



MINUTES

RVAG Meeting No. 87

Date	23/09/2021		
Time	5:00pm – 7:00pm		
Venue	Microsoft Teams (dial-in)		
Chairperson	Hendrik Clasie	HC	TfNSW/Maritime
Attendees	Cherrie Ashford	CA	TfNSW/Maritime
	Darren Wood	DW	TfNSW/Maritime
	Sian Nivison	SN	TfNSW/Maritime
	Andrew Mogg	AM	TfNSW/Maritime
	Darren Schott	DS	TfNSW/Maritime
	Rosemary Donley	RD	TfNSW/CMS
	Evonne McCabe	AM	TfNSW/Maritime
	Chris Carmichael	CC	TfNSW/Maritime
	Jen Robinson	JR	TfNSW/Maritime
	Tatiani Nasoufi	TN	TfNSW/Maritime
	Shannon Allen	SA	TfNSW/Maritime
	Adam Smith	AS	Australian Boating College Sydney(ABC Boating)
	Alan France	AF	Ski Racing NSW
	Brianna Coyte	BC	Surf Life Saving NSW (SLSNSW)
	Terry Barber	TB	Surf Life Saving NSW (SLSNSW)
	Emma Humphries	EH	Australian Sailing
	Chris De Jong	CDj	Boat Owners Association of NSW (BOA)
	Mitch Geddes	MG	Boat Owners Association of NSW (BOA)
	Cliff Ellmers	CE	AJSBA
	Geoff Duval	GD	Australian Power Boat Association
	Brad Whittaker (obo AB)	BW	Marine Rescue (NSW MRNSW)
	Murray Clarke	MC	NSW Rowing Association
	Mike Jarvin	MJ	Advanced Marina Management
	Keith Clark	KC	Seaplane Pilots Association Australia Inc.
	Rohan Walter	RW	Seaplane Pilots Association Australia Inc.
	Neil Patchet	NP	Boating Industry Association (BIA)
Apologies:	Peter Harvey	PH	TfNSW/CMS
	Greg Blackburne	GB	Scuba Clubs Association of NSW
	Shane Wilson	SW	Boating Industry Association (BIA)
	Suzanne Davies	SD	Marina Industries Association (MIA)
	Alex Barrell	AB	Marine Rescue (NSW MRNSW)
	Tony Hystek	TH	Paddle NSW

Agenda Items		Lead	Times
1.	Welcome & Apologies	Chair	2 mins
	HC: Welcome everyone, we've received an apology from Peter Harvey, Rosemary Donley is attending on behalf of Peter. I'd like to seek that the previous meeting minutes are confirmed and accepted. I'm going to take this as an acceptance if there are no objections. I'd like to take the acceptance of the Minutes, then if there's nobody objecting to those. OK, the other piece that I will		

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<p>advise, you should have a message on your screen notifying you of this, but just in case we are recording this meeting. It will help in our record keeping and being able to generate the Minutes so if you do not wish to be recorded as a video peace out, feel free to block your cameras out.</p> <p>NP: Shane Wilson is an apology.</p> <p>SA: Please that we're having technical issues admitting Rohan Walter for some reason. MS teams is currently trying to admit him to the meeting.</p> <p>HC: Alright, I'll move to the actions arising from the previous meeting which are at the bottom of the agenda in the meeting pack.</p>		
<p>2. Acknowledgement of Country</p>	Chair	2 mins
<p>3. Confirmation of minutes from previous meeting</p>	Chair / All	5 mins
<p>RVAG committee confirmed the minutes from previous meeting held on 16 Feb 2021.</p>		
<p>4. Actions arising from previous meeting</p>	Chair / All	15 mins
<p>See below action table for updates.</p>		
<p>5. Intro to NSW Maritime Directors/their role</p>	Chair / All	10 mins
<p><i>HC: Next on the agenda is an introduction to the new Maritime Directors and their roles. Some of you may be aware we restructured as part of a broader transport for New South Wales organisational restructure. We saw the former Roads and Maritime Services Agency, which was one operating agency under the broader transport, dissolved and integrated into Transport for New South Wales and as a result of that there were some changes that were made to our organisational structure and arrangements. So following that process we stood up at the end of April 2021 and have just completed a revised structure all the way through our maritime group, aligning roles and with that, our people into the new functional areas of the business. I'll just share a visual aid with the org topline or design as its always a bit difficult as you can appreciate. I'll just run you through this briefly and then ask each of the directors to introduce themselves. So we have our Executive Director Mark Hutchings who reports to a further up into the Chief Operating Officer and the Deputy Secretary. Cherrie Ashford is our Director, Maritime Insights & Operations. Cherrie looks after our central operations. So those operations that are common across all of our three geographic areas and the scope of the role is outlined in brief points on the PowerPoint visual aid there, but there's much more to it. Andrew Mogg will join us a bit later from the Maritime Infrastructure Delivery Office, so most of you do already know Andrew from our former structure and now as the current Director MIDO. Darren Wood is the Director, Maritime Environment, Industry and Assets. Focusing on Maritime's marine environment protection and pollution work, marine incident and emergency protocols, incident investigations and prosecutions and domestic commercial vessels safety and regulation.</i></p> <p><i>HC: Myself, Sian Nivison and Darren Schott will have been appointed as the Regional Directors for Greater Sydney, North and South region as Maritime's frontline operational service delivery pieces have been spread across three geographic areas.</i></p> <p><i>SN: Hi, I'm Sian Nivison again. So nice to meet you all and as Hendrix said earlier, our region maritime north goes from Lake Macquarie up to Tweed and out West. I'm based in Coffs Harbour so if anyone is traveling through the area, very happy to meet. Though I know people can't move very much at the moment due to Covid restriction.</i></p> <p><i>DS: Nice to meet you all, I have met a lot of you before in my substantive role. I'm currently acting in the role of Director South Area up to the 1st Nov for Nicole Watts who hold the role substantively. But we have our main office in Port Kembla and cover from Stanmore Park to the Victorian border and West to the Darling River. So it's as big area but are looking forward to working with you all.</i></p> <p><i>HC: In a nutshell, our new structure was really not only designed to work-on/improve our systems and processes internally, but really to provide that connection for our external customers and stakeholders. The three area directors are really charged with leading our frontline and customer engagement work. Supported by the other three specialist areas that will also be involved in many things that occur on our waterways. So you've got our details now through this forum. Please do</i></p>		

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<p><i>reach out and if you don't know where to go, and I understand that was an issue from the old structures about who to contact and where to go, you can come to any one of us and we are all on the same page in terms of helping each other. We don't limit ourselves to our own space. We work as a team to provide and deliver what we need to do.</i></p> <p><i>We move on to the Members reports now because I think this is a good opportunity for you all to sort of outline for everybody here, particularly the for the other directors, what you guys do and where you're at with things noting that we are operating with restrictions that seem to have been here forever, although I think it only been 14 weeks, but who's counting? And you'll see on the agenda we've allowed about 3 minutes so whilst I know there's many important things to discuss, I would ask if you could limit your time because we have a 2-hour window for this meeting and I view this as a re-inception meeting for us to recommence where we finished or wrapped up in February so I'll throw to you guys and just run through Adam Smith from the accredited training providers.</i></p>			
<p>6. Members reports</p>	<p>ATPs (ABC Boating)</p>	<p>Adam Smith</p>	<p>3 mins</p>
<p><i>Adam Smith: Hello All, Adam Smith I run this ABC boating college here in Sydney. I chair the Association of Maritime Trainers which is an industry body of the authorized training providers who provide boat and jet ski license courses throughout NSW. I also work across a few organizations and borders in that I also chaired the Boating Industry Association in New South Wales and sit on the Maritime Advisory Council. So we've been busy, we had a fantastic summer as everyone else in the boating industry generally did. Everyone was quite busy and then all of a sudden came to a screaming halt on the 27th of June. From reading the public health orders very carefully and making sure that we've dot our I's and cross our T's, we can operate under some restrictions and doing things the right way. So we've been getting out and delivering smaller courses with smaller groups and masks on everyone. And I had to build a classroom here in my office in Artarmon because all my normal venues are closed. They're all licensed premises. We're getting used to it though.</i></p> <p><i>I notice that in my own little bit of activity, that it seems that during the last three months everybody bought a kayak. I don't know what's going on, but there's been a huge explosion in those kinds of passive crafts when we've been operating particularly around Middle Harbor area. We're also looking to moving towards the electronic online testing system eventually, which will be good. We're just waiting to see what happens with that.</i></p>			
<p>BOA</p>	<p>Chris De Jong / Mitch Geddes</p>	<p>3 mins</p>	
<p><i>Chris de Jong: Basically, not much has changed. Basically, steady as she goes despite the lockdown and obviously there are a lot of frustrated sailors that can't get out on the water, but they're all aware of that so. The same very similar action to last year, however, there are some issues which will come up later on in the meeting agenda that I will have feedback regarding.</i></p>			
<p>Australian Sailing</p>	<p>Emma Humphries</p>	<p>3 mins</p>	
<p><i>Note: Emma Short is now Emma Humphries.</i></p> <p><i>Emma Humphries: Hi All, so I recently started this role at the start of April 2021. I've moved from South Australia, so I look after NSW and ACT. We've got 115 clubs and 50 accredited training centres across the state and the territory. We've got about 31,000 members who had a brilliant summer last summer. They came back really strongly after COVID, membership increased, participation in sale classes increased. Everyone was spending their money at home not going overseas. So that was really great for clubs. A few of the big races, unfortunately, as you we would be well aware such as the Sydney Hobart didn't get to go ahead, but certainly a lot of club-based racing did go ahead and at the moment they're all rather impatiently waiting to get back out there and start their seasons because it's</i></p>			

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	<p><i>opening days should be all happening around about now, so I've got a lot of really impatient sailors waiting to see when they're allowed out again.</i></p> <p><i>HC: I think we join those impatient sailors in the impatience in just being able to go beyond our own LGA's and spread out, spread our wings on the water, so to speak. And hopefully it's not too much longer. I know government was meeting with Community sports associations in the near future to start working through what it might look like in a sort of eased restriction model and there's lots of work to done there</i></p>	
APBA	Geoff Duvall	3 mins
	<p><i>Geoff Duvall APBA: There's been no racing at all the same as everybody else in New South Wales since early June. A race meet was actually due on the day when the shutdown occurred. We stopped the meeting, and everybody had to race back to Sydney, so there's been no racing since. However, what we've been doing is pushing all our clubs to present COVID plans in readiness for when we do get the opportunity so they're all busy making certain they've got their plans in place.</i></p> <p><i>We've also asked all the clubs to review their own water and land safety procedures, brush up on it an ensure it is relevant. Before we start the season, every boat that races is going to be fully checked using a national checklist to ensure they're ready to race. And we're also looking to make certain that the other drivers have had their medicals, doctors medical etc. And their personal safety gear checked before anybody goes in the water. So they've got those checklists in place for each of the clubs. So nil racing unless they're right up to date safety wise.</i></p>	
MRNSW	Alex Barrell (Brad spoke)	3 mins
	<p><i>Note: Brad Whittaker attended on behalf of Alex.</i></p> <p><i>BW: Glenn has moved on into a new role for Toll Logistics and I'm acting in his role currently until a new person is appointed permanently. Marine Rescue has been operating under level 1,2 & 3 level restrictions and moving between these levels at any given time. I've got QR codes on the vessels and all those things to try and do the right thing, so you'll see more in rescue a little bit more visible on the waterways from now given we've just really reduced our restrictions somewhat. Quite a few members have been helping with some of the vaccination centres which has been a good extra body of work from the volunteers and our board and senior execs have just been working through a minor restructure and a change in the business model a little bit. So there is a bit of movement with some of the positions of the team. Essentially that will be firmed up very soon before summer and will be all systems go for summer. Noting nil change at Alex's level. There are a couple of new positions being created and changing some of our regions and zones. With the goal being to make the organization work a bit better.</i></p>	
Scuba Clubs NSW	Greg Blackburne	3 mins
	<i>Possible apologies. Check the list.</i>	
SLSNSW	Brianna Coyte / Terry Barber	3 mins
	<p><i>TB: My main update is obviously that the trial started last weekend for us across the state. 129 clubs stood up people, although being covered there being limited numbers, so we're just mostly patrol through a 6 to 10 boats to try and minimize risk. My main focus over the last couple of weeks is looking after all the gear/equipment for the 129 clubs to make sure it's all up to par for inspection before summer. We're reviewing weekly to see what we can roll-out. We've had to reduce member's travels (e.g., if a member is more than 50 km from the club) and sending out PPE kits to members over the last few weeks so that was a huge job at 10 pallets worth of equipment went out in the last couple of weeks.</i></p>	

