



ANNUAL REPORT 2006

NSW MARITIME

Letter to the Minister

The Hon Joseph Tripodi

Minister for Energy

Minister for Ports and Waterways

Minister Assisting the Treasurer on

Business and Economic Reform

Parliament House

Macquarie Street

SYDNEY NSW 2000

20 October 2006

Dear Minister

I am pleased to submit, for presentation to Parliament, the Annual Report of the Maritime Authority of NSW for the year ended 30 June 2006.

The Annual Report has been prepared in accordance with the requirements of the *Annual Reports (Statutory Bodies) Act 1984* and the *Ports Corporatisation and Waterways Management Act 1995*.

After the Report has been tabled in Parliament, it will be made available to all stakeholders in both hard copy form and on compact disc and will be placed on the NSW Maritime website www.maritime.nsw.gov.au.

Yours sincerely



Chris Oxenbould AO

Chief Executive



Contents

Overview	2
Key Performance Indicators	4
Five Year Performance Indicators	5
Financial Summary	6
Chief Executive's Overview	8
Ten Year Customer Trends	9
Corporate Governance	12
Management and Structure	14
Corporate Direction	16
Ports to Support a Growing Economy	16
Safe and Sustainable Waterways	20
Improved Infrastructure and Access to Waterways	28
Corporate Services	36
Appendices	40
Contact Information	57
Index	58

Overview

SIGNIFICANT ACHIEVEMENTS IN 2005-2006 INCLUDE:

\$4 million

the cost of building an 8 hectare cargo storage area at the Port of Eden



NSW Maritime introduced more rigorous licence testing for powerboats, including personal watercraft, during the year. Chief Executive, Chris Oxenbould (back row, 2nd from right), and General Manager Recreational Boating, Brett Moore (front row, left), pictured with marine rescue agency volunteers at a boat licence initiative launch held at the Cruising Yachting Club of Australia.



Big ships and small boats sharing Newcastle Harbour is just one of the on-water traffic management issues being addressed by NSW Maritime.

The Maritime Authority of NSW (NSW Maritime) is a key State Government agency tasked to deliver specific Government and stakeholder outcomes to the maritime community and the public of NSW.

WHY NSW MARITIME EXISTS

NSW Maritime is the State Government's maritime authority and regulator, responsible for providing safe and sustainable ports and waterways. NSW Maritime is also responsible for the appropriate development and use of wetland areas in Sydney Harbour, Botany Bay, Newcastle and Port Kembla.

RESULTS TO ACHIEVE

On behalf of Government, NSW Maritime aims to achieve the following results for the community:

- Ports to support a growing economy
- Safe and sustainable waterways
- Improved infrastructure and access to waterways.

KEY SERVICES

NSW Maritime delivers on these results by providing four main services:

- Safe navigation of recreational and commercial vessels
- Safe ports
- Protection of the marine environment
- Management of vested maritime properties.

88 new navigation aids installed and maintained and upgraded existing aids which now total

3,250

'Go Easy on the Drink'

Statewide safety awareness campaign ran on the dangers of alcohol

commuter ferry wharves

Commenced work on the transfer of all commuter ferry wharves in Sydney Harbour to NSW Maritime

Rigorous

licence testing introduced

\$1.2 million

provided to the volunteer marine rescue organisations

Effectively

coordinated NSW policy on maritime security



Dover Park Pontoon, Kogarah Bay Sailing Club, was built with the assistance of a NSW Maritime Infrastructure Program (MIP) grant of \$81,000 and is specially designed with a wider gangway and extra pontoon stability to cater for sailors with a disability.



NSW Maritime conducted oil-spill response training at Lord Howe Island.

Consultation

significant liaison with stakeholders undertaken

\$2 million

in grants provided for community boating infrastructure projects

Oil spill response

arrangements revised

50

wharf safety audits conducted

High level performance

supported by introduction of an Employee Recognition Scheme

\$10.9 million

allocated to new and upgraded recreational boating infrastructure since 1998

Safety Management

Systems in commercial vessels

\$15.7 million

upgrade to Manly Wharf commenced

Investigated marine accidents and incidents, with a focus on

safety & compliance

Key Performance Indicators

4

INDICATOR	2004-2005	2005-2006	TREND/COMMENT
FINANCIAL			
Total assets (\$M)	772.2	770.5	Minor decrease due mainly to the adoption of new financial reporting requirements
Net surplus (\$M)	59.9	59.4	Minor decrease due mainly to the adoption of new financial reporting requirements
Distribution to State Government (\$M)	12.6	13.2	Increased as per Treasury's saving requirements
OUTPUTS			
Boating licences	441,719	445,158	A slight increase, still being influenced by the take-up of boating licences in Victoria especially in the Murray-Riverina region
Registered recreational vessels	203,258	209,382	A moderate growth in general vessels and personal watercraft
Educational seminars presented	356	471	Recreational Boating Division increased its efforts in providing education seminars during the year
Solar navigation aids installed	1107	1196	97% of navigation lights are solar powered with 50% LED technology
Volume of waste recovered from Sydney Harbour (cubic metres)	3686	3681	Continuing to reflect lower rainfall conditions
Number of commercial vessel discharges at NSW Maritime-monitored sewage pump-out facilities	8763	9417	Includes additional data from Myall Lakes facilities
Land Owner's consent applications finalised	82	94	More applications received for public, club and commercial boating facilities
Foreshore development applications finalised	52	42	Some approvals transferred to Minister for Planning or councils
Projects offered MIP and SSHAP (formally WADAMP) grant funds	52	43	Grants of \$1.99 million were offered through both Maritime Infrastructure Program and Sharing Sydney Harbour Access Plan, an increase on last year's funding
Amount of spend on commuter and charter wharf maintenance and upgrading	\$1.6M	\$4.9M	Reflects increased responsibilities
OUTCOMES			
Fatalities per 100,000 recreational vessel registrations	5.9	3.8	Lowest figure since at least 1992-1993 and an encouraging trend considering licence and registration numbers are increasing
Fatalities per 10,000 commercial vessel registrations	4.7	1.2	
Fatalities - Recreational	12	8	Equal lowest number of fatalities since at least 1992-1993
Fatalities - Commercial	4	1	Reduction from previous year
Boating Incidents Reported	397	366	Minor reduction from previous year
Serious Injuries - Recreational	48	43	Reduction from previous year
Serious Injuries - Commercial	9	8	Statistics for serious injuries may vary slightly from year to year, due to some incidents being reported to NSW Maritime after the cut off date for reporting purposes
Safety compliance rate - recreational vessels (%)	90	91.8	Results reflect consistent safety awareness and high enforcement levels
Safety compliance rate - commercial vessels (%)	89	93.9	
Safety compliance rate - personal watercraft (%)	88.9	87.3	
Licence, registration and mooring renewals paid using Interactive Voice Response, the Internet or BPAY (%)	32.3	46	NSW Maritime will continue to encourage and support the take up of e-business customer services
Complaints received on NSW Maritime's Infoline (%)	0.4	0.4	Main complaints were about speed, noise and wash
Major foreshore redevelopments announced	0	1	Masterplan for Homebush Bay West approved in late 2005
Trade through Eden and Yamba (000 tonnes)	965	1061	Increased import and export tonnage at both Ports
Residual workers compensation exposure (\$M)	2	2.2	Actuarial advice of slight increase to settle outstanding claims owing to general cost increases
STAFF			
Full time equivalent staff at 30 June	309	323	Increase due to absorption of additional responsibilities for wharf maintenance, wharf audits, port security and a new policy coordination role
% of women staff (including casuals)	40	43	
Hours lost due to industrial disputes	0	37.8	One dispute was recorded for the year
Average days lost due to sick leave	5.2	5.3	Accident leave increase affected by 3 long term cases, 2 of which have now been resolved
Average days lost due to accidents	1.1	2.1	

Five Year Performance Indicators

FIVE YEAR PERFORMANCE INDICATORS 2005–2006	2001–2002	2002–2003	2003–2004	2004–2005	2005–2006
FINANCIAL					
Total assets (\$M)	534.1	600.0	602.6	772.2	770.5
Net surplus (\$M)	45.4	35.6	23.8	59.9	59.4
Distribution to State Government (\$M)	38.8	17.2	9.0	12.6	13.2
Capital works expenditure (\$M)	9.1	22.4	10.0	15.4	13.6
OUTPUTS					
General (non PWC) boating licences	409,254	414,825	414,987	410,192	413,104
PWC boating licences	35,997	34,724	31,886	31,527	32,054
Non PWC registered recreational vessels	176,716	183,621	189,175	196,182	202,169
PWC registrations	7509	7099	7059	7078	7213
Aquatic licences issued	535	561	586	610	641
Environmental assessments for mooring and aquatic licences	3286	2638	2636	2307	2618
Educational seminars presented	497	401	461	356	471
Solar navigation aids	1032	1017	1020	1107	1196
Volume of waste recovered from Sydney Harbour (cubic metres)	3898	3567	2874	3686	3681
Number of commercial vessel discharges at sewage pump-out facilities at King Street Wharf and Blackwattle Bay			6521	8763	7837
Land owner's consent applications finalised	70	62	88	82	94
Foreshore development applications finalised	41	39	58	52	42
Projects offered MIP grant funds (formally WADAMP)	31	40	47	52	43
OUTCOMES					
Boating incidents reported	350	391	355	397	366
Fatalities	21	22	9	16	9
Serious injuries	30	45	43	57	51
Fatalities per 100,000 total registered vessels	11.0	11.3	4.4	7.6	3.8
Safety compliance rate:					
– recreational vessels, incl. PWC (%)	94.0	93.1	92.3	91	89.5
– commercial vessels (%)	94.5	94.1	88.9	89	93.9
Complaints received on NSW Maritime's Infoline (%)	0.5	0.5	0.3	0.4	0.4
Major foreshore redevelopments announced	1	2	0	0	1
Trade through Eden and Yamba (000 tonnes)	817	764	782	965	1061
MSB residual workers compensation exposure (\$M)	1.4	1.3	1.8	2	2.2
STAFF					
Full time equivalent staff at 30 June	292	305	309	309	323
% of women staff (including casuals)	39.3	40.8	43.7	40	43
Hours lost due to industrial disputes	0	0	0	0	37.8
Average days lost due to sick leave	5.8	4.9	4.6	5.2	5.3
Average days lost due to accidents	1.1	1.7	0.7	1.1	2.1

Financial Summary

6

NSW MARITIMES' CUSTOMERS 30 JUNE 2006 FINANCIAL STATEMENT		INCOME	EXPENDITURE
	\$000	\$000	\$000
RECREATIONAL BOATING REVENUE COMES FROM THE FOLLOWING MAJOR SOURCES:			
Driver's licences	15,134		
Boat registrations	16,378		
Mooring fees	6443		
Boating fees (maps, publications, berthing charges, aquatic licences, penalty notices, boatcode)	3663	41,618	
RECREATIONAL BOATING REVENUE PAYS FOR THE FOLLOWING ACTIVITIES:			
Safety education	6006		
Accident investigation	2493		
Control, planning, management and administration	9888		
Enforcement	4005		
Navigation aid maintenance	2109		
Mooring management	4979		
Event management (Sydney / Hobart yacht race, New Years eve celebrations)	1447		
Grants to councils etc. for the provision of boating infrastructure (boat ramps)	922		
Other grants (marine rescue volunteers, marine safety committees, Australia Day support)	1945		33,794
RECREATIONAL BOATING REVENUE WAS ALSO USED TO PROVIDE FOR ASSET REPLACEMENT:			
Navigation aids	808		
Patrol boats,outboard motors and other vessels	1603		
Motor vehicles	760		
Computers hardware and software	316		
Office equipment and refurbishment	547		4034
COMMERCIAL VESSELS REVENUE COMES FROM THE FOLLOWING MAJOR SOURCES:			
Survey fees	1700		
Registration fees	676		
Examinations etc	375	2751	
COMMERCIAL VESSELS REVENUE PAYS FOR THE FOLLOWING ACTIVITIES:			
Vessel surveys	1095		
Safety education	324		
Accident investigation	149		
Control, planning, management and administration	381		
Enforcement	321		
Navigation aid maintenance	968		3238
COMMERCIAL VESSELS REVENUE WAS ALSO USED TO REPLACE THE FOLLOWING ASSETS:			
Plant (cameras, etc)	2		
Motor vehicles	174		
Computers	8		
Office equipment	1		185
SHIPPING REVENUE COMES FROM THE FOLLOWING MAJOR SOURCES:			
Regional ports of Yamba and Eden (pilotage and navigation charges)	1007		
Channel fees from port corporations	6854		
Port Safety Operating Licence	183	8044	

NSW MARITIMES' CUSTOMERS 30 JUNE 2006 FINANCIAL STATEMENT (CONTINUED)		INCOME	EXPENDITURE
SHIPPING REVENUE PAYS FOR THE FOLLOWING ACTIVITIES:			
Protection of marine environment	623		
Environment including harbour cleaning	2314		
Maritime safety & security	845		
Port co-ordination/policy/strategy	667		4449
SHIPPING REVENUE WAS ALSO USED TO REPLACE THE FOLLOWING ASSETS:			
Navigation aids	69		
Computer hardware	51		
Office fitout & equipment	26		
Outboard engines	80		226
PROPERTY REVENUE COMES FROM THE FOLLOWING MAJOR SOURCES:			
Rents and leases	44,755	44,755	
PROPERTY REVENUE PAYS FOR THE FOLLOWING ACTIVITIES:			
Wetland management	4789		
Property management	18,745		
Grants to councils etc for the provision of boating infrastructure (boat ramps)	264		23,798
PROPERTY REVENUE WAS ALSO USED TO REPLACE THE FOLLOWING ASSETS:			
Cargo storage area at Port of Eden	4225		
Manly Wharf upgrading	3131		
Walsh Bay redevelopment	525		
Ferry arrestors at Circular Quay	252		
Rozelle Bay infrastructure development	235		
Skirting panels at Circular Quay	200		
Pontoon wharf & access at Circular Quay Wharf 1	85		
Vehicles	97		
Computer hardware & software	205		
Seawall construction	77		
Buildings & other wharves and jetties	148		9180
		97,168	78,904
OTHER SOURCES OF REVENUE ARE AS FOLLOWS:			
Superannuation funding surplus	11,562		
Investment properties revaluation increment	6800		
Interest on bank deposits and investments	5261		
Grant for Coach Layover Facility	7403		
Grant for Darling Harbour	6621		
Grant for Lady Robinson Beach future maintenance	440		
Grant for Sydney Harbour estuarine vegetation mapping	20		
Grant for Sydney Harbour foreshore vegetation mapping	25		
Grant for riverine corridor ecology	5		
Government funding for major projects at Eden	2984	41,121	
TOTAL REVENUE RECEIVED BY NSWAM AND TOTAL PAYMENTS MADE BY NSWAM:		138,289	78,904
Distribution to NSW Treasury			26,140
Balance to accumulated funds			33,245
		138,289	138,289

Chief Executive's Overview



2005–2006 was a challenging year for NSW Maritime due, in part, to an increase in its responsibilities.

