertaking the wharf upgrade program.</p> <p>Darling Point, Double Bay and Watsons Bay are also in the pipeline with no dates confirmed as yet.</p>	
<p><b>Commercial Vessels Pump Out Facilities (Sewage)</b></p> <p>Covered in previous item 2.1</p> <p>3.5 <b>Pump out system</b> Proposed works for KSW 6 are underway. No date confirmed at this stage. KSW 9 will replace 6 while works underway which will include pump out facility.</p>	
<p><b>Wharf booking system – Dan Dummer</b></p> <p>RMS has undertaken a massive upgrade of the wharf booking system including backend enhancements. Our customers will see a reduction in the capacity limit for the wharf booking system. Double booking is now required for any booking over 300, instead of the old 500 limit, without having to come to Maritime for special approval. We have also changed the system to make it fairer for special events where only one person can log in with one username at one time.</p> <p>We have rolled out staggered timeslots for King St Wharf as a result of congestion. The decision was made by Maritime to roll it out instead of waiting because of the busy system.</p> <p>King St Wharf 3 has been handed back to us from Harbour City Ferries. We are now working on how to best utilise the wharf. One side of the wharf will be put on the wharf booking system with the</p>	

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<p>other side going out as an expression of interest (EOI). Significant refurbish work is due to commence next year so there is a limited time to use the wharf before it will impact on stakeholders. Captain Cook will be removed when the refurbishment commences and placed into the next vacant spot. We need the flexibility to use the wharves as we see fit. The EOI will be released at the end of next week and will be offered to stakeholders to use for the better part of the season until 24 February 2019.</p>	
<p><b>AMSA Update – Simon Walter</b></p> <p><b>Certificates of Survey (CoS)</b></p> <p><b>Renewals (5 years)</b> Vessels require a CoS or exemption. If the vessel doesn't have a CoS or exemption, it is breaching the National Law. An accredited Marine Surveyor can sign off an exemption if carrying out an inspection on the vessel. Otherwise you are required by law to apply for a temporary operations exemption (ToE). The exemption for renewal has been extended from 90 to 120 days and payment is required upon submission.</p> <p>If you are not satisfied with the survey conducted, this can be marked down as a contested deficiency and will be referred back to AMSA to be resolved.</p> <p>There is a new survey regime which has replaced NSAMS. No survey is required in year four. <b>Simon Walter will send out.</b></p> <p>3.7 Comment from Steve: If an accredited surveyor submits the temporary Certificate, there's no charge from AMSA.</p> <p>Simon Walter: when given your renewal letter, you will receive a survey code. It is important to give this code to the surveyor.</p> <p><b>Lightships</b> Vessels less than 12m (&lt;12m) inspection can be completed by way of a declaration (if no alterations have been done in last 5 years). This includes Class 1 vessels.</p> <p>If you require a ToE and are awaiting this from AMSA, email Simon Walter including the email from AMSA with the customer reference number and I will pull it out of the queue and process for you. <a href="mailto:Simon.Walter@amsa.gov.au">Simon.Walter@amsa.gov.au</a>.</p> <p>Question from Steve: When a vessel is launched to trial and the builder doesn't have commercial qualifications, are they still in breach if they operate?</p> <p>Response from Simon: I will request an answer from AMSA regarding this.</p>	

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<p><b>Exemptions</b> Exemption 23 and Exemption 38</p> <p>Marine Order 505 (MO505) has just been rewritten and has just closed for internal consultation. It will be out for external consultation soon.</p> <p>Changes to note in the MO505:</p> <ul style="list-style-type: none"> <li>• NSCV Part D incorporated</li> <li>• Cox 3NC</li> <li>• Sailing Master Coastal NC</li> <li>• Sailing Master Offshore</li> <li>• Master &lt;45 NC</li> <li>• Master &lt;100</li> </ul> <p>These changes are still in consultation phase and there may be some tweaks. Industry reference groups have been involved.</p> <p>There are 3 certificates no longer available:</p> <ul style="list-style-type: none"> <li>• Master &lt;35,</li> <li>• Mate &lt;80</li> <li>• Master&lt;80 NC</li> </ul> <p>M&lt;35 has now become M&lt;45 and some length limitations have increased.</p> <p>Coxswains 3 requires an AMSA task book to be completed. Exemption 38 recognises this.</p> <p><b>First Aid</b> The requirement to hold a first aid certificate has been removed from the CoC. Only one person on board is required to have their first aid. This is only required for a renewal.</p> <p>Incorporated into MO 505 is a new standard for the assessment of matters concerning medical fitness. This is yet to be finalised.</p> <p><b>New applications</b> As at 21-23 November 2018, 4,771 new applications have been received with 3,415 completed.</p> <p>17 applications for accredited surveyors are currently in progress.</p> <p>AMSA has announced it will be decentralising with a major regional office likely to be located in Coffs Harbour.</p> <p>Question from Michael: Can we have more representation in consulting groups? There are groups that exist that require more representatives.</p>	



