

# NSW Maritime

## 2008 Stakeholder Forum

Safe Waterways, and support for the Maritime Community



28 November, 2008

# Introduction:

NSW Maritime's mission is to provide safe waterways and support for the boating community. To help Maritime keep in touch with the boating community, a Stakeholder Forum was convened on Friday 28 November, 2008. This was the second such Forum NSW Maritime has conducted, the first being held in November 2007.

The purpose of the Forum was to:

- ❖ Report progress on issues raised at the 2007 Forum
- ❖ Discuss current issues facing the recreational and commercial community
- ❖ Give commercial and recreational boaters, and stakeholder groups a chance to have their say on boating policies and priorities
- ❖ Help NSW Maritime align its business activities to stakeholder needs.

This report provides a record of the outcomes of suggestions made by stakeholders during the Forum. All suggestions and comments will be formally considered by NSW Maritime. Where a suggestion is agreed to, NSW Maritime will provide regular progress reports on its implementation over the course of 2009.

## Forum Process:

<i>Activity</i>	<i>Detail</i>
Guest Speakers – Mr Geoff Smith AO, Chief Executive, Sydney Ferries and Mr Sam Stroud, Ferry Master	Presentation by Mr Smith provided details of Sydney Ferries' history, business scope, operations, achievements in improving operational safety, and interactions with key maritime stakeholders. Mr Stroud discussed his personal experiences as a ferry master on Sydney Harbour and the challenges the busy harbour presents.
Presentation by Hon. Joe Tripodi MP, Minister for Ports and Waterways	The Minister gave an overview of recent changes as a result of the 2007 Stakeholder Forum. Specific details of these changes are detailed in the media releases at Appendix One. (A progress report was also included in participants' packs).

<b>Activity</b>	<b>Detail</b>
Stakeholder group presentations: 'Our view of the Maritime World – focus on Support and Safety – our 10 Key Issues and why they are important'	Presentations were made by representatives of the Commercial Vessels Association, the Boating Industry Association and the Boat Owners Association. A listing of the key issues they raised during their presentations is available at Appendix Two.
Stakeholder Dialogue Process – Part 1  Stakeholder breakout groups identify 10 most serious issues.  Focus on key themes of support and safety.	See below – 'Outcomes: Other Issues' commencing on page 13 – for a record of the issues identified by stakeholder breakout groups during this session.
Stakeholder Dialogue Process' – Part 2  Top 3 issues finalised and solutions/actions identified.	See below – 'Outcomes: Top Three Issues' commencing on page 4 – for a record of the most significant issues as identified by the stakeholder breakout groups.
Closing Remarks	The initial key messages that resonated were identified, see below – 'Initial Response' on page 17.

## Outcomes: Top Three Issues

Each table group was asked to identify the three most immediate issues on which NSW Maritime should focus its attention and to suggest a few actions that could be undertaken to generate improvement. Below is the outcome of those deliberations:

### Safety: Compliance

Issue	Stakeholder Suggestions/Comments
Revalidating vessels and skippers	<ul style="list-style-type: none"> <li>◆ Undertake safe vessel inspections ('pink slips' – check navigation lights, other etc)</li> <li>◆ Re-test for safe skippers on periodic basis (eg eye test, other)</li> </ul>
Wash and speed issues on Parramatta River	<ul style="list-style-type: none"> <li>◆ Consider a 'No Wash Zone' west of Long Nose Point (exempt SFC) –</li> </ul>
Requirement for commercial vessels under 6m operating in sheltered and inland waters to carry bulky coastal PFD1 lifejackets	<ul style="list-style-type: none"> <li>◆ Review lifejacket requirements for boating and fishing out of small boats</li> </ul>
Safe Operations	<ul style="list-style-type: none"> <li>◆ Lights</li> <li>◆ Training</li> <li>◆ Education               <ul style="list-style-type: none"> <li>○ Communication strategy – Proper Lookout, Keep Starboard</li> </ul> </li> <li>◆ BSO out on the water               <ul style="list-style-type: none"> <li>○ Review job demand</li> <li>○ Deliver more hours on the water both day and night</li> </ul> </li> </ul>
Aquatic licence conditions	<ul style="list-style-type: none"> <li>◆ Review aquatic licence conditions in relation to the interaction of competing vessels with commercial vessels</li> </ul>