Chris Oxenbould AO
Chief Executive

With the introduction of a Minister for Ports and Waterways, NSW Maritime has taken on the coordination role for the portfolio. This role involves the provision to the Minister of host-agency support as well as advice on policy development and matters across the portfolio.

In February 2006 I was seconded by the State Government to Sydney Ferries Corporation for six months. The General Manager Recreational Boating, Mr Brett Moore, acted in the position during my absence.

Despite the changes in responsibilities, the main challenge for NSW Maritime in 2005–2006 continued to be safety on the State's waterways. There was a significant reduction in the number of fatalities on State waters, with the equal lowest number of deaths reported since NSW Maritime commenced recording boating incident statistics, and a 43 per cent reduction in fatalities when compared to the previous year.

The 2005–2006 financial year was a successful one for NSW Maritime. The organisation grew within its expanded role as the State Government's maritime regulator, and continued to lead the State in areas such as safety on the water, education of mariners, maritime security and the protection of the marine environment.

ACKNOWLEDGEMENTS

I would like to express my sincere thanks to the many people who provide a substantial amount of valuable time and advice to NSW Maritime, particularly members of the NSW Maritime Council, the Commercial Vessels Advisory Group, the Recreational Vessels Advisory Group and the many user groups across the State.

Most of all, I greatly appreciate the dedication and team-work displayed by staff in meeting the challenges NSW Maritime faced during the past year and in their ability to ensure the agency continued to meet its core responsibilities to a high standard.

Ten Year Customer Trends

Recreational Boating

BOAT LICENCES

The total number of licences increased by 0.8 per cent to 445,158 in the year to 30 June 2006.

General boat licences increased by 0.7 per cent overall, with the greatest decline (33.6 per cent) from Victorians – who are now required to have a Victorian licence.

Personal watercraft licences, which account for 7.2 per cent (32,054) of all licences, increased by 1.6 per cent during the year.

There was a 27.7 per cent increase in all licences between 1996–1997 and 2005–2006.

VESSEL REGISTRATIONS

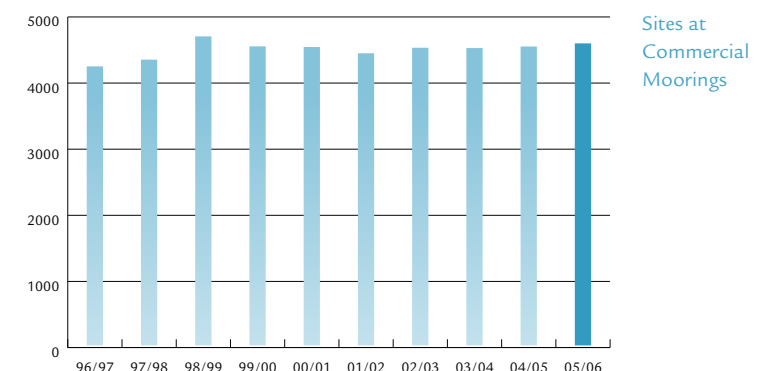
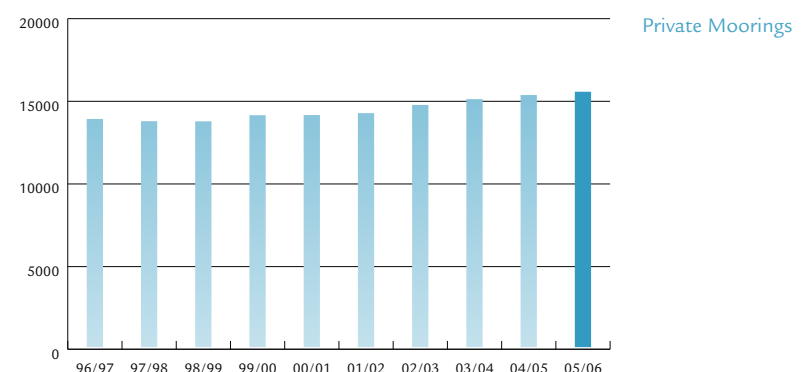
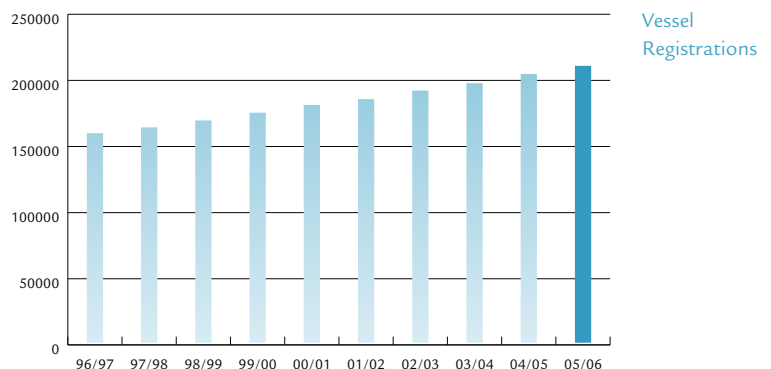
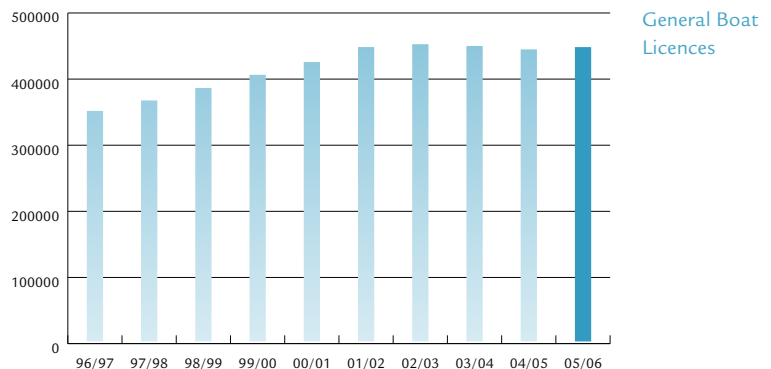
The total number of recreational vessel registrations increased by 2.9 per cent to 209,382.

General boating registrations increased by 3 per cent. Personal watercraft registrations, which account for 3.4 per cent of all registrations, increased by 1.9 per cent.

Registrations have increased by 32.4 per cent since 1996–1997.

MOORINGS

Total mooring sites have remained relatively stable for the past 10 years. The number of private moorings (15,449) increased by 1.2 per cent, while sites at commercial moorings (4568), for which there are 1168 licences, have remained relatively constant.



Commercial Vessels

COMMERCIAL VESSEL REGISTRATIONS

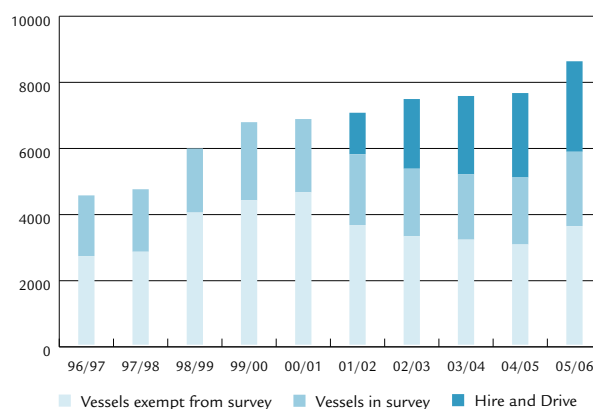
Commercial vessels include tourist and charter boats, fishing vessels, working boats, ferries, water taxis and any other vessel used for commercial purposes. Commercial vessels are required to comply with a higher standard for vessel design, construction, maintenance, equipment, crewing and operations.

Registered commercial vessels are either in survey or exempt from survey.

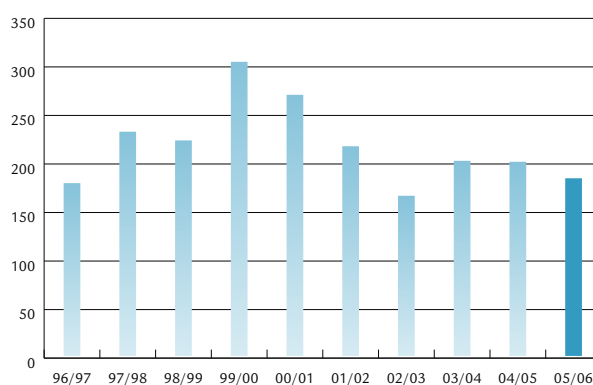
Vessels in survey include vessels operating in NSW waters on recognised interstate certificates. The number of vessels in survey varies month-to-month due to the expiry of survey on some vessels and the stream of new vessels being built and brought into survey. As at the end of June 2006, there were 2250 vessels in survey.

Those exempt from survey include estuarine fishing vessels and work boats, sailing school vessels and restricted sea-going fishing vessels less than 7.5m in length. There were 3586 vessels exempt from survey at 30 June 2006.

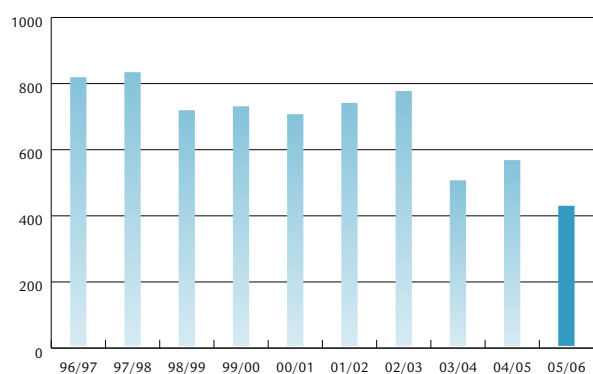
Hire and drive vessels increased slightly to 2737 in 2005–2006, taking the total number of vessels in all three categories to 8573 for the year. This represents a 12.6 per cent increase over the previous year.



Commercial Vessel Registrations



Initial Surveys Completed



Certificates of Competency Issued

INITIAL SURVEYS COMPLETED

The number of initial surveys completed to June 2006 was 183. This is a slight decrease on 2004–2005 figures which reflects a lower than usual number of survey applications received by NSW Maritime.

MARINE CERTIFICATION

The number of people obtaining a Certificate of Competency, to operate a commercial vessel, decreased from 562 to 424. This reflects the reduction in the number of enrolments at marine training organisations.

Maritime Property

APPLICATIONS FOR LAND OWNER'S CONSENT

Applications for waterfront development, which come under Part 4 of the *Environmental Planning and Assessment Act* (EP&A Act), generally reflect cyclical changes in the real estate market and building industry activity. The number of applications finalised increased by 13.1 per cent from 83 last year to 94.

APPLICATIONS FOR DEVELOPMENT CONSENT

The number of development consent applications finalised during the year decreased by 19.2 per cent to 42.

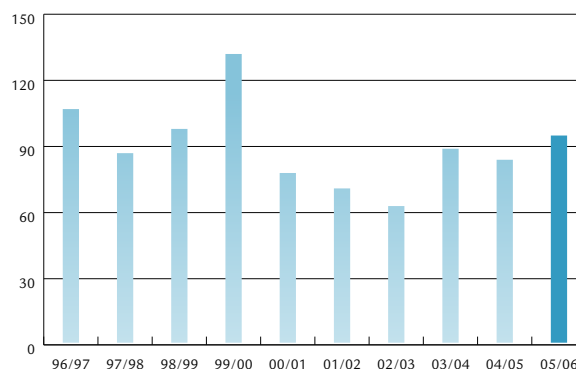
Developments are assessed under Parts 4 and 5 of the EP&A Act. Part 5 applications apply to designated areas not covered by Sydney Regional Environmental Plans Nos. 22 and 23, such as the port areas of Sydney Harbour, Blackwattle and Rozelle Bays and the Lane Cove River. Development consent applications are assessed by the Foreshores and Waterways Planning and Development Advisory Committee.

CONSTRUCTION APPLICATION APPROVALS

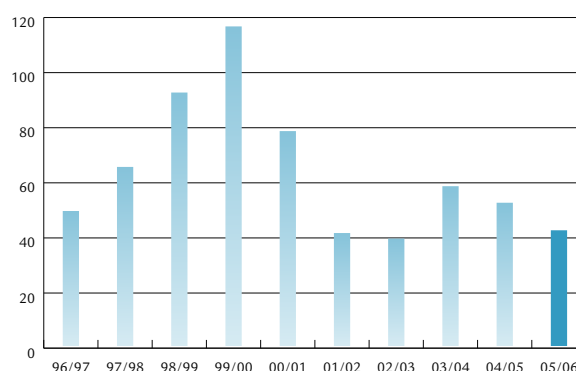
In the third stage of the approval process, a landowner of waterfront property adjoining the bed of waterways owned by NSW Maritime must obtain approval before constructing over the water. The number of construction applications approved during the year was similar to last year's total at 32.