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	<p>Response from Simon: There are issues being raised with different groups across the States. One is the membership of industry reference groups. There is change occurring in this area and the lack of membership has been recognised as a problem.</p> <p>Comment from Alan: The big focus in the last two to three years has been to receive \$110 million to assist industry. There is a focus on industry issues for the industry as a whole, as well as everything else. Once a year, the Professional Fishing Association attends one meeting.</p> <p>Question from CVAG Member: Is there any update on Exemption 27? People on board boats? Response from Simon W: Nothing to comment at this stage</p>	
3.8	<p><b>YM Efficiency Update – Alex Barrell</b></p> <p>Internal and external updates have now been completed. The shoreline response now finished and is in the process of executing a termination plan. Sectors are being signed off, one by one.</p> <p>The search for containers in the water has been completed. Offshore waters are still being surveyed by AMSA through hydrographic means. Approximately 30 of the 82 have been identified. More may have been identified with the use of a remote operational device but this has not yet been confirmed.</p> <p>A risk assessment was conducted in order to determine the best approach: What does the vessel contain? What is the condition of the container? If it was raised, is it likely to disintegrate and spill its content? Is it reasonable to leave the container on the seabed and just mark that it's there? AMSA are now working with insurers for search and recovery.</p>	
3.9	<p><b>King Street Wharf – Flow of foot traffic</b> <b>Maritime Museum wharf expansion</b> <b>Pymont Bay</b> <b>Watsons Bay wharf</b> <b>Glebe Island Bridge</b> <b>Barangaroo</b> <b>Banks Street submission update</b></p> <p>Comment from Shane: We have been working with Liquor and Gaming in addressing the issue of the flow of foot traffic around King St Wharf and people embarking and disembarking vessels. Is it possible to have electronic signage to assist people in finding taxi ranks and other relevant areas to keep people moving?</p>	SW



	Responsible person / Due date
<p>Comment from Dan Duemmer: RMS own most of the boardwalk for signage. We can consider this.</p> <p>Comment from Michael: A paper has been presented by the BIA on the issue. We need better engagement at King St Wharf. Could there be a short 10 to 14 day trial program to see if we can keep the flow going and see what the outcome is?</p> <p>Comment from Alex: I suggest we conduct a meeting outside of CVAG to discuss options for implementation. Suggestion of the establishment of small WG to look at KSW issues. <b>Alex to arrange in New Year.</b></p> <p><b>Watsons Bay Wharf</b></p> <p>Comment from Michael: Woollahra Council has no understanding of what assets it owns. Can we have better utilisation of the wharf and Watsons Bay Wharf?</p> <p>Response from Dan: We have already discussed this previously in the minutes. It's currently on the list of wharves to be upgraded. Other than Manly, Watsons Bay is the next focus for access.</p> <p>Comment from Alex: We will make a conscious effort to keep CVAG updated as best we can. We don't have full coverage of the projects and may not have a lot to update at each meeting but will bring information to this group where possible through Dan.</p> <p>Comment from CVAG Member: There is a push for Glebe Island to be opened. How does that impact on the whole bay?</p> <p>Response from Dan: Glebe Island Bridge is a key part of the Bay Precinct renewal. At some stage we will look at the light rail pedestrian access across the bridge. Current studies are being conducted on current uses of the bay with a bascule opening bridge. Early findings suggest the bridge would not impact 87% of users of the bridge when it was closed. The 87% is purely air draught.</p> <p><b>Dan Duemmer to provide update at next meeting regarding where this is up to.</b> This development is a 20 to 30 year plan so is in its early stages.</p> <p>Comment from CVAG Member: In regards to Watsons and Double Bay, is there awareness around these being used more in summer than winter months?</p> <p>Response from Dan: Yes, everything is planned around usage.</p> <p>Question from Michael: Do you know if a wharf has to be built out the front of the new Casino?</p> <p>Response from Dan: It's not a wharf but will be a landing with the north and south orientation being for drop off and pick up only. Works will begin there soon.</p>	<p>AB</p> <p>DD</p>

		Responsible person / Due date
	<p>Question from Michael: Who will have control of it? Response from Dan: It will be available to the public as it is public access. It will be leased off RMS.</p> <p>Comment from Michael: we don't want to lose access to the wharf if we want to use it. It's a valuable structure. A request needs to be sent to MPAG for clarity. <b>Action: Alex Barrell to request an update on Barangaroo.</b></p> <p>Comment from CVAG Member: In regards to Circular Quay, can we still use the wharves in the evenings when it's not busy? Can charter vessels pick up and drop off and be opened up to the public in the evenings?</p> <p>Response from Dan: The current use and access to the Cove was at a point where it was congested and posed a safety risk, so vessel traffic movements weren't opened up and we didn't fill the gaps. If we did this, we would have gone against OTSI's report. As far as the Circular Quay renewal project we have three options. Option one is to complete a business case and make it DDA compliant. Option two is to complete a full wharf renewal that the Government will pay for including new pontoons etc. Option three is to complete a market proposal where a consortium will build. All three options will be presented in a final business case.</p> <p>Comment from CVAG Member re Bank Street Response from Dan: This is still with the Department of Planning for final approval. Question from CVAG Member: What are the issues that have come back? Response from Dan: I'm not sure but understand they are primarily land based issues.</p> <p>Question from CVAG Member Comment: Will there be any upgrade on Campbell's Cove? Is there any possibility of extending the area? It's difficult to tie the boat up on the corner.</p> <p>Response from Dan: Not that I'm aware of but yes we have noted the issue with tying up. At this stage, no scheduled maintenance has been planned.</p> <p>Comment from Alex: <b>The Sydney Working Harbour Fact Sheet and Survey will be circulated with minutes.</b></p>	<p>AB</p> <p>TN</p>
3.10	Black Water pump out facilities on Sydney Harbour – Already completed earlier in agenda. AB	AB