## Safety: Education

Issue	Stakeholder Suggestions/Comments
Use of email to get out safety messages/education	<ul style="list-style-type: none"> <li>◆ Collect email addresses – from registrations, mooring licences, boat licences – and be more proactive with education messages</li> </ul>
Promote safety by intelligence-driven education, audit and enforcement programs	<ul style="list-style-type: none"> <li>◆ Identify educational needs</li> <li>◆ Develop education program</li> <li>◆ Deliver program</li> <li>◆ Conduct audit</li> <li>◆ Enforcement</li> <li>◆ Continuous improvement cycle</li> </ul>
Small boat visibility	<ul style="list-style-type: none"> <li>◆ Improve education about small boat visibility by day and night</li> </ul>
Safety and education <ul style="list-style-type: none"> <li>◆ Visibility of BSO</li> <li>◆ Safety checks</li> <li>◆ Education focus, not regulation</li> <li>◆ More officers</li> <li>◆ Education – use of technology to distribute message</li> <li>◆ Linking safety message to licence/registration – targeting group</li> <li>◆ Wash</li> </ul>	<ul style="list-style-type: none"> <li>◆ Increase on-water hours</li> <li>◆ Highlight/focus topic newsletters</li> <li>◆ Improve messages in licence renewal process</li> <li>◆ Increase topics on safety messages</li> <li>◆ Improved usage of user groups</li> <li>◆ School education</li> <li>◆ Initiate and maintain a campaign to ensure existing licence holders are aware of new rules and regulations</li> <li>◆ Increased public presence of BSO to inform and educate</li> </ul>
Consistent, consolidated approach to safety education and compliance	<ul style="list-style-type: none"> <li>◆ BSO focus on boat ramp safety</li> <li>◆ Consistent, simple consolidated safety message</li> <li>◆ Utilise existing community resources to full potential</li> <li>◆ Declaration of 'fit-for-purpose' on renewal of boat registration</li> </ul>
Improving website	<ul style="list-style-type: none"> <li>◆ Clearer access to educational material – safety</li> <li>◆ Dedicated area/webpage to safety – more links</li> <li>◆ User-friendly – feedback from users</li> <li>◆ Encourage boaters to take responsibility for improving their visibility on the water</li> </ul>

## Support: Infrastructure - Leases

Issue	Stakeholder Suggestions/Comments
Increase stakeholder support for private lessees and businesses	<ul style="list-style-type: none"> <li>◆ Cut red tape</li> <li>◆ Timeliness</li> <li>◆ Consultation – listening</li> <li>◆ Action</li> <li>◆ Reduce the burden of costs on both lessees (and tax payers)</li> <li>◆ Written Q.A. procedures</li> <li>◆ Application of policies to be consistent, reasonable, fair and in line with clearly stated policy</li> <li>◆ Certainty for investment</li> </ul>
Longer term leases and sustainable rentals	<ul style="list-style-type: none"> <li>◆ Better explain the rationale for leases:               <ul style="list-style-type: none"> <li>○ Term</li> <li>○ Rental</li> <li>○ Sustainability</li> </ul> </li> <li>◆ Relax the requirements for not-for-profit organisations that deliver clear community benefits</li> <li>◆ Sustainable long-term commercial leases to allow business on the waterfront to remain viable</li> </ul>
Multiple Agencies	<ul style="list-style-type: none"> <li>◆ Work with Department of Lands regarding a common lease policy.</li> </ul>
Domestic jetty rentals and IPART formula	<ul style="list-style-type: none"> <li>◆ Review method of calculation of rents using updated ROR and related to precincts</li> </ul>

## Support: Infrastructure – Access

Issue	Stakeholder Suggestions/Comments
Suitable drop off and pick up points	<ul style="list-style-type: none"> <li>◆ Suitable infrastructure for drop off/pick up in Sydney Harbour, Jervis Bay, Eden with whole of Government approach and pump-out facilities</li> <li>◆ Commercial lease rents and duration designed to encourage private sector participation</li> <li>◆ Consider 3-5 year plan/program for marinas, boat ramps, non-ferry wharves</li> </ul>
Access to boating facilities	<ul style="list-style-type: none"> <li>◆ Identify needs</li> <li>◆ Broaden funding relationships eg State and Regional Development, Catchment Management Authorities</li> <li>◆ Prioritise</li> <li>◆ Build</li> </ul>
Land and water interface	<ul style="list-style-type: none"> <li>◆ Wharves – maintenance, shelter</li> <li>◆ For big and small boats</li> <li>◆ Picnic etc access</li> <li>◆ Marinas, private pick up points</li> <li>◆ Boat ramp design location</li> <li>◆ Maritime to be champions of design</li> <li>◆ Waterways, a shared resource</li> </ul>
Access facilities	<ul style="list-style-type: none"> <li>◆ More public courtesy moorings</li> <li>◆ Not just in Sydney Harbour</li> <li>◆ Particularly in sea-grass areas</li> <li>◆ More temporary moorings or pick-up/drop-off points</li> </ul>
Safe passenger embarkation of smaller vessels	<ul style="list-style-type: none"> <li>◆ Propose an attachment of steel right angled bollards to pylons on most problematic public wharves on Sydney</li> </ul>