TRADE THROUGH REGIONAL PORTS

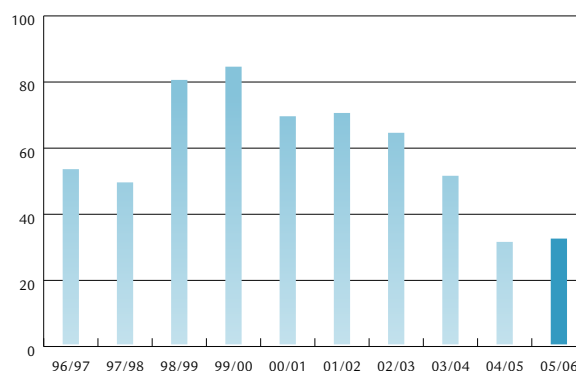
Trade through the regional ports of Eden and Yamba totalled 1,061,392 mass tonnes during 2005–2006, an increase of 10 per cent on the previous year.



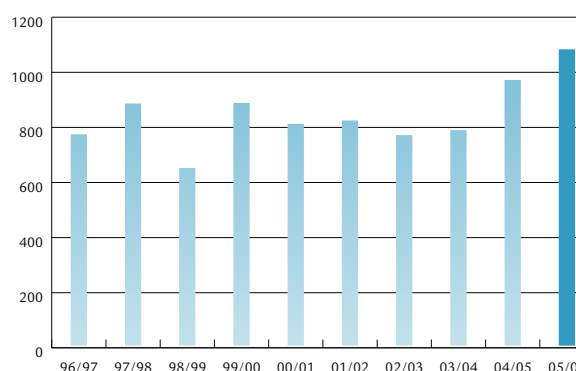
Applications for Land Owner's Consent Finalised



Applications for Development Consent Finalised



Construction Application Approvals



Regional Ports Trade
(000 mass tonnes)

Corporate Governance

NSW Maritime is a statutory body classified by NSW Treasury as a non-budget dependent general government agency. NSW Maritime is a self-funding entity.

The restored Tall Ship James Craig alongside the Overseas Passenger Terminal in March 2006 as the venue for NSW Maritime's gala Sydney Harbour Week Awards Night.



CORPORATE STRUCTURE

The Chief Executive is responsible and accountable to the NSW Minister for Ports and Waterways and to the NSW Parliament for NSW Maritime's overall performance and for ensuring performance is consistent with its legislative responsibilities and best practice principles.

Strategic direction and operational management is undertaken by an Executive Management Committee which consists of the Chief Executive and the five General Managers.

This Committee met frequently to review operational performance and compliance. Advisory bodies and committees, which included the NSW Maritime Council, also provided advice to the Executive Management Committee.

NAME CHANGE

On 20 June 2006 the statutory name "Waterways Authority" was changed to the Maritime Authority of NSW by amendment to the *Ports Corporatisation and Waterways Management Act 1995*.

The business or trading name "NSW Maritime" was registered with the Office of Fair Trading under the *Business Names Act 2002* from 1 September 2004.

STATUTORY FRAMEWORK

NSW Maritime administers the following Acts of Parliament:

Ports Corporatisation and Waterways Management Act 1995

Maritime Services Act 1935

Navigation Act 1901

Marine Pilotage Licensing Act 1971

Commercial Vessels Act 1979

Marine Safety Legislation (Lakes Hume and Mulwala) Act 2001

Marine Pollution Act 1987

NSW Maritime also had responsibilities relating to the marine environment under:

Rivers and Foreshores

Improvement Act 1948

Environmental Planning and Assessment Act 1979

Protection of the Environment Operations Act 1997

CODE OF ETHICS AND STANDARD OF CONDUCT

A new Code of Conduct and Ethics has been developed in response to recommendations from the Independent Commission Against Corruption (ICAC) and in consultation with relevant unions. Copies have been distributed to all staff.

In order to ensure staff fully understand their responsibilities under the Code, training sessions were held during 2006. This represents the first stage of a three-year training program on ethical behaviour.

RISK MANAGEMENT

Developed in 2004-2005, the Business Continuity Plan has been successfully tested and will be reviewed annually.

All internal risk management policies have been reviewed, updated and augmented. Additional resources have been placed on NSW Maritime's intranet site to assist in integrating risk management principles into the daily activities of staff.

The Risk Management Committee was re-constituted in 2005-2006 and corruption fraud and procurement/disposal risk assessments were undertaken during the year.

In response to the introduction of the *Workplace Surveillance Act 2005*, a Workplace Surveillance Policy and Register was prepared and implemented in 2005-2006.

A Business Overseas Travel Policy was also prepared in response to the threat of a pandemic.

A Branch Risk Management Plan template was developed and piloted by the Property Planning Branch prior to its progressive roll-out to all branches and consolidation into an agency-wide Risk Management Plan.

An Information Security Management System (ISMS) and associated policies were approved in 2005-2006. Initial staff training began and retraining will be conducted annually.

Insurance issues through GIO/Treasury Managed Fund were dealt with during the year on a case-by-case basis.

STRATEGIC AND BUSINESS PLANNING

The Chief Executive and senior management established corporate objectives and strategies for NSW Maritime in order to meet NSW Government priorities as well as community and customer needs. The corporate planning document *Moving Forward 2005-2006* set out the organisation's purpose and summarised the major achievements for 2004-2005. NSW Maritime has a corporate and business planning cycle involving the analysis of internal and external environments, strategic development and planning, service delivery and performance monitoring and evaluation targets.

Management and Structure

Chris Oxenbould AO



Brett Moore



John Dikkenberg



Tony Middleton



CHRIS OXENBOULD AO

Chief Executive

Chris became the Chief Executive of NSW Maritime on 1 October 2004 after acting in the position since 19 January 2004. This appointment followed a distinguished career in the Royal Australian Navy, a strategic planning role in the NSW Premier's Department and two years as CEO of the Newcastle Port Corporation.

The majority of Chris's career has been spent in the Navy, retiring in August 1999 following a career of more than 37 years. He left the Navy as a Rear Admiral, having spent the last 10 years in the senior executive of the Service and Department of Defence. His postings as an Admiral were Deputy Chief of Navy, Maritime Commander Australia and the Chief of Naval Personnel, providing a wide cross-section of strategic level planning experience.

Chris's appointment to NSW Maritime is well supported by a strong passion for sailing and recreational boating. He has been an active sailor for over 45 years and competed in 10 Sydney Hobart races and now cruises a yacht from Sydney Harbour. This interest has led to a number of volunteer administrative positions which have included Chairman of the Sydney Hobart Race Committee 2000 and 2001, Commodore of the Double Bay Sailing Club and appointments to the Executive Council and Council of the Yachting Association of NSW.

Following his service in the Gulf War, Chris was made an Officer of the Order of Australia in 1991 and received awards from the governments of the United States of America and Saudi Arabia.

The State Government seconded Chris to Sydney Ferries Corporation for six months in February 2006 to implement a review of that organisation's administrative and operational arrangements, and to participate in the recruitment of a new Chief Executive Officer. Chris resumed his position with NSW Maritime in September 2006.

BRETT MOORE

General Manager Recreational Boating and Acting Chief Executive

Brett started his career with NSW Maritime in 1991 and was appointed to the position of General Manager Recreational Boating on 1 September 2004. Brett was Acting Chief Executive from February 2006, when the Chief Executive, Chris Oxenbould, was seconded to the Sydney Ferries Corporation for six months.

Brett has some 50 years of experience in recreational boating, almost exclusively in NSW. He has a passion for safety, and safe vessel design, which he pursues with the Recreational Vessel Advisory Group and the boating industry.

Brett's focus for the Division is on building customer relationships, improving products and services, meeting Government and client expectations, managing natural resources and continuing education and safety programs for the boating community – both existing and new.

JOHN DIKKENBERG

General Manager Commercial Vessels and Asset Management

John joined NSW Maritime in December 2004 as the General Manager Commercial Vessels and Asset Management. He came to the position after almost three decades in the Royal Australian Navy and 10 years in the defence industry.

A submariner by profession, he commanded a number of submarines and surface ships before leading the submarine branch as the Commander of the Australian Submarine Squadron. After retiring from the Royal Australian Navy in 1994, he worked with several major defence companies, including Tenix Defence. He also owned and operated a charter vessel on Sydney Harbour.

John brings to the position a wealth of marine experience, as well as many years in strategic business development.

Brian Stanwell
Stephen Montgomery
Paul Robinson


TONY MIDDLETON

General Manager Shipping, Security and Environment

Tony rejoined NSW Maritime as General Manager Shipping, Security and Environment in December 2004. Tony had worked previously with NSW Maritime (then the Waterways Authority) as General Manager Policy and Planning. After a short period in the NSW Department of Transport with responsibility for taxi and hire car regulation, he relocated to Melbourne as the Director of Marine Safety Victoria.

Tony has considerable knowledge of maritime issues, particularly in relation to safety and environmental policy and regulatory activities. He has extensive experience in maritime-related inter-governmental issues through past membership of the National Marine Safety Committee and other national maritime policy and environmental committees.

His responsibilities include port policy; shipping safety and port coordination, including management of the regional ports of Eden and Yamba; marine environment policy; pollution response; maritime incident investigation; inter-governmental relations; and legislative programs.

BRIAN STANWELL

General Manager Corporate Services

Brian joined the Finance Branch of the Maritime Services Board in 1980 and held a number of senior accounting and finance positions in that organisation.

He was appointed General Manager Corporate Services in November 2004, and is responsible for finance, employee relations, legal services, information technology, risk management, corporate planning and records management.

Brian has overseen major projects that underpin many of the reporting and compliance responsibilities of the organisation. More recently he has been involved in developing a Business Continuity Plan, negotiating the current enterprise agreement, developing a Strategic Management Calendar, revaluing NSW Maritime's asset portfolio, introducing international financial reporting standards and completing the implementation of the ICAC Corruption Resistance Review.

STEPHEN MONTGOMERY

General Manager Maritime Property

Steve joined NSW Maritime in November 2005 as General Manager, Maritime Property, and is based at Maritime Trade Towers in Kent Street, Sydney.

With qualifications in the fields of property, property valuation and management, Steve has previously held senior management positions with the Australian Technology Park; Sydney Harbour Foreshore Authority; Sydney Airports Corporation; and Australian Geographic/Dick Smith Group.

Steve's focus for the Maritime Property Division are on business efficiencies, customer service and establishing appropriate returns on assets owned by NSW Maritime.

PAUL ROBINSON

Executive Director, Maritime Asset Strategy

Paul has been with NSW Maritime and its predecessor organisations since 1988.

Paul has held senior positions relating to property and assets and been responsible for foreshore lease management, the implementation of a Spatial Information System, initiation of the Maritime Infrastructure Program grants, the Enterprise Resource Planning System and the finalisation of Enterprise Agreements.

Since his appointment as Executive Director Maritime Asset Strategy in 2003, Paul has been responsible for major infrastructure projects and the development of NSW Maritime land for future maritime use.

Corporate Direction

Ports to support
a growing economy

NSW Maritime plays an active role in monitoring the effectiveness of the Port Safety Operating Licence of the three major port corporations, to help ensure the safe operation of large vessels.



Regional Ports Update

PORT OF EDEN TRADE REPORT

The Port of Eden is the southern-most 'declared port' in NSW, servicing the South Coast of NSW, including the towns of Bega, Merimbula, Bombala and Cooma. The port is home to one of the largest fishing fleets in NSW and has significant capacity to service the needs of a variety of importers and exporters.

The Port of Eden recorded a 10 per cent increase in trade throughput to a total of 1,047,037 mass tonnes. Timber products continued to represent the major commodities traded through the port during the year. Commercial vessel visits increased by two over last year to 73, while there were 42 Royal Australian Navy vessel visits.

A major contributor to the port's trade increase was the completion of a multi-purpose wharf in 2003, which was a joint project between the Commonwealth Department of Defence and NSW Maritime. Since completion, there have been more than 150,000 tonnes of cargo exported from the wharf. NSW Maritime has spent \$4 million on the construction of a new commercial cargo storage area adjacent to the multi-purpose wharf. Construction of the cargo storage area was completed in April 2006. The primary use of the cargo storage area was initially expected to be for the export of softwood logs.

Eden's multi-purpose wharf (including the Department of Defence munitions storage area and the new cargo storage facility) has created significant trade and employment opportunities in the Eden/Monaro region, and this is expected to continue as new trade opportunities are pursued.

PORT OF YAMBA TRADE REPORT

The Port of Yamba is Australia's eastern-most sea port and is located at the mouth of the Clarence River in northern NSW. The port serves the Northern Rivers district including the towns of Grafton, Maclean, Ballina, Lismore, Casino and Coffs Harbour. It is also the home port of the State's second largest fishing fleet and handles a range of imports and exports.

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

Trade through the port increased 19 per cent to a total of 14,355 mass tonnes. The major commodities included timber products, miscellaneous manufactured articles, motor vehicles, motor vehicle parts and petroleum products. There were 45 vessel visits this year, one less than last year.

MANAGEMENT ARRANGEMENTS FOR THE REGIONAL PORTS

A review of the operating and management arrangements for the Ports of Yamba and Eden was completed in September 2005. Meetings with port stakeholders were held to discuss the review's outcomes. The matter is currently under consideration by NSW Maritime with the aim of ensuring these ports are managed appropriately.



Aerial view of the entrance to the Port of Yamba which recorded a 19 per cent increase in trade tonnage handled in 2005–2006.