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	<p><i>BC: I will mention our UAV program has kicked-off in partnership with DPI. We have 51 regular sites for this year and obviously we have lifeguards out patrolling with the drones all of those sites over summer, but our volunteer operators still hop in and deploy those when required for an incident or at the moment we're providing a lot of information back about crowd control and Covid. It's obviously not our place to police, but we can pass back some very valuable information.</i></p> <p><i>HC: Great thanks Brianna, and I think the use of UAV technology is a really great tool to help not only in that primary shark spotting role, but in keeping an eye out for anyone in trouble and I trust that would relate to people in trouble in a boat too that can be passed onto marine rescue or marine area command. Or if someone from area is nearby as well, so it's good to know that that program is back out there.</i></p>	
BIA	Shane Wilson (Neil Patchet.	3 mins
	<p><i>Note: Shane Wilson apologies, Neil attend in place moving forward.</i></p> <p><i>As you may know Shane won't be attending RVAG from here on out and he has taken a new role within the BIA to focus on programs to support the membership. For example, marine card which is a significant product around the country for people in the marine sector and it plays a key role in many ways through covid because it enables contact tracing but also the from the boating history point of view.</i></p> <p><i>In the last 12 months or more has been extraordinary. As you all know, every sector of the industry has gone up in its performance. an industry turnover of just over 8.8 billion across the country. Something like 27,630 people employed directly in the industry. More than 10,000 contractors.</i></p> <p><i>And that's nationally, but of course NSW is a big block of that between New South Wales and Queensland is probably around about 70% of those numbers, so it's been an extraordinary time.</i></p> <p><i>But I would just take this couple of minutes just to point out a few things to the group. The Kiama Harbor revitalization strategic framework by transport appears to me to be taking a very significant view from local community and I'm pointing it out as that project is forming a benchmark for other regional ports and harbor frameworks in New South Wales. Locals views are important, however, really those frameworks should be about the broader view, the greater good across the state.</i></p> <p><i>The other one is the Manly Wharf upgrade that initially started off with an issue around accessibility for all boating activities, but I've received calls from a party who is looking at modifications to Wharf #3, which would mean some navigation challenges around the Wharf itself, extra pylons, extra-large pontoons on Wharf 3 and the biggest thing I'd call out for you all to be aware of is that as the potential recreational facility that was going to be just north of the wharf three has been taken off the drawing board at the moment and the light commercial access to that corner will also be compromised, so just a heads up to look out for that because truly, if Transport's doing a renovation or upgrade piece to Manly Wharf and Wharf three, they should be looking at that from a big picture point of view from a future transport POV, future proofing it and make it a true destination, not just for ferries, but for light commercial vessels, recreational vessels and public amenity.</i></p> <p><i>The other one to bring to your attention is at Ermington, the bridge that's proposed to go across near Ermington Road has to carry the light rail. There's consultation at the moment and Transport is looking at that. I would ask you to look out for air draft issues and make sure that the air draft on that bridge, if it goes ahead, is no lower than the existing bridge upstream and downstream and also that during the works that ramp parking isn't compromised significantly because of the work schedule.</i></p> <p><i>Lastly, I just want to remind you all of the maritime safety plan comment deadlines</i></p>	

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	<p><i>that is one minute to midnight tomorrow night 24th Sept and the industry certainly has a submission going in. We have a number of Members who have put submissions in and I'd say to the RVAG group if any of you want to follow me tomorrow in the morning after a mini brief, you're more than welcome and most of you have my phone number or my email address. Thank you very much.</i></p>	
	Ski Racing NSW	3 mins
	<p><i>Alan France</i></p> <p><i>Thank you for invitation. We've been off water and haven't been able to commence the season. Been doing a lot in the background getting our safety vessels and rescue boats and everything serviced and up to scratch, so that when we get the green light we will be ready to go.</i></p> <p><i>We have had some very constructive meetings with John Moran and Nick Dinham and I think we are in a good place for when we get the green light. So once we get the green light we're hoping to run our first series race in nearly two years on the Hawkesbury in November sometime. Would be great to have the classics in New South Wales this side of Christmas and the Bridge-to-Bridge is off again, as is the 120.</i></p> <p><i>Probably look at VIC a little bit too much glass half full in thinking they can run a Christmas race this year.</i></p> <p><i>Our thoughts in New South Wales is to potentially get a few club Races underway and get everybody back behind the wheel and on the skis and when they are ready for a classic in late January (fingers crossed) then everybody will have had a bit of time back on the water and things will go smoothly.</i></p> <p><i>So we're doing all the work in the background.</i></p> <p><i>Covid Be gone. Fingers crossed.</i></p>	
	NSW Rowing	3 mins
	<p><i>Murray Clarke</i></p> <p><i>MC: Not a lot to report. Australia had a great Olympics. Other than that there is not a lot to report for obvious reasons.</i></p> <p><i>HC: Thanks Murray, and I'm hoping that people are still being able to get out there and row for training for exercise even though competitions and the like haven't managed to restart and get going yet.</i></p> <p><i>MC: That is very much dependent on the policies with which each club has.</i></p>	
	Marinas	3 mins
	<p><i>Michael Jarvin</i></p> <p><i>Michael JARVIN: So the Marina division have obviously been working through COVID at times. We obviously have a legal obligation as well and an environmental obligation to make sure that all of the boats that are at the marinas and the association activities are maintained in a safe capacity. So we've been quite lucky from the point of view that we've kept ourselves away from the press and kept ourselves under the radar and kept all the boats on the right part of the water. The other thing obviously is we're getting ready and getting a lot more use of our Sydney harbor boating destination berths, which was a program that Henrik was very much part of, probably 10 or 12 years ago, and it's well publicized on the maritime website, and those births are taking a lot of extra activity because people are voting closer to home under the five km rule. As part of that we as the Marina Group are taking an opportunity to canvas the maritime safety plan and introduce that to people who are visiting us under the Sydney Harbor boating destination plan. And traditionally, the people that utilize those berths are people that are in smaller type boats that have launched a boat on a trailer, and they're wanting to come ashore and use our toilets, Wi-Fi etc. Obviously, the toilets have been a little bit challenging, but the Wi-Fi has been working fine.</i></p>	

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	<p><i>We obviously have directed a lot of people to the “have your say” maritime safety plan feedback form and in fact we've utilised some of our iPads, in a COVID safe manner, to sort of demonstrate to them what we have found and what the Members are mainly raising around Sydney Harbour which is the fact that to meet the life jacket outcomes suggested in the maritime safety plan there needs to be an option C that currently doesn't exist to greater address the movement of mandatory life jackets on vessel up to and above six meters. So certainly, our Members have gone far and beyond to try and canvas feedback, but it's a little bit hard to get them to get onto the “Have your say” form.</i></p> <p><i>Regarding the Sydney Harbor boating destination berths, that's now program that we're working with Crownlands on to try and roll out in some of the regional ports and I have somewhat of an active role at a number of regional marinas and we're getting quite good uptake in trying to grow that program that was launched out of maritime into a statewide program.</i></p> <p><i>And the last thing is there seems to be a lot of Ferry Wharf upgrades happening and the upgrades for the ferry Wharf do not entertain access that currently exists for recreational boats. The current old wharfs with the timber steps are being removed. The new ferry pontoons are being put in but those pontoons are not suitable for recreational boating. And more importantly, not suitable for marine rescue and their style of boats. We need to probably try and record in the minutes and try and have a look at some of the existing timber steps (e.g. at Double Bay, Darling Point, Mosman) they're the which are being used by Marine Rescue to take triage patients to. Potentially could consult with Marina designers. Just want to query why the wharfs which have always had recreational boat access (which are public wharfs) now being barred from recreational boating?</i></p> <p><i>In Summary:</i></p> <ul style="list-style-type: none"> <i>-Sydney Harbour boating destinations berthing going well.</i> <i>-Regional expansion with Crown Land destination berth program</i> <i>-Recreational - access disappearing (Double Bay, Darling Point, Mosman). Need recreational ease berthing plus Marine Rescue need access, critical</i> <i>-Maritime Safety Plan life jacket need an option c. Substantial disbelief in the movement of mandatory lifejacket to 6m. Seems to be an issue when we engage with boaters.</i> <p><i>HC: Thanks Mike and some interesting feedback there for consideration around 3 Wharf upgrades because I know the transport teams that are involved in that work really hard to try and make sure it accommodates everything, but I think you know the rec boating piece, as you said is not the primary purpose of those wharves, but something that I can take back to them and see what might be able to be considered as part of the design. Because designs do alter periodically. Neil, you've got your hand up.</i></p> <p>Action: Hendrik to liaise with the Transport team leading wharf upgrades to look at ways to incorporate the needs of recreation vessels.</p> <p><i>Neil Patchett: Yeah, thanks very just very quickly on the Ferry Wharf upgrade projects just to say the reason why it's important to flag is that when there's this incredible opportunity with Transport for New South Wales, which is the home of both the builder, the designer, the developer and also the safe navigation crews, all are different compartments to get a fantastic result. But if it's allowed to be done, in one compartment of a very big organization that isn't connected to those other parts (e.g. the navigation team) the opportunities are easily lost and Manly Wharf is one of those. The opportunity to get a fantastic outcome in, for example, destinations at some of these locations is extraordinary at the moment. With such a big organization where you are joined up, I know you're trying to breakdown silos and that's the challenge, so that's why we're calling it out. There's an opportunity to get</i></p>	

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	<p><i>some fantastic outcomes and not allow the sort of isolated design process to lock and load to a point where it's too late to amend.</i></p> <p><i>JR: I just wanted to address about the "lock and load" concept or the idea that this is done in isolation. It's actually done quite broadly with consultation. Now I understand that you've provided some feedback and there's others that have also be consulted, but we can't just think one particularly stakeholder group is the only stakeholder group, regardless of which stakeholder group that is. Transport is not just powering ahead in isolation; I am aware that multiple groups are being asked and there is broad stakeholder consultation. Neil, I set received a copy of your feedback today, but that's one lot of feedback and there are other people with different views, so I certainly take your point. But we also need to understand that different people have different views from Maritimes POV. Our role is to listen to everybody and then take that information on balance. So there's no sense that things are just powering ahead or that this is done in isolation in terms of local communities having consultation and having a large say in it. We have to realize that they're actually the host of that piece of infrastructure (harbor, wharf or boat ramp). And certainly, there are visitors. And there's other people who come to that area and they're important as well, but we can't necessarily say the greater good is everybody else and not the local community. So I certainly hear your point of view now. But like everybody else on here, there are different groups, so we need to take into account the passive voters, we need to take into account the seaplanes we need to take into account Marine Rescue, Surf lifesaving etc. Everybody has an equal say. So I just want to put peoples mind at rest that there's no sense of just powering ahead and not listening. We certainly do listen, but it doesn't mean that we can do everything that everybody wants.</i></p> <p><i>HC: Ultimately, we have multiple views, multiple needs and one of our opportunities really is to make the most. It's not always to everyone's liking but we need to make the most and sometimes that's a bit of a compromise.</i></p> <p><i>Darren Wood: I have started a Transport Wharf Client Coordination Group to help bring together land and marine stakeholders **cut-off due to technical difficulties**</i></p> <p><i>Hendrik on behalf of Darren: As part of revised NSW Maritime we left behind some of the previous disconnect between RMS and Transport. We have a much stronger connection and to understand the various parts of the puzzle. Recently Darren has brought together a group to address all aspects of the infrastructure piece. We're now all under one organization. We have got a much stronger connection and a real drive to understand the various parts of the puzzle. And Darren has established a group that really does bring together those designers, the project people, the navigators, and the representatives you know through that NSW Maritime Group of what users are seeking and what they'll need as part of that infrastructure piece. So it's only fairly recently that that's occurred, but some of the comments that have been made here tonight can certainly be included as great that Darren could hear those.</i></p>	
MIA	Suzanne Davies	3 mins
<i>Suzanne Davies not on call, possible apology.</i>		
AJSBA	Cliff Ellmers	3 mins
	<p><i>CE: We had minimal races this year. I think we have more races cancelled than we actually managed to get out there. Just as a lot of other people are, a lot of our racers are itching to start racing again. Thou we're trying to manage our guys not to get too anxious and set it up in the right ways and we're working with our racers to try to set the right example instead of being part of the problem.</i></p> <p><i>A new side project we're working on is to bring in new youth racers (age 12). In many other states they can have races at the age of 12. When in NSW we don't</i></p>	