Issue	Stakeholder Suggestions/Comments
	Harbour (Watsons Bay, Parsley Bay, Double Bay, Rose Bay, Thames Street, Chowder Bay) to allow for safer embarkation of passengers from smaller vessels

### Support: Infrastructure – Planning and Development

Issue	Stakeholder Suggestions/Comments
Planning of facilities to create a viable waterfront: <ul style="list-style-type: none"> <li>▪ Improve existing infrastructure</li> <li>▪ Improved planning location of infrastructure, facilities</li> <li>▪ Different needs/different users</li> <li>▪ Work with all stakeholders to ensure equitable use of facilities/access to waterways</li> <li>▪ Streamline multiple agency interaction</li> <li>▪ 100% funding of boat ramps</li> </ul>	<ul style="list-style-type: none"> <li>◆ Study of harbour for current usage</li> <li>◆ Identify potential use of infrastructure area</li> <li>◆ Provide infrastructure plan to user groups, local Councils, peak bodies</li> <li>◆ Usage review of Sydney Harbour</li> <li>◆ Use of clubs and user groups to ensure equitable views</li> <li>◆ Consider alternative funding arrangements</li> </ul>
Viable waterfront	<ul style="list-style-type: none"> <li>◆ Tenure certainty</li> <li>◆ Infrastructure</li> <li>◆ Issues with multiple agencies</li> <li>◆ Infrastructure location well-planned</li> <li>◆ Consider existing infrastructure</li> <li>◆ 100% boat ramps</li> </ul>
Boating Plans	<ul style="list-style-type: none"> <li>◆ Consult with Department of Lands and Local Council to obtain agreement 'in-principle' on Boating Plans</li> <li>◆ Boating survey:               <ul style="list-style-type: none"> <li>○ Demand study</li> <li>○ Identify issues – marinas, ramps, mooring numbers,</li> </ul> </li> </ul>

Issue	Stakeholder Suggestions/Comments
	dry-stack <ul style="list-style-type: none"> <li>◆ Council zoning issues</li> </ul>
Maritime precincts	<ul style="list-style-type: none"> <li>◆ Encourage maritime precincts for future maritime industry and improve recreational boating infrastructure (including user-friendly ferry wharves)</li> <li>◆ Support for maritime heritage</li> </ul>
Equity of environmental controls for marinas	<ul style="list-style-type: none"> <li>◆ Work with Department of Environmental and Climate change on marina audits</li> </ul>

### Support: Infrastructure – Communication

Issue	Stakeholder Suggestions/Comments
Strengthen relationships with industry through regular consultation to ensure equitable outcomes	<ul style="list-style-type: none"> <li>◆ Review equity of rental payments</li> <li>◆ Protect berths from developers</li> <li>◆ Develop a renter/lessee user group</li> </ul>
Whole of Government approach (Includes: NSW Maritime, Department of Planning, Department of Lands, National Parks and Wildlife Service, Department of Environment and Climate Change, Tourism, Sydney Harbour Foreshore Authority)	<ul style="list-style-type: none"> <li>◆ Consider regular meetings with Maritime, Minister's office and industry groups, with a single focus on boating issues</li> </ul>

## Support: Commercial Industry - Survey

Issue	Stakeholder Suggestions/Comments
Simplification/streamlining of survey/construction process	<ul style="list-style-type: none"> <li>◆ Update standard requirements for 21st century</li> <li>◆ Consistency between surveyors</li> <li>◆ Better definition of equipment requirements</li> <li>◆ Streamline and simplify marine certification</li> </ul>