Other Port Matters

MARITIME/PORT SECURITY

Amendments to the *Commonwealth Maritime Transport and Offshore Facilities Security Regulations 2003* came into effect in September 2005, supporting the introduction of the Maritime Security Identification Card (MSIC) Scheme. The scheme will require all personnel accessing maritime security zones within a security regulated port to be issued with an MSIC.

NSW Maritime and the three Port Corporations are on schedule to meet the Commonwealth Government's deadline of 1 January 2007. NSW Maritime conducted information sessions to achieve a greater understanding of these new requirements in the Ports of Eden and Yamba in May and June 2006 respectively. NSW Maritime has selected Sydney Ports Corporation as the issuing body for NSW Maritime staff and as the preferred issuing body for maritime industry participants in the Ports of Eden and Yamba.

Additionally, the port security plans for Eden and Yamba were exercised and audited during the first half of 2006 by the Commonwealth Office of Transport Security. Security standards in both ports were found to be satisfactory. Ongoing reviews and analysis of maritime security policies and procedures continue to be undertaken.



Eden Boating Service Officer, Bill Blakeman, on patrol on Twofold Bay with the luxury cruise ship Artemis in background.



Minister for Ports and Waterways, Joe Tripodi, unveils a plaque to officially open the \$4 million, 8 hectare cargo storage area at the Port of Eden in April 2006.

NSW PORT POLICY AND PLANNING

During the year, NSW Maritime took a broader role in providing advice to Government on port policy, implementation of the Government's Ports Growth Plan and coordination of Ports and Waterways Portfolio submissions requiring input from the three Port Corporations.

CHANNEL AGREEMENTS WITH THE PORT CORPORATIONS

NSW Maritime conducted a review of the Channel Agreements with the Sydney, Newcastle and Port Kembla Port Corporations. These agreements provide the Port Corporations with a right of access over the channels and berthing boxes in port areas owned by NSW Maritime. The agreement places certain conditions on each party such as the responsibility for dealing with contamination of the ports and the maintenance of channels and berthing boxes.

REVIEW OF OPERATION AND AUDIT MECHANISMS OF THE PORT SAFETY OPERATING LICENCE

The three major Port Corporations of Sydney, Newcastle and Port Kembla are issued with a Port Safety Operating Licence (PSOL) enabling them to carry out port safety functions.

The PSOL sets out performance standards necessary to ensure the port corporations satisfy the following:

- Channel and berth box depths
- Dangerous goods handling
- Emergency response
- Navigation aid provision
- Marine pilotage licensing
- Port communications.

NSW Maritime plays an active role in monitoring the effectiveness of the PSOLs through the participation in a formal auditing process. NSW Maritime receives, on behalf of the Minister, an annual report on the performance of the Port Corporations with respect to the terms and conditions of the PSOL. In 2005–2006, all of the Port Corporations satisfied their PSOL requirements.

As a part of a five-year review of the PSOLs, a NSW Maritime-led working group was established in 2005 to analyse the terms and conditions of the current PSOL document to ensure it remains relevant to the needs, goals and objectives of the Port Corporations and NSW Maritime. As a consequence, a number of changes were proposed to reflect improved safety standards and techniques. The revised PSOLs are expected to commence in 2007.

INFLUENZA PANDEMIC PLANNING

As a member of the State Human Influenza Pandemic Taskforce, NSW Maritime has participated in the development of the NSW response to potential human influenza pandemic planning. As part of the State arrangements, NSW Maritime is developing an agency specific support plan and coordinating an overall Ports and Waterways portfolio plan in conjunction with the Port Corporations.

INTERNATIONAL CONFERENCE OF CITIES AND PORTS 2006

NSW Maritime will co-host the 10th International Conference of Cities and Ports in Sydney from 5 to 9 November 2006, the first time this conference is to be held in the southern hemisphere.

Entitled *Urban territories, port territories; what future in common?* the conference will feature presentations on topics such as 'making port functions and the urban waterfront cohabit', 'guaranteeing flows between city and ports' and 'ensuring urban and port mobility'. Around 350 delegates representing more than 40 countries are expected to attend with inspections of maritime and port facilities planned for Sydney Harbour, Botany Bay, Newcastle and Melbourne.



Work continued on the \$1 billion public/private redevelopment of King Street Wharf on the former cargo and passenger wharves 9 and 10, Darling Harbour.



NSW Maritime's Principal Engineer, Patrick McCallum (at left), and contract Project Manager, Greg Westwood, discuss progress of the \$15.7 million upgrade to Manly Wharf.

Representation on National Forums

AUSTRALIAN MARITIME GROUP

NSW Maritime represents the State Government on the Australian Maritime Group (AMG). This group provides a forum for Commonwealth, State and Territory representatives to discuss various national maritime, shipping and port-related issues and advises transport ministers through the Standing Committee on Transport.

The AMG progressed a number of major projects including the development of an inter-governmental agreement on emergency towage, a proposal to amend the jurisdictional boundaries for the regulation of maritime safety, and the National System for the Prevention and Management of Marine Pest Incursions.

Other issues considered by the AMG included the impact of urban encroachment on port precincts, the implementation of various international maritime conventions and research into the increased role of shipping in the domestic freight task.

NATIONAL MARINE SAFETY COMMITTEE

NSW Maritime is the State Government's representative on the National Marine Safety Committee (NMSC) which seeks to introduce uniform practices in marine safety nation-wide. A significant focus of the NMSC has been on the development of the following elements of the National Standard for Commercial Vessels (NSCV):

- Part C Section 3 – Construction
- Part C Section 5B – Electrical
- Part C Section 6A – Intact Stability Requirements
- Part C Section 6B – Intact Stability Test and Calculations
- Part C 7A – Safety Equipment
- Part F Section 1C – Category F 2 Fast Craft.

Other major projects undertaken during the year include the Australian Builders Plate Standard, the release of a discussion paper on the review of high frequency (voice) monitoring of safety and distress frequencies and the completion of the National Standard for the Interim Coast Radio Network.

Corporate Direction

Safe and sustainable
waterways

Boating Service Officer Summer Tonsen conducts a spot check on the crew aboard an aluminium runabout. NSW Maritime conducted 36,875 such checks on recreational vessels in 2005–2006.



Vessel Safety Management

BOATING SAFETY EDUCATION

NSW Maritime has a statutory obligation to ensure legislative compliance of waterways users and to provide education in relation to recreational and commercial vessel activities on the State's waterways.

This year's education program focussed on safety equipment, bar crossing, capsize, hypothermia, alcohol and protection of the marine environment. Key elements of the education campaign included:

- Seven major Statewide safety campaigns during the boating season
- Regional educational campaigns and school visits reaching more than 1400 students
- Safety awareness messages supported by advertising, publications, the Internet, displays at boat shows and community events, and media activity across NSW
- 36,875 recreational vessel checks
- 1284 commercial vessel checks
- 3877 Personal watercraft vessel checks.

INCIDENT AND FATALITY SUMMARY

A total of 369 boating incidents involving both recreational and commercial vessels were reported to NSW Maritime. Nine incidents resulted in fatalities. A breakdown of fatalities by incident type is as follows:

- capsize – 4
- fall overboard – 3
- collision with fixed object – 1
- towing incident – 1.

All fatalities, with the exception of one, were related to recreational vessel use.

	2005–2006				2004–2005			
	VESSEL TYPE				VESSEL TYPE			
	REC	COM	COM/REC	TOTAL	REC	COM	COM/REC	TOTAL
Incidents	243	76	50	369	256	98	46	400
Fatalities	8	1	0	9	12	4	0	16
Serious injuries	43	8	0	51	47	7	2	56
Minor injuries	66	19	10	95	72	20	11	103

Recreational vessel incidents continue to dominate incident data accounting for more than 65 per cent of all incidents reported to NSW Maritime during the year. However, compared with 2004–2005, the number of commercial vessel incidents decreased by 22 per cent whilst the number of commercial/recreational vessel incidents increased slightly.

The number of fatalities dropped significantly, (by 44 per cent) when measured against the previous year.

BOATING SAFETY COMPLIANCE

Non-compliance with lifejacket regulations continued to be an issue on NSW waterways and was the reason for more than a quarter of all infringements issued during the 2005–2006 boating season. These included failure to carry the required number of lifejackets and not wearing lifejackets when crossing coastal bars.

Penalty notices for excessive speed accounted for 16 per cent of all infringements, an improvement on the previous year's 20 per cent.

Failure to navigate a vessel with an appropriate boat licence accounted for 15 per cent of all infringements. The most frequent reason for issuing a penalty notice was for riding a PWC without an appropriate licence, with 123 issued. As a result of this level of non-compliance, a specific education and compliance campaign was conducted in May 2006.

Breaches of safety regulations such as towing a person with no observer onboard, bow riding and violation of distance-off requirements attributed to 11 per cent of all notices issued.

ALCOHOL AND DRUG TESTING

In May 2005, the State Government amended the *Marine Safety Act 1998* to enable police to conduct random breath testing (RBT) on the water.

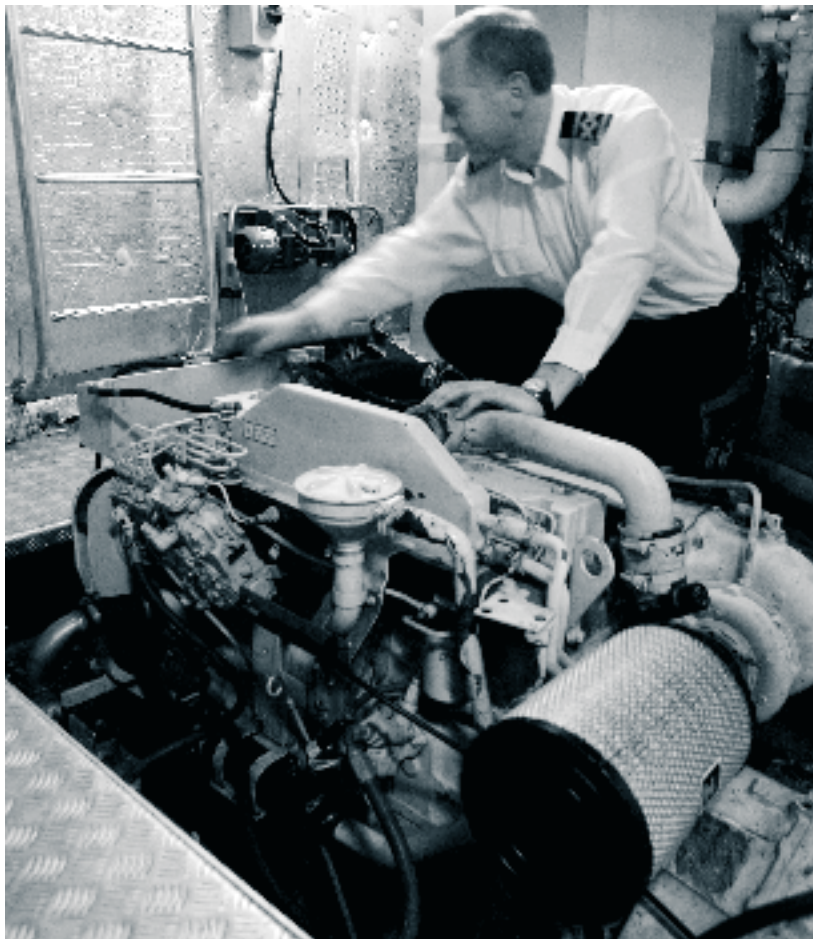
In 2005–2006 more than 4800 RBT were carried out on vessel masters, resulting in 15 people in operating vessels charged for being over the prescribed alcohol limit. A further 16 people recorded a positive alcohol reading but were under the prescribed limit.

NSW Maritime embarked on an education campaign that included direct mail, to inform the boating community of the new RBT provisions.



Safe and sustainable waterways

22



Chris Parkinson runs through a pre-departure check on the commercial vessel *Magistic II*. NSW Maritime certifies both commercial vessels and the people who operate them.

VOLUNTEER MARINE RESCUE ORGANISATIONS

In 2005–2006, NSW Maritime, on behalf of the State Government, provided \$1,240,300 to the State Rescue Board for distribution to the Australian Volunteer Coast Guard Association, the Royal Volunteer Coastal Patrol and the Volunteer Rescue Association (Marine). More than \$4.8 million has been provided since 1998 when the grants program began. Funds have provided assistance for the purchase of vessels, upgrades of rescue coordination centres, marine radio bases along the NSW coast and competency based training for the volunteers.

Other marine rescue organisations, such as Surf Life Saving NSW and the State Emergency Service, are also subsidised to the value of \$175,000 a year by waiving payment for boat licences, vessel registrations and aquatic licences.

REVISED BOAT LICENCE TESTING REGIME

From 1 October 2005, improvements were made to NSW Maritime's boat licence testing regime. These included making boat licence tests more rigorous and requiring a licence test fee for every attempt at the test.

In addition, licence test questions for a general boat driving licence were increased from 35 to 40 and the minimum number required to be answered correctly from 30 to 35. A compulsory section of questions, which must be all answered correctly, was also introduced. For PWC driving licences, the number of additional questions has increased from 12 to 15.

NSW Maritime is committed to increasing the knowledge base of recreational boat operators regarding the safe operation of vessels.

SAFETY MANAGEMENT SYSTEMS DESKTOP AUDITS

Under the Passenger Transport Act 1990, all commercially registered vessels capable of seating more than eight persons are required to have a Safety Management System (SMS).

Desktop audits of SMS started in July 2005, and in November 2005 a permanent auditor was appointed to NSW Maritime to carry out SMS audits. The audits aim to verify the adoption of SMS requirements and to check the extent of its implementation.

Desktop audits pay particular attention to:

- Drug and alcohol testing
- Appointment of a designated person ashore
- Existence of Standard and Emergency Operation Procedures (SOP & EOP)
- Record keeping for crew training and drills carried out on-board vessels.