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	<i>have that. So that's a side project that we're working on but primarily we just want to open up and race first.</i>	
	Paddle NSW	3 mins
	<i>Tony was not online during this RVAG meeting. Possible apology or otherwise unable to attend.</i>	
	Seaplane Pilots Association Australia Inc.	3 mins
	<p><i>Keith sends his apologies.</i></p> <p><i>Rohan's update:</i></p> <ul style="list-style-type: none"> • <i>SPAA now branded as the Peak Body for Seaplanes in Australia</i> • <i>Membership comprises just under 500 members</i> • <i>Membership allows access to a Google Map version depicting various known landing areas with specific notes regarding the area.</i> • <i>Special Operations membership allows access to the only known database of amphibious planes operating in Australia – both CASA (Civil Aviation Safety Authority) & RAAus (Recreational Aviation Australia).</i> • <i>Building a database of accidents & incidents involving seaplanes in Australia.</i> • <i>Promotes a Code of Conduct for seaplane operators.</i> • <i>Enables liaison within the seaplane fraternity.</i> • <i>Interacts with the USA Seaplane Pilots Association – SPA.</i> • <i>Provides links to Podcasts relative to seaplane owners.</i> • <i>Devoted to excellence in Training facilitation - We don't do training, but we try and point people in the right direction. That's very hard, because insurance these days is so damn expensive</i> • <i>Dialog needed between SPAA & SLSNSW to enable liaison about Drones (UAVs) & coastal low-level aircraft (mainly seaplanes)</i> • <i>A commercial sub-committee has now been formed within SPAA formed as part of it, not only including recreational people bur also commercial as we now have commercial people coming on board the subcommittee and I have established dialogue today between Surf lifesaving drone manager and myself and he's going to get back to me with more details or the join operation. It's quite important because of the low level that we fly up and down the coast and the action of the drones.</i> • <i>Don't Make waves – this has been going on for ages. It is a very dangerous thing that happens, and all I would suggest is that Maritime put in some CCTV cameras because of the lack of people out there on the water able to police it. The CCTV cameras would be the way to go to try and stop the really serious incident's from occurring that you read about in Afloat magazine every month that's been going on for years and years about the danger of the waves and the wash that's created. I know any boat moves through the water creates a wake so you can't say "no wake" it's got to be "no waves" or "no dangerous waves". I've also been liaising with the chairman of the Pittwater user group with maritime over this issue for two or three years. I feel like I'm banging my head up against a wall with this issue.</i> <p><i>HC: Than you Rohan, we'll note the wash issue in the minutes as the reports on these incidents are few and far between. There's no silver bullet to solving that particular issue unless we stopped boaters operating on our waterways. There's obviously an opportunity to reinforce skippers' responsibility, but I think we also need the reports of these sorts of incidents. They're few and far between. I've got to say those that we have received in the past where there has been very, very good added and obtained either through video footage or other imagery and the statements from those impacted or touched by that we have seen successful</i></p>	

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	<p><i>prosecutions from. So whilst there is some work to do on educating boaters about that side of things, there's also an opportunity to increase and provide us with information where things have caused a concern for us to be able to follow up and at least collect that data that will support you looking at other options.</i></p> <p><i>Keith Clark: I just wanted to emphasize the importance of that liaison between the SLS Association and SPAA. There are a number of places where CASA mandates that sea planes fly at 500 feet and within less than a kilometre off the coast so considering that the UAV's fly up to 400 feet and I think half a kilometre out or something, there's potential for very dangerous conflicts there, so I think that's something that we do need to really make sure we have close liaison between the two organizations.</i></p>	
7.	<p>Maritime reports</p> <p>Data Incident Report</p> <p><i>Cherrie Ashford: Hi everyone, I have is a report that I think you'll be familiar with as it's been presented in previous RVAG meetings. I'll just run you through some quick key messages, trends & insights that we are picking up on in the data while sharing the report via teams screenshare. The report will be shared after the meeting.</i></p> <p><i>Cherrie Ashford: You'll notice that there's obviously been a bit of a dip here from boating license and registrations. And if you remember back at the time with the bushfires around that September 2019 up to about January 2020 period and so there was a bit of a dip in the numbers here, but then there is a sharp increase and then COVID hit approx. March 2020. And so while we did get a bit of an increase in numbers, we did see a bit of a stabilization and now it's returning back into some normal patterns but there certainly those events did have some key impacts on what we're seeing in terms of license numbers and registrations.</i></p> <p><i>From a PwC perspective, and what you see is a really steady increase in the numbers, and in what we're seeing here for license numbers and registration, and certainly a bit of a sharp increase here and over the last summer period. It's now stabilizing and returning back to some normal patterns over the winter months and flatlining, and we're thinking particularly because a lot of people are unable to leave their LGA's and lockdown situations, and we're getting a bit of that stabilization happening but certainly has been a quite a sharp increase over the last few warmer months coming from a proportion perspective and certainly it's evident here in terms of the number of PwC licenses as a proportion and of overall licensing and registration is also dramatically increased.</i></p> <p><i>If you look at the trends it's been happening quite steadily and over a number of years, but certainly seeing much more of an increase happening over the last 12 months.</i></p> <p><i>In terms of new licenses being issued what you'll see here is again we had a little bit of a drop in the peak of Covid and for boating licenses and PWC again around that sort of Bush fire period that we had. But then some sharp increases again, particularly over the previous summer, to sort of returning back into some of those normal those normal patterns.</i></p> <p><i>Coming from a trending perspective again, you can see the consistency in terms of the percentage of new licenses being issued each month. We have a steady increase happening over a number of years, and we're certainly seeing some big peaks there as well, so overall, obviously COVID is having a significant impact in terms of what we're seeing in terms of license and registrations, however, there is some stabilization.</i></p> <p><i>I think there's an appreciation that in some cases it's one of the few things that we can do within the restrictions, but at the same time the lockdown is limiting that opportunity to only a certain number of users that live within 5km of a waterway access point, but hopefully that's helpful. If there is other information that would be</i></p>	Cherrie Ashford 3 mins

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	<p><i>useful for this particular group please do let me know. I'm more than happy to be able to try and share information that would be useful for all of you. Thank you.</i></p>	
<p>Operations update:</p> <ul style="list-style-type: none"> Newly formed Insights & Operations team 	Cherrie Ashford	3 mins
<p><i>Cherrie Ashford: So I am the Director of the Maritime Insights & Operations team which is a newly established team within Maritime. The remit that we have is to support a number of different areas. One is obviously operations and supporting operations across all of our regions and guiding the delivery of products and services from a strategy perspective. It's also about creating alignment across all of our different business units, process improvement, enabling effective management of our operations, standardization and consistency and cohesiveness to ensure no matter where you are the customer has the same experience. And we'll be supporting all of the regions in creating that cohesion and standardization, developing strong partnerships across the agencies/industries, and I'm incredibly grateful and excited to be here and will continue to participate in these forums ongoing and everything that we're doing is really underpinned and driven by data and intelligence and insights. To drive decision making, it's certainly a strong remit that we have for maritime and also more broadly right across the Transport group as well.</i></p> <p><i>And we have philosophy and culture that we're developing, which is not to work in silos, but to work collaboratively across the board. And certainly, what we're doing in our business units is to be able to support that right across the regions, encourage more collaboration and doing things more effectively, and trying to deliver really positive outcomes. And so that's our remit.</i></p> <p><i>In terms of just some of the key teams, we have a focus on customer service and engagement and educational products and services which is used by our boating education officers, stakeholder communication, campaign planning and delivery. We also look at policies and procedures and delivery of different initiatives and projects, and particularly things that are coming out of the maritime safety plan which a couple of people have mentioned. Whether it's about signage, system updates, procedural changes, etc. So it's within our area. Training & Capability of our staff and overall business performance management as well. And so hopefully that gives you a bit of a feel for what we're doing.</i></p> <p><i>I am based in Roselle and a lot of the I&O teams are as well, but we do have people/members of the team based across the North and South regions as well.</i></p> <p><i>HC: Operationally, our services will largely be informed by the data and the cohesion that Cherries team will bring together for us and the other the other piece to notice. You know, once the maritime safety plan becomes a final document and in place, we will be out there implementing certain aspects of that. And you can expect a variation of what you've seen over the years, but in particular, our focus on people being safe on our waterways and when they're using our waterways, resulting in some compliance operations. The educational piece from our boating education officers and other supporting materials so standby for a bit more as that starts to evolve throughout the boating season.</i></p>		
<p>CVAG / Industry & Environment:</p> <ul style="list-style-type: none"> Environmental Services duties on the South Coast during the COVID lockdown newly formed EIA Team at Maritime 	Darren Wood	3 mins

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	<p><i>Deferred to next meeting due to tech difficulties with Darren's microphone he was not able to provide an update.</i></p>	
	<p>Communications update:</p> <ul style="list-style-type: none"> • COVID communications • Projects seeking public feedback <p><i>Evonne Mccabe: Hi everyone, how you going? I'll just give a really brief update on a couple of key things that we've been working on, so obviously something that's dear to a lot of people's hearts. Here's the COVID restrictions and how they relate to boaters. So in Maritime we've been continuing to work with New South Wales Police to understand how the restrictions relate to boaters. We try and keep our webpage up to date as soon as we have new information and if required, if there's any clarifications, we try and put that up on the website as soon as possible. It's complex and the advice is constantly changing, so we of course are also referring people to check the New South Wales Government website just to make sure that they are completely up to date because sometimes we can't update as quickly as some of those changes are made. At the moment vessels are considered a premise, so they're subject to the four-square metre rule and for those boating activities that are considered exercise, only two people are allowed on a vessel unless they're from the same household. We're also looking forward to those restrictions easing so that it'll just give boaters that bit more freedom to travel outside of their LGA outside of that five-kilometre radius. So stay tuned and hopefully mid-October things will change.</i></p> <p><i>The other update I wanted to just talk about is just some of the communications that we've sent out to the public on some of our Maritime infrastructure projects so it's just in the last couple of months we've had as Neil referred to the Kiama Harbor Revitalization Action Plan. And that's really a vision document that presents opportunities for future projects. So including projects such as those that might apply for the Boating Now funds. So it's just looking at what could be, what could potentially happen in those sorts of Harbor precincts.</i></p> <p><i>Coffs Harbour boat ramp – There's a Coffs Harbour boat ramp upgrade so that communication was around the start of construction that extends a break quarter. The update will add two lanes to the boat ramp, extends the pontoon and adds another two pontoons and includes some dredging work in that location, so that's stage one of that project.</i></p> <p><i>Crowdy Head – There is another one for Crowdy Head Harbor focusing on early project investigation work looking at upgrading that deteriorating and old infrastructure at Crowdy Head.</i></p> <p><i>Tweed Head – Tweed head boat maintenance facility, upgrading that slipway into a facility that can cater for larger vessels.</i></p> <p><i>And that's it for me, I just wanted to make it really brief and just talk about some of the key things that we've been going out to the public with.</i></p> <p><i>AS: Can I ask about the info on your website. The page of the website with the Covid rules about getting the correct information about training providers and how to get your license at the moment because what is currently on there is not correct. Unfortunately, it hasn't been correct since day one Marine area Command picked up on that stuff and put it out in their socials. I've had many customers quoting it back to me, which is wrong and it's quite unfortunate, but it's on the RMS website.</i></p> <p><i>EM: We've been seeking clarification around that, and its dependent on what is considered an educational institution. Happy to take this offline and have a discussion. I apologize, we do understand that that's an issue.</i></p>	3 mins