		Responsible person / Due date
4.	<b>General business</b>	
4.1	<p><b>Special events – Dan Duemmer</b></p> <p>The special events guide booklet has just been received. See <a href="https://www.rms.nsw.gov.au/about/news-events/sydneys-summer-aquatic-events/index.html">https://www.rms.nsw.gov.au/about/news-events/sydneys-summer-aquatic-events/index.html</a> <b>This will be attached to the minutes.</b></p> <p>In 2019 the Sail GP will make a debut in Sydney Harbour. The Sail GP is the Formula 1 of sailing vessel events and includes 50ft Cats sailing at 50 knots. There will be 6 different courses around Shark Island, Bradleys Head, Sound Pigs, and further towards Fort Denison. An exclusion zone will be in place for the event. 83 containers of sailing vessels will be arriving, most of which will go to Cockatoo Island, with all of Shark Island booked out. The Sail GP will impact Ferries with exclusion zones being in place from Friday 3 February to 6 February and from 2pm – 5pm on Saturday. There will also be two training days on the 7 February and 14 February between 11am – 2pm. The race takes place over two – three hours. View video of the event <a href="#">here</a></p>	TN
4.2	<p><b>General Business Questions</b></p> <p>Question from Alan: Is there an update on the Lord Howe Island slipway? Response from Steve: It is not going to be a slipway. A special trailer is being built instead. <b>Alex will provide an update.</b></p> <p>Comment from CVAG Member: In regards to the Glebe Island Bridge, there should be motions moved at CVAG meetings and sent to MAC as this is the forum where it is required to be discussed. There is a lot of traffic in and out of Blackwattle Bay. Can this committee be in favour to move a motion that CVAG recommends to MAC to take all efforts to make sure Rozelle Bay and Blackwattle Bay remains accessible to all vessels and does not impede on Glebe Island Bridge.</p> <p>Michael moves to second motion and includes the request that any current documentation underway over the past 24 months be reported back to CVAG. The submission will be directed to Rachel from CMS (in attendance) who will pass the motion on to MAC. The Next MAC meeting will likely be held in April. <b>Alex will work with Rachel to draft a paper for submission.</b></p> <p>Comment from Michael regarding King St Wharf access: Request MAC to address access for the general public and commercial vessels currently approved to access the 100m wharf as part of the Barangaroo Casino development. The request comes from Woolloomooloo and Walsh Bay having had no commercial vessel access and CVAG should not be excluded from wharf access.</p>	AB

		Responsible person / Due date
	<p>Question from Peter: When emailing AMSA, in AMSA's response there is a reference number provided with no email trail. Are AMSA retaining the original emails?</p> <p>Response from Simon: Different areas within AMSA address different correspondence. All emails are being retained and filed away but not included in response emails.</p> <p>Motion for signage on King St Wharf Response from Alex: Let's resolve at this level. Progressing to MAC is not required. To be raised as issue in KSW WG. <b>Alex to schedule meeting.</b></p> <p>Question from CVAG Member: Do RMS have statistics on noise complaints? Response from Dan: We have received three noise complaints since the last meeting. RMS has met with the Eastern Suburbs and Mosman regarding their concentrated effort to make noise complaints but it should be understood that noise complaints are low on our agenda.</p>	
<b>5.</b>	<b>Next meeting</b>	
5.1	The next meeting will be held 26 February 2019 at Rozelle.	

#### STATUS OF ACTIONS

Item number	Action	Status	Responsible / Revised due date
	Provide stats of interactions		Steve Nichols
	Include DCV Org Chart, CVAG ToR, Sydney Working Harbour Fact sheet and Summer Special Events booklet in Minutes		Tatiana Nasoufi
	Send new survey regime to CVAG Members		Simon Walter
	Simon Walter – what is the process for selecting membership for consultation groups?		Simon Walter
	Alex to request update on Barangaroo Wharf usage proposals	Next meeting	Alex Barrell
	Glebe Island Bridge Update at next CVAG meeting		Dan Duemmer
	Circulate the Sydney Working Harbour Fact Sheet and Survey		Tatiana Nasoufi
	Update on Lord Howe Island slipping arrangements		Alex Barrell
	Set up working group for KSW issues		Alex Barrell
	Alex to work with Rachel on drafting comms / motions from CVAG to MAC.		Alex Barrell