The initial round of audits conducted were on Class 1 and 2 commercial vessels.

Audits are also conducted where serious safety concerns exist and two such audits were conducted of Sydney Ferries Corporation during the financial year. In both cases, a team of auditors reviewed the operational and engineering standards of the Corporation. As a result of these audits, significant changes were made to the way in which ferries are operated and maintained.

SURVEY

Vessel survey involves assessing the craft's condition and operational and safety equipment. Vessels are inspected out of the water in order to assess the condition of the hull, sea valves, rudder fittings and propeller shafts. A total of 1984 vessels were surveyed during the year in four different classes (Classes 1, 2, 3 & 4E). Class 4E vessels are inspected bi-annually while the other classes are inspected annually. A total of 183 initial surveys were completed in 2005–2006.

MARINE CERTIFICATION

The qualifications required to operate commercial vessels are known as certificates of competency. The number of new certificates issued during the year dropped from 562 in 2004–2005 to 424. The largest decline was in the issuing of coxswain certificates. There has been a general decline in overall numbers over the past four years, reflecting a decline in enrolments at maritime training organisations.

The decline in numbers of people applying for new certificates may also be due to the gradual decline in the number of commercial fishing and small trading vessels.

MARINE INCIDENT INVESTIGATION

The Marine Investigations Branch completed its first full year of operations in 2005–2006. Eighty-five investigations were undertaken across the State, with the majority occurring in the Sydney region. Of the total, 79 were marine incidents and six were non-marine, including licensing and registration offences, such as illegal charters.

These investigations resulted in eight penalty notices and six formal warning notices; the recommendation of two disciplinary actions against commercial vessel masters under section 30N of the *Commercial Vessels Act 1979* and over 100 safety recommendations to commercial vessel operators.

The branch developed a statewide marine incident database and finalised a Memorandum of Understanding (MoU) with the Office of Transport Safety Investigation to minimise duplication in incident investigations.

MARINE SAFETY TRAINING

All marine Registered Training Organisations (RTOs) holding a MoU with NSW Maritime were audited in accordance with the NMSC guidelines. Generally these organisations were found to need some assistance in relation to competency based training and its implementation.

To address industry concerns, NSW Maritime held a forum for both trainers and industry representatives in October 2005 to assist with the resolution of outstanding issues.

PART D OF THE NATIONAL STANDARD FOR COMMERCIAL VESSELS

The National Standard for Commercial Vessels (NSCV) is designed to provide greater consistency between the States and the Northern Territory in the application and administration of standards for commercial vessels. Part D of the NSCV relates to crew competencies.

A second discussion paper on Part D initiatives was released for public comment in December 2005. This document incorporated many of the matters raised in an earlier paper, released in April 2005, and was accompanied by a Regulatory Impact Statement.

A total of 912 comments were received from 78 operators and other interested people. Responses came from a broad cross section of the commercial vessel industry, although most were related to the fishing charter and commercial fishing sectors.

The policy will be finalised by late 2006 and the new regulations are expected to be in place in the middle of 2007.



Marine Examiner, Beverley Bragg, assesses an applicant for a Coxswain Certificate of Competency.

Safe and sustainable waterways

Customer Services

BOATING FEES AT WORK

NSW Maritime uses boating fees to fund the following activities throughout the year:

- Servicing approximately 209,000 boat owners
- Servicing approximately 445,000 boat drivers licence holders
- Conducting more than 42,000 on-water safety checks
- Subsidising a toll-free weather telephone service
- Conducting more than 70 safety and environment campaigns
- Maintaining a network of 55 Boating Officers located strategically throughout NSW near popular boating areas
- Maintaining a statewide fleet of patrol boats and vehicles to ensure compliance and education
- Operating a network of service centres near popular boating areas across NSW
- Conducting more than 470 free boating seminars
- Managing more than 18,000 aquatic events across NSW, including the Sydney-Hobart yacht race start, New Years Eve on Sydney Harbour, Australia Day, and the Bridge to Bridge waterski race.

ALTERNATIVE LICENSING AND FEE COLLECTION OPTIONS

NSW Maritime is working with the Department of Commerce to determine the suitability of incorporating its products on the Government Licensing System (GLS).

CUSTOMER RESPONSE

NSW Maritime's Customer Service Info Line received a total of 84,348 calls during the year. This represented an increase of 8345, or 10.9 per cent, on last year. Of the calls received, 302, or 0.4 per cent, were complaints about boating behaviour.

	COMPLAINTS 2004-2005	COMPLAINTS 2005-2006
Personal water-craft	52	49
General on-water	216	240
Other	8	13

While overall on-water complaints increased by 26 (9.4 per cent), PWC complaints declined. NSW Maritime continued its commitment to PWC education campaigns and improved public awareness and compliance with the regulations.

Of the 49 PWC complaints, 34, (69.4 per cent), related to distance-off requirements and excessive speed. The majority of the 240 general on-water complaints related to safety, speed or noise from vessels.

Boating Plans

A Boating Plans Strategy for 2004 to 2007 was prepared to identify, in order of priority, waterways requiring a boating plan.

Boating plans are used to create a framework for boating activities on a particular waterway. They are responsive to changing priorities and conditions, and acknowledge boating and community expectations for the sustainability of the waterway.

LAKE MULWALA

In the past 12 months, NSW Maritime spent more than \$70,000 implementing a range of improvements for the boating public at Lake Mulwala. These improvements were developed through extensive local consultation with the Lake Mulwala Users Group, which operates under the terms of the Lake Mulwala On-Water Management Plan.

The improvements increased boating safety and assisted in managing an increase in recreational boating activities. Works completed included surveying and mapping, installing signage and major improvements to navigation aids, such as the addition of lights to more navigation aids to light the main channel of the Murray River that runs through Lake Mulwala.

TWEED ESTUARY

The Tweed Estuary, a significant natural resource on the far north coast of NSW, has experienced increasing demands, both from recreational and commercial operators. Following extensive consultation, a draft Tweed Estuary boating plan was released for public exhibition in August 2004 and 450 submissions were received. The final draft plan was presented to a meeting of representatives of all key stakeholder groups in August 2005.

The final plan was expected to be implemented for the 2006-2007 boating season.

SMITHS LAKE

Smiths Lake is located approximately 30 minutes drive south of Forster on the mid north coast and is an intermittently closed or open lake that can experience dramatic changes in water levels. A draft Smiths Lake Boating Plan was prepared and released for public exhibition during late 2003 and early 2004.

The Smiths Lake Boating Plan 2005-2010 was endorsed by the Smiths Lake Estuary Management Committee in July 2005 and was implemented in time for the 2005-2006 peak boating season.

SWAN LAKE

Following agreement by the Swan Lake Estuary Management Committee, NSW Maritime decided to introduce a trial of the proposed vessel restrictions in Cudmirrah over the 2005-2006 boating season. The trial allowed NSW Maritime to review the impact of the restriction prior to placing the draft Swan Lake Boating Plan on public display. Those trials were completed and the draft plan was being finalised prior to seeking public comment.

LAKE CONJOLA

The Lake Conjola Boating Plan was being reviewed by the Natural Resource and Flood Plan Management Committee, following further public consultation on the inclusion of a 4 knot zone in the draft plan.

Marine Environment Protection

OIL AND CHEMICAL SPILL RESPONSE

NSW Maritime, on behalf of the State Government, continues to ensure readiness to respond to marine pollution incidents under the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances. There were no significant oil or chemical spill incidents in NSW waters during the year. The NSW Port Corporations responded to 83 reports of oil spills. These were minor and most occurred in Sydney Harbour.

In May 2006, oil spill response training was conducted at Lord Howe Island in recognition of the importance of protecting the World Heritage-listed area. In addition, an equipment deployment exercise at the regional port of Eden was conducted for local emergency service personnel and agencies likely to be involved in responding to a local spill.

The revised NSW Marine Oil and Chemical Spill Contingency Plan was endorsed by the State Emergency Management Committee. Reviews of the Lord Howe Island Oil Spill Contingency Plan and the Port of Yamba Oil Spill Contingency Plans commenced.

The mangrove and seagrass habitats in a number of estuaries were updated in the NSW Oil Spill Response Atlas.

MARINE PESTS

NSW Maritime continued to participate in the development of a national ballast water management system. This included working closely with the Department of Primary Industries, the Department of Environment and Conservation and the NSW Port Corporations.



Environmental Service Officer, Joanne Stanley, removes rubbish from Sydney Harbour. 3681 cubic metres of waste was collected in 2005–2006.

Safe and sustainable waterways

26



Officers from NSW Maritime and National Parks and Wildlife Service liaise regarding traffic management during whale visitations.

Environmental Sustainability

ENVIRONMENTAL MANAGEMENT SYSTEM

NSW Maritime has commenced the development of an Environmental Management System (EMS) to be implemented initially for operational activities at its Rozelle Bay site. The EMS will be aligned to the ISO 14000 Series and once the initial phase is completed, consideration will be given to extending the implementation to all areas of the organisation.

ENVIRONMENTAL EDUCATION

NSW Maritime is committed to protecting the marine environment from impacts associated with vessels. To help achieve this objective, NSW Maritime promotes environmentally responsible use of our waterways through its website, various publications, print and electronic media and various community events.

The following environmental messages were promoted during the year:

- Management of sewage pollution from vessels
- Minimising wash from vessels

- Protecting seagrass beds
- Impacts of the invasive weed *Caulerpa Taxifolia*.

ENVIRONMENTAL SERVICES

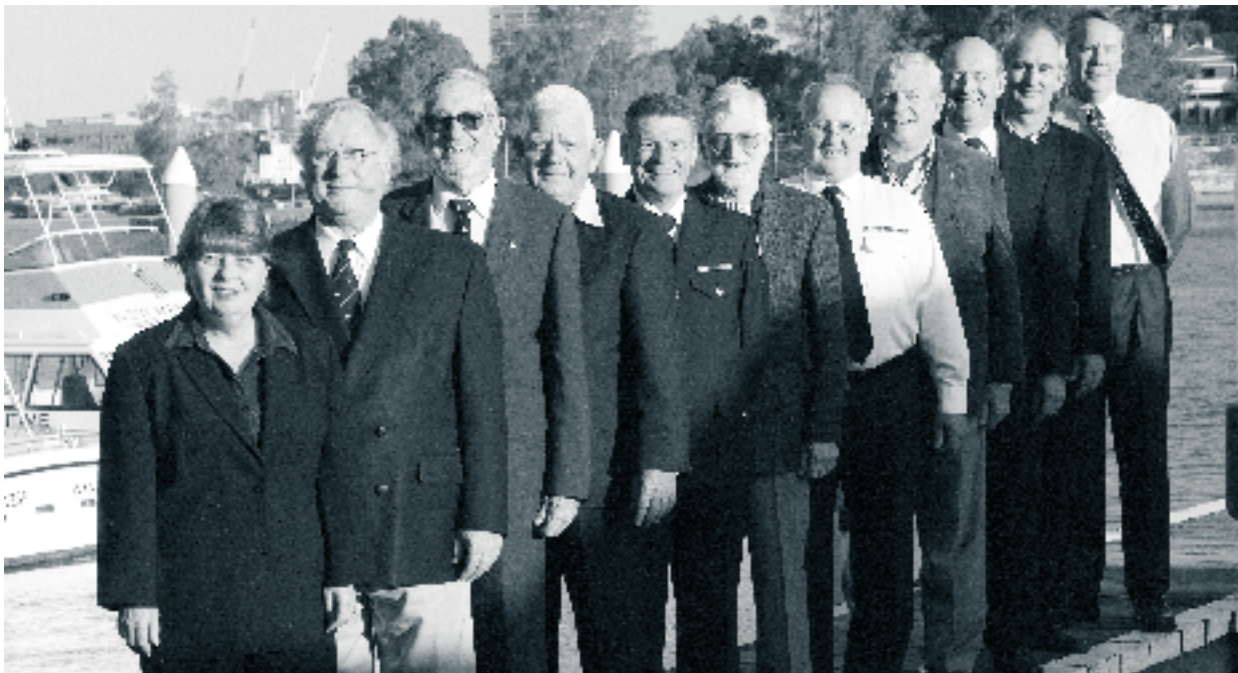
Consistent with NSW Maritime's commitment to a clean and safe harbour and shoreline, the Environmental Services team visited an average of 48 locations daily to remove rubbish and foreign materials from Sydney Harbour. During the year, 3681 cubic metres of waste was collected, representing a small decline on the previous year.

VESSEL WASTE RECOVERY

To protect the marine environment from the impacts of sewage pollution from vessels and to encourage the responsible disposal of vessel waste, NSW Maritime maintains two and monitors four pump-out facilities on Sydney Harbour. During the year, more than 9.6 million litres of waste was pumped out through these facilities. This represented a 4.96 per cent decline. However, it is estimated that 73,000 litres of waste was pumped out at private marinas on Sydney Harbour, an increase of 80.43 per cent when compared with last year.

NSW Maritime also funds fixed and mobile vessel pump-out facilities on Myall Lakes. More than 148,000 litres was pumped out through these facilities during the year, an increase of 10 per cent.

From 13 November 2005, all Class 1 and Class 4 commercial vessels were required to connect on-board sewage treatment systems to holding tanks which must be discharged into approved sewage pump-out facilities.



RVAG members – representatives of Recreational Vessels Advisory Group who volunteer their time to provide NSW Maritime with advice on a range of recreational boating issues.

Advisory Groups

THE RECREATIONAL VESSELS ADVISORY GROUP (RVAG)

RVAG, whose membership includes representatives from boating associations, clubs, volunteer marine rescue organisations, the boating industry and NSW Police, is the peak recreational vessels advisory group for NSW Maritime. The group met every second month during the year and provided advice on a range of recreational boating issues referred to it by NSW Maritime, and raised other matters for discussion.