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	<p>AS: <i>That would be appreciated.</i></p> <p>HC –<i>We tend to live & breath all the changes in the health order, Evonne does a great job in managing the rapidly changing health order advice, liaising with SNW police & health and the intent of the health order and what can be enforced. We do our best there and we'll take that one on board. Thanks, Adam.</i></p>	
	<p>Infrastructure update:</p> <ul style="list-style-type: none"> • Maritime Infrastructure Stimulus • Boating Now 	<p>Andrew Mogg</p> <p>3 mins</p>
	<p><i>Evonne has mentioned some of the projects keeping us busy, there is another dozen stimulus projects that are keeping us busy as well that we're delivering as part of the stimulus package announced by the Minister towards the end of last year. I'll quickly rattle through them. Most of them there is some information on our website. If you want to get some more info to find out whether up to just shoot me an email.</i></p> <ul style="list-style-type: none"> • <i>Tweed Heads travel lift that Yvonne mentioned</i> • <i>Upgrade of birthing infrastructure in Brunswick Heads Harbor</i> • <i>Coffs Harbor boat ramp upgrade underway. As Evonne mentioned the first stage of that.</i> • <i>Upgrading the Port Macquarie break water, the southern breakwater.</i> • <i>Upgrading the Nambucca break water.</i> • <i>Replacing the jetty at Crowdy head harbor and it's looking like there will need to be a bit of dredging done as part of that project as well.</i> • <i>We're looking to upgrade the slipway at Tuncurry. It's probably going to end up being a travel lift as well.</i> • <i>Upgrading the unloading Wharf in Nelson Bay</i> • <i>Upgrading the wharf in the Narooma</i> • <i>Upgrading the mooring jetty in Eden (So that's the skinny jetty for those who know Eden).</i> <p><i>And in addition to that, we're also delivering the Camay Wharves project that you might have seen has got some recent publicity, so the environmental impact statement went out for consultation for that one a couple of months ago, and that's now closed. So we're just considering the response submissions to that. I'm pleased to note that there will be recreational boating berthing facilities on that facility. They're quite long wharves, similar in design to the one at Palm Beach. For those that are aware, it's the sort with the gradual steps with the ramp down the middle, so it'll be one side ferries and the other side recreational boats. So hopefully we'll get our planning approvals ordered for that early in the New Year and subject to contracts being signed and so forth, construction to start around Easter 2022.</i></p> <p><i>Dredging – that's a popular topic with many of the members of the group. And as part of the stimulus program there was some dredging grants announced, so we called for a grant application. We've rebooted the previous Crownlands grants program into a new program. And as a result of that, grants were awarded about a month or two ago to approach the Entrance that's on the Central Coast. One of the boat ramps in Illawarra. Going to do some dredging around there or the local council is. Also some funding for some studies and some feasibility work into potential future dredging projects at Merimbula and Lower Shoalhaven heads.</i></p> <p><i>We've also announced some projects where we'll be doing the dredging ourselves rather than giving grants to councils, so those include Swansea heads, which will probably be the first one delivered. Then looking along Bermagui, Port Macquarie and Evans head. We've also got some money from the stimulus to fix a few of the crests of the breakwaters, which, as many of you know are popular for recreation boaters. Either just walking, cycling, or fishing, and all of them get sort of washed away. So we've got some money to seal some of those break waters, particularly,</i></p>	

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	<p><i>we're looking at Narooma, Moruya, Dunbogan and Yamba. We've also got a little bit of money set aside just for some beautification works around all the harbors. This we have picked up from Crownlands, as most of you know, most of them are looking pretty tired and in need of a good lick of paint, and some potholes filled and some lights fixed and all that sort of stuff. So we are cracking on to do as much of that as we can. All those little minor jobs that we can get done over the next 6 to 9 months.</i></p> <p><i>The other thing I wanted to just provide an update on was the next round of the Boating Now program, so we're expecting that round four of that program will commence before the end of the year. I don't know exact timing yet, but certainly we're aiming for November maybe December and I imagine it'll be much similar in scale and process to the last round. When I'm able to share a bit more information with this group to help get the word out when we're actually calling for applications, I will do so, but if you do hear from people looking for a grant, just tell them to standby until about Nov-Dec and then we'll be able to send out the application forms and program guidelines and so forth.</i></p> <p><i>Lastly, Hendrick touched on the crownlands transfer and the new functions that we've taken on to manage the harbors. As part of that we're standing up a new team in the next couple of weeks that will be specifically focused on managing all things in and around harbors, so not so much from just an assets and infrastructure perspective, but all of the operational bits and pieces that happen in harbors, both on the water and on the foreshores, so that'll be a great team for us to really show what we can do in the space of looking after these harbours. Because I guess there's been a bit of criticism that they haven't been looked after that well in the past.</i></p> <p><i>HC: I suppose it's a really good point to make to this group is that you know Maritime is many things and as part of TfNSW, we're not just a boating safety regulator, we are an infrastructure provider. A grants program administrator, Environmental, monitoring and support of our waterways and its sustainability. We keep evolving and growing and because of some of the connections with the boating community around that infrastructure piece, particularly Crownlands in regional waterways we've inherited that or adopted it and will aim to improve some of those things that people had previously engaged with the New South Wales Crownlands for.</i></p> <p><i>EH: Is there a timeline for your dredging projects, in particular Swansea?</i></p> <p><i>AM: No we don't have an exact timeline, hopefully before end of the year, surveying is in progress, it's just the environmental approval required now.</i></p> <p><i>EH: Will that be a regular recurring program? Noting I have clubs on Lake Macquarie who regularly have to cancel events because both can't get in to take part.</i></p> <p><i>Andrew: It been hard to lock in longer term projects to do that rather than going through a tender process every time. It's something that we're working towards so we can have that funding certainty and then not have to go through a planning approvals and tender process every time.</i></p> <p><i>MJ: Hendrik shared the one maritime leadership structure PPT slide earlier and obviously you're one of the directors. Under your Infrastructure Development office, it doesn't seem to explain to us where the recreational and Marina property people report to. That was something that a lot of the Yacht Club people and Marina people and Recreational boating people who've got water fund infrastructure were wondering. Does it come under you?</i></p> <p><i>AM: No. It comes under the property group within Transport. So a lot of the former sort of maritime property people that you would have been used to dealing with historically and those roles and people now sit in that Property group. We work</i></p>	

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	<p><i>closely with them, and I've spent half of my day on meetings with them today. But no, they don't report to me.</i></p> <p><i>Mike: Something that the other directors should know, if you are genuinely trying to deliver a one customer experience, this heavily relies on a department that doesn't report directly to this branch (Maritime). It upsets me and other members that you're directors are doing great job but the one thing that could hang you by the hook or put you on the front page of the paper as it has in the past, doesn't actually sit in your remit. Let take that offline.</i></p> <p><i>CA: I appreciate you raising in that, and I think it's a good point around the one-stop customer experience. Let's record that in the minutes and have that discussion and talk further to work through it.</i></p> <p><i>HC: Good point on the property side of things. I certainly find myself under the Greater Sydney remit, engaging and working with customers, stakeholders and our property group so it's not a not a lost cause I would say. It's just about tapping into the right people.</i></p> <p>Action: Maritime to further discuss the property team side of things with Mike Jarvin offline.</p>	
8.	<p>CMS Reports</p> <p>Strategy/ Policy/ Communications update:</p> <ul style="list-style-type: none"> • Maritime Safety Plan & lifejacket options <p><i>RD: For those of you who don't know me, my name is Rosemary Donley and I work with Peter Harvey and the Centre for Maritime Safety. It has actually been really interesting for me to hear each of your individual perspectives on a number of issues, so it's been really beneficial.</i></p> <p><i>Thank you to Neil for plugging the closing date of the MSP plan comment form and thank you Mike for drawing attention to it as well.</i></p> <p><i>Also wanted to take the opportunity to thank many of the Members of this group who participated in our forums in December and April provided feedback on the development of the strategic themes and the animations that we came up with that we used to inform the plan as you're aware. The main aspect 2026 MSP is the successor plan to the very first Maritime Safety Plan which concludes at the end of this year. We've learned a lot through doing the actions in that plan. And it's helped us to try and focus our energies on where we can get better step changes in addressing safety outcomes and try and achieve the long-term target to have zero fatalities, which is a transport wide target across modes. I won't go through the plan with great detail. I think all of you have probably been in presentations and I'm sure you've all definitely read it. You would have looked at it, but I just a couple of things I wanted to call out that.</i></p> <p><i>The priorities areas for MSP2026 that were formulated, are actually driven by the 5 safety focus areas we derived through analyses:</i></p> <ul style="list-style-type: none"> • <i>Lifejacket wear, for example, contributes to something like 60% of recreational boating fatalities. In other words, not wearing a life jacket contributes to that.</i> • <i>Weather conditions contributes to about 22%</i> • <i>boater age contributes to about 26.7% and by that that I mean the older boaters</i> • <i>Trauma related incidents contributes to about 25%</i> • <i>open runabouts as a group contribute to about 31% of total boating fatality incidents.</i> <p><i>So collectively these five areas contribute to over a 10-year period that we analyse</i></p>	Rosemary Donley 3 min

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	<p><i>something like 94.7% of all recreational boating facilities. So they were the drivers for the priority areas that we identified and also the actions that sit underneath them.</i></p> <p><i>In terms of the actions themselves, the safer boating through technology provides a lot of opportunity. We want to try and do some really innovative things in terms of collecting data and also in using technology better and working with our boaters to make it safer. And recreational boating as a group is a slow adopter of technology relative to other modes and Transport as an organization has a future transport Technology road map. For other modes in transport there's a lot of work going on. You know, there's electric buses. There's all sorts of things, and there's a whole dedicated unit in transport that actually looks at technology initiatives. And we've already had some discussions with them in terms of what are the things that we can do quickly. What are the things that give us the best outcomes and best bang for our buck just to build on the comment that Emma made about dredging? There is actually a commitment in the plan to look at a long-term dredging strategy, which is what Andrew actually referred to previously. Obviously, the thing that we're getting the most feedback on through the MSP feedback form is the life jacket reforms and I thank all of you who've made comments on it. We've had an absolutely outstanding response. Really, really very good numbers and some really constructive comments.</i></p> <p><i>If anyone is having trouble with the "Have Your Say" portal. There was a couple of people who've been confused about the capacity to put free text in. If you want to reach out you can get I touch with me through Shannon. I'll get someone to reach out and help you. If someone feels that they've not been able to lodge their comments quickly please let us know. In terms of the life jacket laws, I just wanted to talk about why it is that we actually have come up with to reform options and firstly is the fact that in the previous/current MSP 2021 there was actually an action for us to look at simplifying life jacket laws to increase wear rates and also to have a look at what was happening on Alpine lakes as part of doing those actions in the plan we started to look at data over a 10-year periods and the results that relate to life jacket non-wear. Repeatedly we were finding this and something like 44% of cases, whether that is over a 10-year period or actually more recently in the last year. It's the same time of day that people died, people weren't required to wear a life jacket.</i></p> <p><i>Both the options that we've chosen will create a step change and by going from the 4.8 to 6 meters they capture an additional 25% of the fleet and they will create a step change. We believe in safety outcomes. I'll finish there, but as I said, please have your say, let us know if you're having any trouble having your say and appreciate all of you who have contributed to the development of the plan and also for your input on the plan feedback.</i></p> <p><i>HC: Thanks Rosemary, a great update and I think really touching on what I would hope all the Members have had some insights into, but really a great overview of what government is aiming to achieve over the next five years in the maritime safety space.</i></p> <p><i>Neil: We're putting our submission in tomorrow on behalf of boating community. Comment about the process, the have your say portal is a bit clunky. Q9 & 10 given the impression it is compulsory, interestingly you can go past those two question's and start answering Q 11. It's a little misleading that you can' go past those question to progress. There should be an option to not put an answer in. An email is a good alternative for people that fin that format confronting.</i></p> <p><i>Overall the majority for the plan in fantastic, but there will be feedback on lifejacket. I encourage you to look at the data, big data can hide the minute details.</i></p> <p><i>Broadly I think the plan is fantastic but do have some reservation around the options</i></p>	

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	<p><i>for the lifejackets.</i></p> <p><i>Neil Patchett: Thanks Hendrick and Rosemary. I just want to remind you we're putting our submissions through tomorrow on behalf of the Boating Industry Association. And I know many Members have already gone out and used the "have your say" portal and mentioned process with the portal is a little bit clunky. The way it's structured, I think it's questions 9 and 10 give you a sense their compulsory "yes" or "no" question. There's no alternate option to express another view. Interestingly, you can actually go past those two questions and skip to the next one I think it's question 11 and start answering that one with a with a free-text field for entry. My reason for mentioning this is that is it's a little messy and unintuitive.</i></p> <p><i>The layout makes the user assume you can't go past those questions (9 and 10), because there are only those two dot points (yes or no). I know the argument for aggregating responses in a server like that, but there should be an alternate option for people to put an email in if you choose not to, and I would suggest that as a standard policy of practice for all consultation.</i></p> <p><i>But if someone chooses to or if they're finding it difficult then email is a very good format for people who find the portal a little intimidating or a barrier.</i></p> <p><i>Secondly, other thing is I think I could safely say that the lion's share of what you're proposing in the MSP is fantastic. Those issues around innovation, safety, partnerships, and the infrastructure pieces are all great. We do have some reservations and you'll no doubt will be getting them around the Life jacket extension. And it's because of the data and I would just caution the other members of the group to look at the data around those issues because big data can hide the nuances, for example boats over 6 meters are being required to do certain things offshore. There's fairly small numbers there and believe me every life lost in boating is a tragedy and it's preventable and I'll do what I can to help. But it's those sort of things that requires education pieces. Where you've got the data which is starting to get down to low numbers. I think the plan is fantastic, but we do have some reservations around the options in the life jacket reform piece.</i></p> <p><i>Chris de Jong: We put our submission on our BOA website so you can view it. Most of our members answered the questionnaire. With the lifejacket part requiring a lifejacket for those single aboard, if I go to the toilet while single aboard on a mooring according the paper I would have to have a lifejacket on. It's a bit overkill. Don't agree with drones being used as a safety measure, it feels a bit Police state-esque.</i></p> <p><i>Rosemary: Drones are only to be investigated. There is no commitment to use drones without consultation and we certainly don't intend to have a police state.</i></p>	
9.	Visibility of fish traps marker buoys	Chris de Jong 10 mins
	<p><i>HC: I'll try to keep this moving noting we have limited time left. Chris, you had a matter and thank you for your submission of a paper in relation to the visibility of fish traps, marker buoys. I would hope that that paper has been read and in terms of some of the issues relating to the visibility of fish traps are on our coastal waters. I see there was a suggestion there from Chris and the Boat Owners Association in relation to Fishtrap Marker Buoys being made visible 24 hours a day and that the lines to the traps being made to go straight down for at least three meters. Chris, is there anything further that you wanted to comment or make us aware of?</i></p> <p><i>Chris: Nil, just would like to see some action. You can't get anywhere near to prop while wearing a lifejacket to free it.</i></p> <p><i>HC: I'll open to the floor for any comments on this one.</i></p> <p><i>**Nil comments received from RVAG members**</i></p> <p><i>HC: Okay, so what I what I would propose is that we approach DPI Fisheries and have a</i></p>	

Agenda Items	Lead	Times
<p><i>conversation on how they might be able to reach out to licensed commercial fisherman. And then the other piece that I would encourage all Members to pass through to their various members and groups that they represent, is where these sorts of incidents that Chris has mentioned occur. We would like to receive that information reported to us. Whilst anecdotal evidence and information is helpful, where people aren't reporting and it's not captured, it's really difficult for us to represent it as a significant issue to DPI fisheries.</i></p> <p>Action: Maritime to talk to DPI fisheries about some options around better marking of fish trap buoys.</p> <p>Action: RVAG members to encourage their groups to report near misses or actual connections with those fish lines and fish trap market boys. Because without that data we struggle a little bit to demonstrate the issue.</p>		
<p>10. Other business</p>	All	10 mins
<p><i>HC: Would just like to reiterate please don't be shy, you can reach out to any one of the new directors and we will direct you to the relevant area of business.</i></p>		
<p>11. Next meeting TBC</p>	All	3 mins
<p>We will put out a proposed meeting date.</p>		

Actions arising from previous meeting (11 Feb 2020)

3.3	<p>Action Item 3 – Provide updates from RBAG meetings. CD: Review of RBAGS across the States, 17 in total, Review to cover chair role, role of RBAG, improve regional and local level of boating advisory, stakeholders and Maritime as chair and regulator. More information from 1 July 2020. Chris will send an update to members, discuss offline.</p> <p>Update 23rd Sept: Hendrik advised to be closed out, will be captured as a broader piece of work to address how to best engage with stakeholder with Jen Robinson's involvement.</p>	HC: Action Closed out
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Actions arising from previous meeting (11 August 2020)

1	<p>Action Item 1. – Meet with DPIE (Marine Parks) to discuss PWC use in Byron Marine Park in offshore areas.</p> <p>Update: Maritime met with DPIE (Maritime Park Section) and initiated the discussions regarding Jet skis use in Marine Park and offshore areas, and raised the issues, further discussion is needed and DPIE needs to liaise with their Legal team.</p> <p>Update 23 Sept 2021: Sian met with DPIE to get an update around the jet skis access in Byron Bay and other parks. DPI advised that they are about to announce a single network management plan for Marine Parks, out for public consultation shortly in next few weeks. There is also a separate body of work happening around reviewing the regulations and rules within those parks, as well as the broader plan.</p> <p>Commentary: HC: Nil you're muted but I think what you'll request is feel free to put it in the chat, but I think your request is that if we receive some information about the public consultation in the opening, we can share it with RVAG and we generally try to do that so that's noted, we will share whatever we have in the boating space. Whichever organization it is, we will aim to share that stuff. KC: So just want to raise that the seaplane pilots are a little concerned in the past, because we're such a small group we often get completely ignored and cut out from certain marine parks where you have jet skis are allowed. So just wanting to make sure that we do get kept in the loop and consulted on these areas. HC: We will undertake to share things as other agencies release them for that sort of consultation.</p>	SN: Ongoing
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Actions arising from previous meeting (10 November 2020)

1.1.	<p>Action Item 1.1 – Review of all Advisory Groups including Terms of Reference, memberships and how information discussed at Advisory Group meetings is easily accessible, manageable and transparent between Groups.</p> <p>Update 23 Sept 2021: HC: I think 1.1 from Nov 2020 relates to the same matter or in relation to the review of advisory groups, Jen, I don't know if you want to provide any comment at this point or you're comfortable with what I described for the first action item. JR: Yes, I'm comfortable with what you have said. What we're looking at is trying to take a step back and actually look at what we need for maritime and then looking also at our other agencies and how we interact with them (e.g., DPI, national parks, water police, crownlands) and then also of course wider transport is a really important stakeholder. We're also looking statewide, so not just one particular area or one region, which is how the review started off. So what you</p>	JR: Ongoing HC: Advised action to be closes out.
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	<p>said at the start is right. It's going to take a few steps and I'm confident that we'll get there, and we'll have a better model at the end.</p> <p>HC: Please close out noting we have something in train and will advise stakeholders of the outcome and how to best interact with them in future.</p>	
1.2	<p>Action Item 1.2 – MRNSW/Maritime to distribute high level quarterly MRNSW statistics</p> <p>Update 23 Sept 2021: Hendrik advise this is ongoing piece of work that's being led through Centre for maritime safety with marine Rescue. I don't think it's quite there yet in terms of being able to share quarterly information from marine rescue, but it is a work in progress and will keep you posted on that one.</p>	DH: Ongoing (New lead TBC when action item 1.3 is finalised)
1.3	<p>Action Item 1.3 – Marine Rescue (to check with internal management) and SLS NSW to provide quarterly high-level reports/stats related to Boating and Safety incidents and distribute to RVAG members.</p> <p>Update 23 Sept 2021:</p> <p>BW (MRNSW): Will need to follow-up on this. Glenn in his handover didn't advise me of this action. As you said, we are collecting it. I know we work with government to provide relevant information when they need it as opposed to just collecting data and not using it We prefer to provide as needed, Will follow-up in detail with Alex. We have the data but related to how we are allowed to use it.</p> <p>TB: Same situation, ongoing. I can produce a quarterly report. We did provide the annual report the other day (circulated to RVAG by Shannon). It is not an easy piece of data to collect, for example we could have a drowning case, however, you have to read every report to determine if it's whether it was a drowning that was involved in a boat or similar.</p> <p>HC: Ok, please check if it is feasible to do as a quarterly report and come back to us as to whether its feasible between now and next meeting, noting that the annual report is fairly detailed and provides some background. Three way discuss could be good to determine what data is best to achieve this. might be worth just having a 3-way discussion to figure out what data you know could best help inform and advise the RVAG because I know there's an awful lot of information out there, we don't want to overload it. I think just some simple data about incidents and accidents.</p>	GE/TB: Ongoing Still ongoing.
1.5	<p>Action Item 1.5 – Educational Resource 'Don't Make Waves', material to be reviewed by CMS in due course.</p> <p>Update 23 Sept: Rohan advises he feels this has been dragged on for far too long, has several suggestions on it. Rosemary to come back to RVAG on with update post meeting</p> <p>RD: CMS is currently reviewing the content and will provide a progress update during the next RVAG meeting in 2022.</p>	PH: Ongoing

New Action Items (16 February 2021):

2.1	<p>(previously Action Item 1.6 – 10 November 2020)</p> <ul style="list-style-type: none"> Transport provides to RVAG a breakdown of individual Infrastructure Stimulus Program (MISP) items, and copies of the new media releases. <p>Update 23 Sept: Andrew Mogg delayed to meeting, will provide update later-on.</p>	AM: Ongoing
2.2	<ul style="list-style-type: none"> Consider partnering with Maritime Safety Queensland to develop a responsible boat ownership campaign and program over a longer period of time. <p>Update 23 Sept:</p> <p>RD: Advised this is being considered as part of our ELV work and will be picked up as part of the options paper. Suggest closing.</p>	Lead: PH Status: To be closed out.

New Action Items (23 September 2021):

3.1	Action Item 3.1 – Hendrik to liaise with the Transport team leading wharf upgrades to look at ways to incorporate the needs of recreation vessels.	Lead: Hendrik Status:
3.2	Action Item 3.2 – Maritime staff to further discuss the property team side of things with Mike Jarvin offline.	Lead: Cherrie Status:
3.3	Action Item 3.3 – Maritime to talk to DPI fisheries about some options around better marking of fish trap buoys.	Lead: Hendrik Status:
3.4	Action Item 3.4 – RVAG members to encourage their groups to report near misses or actual connections with those fish lines and fish trap market boys. Because without that data we struggle a little bit to demonstrate the issue.	Lead: All external RVAG members Status:

One Maritime Leadership Team – Topline Structure

Mark Hutchings
Executive Director
Maritime



Cherrie Ashford
Director, Maritime
Insights &
Operations

Andrew Mogg
Director Maritime
Infrastructure
Development
Office (MIDO)

Darren Wood
Director Maritime
Environment,
Industry & Assets

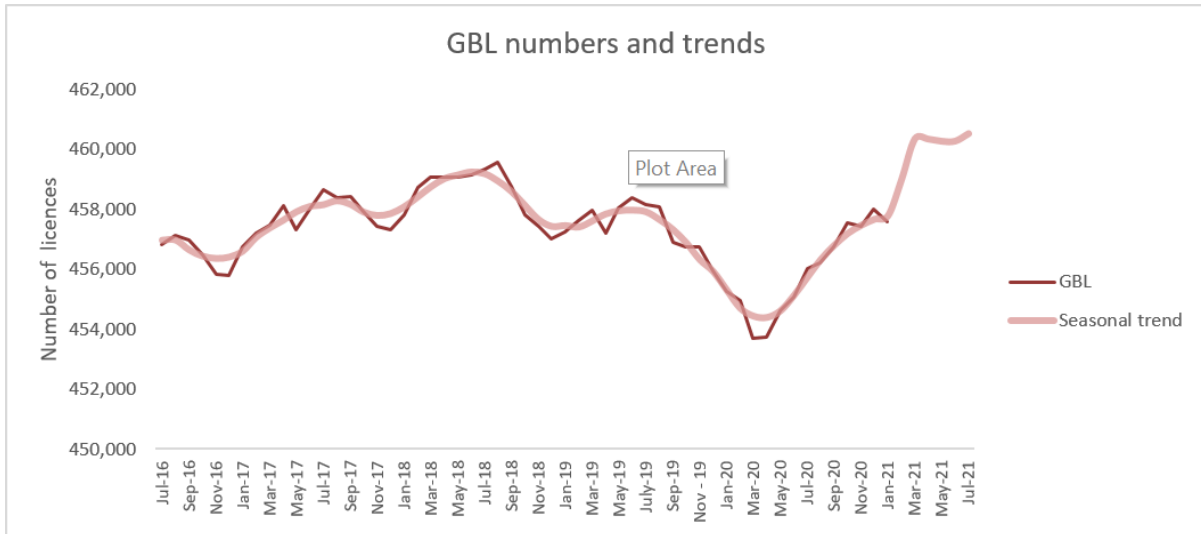
Hendrik Clsie
Director Maritime
Greater Sydney
Area

Sian Nivison
Director Maritime
North Area

Nicole Watts
Director Maritime
South Area
*(Darren Schott
currently acting)*

Kirsty Palmer
Snr Manager
Business Services

License & Registration Data - July 2016 to Aug 2021



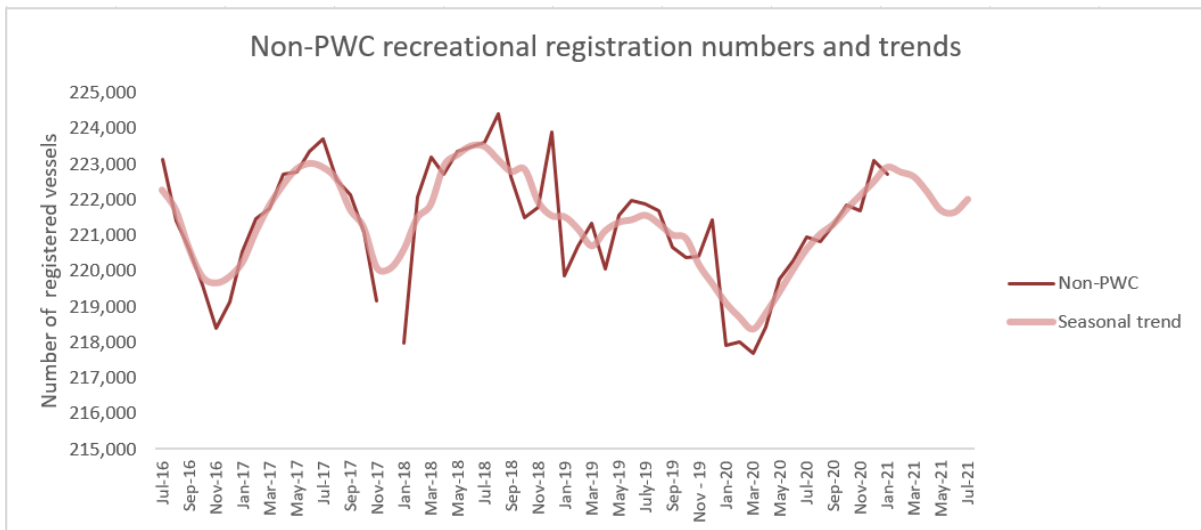
Notes: > GBL licence numbers do not change by much in relative terms. The scale greatly exaggerates the changes.