Issues considered by RVAG included:

- Carbon monoxide from vessels
- Boating incidents
- Recreational vessel safety equipment
- Lifejacket requirements
- Tow-in surfing
- Wake surfing
- Revised boat licence testing regime
- Mooring maintenance
- Boating plans
- The Australian Builders Plate.

FISHING INDUSTRY ADVISORY GROUP

NSW Maritime has formed a new working group, the Fishing Industry Advisory Group (FIAG) in response to statistics that point to far higher accident rates among commercial fishers than among workers in other industries. FIAG is responsible for developing strategies to improve safety in the commercial fishing industry. Organisations represented include NSW Department of Primary Industries, Workcover, Seafood Training NSW, the Master Fish Merchants Association of Australia and Newcastle Fishermans Co-operative Limited.

One of the first tasks for FIAG was the consideration of NSW Maritime's proposed adoption of Part D of the NSCV. Among the on-going issues being considered are crewing, watch-keeping, fatigue, machinery and equipment, catch handling and vessel seaworthiness.

COMMERCIAL VESSELS ADVISORY GROUP

The Commercial Vessels Advisory Group (CVAG) is the peak commercial vessel industry advisory group. It provides an opportunity for industry to directly communicate issues and concerns to NSW Maritime. Issues discussed included commercial standards, wharf bookings and the placement of navigation aids. CVAG also provided advice on the arrangements for major aquatic events.

CVAG meets quarterly and its membership includes representatives of all the major industry sectors, in addition to government agencies such as Water Police, Sydney Ferries Corporation and the Department of Primary Industries. Specific issues raised at CVAG meetings during 2005–2006 included vessel crewing, competency based training, the safety of water taxis and passive craft on Sydney Harbour, Safety Management System audits and the provision of waste disposal facilities and other infrastructure.

Corporate Direction

Improved infrastructure and
access to waterways

Susan Norbom and Dennis Buttigieg, of the Survey and Spatial Information Branch, test the interactive desktop mapping software, EVIEW, prior to its introduction in 2006–2007.



Sydney Projects

MANLY WHARF REFURBISHMENT

NSW Maritime is providing the majority of funding to upgrade Manly Wharf in order to improve lighting, ticketing facilities, staff amenities, ferry/ JetCat berthing facilities, mobility impaired access and pedestrian traffic circulation. The upgrade will result in better passenger waiting areas, improved harbour views and the reinstatement of the heritage roof profile on the wharf's eastern side, complementing improvements to wharves at Circular Quay undertaken in 2000.

The \$15.7 million wharf upgrade contract was awarded to Reed Constructions on 18 January 2006. Stakeholders affected by the works were kept informed through a public awareness campaign involving regular briefings with Sydney Ferries staff, wharf retailers and precinct committee groups and through regular advertising and signage. Works are scheduled for completion by mid-2007.

KING STREET WHARF

King Street Wharf continued to achieve praise as a tourist and leisure destination for cruises on Sydney Harbour. The area is now a well established restaurant strip offering a popular destination for dining for Sydney-siders and visitors alike.

During the year a proposed mixed commercial, residential and retail development on the northern site was changed to a solely commercial development, while negotiations continued on the future of the proposed hotel and commercial building sites adjacent to the Western Distributor.

WALSH BAY PRECINCT

Construction continued on the remainder of the \$860 million joint private sector/Government redevelopment at Walsh Bay, combining residential, commercial, cultural and maritime facilities with public promenades and open space. The NSW Government provided funding for the cultural, maritime and foreshore access elements of the redevelopment.

Major milestones for the year included significant upgrading of Hickson Road, the completion of the Towns Place residential building at the western end of the precinct and the assignment of the Bond Store 1 site for development as an office block. Pier 2/3 was a principal site for the 2006 Biennale Exhibition of Sydney Contemporary Art which commenced in June 2006.

The redevelopment has received more than 40 awards for excellence in property development and waterfront construction. In particular, NSW Maritime was awarded for 'Excellence on the Waterfront' by the Waterfront Center in Washington, D.C. at the end of 2005.

The redevelopment of the Walsh Bay precinct is due to be completed in 2007.

ROZELLE BAY MARITIME PRECINCT

NSW Maritime continued to work on detailed design proposals with the seven consortia to develop the Rozelle Bay precinct. More than \$130 million worth of infrastructure for a wide range of essential maritime services including dry boat storage, commercial/retail development, waterfront construction, boat salvage services, vessel refit and repair and maritime contracting industries – will be provided on the north-western side of Rozelle Bay.

By 30 June 2006, four consortia had received landowner's consent and had either submitted or were submitting development applications to the Sydney Harbour Foreshore Authority, on behalf of the Department of Planning.

In September 2005, the Minister for Planning adopted an amendment to the Master Plan for the Rozelle and Blackwattle Bays Maritime Precincts and approved the development application for the subdivision of the precinct and the construction of the realigned James Craig Road.

Tenders were received in April 2006 for the reconstruction of James Craig Road to the northern end of the site in order to better use the available land within the precinct. It is anticipated that a \$4 million contract will be awarded for the one kilometre long, two lane road, together with ancillary services, in the third quarter of 2006. Sensitive heritage issues were satisfactorily resolved to permit building part of the road over the adjacent water-intake canal structures which form part of the heritage-listed White Bay Power Station.

Homebush Bay Remediation

In May 2005, NSW Maritime signed a deed of agreement and remediation contract documents with Thiess Environmental Services for the \$100 million clean-up of contaminated sediments on NSW Maritime-owned land and waterway sites at the eastern end of Homebush Bay. NSW Maritime is contributing approximately \$21 million to remediate around 30,000 cubic metres of contaminated bay sediments.

During the year, Thiess began excavation and stockpiling of contaminated materials on the land site. Work to remediate the sediments in the bay will begin in the coming year. The contractor has scheduled the completion of all remediation works late in 2008.

Improved infrastructure and access to waterways

Botany Bay Projects

NSW Maritime continued to chair the Botany Bay Coastal Management Committee which met four times during the year. As part of this process, NSW Maritime has begun detailed monitoring of key foreshore areas of Botany Bay and the effect of the recently constructed groynes along Lady Robinsons Beach.

TOWRA BEACH RESTORATION

During 2004–2005, NSW Maritime successfully completed a \$1.45 million erosion mitigation project on behalf of the NSW Department of Environment and Conservation (DEC) to protect the freshwater wetlands of the Towra Point Nature Reserve. NSW Maritime continued to work with DEC to monitor project outcomes, including the re-established beach profile and seagrasses.

In December 2005, NSW Maritime received a Commendation in the Environment and Natural Resources category of the 2005 NSW Premier's Public Sector Awards for its project management of the dredging and beach restoration works.

FORESHORE BEACH SAND NOURISHMENT

Beach nourishment works, to address an area of significant erosion adjacent to Foreshore Beach, Botany were completed in January 2006. Eroded sand, which had accumulated at the mouth of the Mill Stream Diversion Channel, was returned to the beach. The nourished area was shaped and stabilised with brush matting to minimise the effects of wind erosion.

Hunter Region Projects

HUNTER RIVER SOUTH ARM DREDGING PROJECT

NSW Maritime, as owner of the Newcastle Port bed on behalf of the State Government, is the proponent for a proposal to extend the shipping channels in the port. The project is being developed in conjunction with the Newcastle Port Corporation and involves the removal and treatment of a small area of contaminated river sediments adjacent to the former steelworks site.

Development consent for the project was granted, subject to conditions, by the Minister for Planning on 9 August 2005. The consent provides a framework for extending the deep water channels west from the existing port area along the South Arm of the Hunter River to the Tourle Street Bridge.

The dredging is expected to be carried out progressively by the private sector in order to provide shipping access to proposed port related industrial developments on the adjacent land areas of Kooragang Island. Proponents for each development will be required to obtain separate development consent for their land-based components and seek specific approvals for their dredging operations.

The development consent provided for a trial remediation project to be carried out to assist in determining the most effective way of treating the contaminated sediments. Dredging of a small quantity of contaminated material for the trial remediation project was completed by BHP Billiton and plans are currently being finalised for the removal and treatment of the remaining contaminated material.

PROPOSED PROJECTS AT KOORAGANG ISLAND

Port Waratah Coal Services announced plans to further expand its existing coal loader on Kooragang Island by constructing a new berth, with associated dredging. The timing of the dredging will depend on the removal of the contaminated sediments from the Hunter river.

Newcastle Coal Infrastructure Group entered into a lease agreement with NSW Maritime in order to construct and operate a new coal loader on Kooragang Island. This includes an agreement to lease wetland areas owned by NSW Maritime for at least two new shipping berths and associated structures, together with the dredging of approximately one kilometre of the shipping channel. The dredging component would be carried out under the dredging consent for the South Arm. However, the actual timing of the dredging is dependent on the removal of the contaminated material from the river.

Asset and Property Management

COMMUTER WHARVES

NSW Maritime has responsibility for the maintenance and upgrade of 10 commuter ferry wharves and 17 charter vessel wharves on Sydney Harbour. In December 2005, NSW Maritime extended its external maintenance contract for these wharves for a further two years.

Recognising the need for all commuter wharves to be maintained at the same high standard, the NSW Cabinet, on 21 March 2006, approved the transfer of ownership of all remaining Sydney Harbour commuter ferry wharves on Sydney Harbour and its tributaries to NSW Maritime. The transfer included 17 council-owned wharves, eight Ministry of Transport-owned wharves, nine Sydney Ferries Corporation-owned wharves, five Sydney Harbour Foreshore Authority-owned wharves and one Sydney Olympic Park Authority-owned wharf.

NSW Maritime commenced negotiations with the local councils and Government agencies involved in the transfer, and is to carry out a \$12 million program over four years to prioritise wharf replacements and upgrades – including the provision of disabled access.

Councils will be asked to take responsibility for garbage collection, cleaning, lighting and other matters connected to the wharves.

Urgent maintenance work was completed during the year on council-owned wharves at Birkenhead and Double Bay.

WHARF SAFETY AUDIT

Under the *Marine Safety Act 1998* (MSA), NSW Maritime is responsible for inspections of public ferry wharves to determine wharf safety.

The MSA defines a public ferry wharf as a wharf or associated facilities used for the purposes of public passenger services provided by ferries. This includes commuter wharves, such as Sydney Harbour ferry wharves, and wharves used by smaller commercial operators such as charter or dive vessels in regional NSW. NSW Maritime has identified approximately 260 public wharves throughout NSW that fit this description.

The MSA allows NSW Maritime to inspect public ferry wharves and issue an Improvement Notice detailing maintenance requirements to the owner. NSW Maritime also has the power to issue a Prohibition Notice barring any activity that may involve a risk to the health or safety of people using, or operating, public passenger services provided by ferries.

During 2005–2006, inspections were undertaken at 50 wharves, being mostly commuter wharves in Sydney. NSW Maritime issued 38 warning letters regarding both minor and significant non-compliance issues. Of these letters, two included Improvement Notices and one contained a Prohibition Notice.

Wharf safety audit inspections have resulted in improvement works being undertaken at sites including: Wolseley St Wharf, Drummoyne (Stage 1 and 2 works), Birkenhead Wharf, Double Bay Wharf, East Balmain Wharf and Taronga Zoo Wharf passenger access ramps.

SURVEY AND MAPPING

NSW Maritime has taken delivery of Echo, a new vessel that has increased its capacity to conduct hydrographic surveys to monitor navigation channels and investigate marine incidents. Fourteen major hydrographic surveys were carried out during the year.

New boating safety maps were produced for Lakes Jindabyne and Eucumbene, the Murray River around Lake Mulwala and Moama. New editions were also published for 10 other waterways. A total of 42 maps, all published on waterproof paper, are now available to the public.

Work was completed on the development of a field data-capture and management application using ArcPad GIS and Global Positioning System technologies to enable Boating Service Officers to capture location and attribute data for all signage relating to NSW waterways.

In June 2006, NSW Maritime updated its video footage of the foreshores of Sydney Harbour, Botany Bay, Port Kembla and Newcastle using a low-altitude helicopter. New high resolution aerial photography was also acquired to further assist in mapping, site investigation and as a record of maritime land sites.

A 3D animated model of the Rozelle Bay Maritime Precinct proposal was created using actual designs of proposed developments. The animation is to assist in development planning, marketing, and presentations for the precinct.

The adoption of the mapping software product EVIEW was completed and its introduction is planned in the coming year. EVIEW is an interactive desktop mapping application that will provide all staff with the capability to view, produce and print custom maps via the intranet using available spatial data.

EDEN CARGO STORAGE AREA

During 2005–2006, NSW Maritime actively encouraged use of the new Navy/Multi-purpose wharf for tourist cruise vessels and for local timber exports.

To service the trade requirements of the berth, an eight-hectare cargo storage area was constructed during the year, at a cost of \$4 million. The facility was opened by the Minister for Ports and Waterways on 28 April 2006.

SUPERYACHTS

In its seventh year of operation, the Rozelle Bay Superyacht Marina continued to be used by local and visiting vessels, including the superyachts *Boadicea*, *White Rabbit*, *Gran Finale*, *Spirit of Sovereign*, *Ulysses Blue*, *Ophelia* and *Crystal Lady*, all of which are between 35 and 71 metres in length. The adjacent hard stand was also used for sailing yacht refit, storage and mast work.

During the summer period, Campbells Cove Jetty was again used as a superyacht venue by the 50 metre sailing yachts *Phryne* and *Georgia*, as their masts were too high to transit under the Sydney Harbour Bridge. Walsh Bay was used by superyachts *Arctic P*, *Lone Ranger*, *Adix* and *Cambria II*.

NSW Maritime also supported the formation of the NSW Superyacht Industry Association to further promote the superyacht industry and its economic benefits to the State.