> There is a seasonal trend in GBL numbers, with increases generally occurring each summer and autumn and decreases in the winter and spring.

> However, in 2019-20, this trend shifts, with decreases right through summer followed by an increase continuing through autumn and winter. This increase has stalled since October 2020.

> There was previously a long-term trend of slow increase followed by a gradual decline. The recent increase has nullified this.

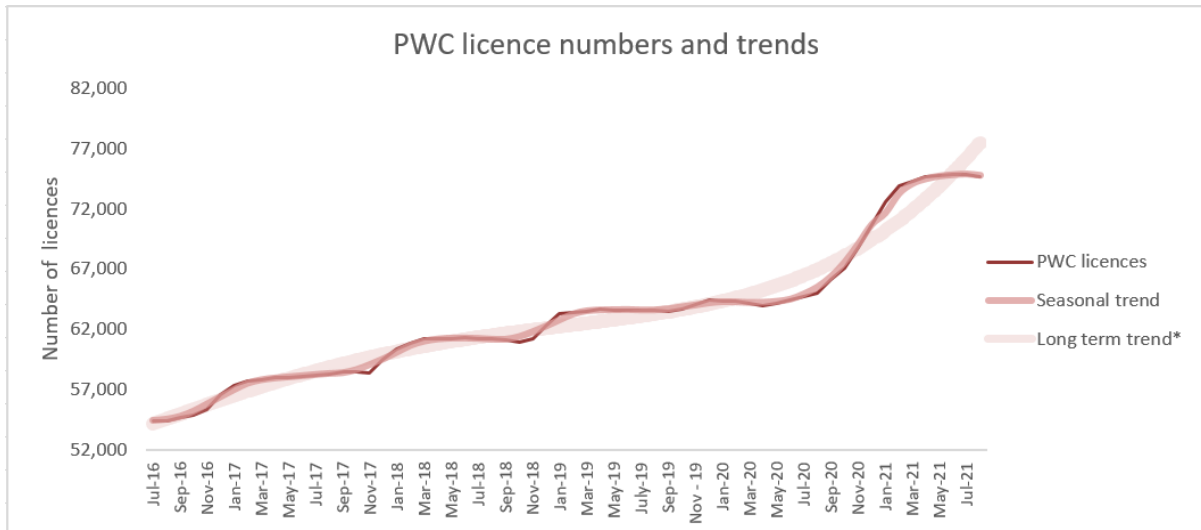
> It is possible that Covid-19 contributed to the 'late season' increase in GBL numbers between March and October 2020.



Notes: > recreational vessel (non PWC) registration numbers do not change much in relative terms. The scale greatly exaggerates the changes.

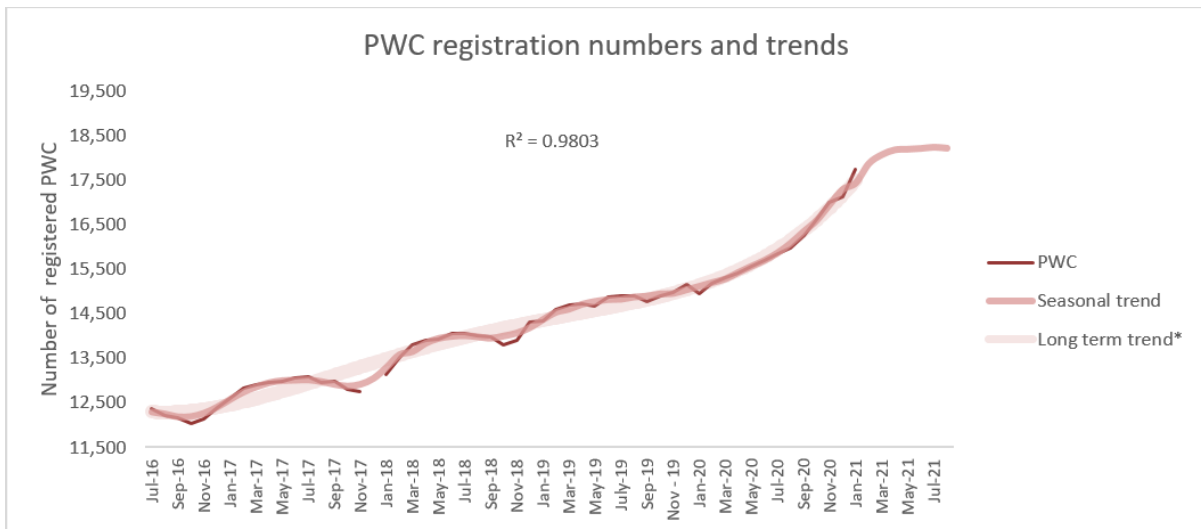
> For the first couple of years, there is a pronounced seasonal trend in non-PWC registrations.

- > However, this breaks down in 2018/19, with a much dampened seasonal increase in early 2019.
- > An increase occurs in 2020, but in seasonal terms is 'late', starting in March. However, this increase has continued unabated since.
- > This may relate to Covid 19 causing an increase in interest in boating as one of the remaining leisure options
- > There is no longer any long-term overall trend apparent in this data. The recent increase has reversed a previous trend of gradual decline.



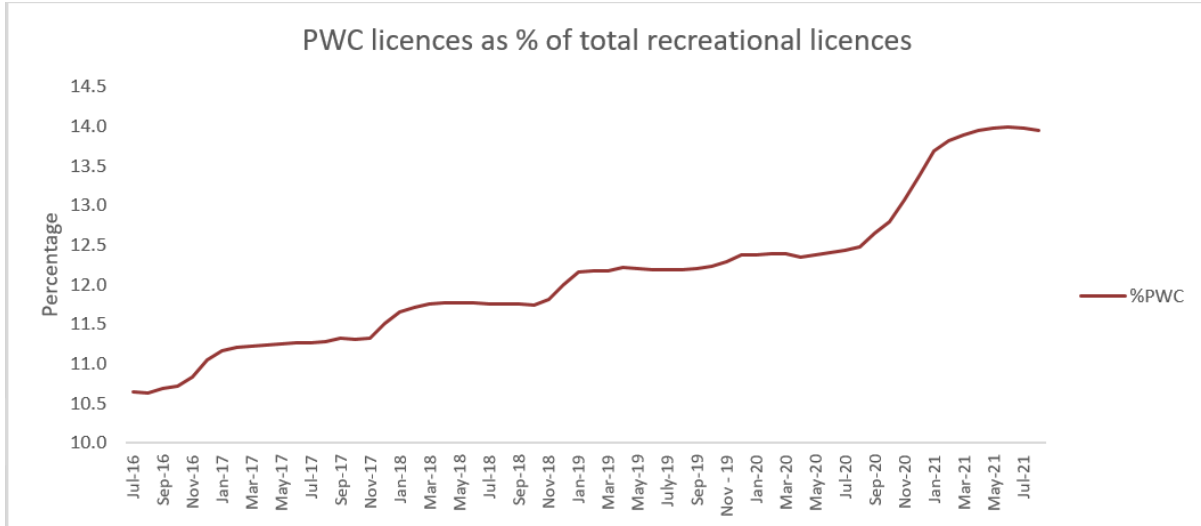
* Long term trend based on 4th degree polynomial; $r\text{-squared} = 0.96$

- Notes:**
- > PWC licence numbers have generally increased in summer and been fairly static at other times.
 - > However, this pattern broke down in 2019-20, with little change over the summer.
 - > There has been a longer-term progressive increase in PWC licence numbers, which until the latter part of 2020 had been slowing.
 - > The increase since July 2020 is quite dramatic compared with previous increases and took hold much earlier in the spring than normal seasonal increases.
 - > Peoples' behavioural changes since COVID (e.g. shift from travel to local boating) may well explain this latest increase.

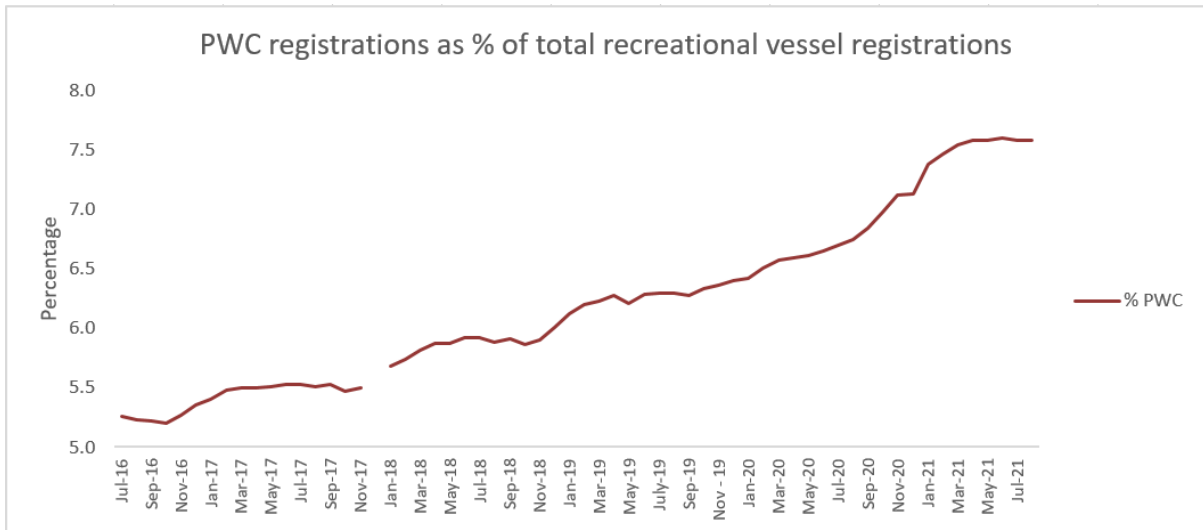


* Long term trend based on 4th degree polynomial; r-squared = 0.98

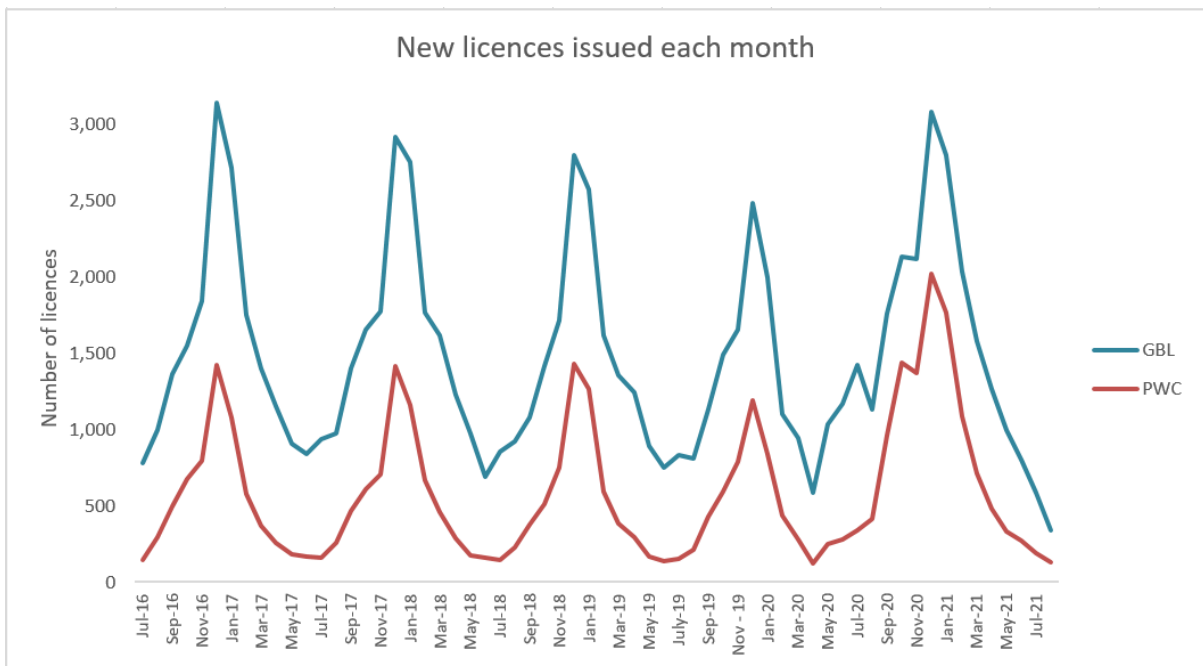
- Notes:**
- > PWC registration numbers have generally increased in summer and been fairly static at other times.
 - > There has been a longer-term progressive increase in PWC registration numbers.
 - > While the normal summer/ autumn increase in 2019-20 was muted and delayed, a relatively dramatic increase has occurred since July 2020.
 - > Peoples' behavioural changes since COVID (e.g. shift from travel to local boating) may well explain this latest increase.



Notes: > the proportion of licences accounted for by PWC shows the same trends as described above for PWC licence numbers.



Notes: > the proportion of recreational vessel registrations accounted for by PWC shows the same trends as described above for PWC registration numbers.

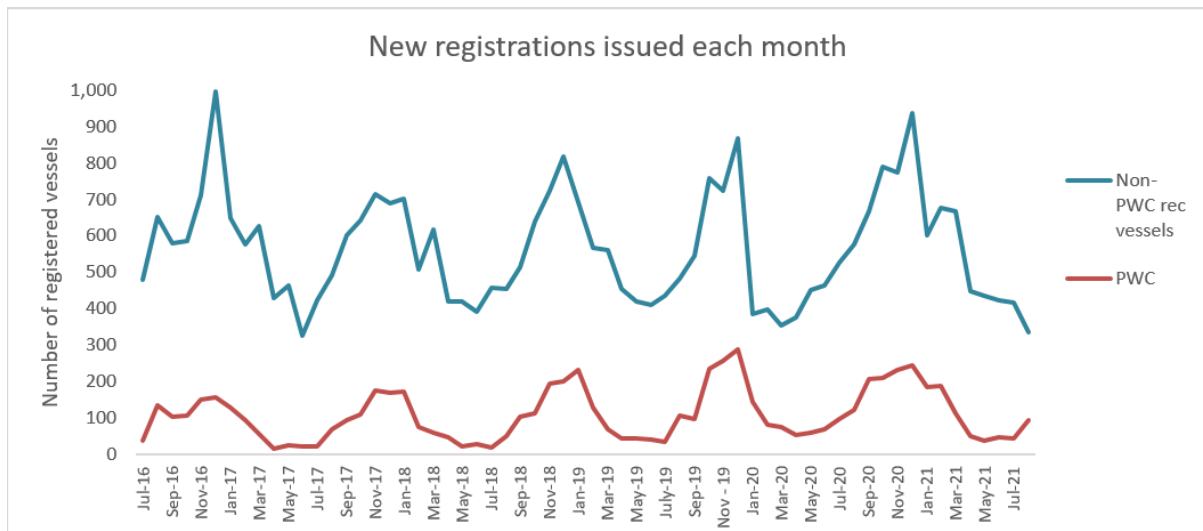


Notes: > there is a sharp peak in the number of new licences of both types each summer period, particularly in December and January

> In relative terms, the seasonality is greater in new PWC licences, as very few are issued in the cooler months (see also graph below).

> Prior to 2020, there had been signs of a slight decline in the seasonal peaks over time, particularly for GBL.

> Covid 19 may have affected the normal seasonal pattern in 2020, with a bigger summer peak than usual - especially for PWC.



Notes: > There are pronounced peaks in both types of registrations each summer period, particularly in December and January - but these aren't as pronounced as in the corresponding licence data.

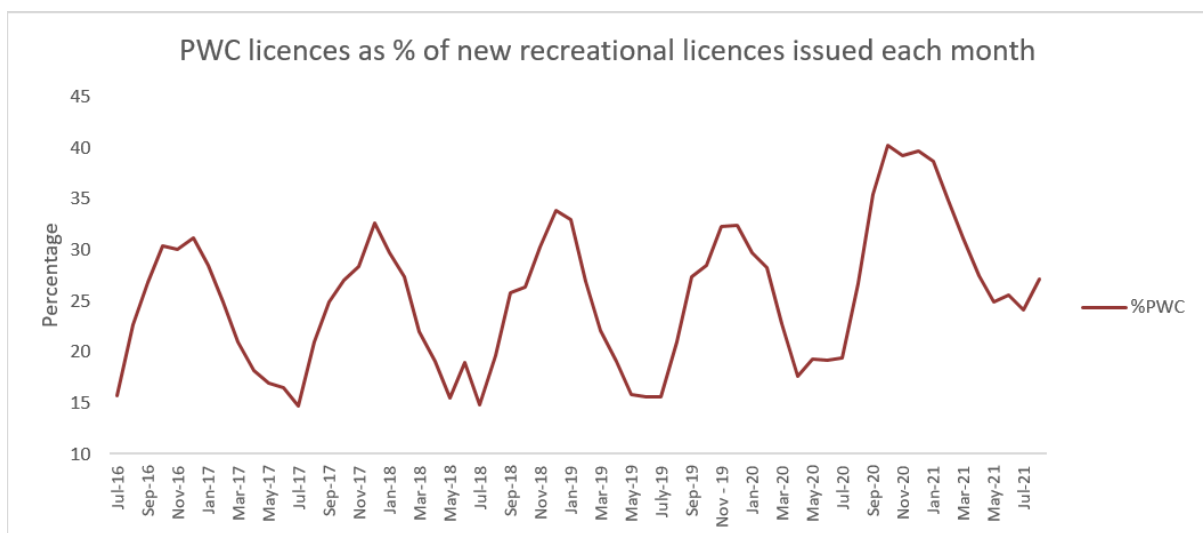
> In relative terms, the seasonality is greater in new PWC registrations, as very few are issued in the cooler months (see also graph below).

> For PWC, there are signs of a progressive increase in the seasonal peaks over time.

> The changes in 2020 compared with previous years are more subtle in this data compared with corresponding licences data.

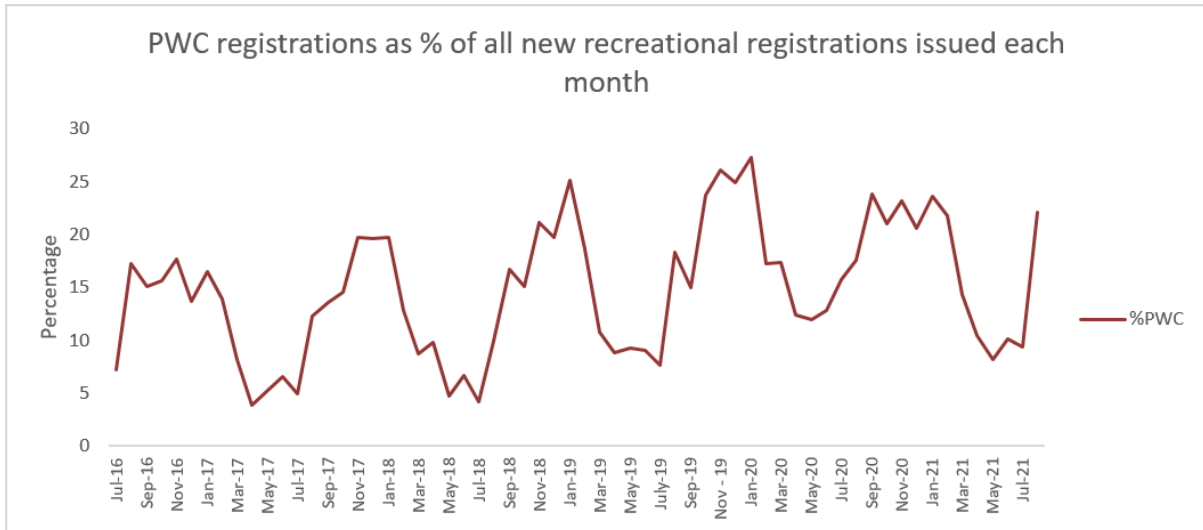
> The usual seasonal increases that occur in spring started much earlier in 2020 than in previous years.

*****Caution: at a glance, the increase in 2nd half of 2020 in this data does not fully account for the large increase in total PWC registrations over same period - see graph above.**



Notes: > The proportion of new licences accounted by PWC varies in a pronounced seasonal manner.

> Covid 19 may have affected proportions in 2020, with a larger than normal increase in the spring/ summer and a higher than normal proportion being maintained through winter.



- Notes:**
- > The proportion of new licences accounted by PWC varies in a pronounced seasonal manner.
 - > The proportion appears to be slowly increasing over the longer term.
 - > Covid 19 may have affected recent data - but this appears to be in the way of higher proportions than normal during winter and early spring of 2020 rather than a higher summer peak.

Total Number of Licences					New Licences Issued - By Financial Year				
Period	GBL		PWC	%PWC	Period	GBL	PWC	%PWC	
July 2011	447,194		40,247	8.3	July 2011				
July 2012	445,791		41,376	8.5	July 2012	19,028	4,550	19.3	
July 2013	443,536		42,168	8.7	July 2013	19,554	5,808	22.9	
July 2014	443,780		44,937	9.2	July 2014	18,649	6,070	24.6	
July 2015	447,752		48,231	9.7	July 2015	19,169	7,172	27.2	
July 2016	456,811		54,421	10.6	July 2016	14,325	3,485	19.6	
July 2017	458,642		58,219	11.3	July 2017	18,463	6,477	26.0	
July 2018	459,348		61,233	11.8	July 2018	18,693	6,533	25.9	
July 2019	458,164		63,560	12.2	July 2019	17,226	6,280	26.7	
July 2020	456,044		64,751	12.4	July 2020	16,663	5,919	26.2	
July 2021	460,656		74,846	14.0	July 2021	21,708	11,389	34.4	

Total Number of Vessels Registered					New Vessels Registered - By Financial Year				
Period	Non-PWC		PWC	% PWC	Period	Vessels	PWC	%PWC	
July 2011	213,690		8,623	3.9					
July 2012	217,525		9,120	4.0	July 2012	10,898	1,321	10.8	
July 2013	218,762		9,655	4.2	July 2013	9,986	1,283	11.4	
July 2014	221,047		10,488	4.5	July 2014	9,652	1,571	14.0	
July 2015	221,007		11,234	4.8	July 2015	9,195	1,705	15.6	
July 2016	223,148		12,382	5.3	July 2016	9,403	1,934	17.1	
July 2017	223,722		13,080	5.5	July 2017	7,069	1,036	12.8	
July 2018	223,608		14,065	5.9	July 2018	6,624	1,039	13.6	
July 2019	221,897		14,908	6.3	July 2019	6,712	1,240	15.6	
July 2020	220,952		15,867	6.7	July 2020	6,768	1,602	19.1	
July 2021	222,187		18,234	7.6	July 2021	7,937	1,783	18.3	