Improved infrastructure and access to waterways

SEAWALL RESTORATION

Following successful completion of Dawes Point seawall restoration works between the Park Hyatt Hotel and the former Horse Ferry Wharf in January 2005, work has commenced to restore the remainder of the seawall prior to the 2006–2007 Christmas–New Year period. NSW Maritime is specifically responsible for the 15 metres of the seawall adjacent to Ives Steps Wharf, next to Pier One. Restoration work will include wall strengthening, new asphaltic cement surfacing and replacement of missing and corroded rail sections.

A \$1 million contract was also awarded in June 2006 to reconstruct a 60 metre section of seawall located near NSW Maritime's Rozelle Bay office.

FORMER TUG BERTHS, NEWCASTLE

Four small tug wharves, located along Wharf Rd Eastern Promenade, are no longer used for commercial shipping purposes. NSW Maritime proposes to upgrade the largest one for community purposes.

Approval for the works was received in March 2006 and tenders are expected to be called later in the year.

MARITIME TRADE TOWERS

The Maritime Trade Tower building, at 207 Kent St, is NSW Maritime's major commercial asset. At 30 June 2006, the building had an occupancy rate of 77.2 per cent, which reflects the current status of the Sydney CBD commercial property market. A marketing and leasing campaign is currently underway.

The building continued to have a 3.5 star Australian Building Greenhouse rating, placing it in the top 10 'environmentally efficient' buildings in Sydney.

SEAPLANE MANAGEMENT – ROSE BAY

The Rose Bay seaplane base continued to be managed by Indian Pacific Contractors (IPC), under licence from NSW Maritime. The number of seaplane companies has now reduced to two as a result of consolidation within the seaplane industry.

IMPLEMENTATION OF THE IPART REVIEW OF FORESHORE RENTALS

The Independent Pricing & Regulatory Tribunal of NSW (IPART) made recommendations in 2004 on the rental fees applied to domestic waterfront tenancies over lands administered by both the Department of Lands and NSW Maritime. During 2005–2006, NSW Maritime completed a review of its 1507 domestic waterfront tenancies and determined new rental fees in accordance with the IPART determination which began to be phased in to existing lessees.

IGLS UPGRADE/ REPLACEMENT STRATEGY

Since NSW Maritime's property management system, the Integrated Graphical Leasing System (IGLS), was first implemented in 1998, there have been significant changes to business rules, particularly with the introduction of commercial leases to the system, and a greater emphasis on planning framework and compliance roles. Consequently, a replacement strategy is necessary to satisfy new business rules and take advantage of re-engineering and technological opportunities.

During the year, work commenced to replace IGLS servers and upgrade the system software in the short term. As part of a longer term strategy, the Office of Information and Communications Technology has provided advice on the development of user and system requirements documents to form the basis of a tender request for a new property management system.

CIRCULAR QUAY WHARF 1

NSW Maritime is to enhance water transport access at Sydney Cove by replacing the East Circular Quay pontoon, which was constructed in 1988, with a facility specifically tailored to the needs of the various charter vessel operators and water taxis which use the pontoon. The pontoon will be made of sturdier materials and will include a multi-user ticketing workstation, shelter, power and telephone services. Development approval was initially sought in April 2005, however, in response to submissions made during the subsequent public exhibition of the proposal, modifications have been made to the proposed ticketing workstation, shelter size, and access ramp.

The award of a contract has been delayed pending approval of the revised design. Construction is scheduled to begin in 2007, after the peak boating season.

CIRCULAR QUAY AND KING STREET WHARF IMPROVEMENTS

During the year, work began to:

- Replace existing skirting panels enclosing the Circular Quay western promenade substructure that were in poor condition
- Install ferry arrestors on either side of Circular Quay Jetty No.6 – one of the recommendations of the Office of Transport Safety Investigations report into the March 2005 Collaroy ferry incident at Circular Quay No.3
- Install a new ferry arrestor adjacent to the southern berth of the King St Ferry Wharf No.3 consistent with the one adjacent to the northern side.

Infrastructure Programs

MARITIME INFRASTRUCTURE PROGRAM

On behalf of the State Government, NSW Maritime administers the Maritime Infrastructure Program (MIP) which provides grant funding for infrastructure projects throughout NSW to benefit the boating community.

MIP, which was formerly known as the Waterways Asset Development and Management Program (WADAMP), provides grants that are allocated on a 50:50 partnership basis with funding shared by local councils, other State agencies, boating and community groups. Contributions from vessel registration fees fund about half the program.

Projects are submitted by land owners, usually local councils, as part of the annual call for applications. NSW Maritime also works in conjunction with councils during the year, as part of River and Estuary Management Committees or through Boating Management Plans, to identify opportunities and issues on particular waterways, including improvements to boating facilities.

In 2005–2006, a total of 65 applications for MIP grants were received for regional NSW, which resulted in 34 grants totalling \$1,526,984 being offered.

SHARING SYDNEY HARBOUR ACCESS PROGRAM

This year was also the third year of the Sharing Sydney Harbour Access Program (SSHAP) for grants in Sydney Harbour. SSHAP is administered through the Department of Planning with funding and technical assistance provided by NSW Maritime. The objective of the SSHAP is to improve public access to the foreshore of Sydney Harbour. Nine grants were offered through SSHAP, totalling \$226,620. In addition, \$240,000 was allocated for a planned facility at Ballast Point.

Total grants provided during the year through MIP and SSHAP amounted to more than \$1.99 million for 43 projects and the Ballast Point allocation. The grants will allow works worth more than \$5 million to be undertaken with some of the projects also attracting co-funding from other sources.

10 YEAR BOATING FACILITIES PROGRAM

In addition to the MIP and SSHAP partnerships, NSW Maritime is developing a 10 year boating facilities program, which will assist in identifying opportunities for future improvements over the next decade to ensure the effectiveness of NSW Maritime grant programs are maximised throughout NSW.

The boating facilities program involves the collection of information on boating facilities throughout the State as well as discussions with local councils and other boat user groups as the major recipients of grant funding.

NAVIGATION AIDS/MARKERS

A total of 183 navigational aids were upgraded during the year. This involved the changing of 136 lights to LED technology, converting 10 steel pipe markers to PVC markers and upgrading 56 old fibreglass buoys to the new 1300 series plastic buoys. In addition to these upgrades, a total of 88 new navaids were installed throughout NSW, comprising 11 PVC markers, 13 plastic 1300 series buoys, 51 aqua markers, three courtesy moorings and a number of pylons and lights.

Major capital upgrades included:

- Installing a new entrance lead at Lord Howe Island – \$56,800
- Installing new beacons and light upgrades in the Port of Yamba – \$62,160
- Replacing flood damaged aids in the Bellinger and Tweed Rivers – \$24,000
- Lighting upgrades in Lake Macquarie – \$34,000,

· Aid upgrades in:

- Hawkesbury, Brisbane Waters and Pittwater areas – \$51,000
- Sydney Harbour – \$22,000
- Georges and Hacking Rivers – \$22,000
- Wollongong, Lake Conjola and Lake Illawarra – \$21,000
- Murray Region – \$19,000.

A total of 489 breakdown notifications were issued for the year, comprising 71 per cent lit aids and 29 per cent unlit aids. This represents an increase of 61 per cent from 2004–2005 and 15 per cent of the total navaid population, which is currently 3,250. Major causes of navigation marker failure were attributed to light components (44 per cent), buoy off station (21 per cent), vandalism (12 per cent), false alarm (6 per cent) and missing (6 per cent). The navaid maintenance contractor achieved a 100 per cent compliance rating for meeting key contract performance targets.

TOTAL ASSET MANAGEMENT (TAM) STRATEGY

NSW Maritime is developing its TAM strategies in conformity with NSW Treasury guidelines. This involves subjecting assets that support service delivery outcomes to rigorous strategic planning principles in the areas of maintenance, capitalisation and disposal. Strategies were completed during the year for heritage asset management, berthing boxes and dredged channels, maritime infrastructure, harbour lands and the Maritime Trade Towers.

The Operational Assets and Accommodation Strategy is currently under review in an attempt to deliver outcomes that will see a consistent approach to procurement, additional utilisation of assets and opportunities for efficiencies through innovative approaches, such as joint agency offices.

NSW Maritime currently has 31 operation centres from Tweed Heads on the Queensland/NSW border to Eden on the South Coast, and as far west as Mildura on the Murray River.

Improved infrastructure and access to waterways

34

An accommodation strategy was developed so that NSW Maritime can continue to provide a high level of service to its clients. Functional requirements for an operations centre include:

- Proximity to waterfront
- Suitable customer service area
- Good parking facilities for customers, including space for boats on trailers
- Adequate arrangements for berthing and/or storage of patrol boats and storage of equipment.

NSW Maritime is actively pursuing co-location with State and Federal Government agencies and other organisations where appropriate.

The TAM strategies are evolving and subject to ongoing review. Over the next three years it is planned the strategies will maximise asset utilisation.

Statewide Planning

BERRYS BAY MARITIME PRECINCT

A four hectare land and water area at the western end of Berrys Bay, comprising part of the former BP oil storage site and the current Woodleys vessel repair facility, has been identified for development as a maritime precinct. Land in the precinct is suitable for a range of maritime commercial and recreational uses. The site is on both Crown and NSW Maritime land.

NSW Maritime intends to call for registrations of interest for the development of the precinct in the coming year. The development will include permanent public access and retain the heritage aspects of both sites.

BERRYS BAY – FORMER QUARANTINE DEPOT

This heritage-listed site is also on the western side of Berrys Bay and on both Crown Property Portfolio and NSW Maritime land. During the year a comprehensive maintenance program for the buildings, wharf and trees on the site was commenced.

Registrations of Interest for the future development of the site are expected to be called in the coming year. The objective is to establish a range of commercial and community uses to ensure broad access to the site with an emphasis on its long association with maritime activities.

BANK STREET PYRMONT MASTER PLAN

A final Master Plan for the area along Bank Street, between the old Glebe Island Bridge and the Sydney Fish Market – on land owned by NSW Maritime and four other landowners – was completed in December 2005. Completion of the Master Plan was a prerequisite under the Sydney Regional Environmental Plan No 26 for the development of the site as a passive boating facility to cater for canoes, rowers and dragon boaters, providing community foreshore access and open space. It is anticipated the Plan will be endorsed by the Minister for Planning in the coming year.

BLACKWATTLE BAY DEVELOPMENT

In June 2006, a Development Application (DA) for the refurbishment of the former coal bunker wharf at the southern end of Blackwattle Bay, which was prepared by NSW Maritime in conjunction with Sydney Harbour Foreshore Authority (SHFA), was approved by the Minister for Planning. The DA sought approval to construct a new building for maritime-related uses within the coal bunker footprint and the reinstatement of the former coal unloading gantry crane. A proposal to link the wharf to the adjacent Sydney Fish Market via a pedestrian boardwalk was placed on public exhibition in May 2006.

In the coming year, it is intended to call for expressions of interest from the private sector to repair the coal bunker wharf substructure, refurbish the wharf in terms of the development consent, construct the boardwalk, develop the adjacent commercial marine wharf and lease both wharf sites.

HOME BUSH BAY WEST MARITIME PRECINCT

The Master Plan for Homebush Bay West, prepared in conjunction with the Sydney Olympic Park Authority, was adopted by the Minister for Planning in September 2005. The Master Plan includes the provision of a maritime precinct for western Sydney which would include dry boat storage, a public boat ramp, vessel repair facilities and a significant foreshore park.

COMMERCIAL WETLAND LEASING POLICY

NSW Maritime, in conjunction with the NSW Department of Lands, worked on a joint policy on commercial leasing tenure arrangements for the State's commercial marinas and associated waterfront uses. The aim of the draft policy is to provide a framework that encourages marina operators to provide and maintain quality boating services and facilities in a commercially secure environment.

Extensive consultation with industry groups and community representatives was undertaken during the year.

Foreshore Approvals

APPLICATIONS FOR CONSENT

As the land owner of the beds of the harbours and tributaries of Sydney Harbour, Botany Bay, Newcastle Harbour and Port Kembla Harbour, NSW Maritime is responsible for assessing proposed developments on port lands prior to any development application being lodged with the relevant consent authorities. Each of these waterways is significant in terms of its natural, cultural, economic and historical value to the people of NSW.

During the year, NSW Maritime received 87 new applications seeking land owner's consent to lodge a development application for works over its land, seven more than for the preceding year. A total of 94 applications were determined, of which 80, which equates to 85 per cent, were approved. This represented an increase in applications and a higher approval rate over the previous year, in which 82 applications were finalised and 49 were approved. The average time taken to determine land owner applications was 10 per cent less than the previous year.

The increased proportion of successful applications and the improved turnaround times can be attributed to:

- Lodgement of a higher proportion of applications for public, club and commercial boating facilities
- Streamlining of minor applications relating to events and internal fit-outs at Woolloomooloo Wharf, King Street Wharf and Walsh Bay
- Improved screening of applications to ensure they are complete before they are registered
- Greater certainty to applicants provided by the introduction of a new waterside zoning system on 28 September 2005 under the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney REP).

NSW Maritime assessed and determined a number of applications under the *Environmental Planning and Assessment Act 1979* for water-based development on Sydney Harbour, maintenance dredging and works in unzoned waters. A total of 42 applications were determined during the year, 10 less than the previous year. However, the approval rate increased by 10 per cent. This was due to:

- A reduction in the number of applications lodged for private structures
- The extension of the Sydney REP to the Lane Cove River, Circular Quay, Blackwattle Bay and Rozelle Bay, shifting approval for some types of development to the Minister for Planning or local councils.

Construction approval was granted to 32 applications, compared with 31 last year.