Total Number of Licences - Monthly Comparison						New Licences Issued - Monthly Comparison			
Period	GBL	based on 5 yr moving average (centred)		based on 5 yr moving average (centred)		Period	GBL	PWC	%PWC
		Seasonal trend	PWC licences	Seasonal trend	%PWC				
Jul-16	456,811	456,976	54,421	54,418	10.6	Jul-16	782	146	15.7
Aug-16	457,140	456,981	54,415	54,518	10.6	Aug-16	999	292	22.6
Sep-16	456,992	456,655	54,717	54,752	10.7	Sep-16	1,366	500	26.8
Oct-16	456,497	456,449	54,844	55,187	10.7	Oct-16	1,552	676	30.3
Nov-16	455,837	456,371	55,361	55,783	10.8	Nov-16	1,843	794	30.1
Dec-16	455,779	456,416	56,600	56,384	11.0	Dec-16	3,144	1,424	31.2
Jan-17	456,748	456,615	57,393	56,976	11.2	Jan-17	2,714	1,082	28.5
Feb-17	457,220	457,074	57,722	57,503	11.2	Feb-17	1,752	581	24.9
Mar-17	457,492	457,379	57,805	57,784	11.2	Mar-17	1,404	372	20.9
Apr-17	458,132	457,634	57,995	57,929	11.2	Apr-17	1,154	257	18.2
May-17	457,304	457,919	58,003	58,028	11.3	May-17	910	186	17.0
Jun-17	458,024	458,095	58,120	58,121	11.3	Jun-17	843	167	16.5
Jul-17	458,642	458,153	58,219	58,222	11.3	Jul-17	934	161	14.7
Aug-17	458,374	458,281	58,268	58,309	11.3	Aug-17	975	259	21.0
Sep-17	458,422	458,167	58,501	58,370	11.3	Sep-17	1,402	464	24.9
Oct-17	457,943	457,905	58,435	58,625	11.3	Oct-17	1,653	612	27.0
Nov-17	457,453	457,795	58,428	59,047	11.3	Nov-17	1,772	704	28.4
Dec-17	457,335	457,858	59,492	59,523	11.5	Dec-17	2,920	1,418	32.7
Jan-18	457,823	458,082	60,379	60,072	11.7	Jan-18	2,750	1,161	29.7
Feb-18	458,737	458,404	60,879	60,637	11.7	Feb-18	1,769	666	27.4
Mar-18	459,060	458,748	61,182	60,983	11.8	Mar-18	1,621	458	22.0
Apr-18	459,065	459,017	61,252	61,164	11.8	Apr-18	1,226	289	19.1
May-18	459,057	459,139	61,225	61,235	11.8	May-18	977	179	15.5
Jun-18	459,165	459,238	61,281	61,246	11.8	Jun-18	694	162	18.9
Jul-18	459,348	459,180	61,233	61,213	11.8	Jul-18	854	149	14.9
Aug-18	459,556	458,932	61,239	61,150	11.8	Aug-18	926	227	19.7
Sep-18	458,776	458,588	61,085	61,143	11.8	Sep-18	1,077	374	25.8
Oct-18	457,814	458,123	60,910	61,363	11.7	Oct-18	1,418	508	26.4
Nov-18	457,446	457,661	61,250	61,771	11.8	Nov-18	1,718	748	30.3
Dec-18	457,021	457,433	62,332	62,243	12.0	Dec-18	2,799	1,431	33.8
Jan-19	457,250	457,461	63,280	62,762	12.2	Jan-19	2,575	1,264	32.9
Feb-19	457,633	457,412	63,442	63,245	12.2	Feb-19	1,618	596	26.9
Mar-19	457,957	457,614	63,508	63,504	12.2	Mar-19	1,353	383	22.1
Apr-19	457,198	457,844	63,665	63,570	12.2	Apr-19	1,243	293	19.1
May-19	458,031	457,950	63,625	63,594	12.2	May-19	893	168	15.8
Jun-19	458,399	457,973	63,612	63,606	12.2	Jun-19	752	139	15.6
July-19	458,164	457,916	63,560	63,572	12.2	Jul-19	831	153	15.5
Aug-19	458,073	457,657	63,566	63,580	12.2	Aug-19	809	215	21.0
Sep-19	456,912	457,330	63,498	63,664	12.2	Sep-19	1,133	428	27.4
Oct - 19	456,737	456,886	63,664	63,837	12.2	Oct - 19	1,487	594	28.5
Nov - 19	456,763	456,327	64,031	63,987	12.3	Nov - 19	1,657	789	32.3
Dec - 19	455,944	455,934	64,424	64,162	12.4	Dec - 19	2,484	1,189	32.4
Jan-20	455,281	455,326	64,317	64,258	12.4	Jan-20	1,995	843	29.7
Feb-20	454,946	454,723	64,375	64,240	12.4	Feb-20	1,105	436	28.3
Mar-20	453,695	454,455	64,145	64,194	12.4	Mar-20	945	279	22.8
Apr-20	453,750	454,414	63,937	64,214	12.4	Apr-20	588	126	17.6
May-20	454,601	454,633	64,195	64,289	12.4	May-20	1,036	248	19.3
Jun-20	455,077	455,139	64,418	64,467	12.4	Jun-20	1,169	277	19.2
Jul-20	456,044	455,740	64,751	64,905	12.4	Jul-20	1,424	342	19.4
Aug-20	456,224	456,333	65,034	65,488	12.5	Aug-20	1,135	413	26.7
Sep-20	456,755	456,807	66,127	66,361	12.6	Sep-20	1,756	962	35.4
Oct-20	457,565	457,196	67,108	67,541	12.8	Oct-20	2,130	1,437	40.3
Nov-20	457,445	457,466	68,787	69,052	13.1	Nov-20	2,121	1,372	39.3
Dec-20	457,992	457,671	70,648	70,675	13.4	Dec-20	3,079	2,024.0	39.7
Jan-21	457,575	457,784	72,589	71,619	13.7	Jan-21	2,801	1,765.0	38.7
Feb-21	460,373	458,974	73,850	73,220	13.8	Feb-21	2,035	1,088	34.8
Mar-21	460,304	460,339	74,264	74,057	13.9	Mar-21	1,581	716	31.2
Apr-21	460,354	460,329	74,625	74,445	13.9	Apr-21	1,263	479	27.5
May-21	460,159	460,257	74,729	74,677	14.0	May-21	995	329	24.8
Jun-21	460,364	460,262	74,838	74,784	14.0	Jun-21	800	275	25.6
Jul-21	460,656	460,510	74,846	74,842	14.0	Jul-21	588	187	24.1
Aug-21	460,520	460,588	74,620	74,733	13.9	Aug-21	343	128	27.2

Total Number of Vessels Registered - Monthly Comparison						New Vessels Registered - Monthly Comparison				
	based on 5 yr moving average (centred)			based on 5 yr moving average (centred)			Period	Non-PWC rec vessels	PWC	%PWC
	Non-PWC	Seasonal trend	PWC	Seasonal trend	% PWC					
Jul-16	223,148	222,276	12,382	12,299	5.3	Jul-16	479	37	7.2	
Aug-16	221,404	221,726	12,216	12,254	5.2	Aug-16	650	135	17.2	
Sep-16	220,625	220,637	12,164	12,191	5.2	Sep-16	581	103	15.1	
Oct-16	219,604	219,834	12,050	12,196	5.2	Oct-16	585	108	15.6	
Nov-16	218,403	219,660	12,143	12,272	5.3	Nov-16	710	152	17.6	
Dec-16	219,136	219,831	12,406	12,408	5.4	Dec-16	995	158	13.7	
Jan-17	220,533	220,258	12,596	12,581	5.4	Jan-17	649	128	16.5	
Feb-17	221,477	221,120	12,843	12,744	5.5	Feb-17	576	93	13.9	
Mar-17	221,743	221,848	12,916	12,861	5.5	Mar-17	626	56	8.2	
Apr-17	222,712	222,413	12,959	12,955	5.5	Apr-17	428	17	3.8	
May-17	222,774	222,862	12,993	13,002	5.5	May-17	463	26	5.3	
Jun-17	223,359	223,025	13,063	13,013	5.5	Jun-17	327	23	6.6	
Jul-17	223,722	222,910	13,080	13,020	5.5	Jul-17	423	22	4.9	
Aug-17	222,557	222,572	12,972	12,981	5.5	Aug-17	493	69	12.3	
Sep-17	222,139	221,730	12,990	12,920	5.5	Sep-17	603	95	13.6	
Oct-17	221,083	221,232	12,799	12,880	5.5	Oct-17	642	109	14.5	
Nov-17	219,148	220,083	12,757	12,920	5.5	Nov-17	714	175	19.7	
Dec-17		220,070		13,051		Dec-17	688	168	19.6	
Jan-18	217,962	220,600	13,134	13,300	5.7	Jan-18	701	172	19.7	
Feb-18	222,087	221,489	13,515	13,585	5.7	Feb-18	509	75	12.8	
Mar-18	223,201	221,862	13,794	13,654	5.8	Mar-18	616	59	8.7	
Apr-18	222,707	222,967	13,898	13,841	5.9	Apr-18	421	46	9.9	
May-18	223,355	223,271	13,928	13,951	5.9	May-18	421	21	4.8	
Jun-18	223,486	223,514	14,069	13,995	5.9	Jun-18	393	28	6.7	
Jul-18	223,608	223,506	14,065	14,012	5.9	Jul-18	459	20	4.2	
Aug-18	224,413	223,138	14,017	13,987	5.9	Aug-18	454	50	9.9	
Sep-18	222,668	222,798	13,983	13,955	5.9	Sep-18	514	103	16.7	
Oct-18	221,515	222,857	13,800	14,005	5.9	Oct-18	640	114	15.1	
Nov-18	221,784	221,949	13,910	14,071	5.9	Nov-18	725	194	21.1	
Dec-18	223,907	221,555	14,314	14,192	6.0	Dec-18	816	201	19.8	
Jan-19	219,869	221,517	14,348	14,372	6.1	Jan-19	692	232	25.1	
Feb-19	220,701	221,169	14,587	14,537	6.2	Feb-19	566	130	18.7	
Mar-19	221,325	220,702	14,701	14,607	6.2	Mar-19	561	68	10.8	
Apr-19	220,043	221,126	14,734	14,716	6.3	Apr-19	453	44	8.9	
May-19	221,572	221,365	14,666	14,780	6.2	May-19	421	43	9.3	
Jun-19	221,990	221,440	14,893	14,821	6.3	Jun-19	411	41	9.1	
Jul-19	221,897	221,566	14,908	14,830	6.3	Jul-19	437	36	7.6	
Aug-19	221,698	221,327	14,906	14,880	6.3	Aug-19	483	108	18.3	
Sep-19	220,671	221,012	14,778	14,900	6.3	Sep-19	546	96	15.0	
Oct - 19	220,381	220,919	14,916	14,948	6.3	Oct - 19	758	236	23.7	
Nov - 19	220,412	220,162	14,990	14,960	6.4	Nov - 19	725	256	26.1	
Dec - 19	221,431	219,629	15,152	15,041	6.4	Dec - 19	867	288	24.9	
Jan-20	217,914	219,092	14,965	15,120	6.4	Jan-20	387	145	27.3	
Feb-20	218,009	218,695	15,181	15,205	6.5	Feb-20	397	83	17.3	
Mar-20	217,696	218,361	15,311	15,287	6.6	Mar-20	353	74	17.3	
Apr-20	218,426	218,833	15,415	15,432	6.6	Apr-20	376	53	12.4	
May-20	219,759	219,422	15,562	15,569	6.6	May-20	451	61	11.9	
Jun-20	220,275	220,046	15,691	15,702	6.6	Jun-20	463	68	12.8	
Jul-20	220,952	220,613	15,867	15,871	6.7	Jul-20	525	98	15.7	
Aug-20	220,817	221,032	15,976	16,085	6.7	Aug-20	575	123	17.6	
Sep-20	221,264	221,316	16,257	16,347	6.8	Sep-20	666	208	23.8	
Oct-20	221,854	221,746	16,634	16,600	7.0	Oct-20	789	210	21.0	
Nov-20	221,694	222,129	17,002	16,954	7.1	Nov-20	774	233	23.1	
Dec-20	223,103	222,508	17,130	17,294	7.1	Dec-20	937	243	20.6	
Jan-21	222,728	222,916	17,749	17,440	7.4	Jan-21	603	186	23.6	
Feb-21	222,831	222,780	17,997	17,873	7.5	Feb-21	677	188	21.7	
Mar-21	222,463	222,647	18,147	18,072	7.5	Mar-21	668	112	14.4	
Apr-21	221,954	222,209	18,216	18,182	7.6	Apr-21	447	52	10.4	
May-21	221,454	221,704	18,178	18,197	7.6	May-21	436	39	8.2	
Jun-21	221,840	221,647	18,248	18,213	7.6	Jun-21	424	48	10.2	
Jul-21	222,187	222,014	18,234	18,241	7.6	Jul-21	416	43	9.4	
Aug-21	221,773	221,980	18,203	18,219	7.6	Aug-21	335	95	22.1	

**Please note registration numbers were down due to mailhouse not sending out renewals in November 17. These are the r 201,485 11,972 5.6. I have removed them from the graphing data due to their unreliability.