A total of 115 integrated development applications were reviewed under the *Rivers and Foreshores Improvement Act 1948*, representing a decrease from the 207 applications considered during the previous year. This reduction is the result of new exemptions which apply to applications within existing building footprints and almost all ancillary developments more than 10 metres from protected waters. Accordingly, the number of permits for work issued decreased from 55 in 2004–2005 to 35 for the current year.



NSW Maritime provides maritime infrastructure, such as King Street Wharf (pictured above), which supports the commercial vessel industry.

Corporate Services

Customer Service Officer, Su Yee Collins, provides a customer with information about recreational boat registration. NSW Maritime has 31 Operation Centres across the State.



DEVELOPMENT OF OUR ORGANISATION

As part of the implementation of the NSW Maritime Employee Recognition Scheme, the inaugural Chief Executive Awards were held on 8 February 2006. The first recipients received awards for innovation, customer service and team performance.

A new career structure was implemented for customer service staff. The new position of Customer Service Specialist was designed to assist with the formal, structured competency-based training and assessment of Customer Service Officers. Another new position, entitled Customer Service Coordinator, is to participate in the management and coordination of customer service functions within operation centres.

The State Government on 17 March 2006 passed the *Public Sector Employment Legislation Amendment Act 2006* which deemed NSW Maritime employees were employees of the Crown.

JOB EVALUATION SCHEME

NSW Maritime continued the application of the Cullen Egan Dell Evaluation Scheme which provided rigour, transparency and clarity in job redesign and job evaluation processes. The superior aspects of the scheme and the involvement of trained staff participants assisted its smooth operation.

LEARNING AND DEVELOPMENT

NSW Maritime commenced a three-year program of organisational development and cultural change encompassing leadership, ethics and customer service.

The initial Leadership and Management Development Program involved two workshops. The first set the direction of the program and the second related to coaching for achievement. To ensure skills are transferred to the workplace, managers attended follow up small group coaching sessions to work on individual cases.

All staff attended ethics awareness training. KPMG ran the program and have conducted similar programs for the State Governments in Victoria and South Australia.

A customer service training program was developed for all staff and will start in July 2006.

The newly created classification of Customer Service Specialist has responsibility for the training and assessment of new staff. Staff appointed to these new roles received training and will implement a new outcomes based competency system.

In addition to the new training programs developed and introduced during the year, NSW Maritime conducted regular training courses on Authorised Officer Compliance, Staff Selection Techniques, Job Interview Skills and Business Writing. More specialist courses included Job Evaluation training and Ministerial Briefing Note Writing. Average training days for staff increased from 1.6 to 3.5.

LEGAL SERVICES

NSW Maritime has six solicitors and three support staff who provide a wide range of services to internal and external clients including the Minister, Chief Executive, NSW Maritime staff and members of the public.

Legal Services operates statewide and is involved in the enforcement and provision of advice in relation to marine and environmental legislation. Work includes the preparation of contracts and processing Freedom of Information applications, searches of NSW Maritime records, and responses to subpoenas and penalty notice representations.

In addition to providing advice and representation in traditional areas of public sector legal practice, Legal Services assists in meeting the training needs of NSW Maritime officers and ensuring organisational compliance with various legislative requirements. The legal team maintains a watching brief on legislation and policies that may impact on NSW Maritime.

A detailed overview of the key areas of practice and responsibility of Legal Services is set out in the Appendices.

OCCUPATIONAL HEALTH AND SAFETY

NSW Maritime is committed to providing a safe and efficient workplace for all its employees, contractors and visitors and to raising awareness of workplace occupational health and safety issues. This commitment is achieved through workplace consultation with employees, hazard identification and risk assessment.

NSW Maritime continued the implementation of Occupational Health and Safety (OH&S) consultative arrangements which required the training of new committee members. Practical risk management workshops covering job safety analysis were conducted and Job Safety Analysis drafts were developed to ensure the consultation process is effectively implemented.

In pursuing its overarching goal to provide a safe workplace and reduce injuries to employees, the following activities were undertaken:

- Implementation of the NSW Public Sector OH&S and Injury Management Strategy 2005-2008
- Delivery of OH&S training to management and staff to build capacity and awareness in the management of OH&S issues in workplaces
- Planning and implementation of measures to transfer the management of workers' compensation claims to the new Treasury Managed Fund (TMF) workers' compensation model
- Delivery of TMF risk management workshops to identify, develop and prioritise high-risk activities
- Review of unresolved OH&S risks and recommended control actions by OH&S Committees
- Documentation and communication of suitable controls and procedures for key workplace safety risks
- Delivery of health awareness and control programs in the areas of skin cancer, immunisation and influenza.



NSW Maritime plays a key role in staging the annual Sydney Harbour Week. Pictured is a scene from the Sail Expo event held in Cockle Bay.



Boating Service Officer Eric Taylor (left) takes part in a compliance training exercise, while Senior Boating Service Officer Hendrik Clasie assesses his performance. Boating Service Officers Dan Duemmer and Marg Wyborn play the part of boaters in the exercise.

DUST DISEASES LIABILITY

NSW Maritime is responsible for managing current and future dust diseases claims. Based on actuarial advice, \$1.96 million was set aside to manage this liability, a reduction from \$3.2 million in 2004–2005, due to lower estimated numbers of future claims and a reduced average claim size.

At 30 June 2006, NSW Maritime is a respondent for two dust diseases claims. Currently, the estimated cost for both claims is \$220,000 excluding legal costs.

WOMEN'S ACTION PLAN

NSW Maritime recorded an 88 per cent return rate for staff on maternity leave and the rate of female participation in its workforce increased to 43 per cent. Female staff are employed in varied roles across the organisation, and increasingly in previously male-dominated areas such as the on-water roles of Boating Service Officer and Environmental Service Officer.

In 2005–2006, NSW Maritime supported four women to attend the Springboard Development Program and one to attend the Women in Leadership Program. In addition, a corporate table was sponsored for the UNIFEM International Women's Day breakfast event, which enabled 10 female and male staff members to attend.

EQUAL EMPLOYMENT OPPORTUNITY

NSW Maritime supported two Aboriginal and Torres Strait Islander traineeships to successful completion, a further two trainees enrolled in a Certificate II in Business Administration. Additional support was available to trainees, including a dedicated support person and the resources of the Aboriginal Employment Strategy.

The North Coast region actively participated in the Regional Coordination Management Group initiative to improve the employment outcomes of indigenous people in regional areas.

Three staff were supported to attend the Institute of Public Administration Australia 2006 Seminar entitled

OCCUPATIONAL HEALTH AND SAFETY PERFORMANCE

Average days of sick leave per employee	increased from 5.16 to 5.28
Average days of sick leave per employee (excluding long term sick leave >15 days)	4.73
Number of lost-time injuries	decreased from 12 to 8
Number of reported non-lost-time injuries	increased from 9 to 10
Total number of workers' compensation claims	decreased from 21 to 18
Average days lost for workers' compensation per employee	increase from 1.1 to 2.14*
Number of OH&S legislation prosecutions	0

* The increase in the days lost for workers' compensation was affected by three long-term cases, two of which have since been resolved.



NSW Maritime is the lead agency in on-water traffic management during the major aquatic events on Sydney Harbour such as the Ferrython on Australia Day.



Environmental Service Officer, Paul Skimmings, gathers usage data from a vessel pump-out facility.

'Improving Aboriginal employment outcomes in the public sector'.

The Equity and Diversity Committee met to raise and discuss issues related to EEO. To address issues raised by the Committee, additional information for applicants with overseas qualifications was provided on NSW Maritime's website and a review of employment policies was undertaken to ensure access and equity for all applicants.

MULTICULTURAL RELATIONS

NSW Maritime reviews the services provided to multicultural client groups on an annual basis. Staff provided valuable input into these reviews and advised where interpreter services may need expansion or where specific cultural groups require additional assistance.

Client groups currently identified as needing additional resources and assistance are Arabic, Vietnamese and Cantonese communities. This assistance is provided through interpreter services and both written and audio safety messages in community languages. An assessment of the client groups at Liverpool operations centre was undertaken during the year and recommendations on the needs of all clients is currently under consideration.

All NSW Maritime staff received training on cultural diversity through the induction program and the delivery of cross cultural awareness training is planned for 2006–2007.

A training module on cultural diversity and discrimination topics was completed during the year. This has been added to the training CD ROM which is now ready for release as part of the orientation program.

Staff awareness on multicultural relations was raised through regular articles in the internal newsletter, *Tidelines* and through participation in events such as Harmony Day.

PERSONNEL POLICIES AND PROCEDURES

The following new policies were introduced during the year:

- Part-time Work Policy
- Part-time Accrual of Additional Entitlements
- Traumatic Incident Stress Management
- Statement of Business Ethics
- Workplace Surveillance Policy.

The following two policies were updated:

- Email, Intranet and Internet Policy
- Grievance Procedures.

DISABILITY ACTION PLAN

The Disability Action Plan was finalised in August 2005. The plan seeks to identify and address barriers to people with a disability in terms of their access to information and services.

The plan is reviewed regularly in order to ensure customers have equal access to the NSW Maritime website, customer service and information across voice and data media. Information access for regional and rural communities and transport infrastructure for people with disabilities will be addressed.

NSW Maritime supported a staff member to attend the Deaf and Hearing Impaired Network, coordinated by the Premier's Department. The network provides information and training.

Index

NSW Maritime continued to promote lifejacket awareness throughout the year, this included a multi-media advertising campaign, promotions at boat shows and community events, and during on-water safety checks.



Achievement Highlights	2
Alcohol and Drug Testing	21
Alternative Licensing and Fee Collection Options	24
Appendices	40
Applications for Consent	35
Australian Maritime Group	19
Bank Street Pyrmont Master Plan	34
Berrys Bay – Former Quarantine Depot	34
Berrys Bay Maritime Precinct	34
Blackwattle Bay Development	34
Boat Licence Testing	22
Boating Fees at Work	24
Boating Safety Compliance	21
Boating Safety Education	21
Channel Agreements	18
Chief Executive's Overview	8
Circular Quay and King Street Wharf Improvements	32
Circular Quay Wharf 1	32
Code of Ethics and Standard of Conduct	13
Commercial Vessels Advisory Group	27
Commercial Wetland Leasing Policy	34
Commuter Wharves	30
Corporate Structure	13
Customer Response	24
Development of Our Organisation	37
Disability Action Plan	39
Dust Diseases Liability	38
Eden Cargo Storage Area	31
Eden Trade Report	17
Environmental Education	26
Environmental Management System	26
Environmental Services	26
Equal Employment Opportunity	38
Financial Summary	6
Fishing Industry Advisory Group	27
Five Year Key Performance Indicators	5
Foreshore Beach Sand Nourishment	30
Homebush Bay Remediation	29
Homebush Bay West Master Plan	34
Hunter River South Arm Dredging Project	30
IGLS Upgrade/Replacement Strategy	32
Incident and Fatality Summary	21
Influenza Pandemic Planning	18
International Conference of Cities and Ports 2006	18
IPART Review of Foreshore Rentals Implementation	32
Job Evaluation Scheme	37
Key Performance Indicators	4
King Street Wharf	29
Kooragang Island Proposed Projects	30
Lake Conjola	24
Lake Mulwala	24

Index

Learning and Development	37
Legal Services	37
Management and Structure	14
Manly Wharf Refurbishment	29
Marine Certification	23
Marine Incident Investigation	23
Marine Pests	25
Marine Safety Training	23
Maritime Infrastructure Program	33
Maritime Trade Towers	32
Maritime/Port Security	17
Multicultural Relations	39
Name Change	13
Natigation Aids/Markers	33
National Marine Safety Committee	19
Newcastle Former Tug Berths	32
Occupational Health and Safety	37
Occupational Health and Safety Performance	38
Oil and Chemical Spill Response	25
Part D of the National Standard for Commercial Vessels	23
Personnel Policies and Procedures	39
Port Policy and Planning	18
Port Safety Operating Licence	18
Recreational Vessels Advisory Group	27
Regional Ports Management Arrangements	17
Risk Management	13
Rozelle Bay Maritime Precinct	29
Safety Management Systems Desktop Audits	22
Seaplane Management – Rose Bay	32
Seawall Restoration	32
Sharing Sydney Harbour Access Program	33
Smiths Lake	24
Statutory Framework	13
Strategic and Business Planning	13
Superyachts	31
Survey	22
Survey and Mapping	31
Swan Lake	24
Ten Year Boating Facilities Program	33
Ten Year Customer Trends	9
Total Asset Management Strategy	33
Towra Beach Restoration	30
Tweed Estuary	24
Vessel Waste Recovery	26
Volunteer Marine Rescue Organisations	22
Walsh Bay Precinct	29
Wharf Safety Audit	31
Women's Action Plan	38
Yamba Trade Report	17

Acknowledgements

Printed on Nordset by Raleigh paper.

Nordset is an environmentally responsible paper manufactured using Elemental Chlorine Free (ECF) pulp sourced from sustainable, well managed forests.

The inks used in the printing of this report are vegetable-based inks, which use oils derived from flax, soya and sunflower crops. These are environmentally responsible, derived from renewable resources and do not involve the wasteful use of energy in their extraction and modification.

Annual Report Team

Nicola Wass, Penny Robins,
Sandy Allan, Neeru Saluja
and Neil Patchett

🕒 Designed by doppiodesign.com

Photography

Mel Koutchavlis
NSW Maritime

ISSN 1834-0180 (Print)

ISSN 1834-0199 (Online)

ISSN 1834-0202 (CD-ROM)



NSW Maritime

James Craig Road
Rozelle Bay NSW 2039

Locked Bag 5100
Camperdown
NSW 1450

Ph: 02 9563 8511
Fax: 02 9563 8530

24 Hour phone payments within NSW: 13 12 13

Boating information within NSW: 13 12 56

www.maritime.nsw.gov.au