## Support: General

Issue	Stakeholder Suggestions/Comments
A web-enabled knowledge database	<ul style="list-style-type: none"> <li>◆ Database with provide maps with links to information to end users such as: ports, marinas, safe havens, anchorages, emergency moorings, hazards, local knowledge (eg. tides, fuel, repairs, ice), updates, conditions, contact details</li> </ul>
Availability of relevant information and statistics	<ul style="list-style-type: none"> <li>◆ Collection and collation of additional statistics and sharing of current statistics and information with the industry and the public through greater detail on NSW Maritime's website in real-time:               <ul style="list-style-type: none"> <li>○ Average value of new boats</li> <li>○ Average growth in boats and boat trends</li> <li>○ Marina berths and commercial swing mooring details</li> <li>○ Mooring costs (private and commercial)</li> <li>○ Facilities provided by boaters</li> </ul> </li> </ul>
Boat storage information	<ul style="list-style-type: none"> <li>◆ Collect information on where boats are kept/stored eg area code</li> <li>◆ Provide information on web-site</li> </ul>

Issue	Stakeholder Suggestions/Comments
Recreational infrastructure and spending	<ul style="list-style-type: none"> <li>◆ Preserve more income for 100% support for facilities (not just in Sydney Harbour)</li> <li>◆ More transparency for where recreational income and expenses are going</li> </ul>
Support for local boat-building industry	<ul style="list-style-type: none"> <li>◆ Bring in incentives for maritime training, consider higher registration cost for imported boats unless they employ apprentices</li> <li>◆ Request Federal Government consider penalties on businesses that do not employ trainees or apprentices – not just for the marine industry but for all trades and businesses</li> </ul>
VMR integration	<ul style="list-style-type: none"> <li>◆ The VMR integration committee to progress this quickly and make it happen within the next 6 months</li> </ul>

## Outcomes: Other Issues

Table groups were also asked to collectively provide their top 10 issues for improvement. The issues that were raised during this session, excluding those already identified above, were:

<ul style="list-style-type: none"> <li>◆ National standard implemented</li> <li>◆ Consistency between surveyors</li> <li>◆ Simplification and modification of equipment requirements</li> <li>◆ A vessel can comply with international survey classification, boat builder can check off and ready to go straight into service (s)</li> <li>◆ Qualifying time to become a licensed master is too long [1800 hours]</li> <li>◆ No recognition of recreational boating experience</li> <li>◆ Replace with competency based training</li> <li>◆ Inconsistencies regarding qualification prerequisites</li> <li>◆ NSW Maritime should maintain a core of survey inspections surveyors for experience</li> </ul>	<ul style="list-style-type: none"> <li>◆ Need mechanism to query theory deficiencies in surveys</li> <li>◆ Commercial vessel initial survey and registration fees are too expensive</li> <li>◆ No blanket rule on lifejacket usage – should be on risk basis</li> <li>◆ Licensing – a comprehensive approach and consistent with other States/Territories</li> <li>◆ A concessional leasing arrangement for community, volunteer orgs, clubs where money raised is put back [sailing, rowing] – regulate to avoid misuse by commercial players</li> <li>◆ Compliance checks at boat ramps</li> <li>◆ Joint education – Government/Volunteers/Industry</li> </ul>	<ul style="list-style-type: none"> <li>◆ Share education resources with volunteers</li> <li>◆ Boating safety and education for all user groups (eg. Rowers, recreational boaters)</li> <li>◆ Boating Plans in co-operation with other agencies to include:               <ol style="list-style-type: none"> <li>1. Ramps</li> <li>2. Facilities and boat storage</li> <li>3. Traffic controls (signage)</li> <li>4. Funding arrangements</li> </ol> </li> <li>◆ Commercial/industry concerns re: lease, valuation and rental arrangements be clarified within time limits</li> <li>◆ Commercial lease policy – policy ok but some rental and fee concerns</li> <li>◆ Equity of environmental control for marinas and single sites and when change of ownership</li> </ul>
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<ul style="list-style-type: none"> <li>◆ Air quality impacts of boating especially near marinas</li> <li>◆ Water quality in marinas</li> <li>◆ Remobilisation of contaminated sediment</li> <li>◆ Concerns regarding the wide variety of operations of charter vessels especially in regional areas</li> <li>◆ Ensure waterfront development and zoning allows for future generations and public use</li> <li>◆ Increased training and experience requirements for BSO</li> <li>◆ Improved response to vessel incidents out of hours</li> <li>◆ Lease costs for private foreshore areas and IPART formula</li> <li>◆ Insufficient refuelling points on harbour (eg Vancouver model) and future impacts on existing facilities of new standard post 2010</li> <li>◆ Targeted education and compliance campaigns</li> <li>◆ Better use of TV etc for safety rules dissemination</li> </ul>	<ul style="list-style-type: none"> <li>◆ Better policing of existing rules</li> <li>◆ Devise new ways of reaching boaters who aren't hearing safety messages</li> <li>◆ Change method of estimating rents – no sudden increases</li> <li>◆ Protect long-term commercial tenants who have good records of meeting lease terms</li> <li>◆ Prevent loss of berths on Sydney Harbour (esp. competition from residential development)</li> <li>◆ Expand on successful 'You're the skipper, you're responsible' campaign</li> <li>◆ Access issues – increase public wharves</li> <li>◆ Promote NSW tourism</li> <li>◆ Fuel tax from maritime activity should be used fro maritime activity</li> <li>◆ Policies need to be clearly stated and applied consistently with reasonableness, consultation and equity</li> </ul>	<ul style="list-style-type: none"> <li>◆ Less waste of tax-payers and stakeholders monies – more efficient use</li> <li>◆ One state agency to manage waterfront leaseholds (NSW Maritime)</li> <li>◆ Adequate/appropriate training of volunteer organisation members with objective to facilitate safety issues eg. Delivery, maintenance etc</li> <li>◆ Publicity campaigns to focus on education to support a culture of self-accountability and awareness of safety</li> <li>◆ Encourage current approach to education but do not forget to reaffirm rules to existing licensees eg. 'you're the skipper...' works</li> <li>◆ Due to current economic conditions, NSW Maritime needs lateral strategies and ideas and flexibility to support all business eg. simpler DAs</li> <li>◆ Boating safety</li> </ul>
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<ul style="list-style-type: none"> <li>◆ No licence for less than 10 knots – suggest:             <ol style="list-style-type: none"> <li>1. Qualifications for teacher</li> <li>2. Don't want to be over regulated</li> <li>3. Size limit on registration of vessel (not required if speed less than 10 knots and vessel size &lt;9m)</li> </ol> </li> <li>◆ Consider eyesight test for licence</li> <li>◆ Rescue Organisations - Greater support for common rescue organisations (\$)</li> <li>◆ Clear responsibilities between Maritime/Police/Harbour Control – printed contact numbers (Ring 000)</li> <li>◆ Improve information in 'Good Boating Guide' (safety)             <ol style="list-style-type: none"> <li>1. Steer straight course</li> <li>2. Position of steering at night</li> <li>3. Improved mast head light</li> </ol> </li> <li>◆ Improve ferry wharves/public wharves – for use by recreational craft (user-friendly) and improve recreational boating infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>◆ Remove unnecessary delay in endorsement of masters/crew tickets – existing delays of up to 8 weeks</li> <li>◆ Support concept of private surveyors – competition</li> <li>◆ Encourage maritime precincts and foreshore access for maritime industry and users – include hardstands for environmental protection</li> <li>◆ Review boat licence requirements HP/Speed</li> <li>◆ Review the impact of the 15 knot limit under the Harbour Bridge</li> <li>◆ Reduce (further) red tape</li> <li>◆ Reduce waiting time for issuance of GPH, certificates and endorsements</li> <li>◆ User-friendly survey system</li> <li>◆ Unreasonable application of DAs</li> <li>◆ Efficient certification process</li> <li>◆ Rescue organisations - flexibility</li> </ul>	<ul style="list-style-type: none"> <li>◆ Rowing/passive boating             <ol style="list-style-type: none"> <li>a. wash</li> <li>b. planning for infrastructure for equitable use of waterways                 <ol style="list-style-type: none"> <li>i. Homebush Bay planning issues</li> <li>ii. Opportunity at White Bay</li> </ol> </li> <li>c. open ended planning process</li> </ol> </li> <li>◆ Rescue Organisations             <ol style="list-style-type: none"> <li>1. fast track recommendations</li> <li>2. offer facilities/review current facilities</li> <li>3. land opportunities</li> </ol> </li> <li>◆ Land/water interface             <ol style="list-style-type: none"> <li>1. access to moorings</li> <li>2. storage access</li> </ol> </li> <li>◆ Community/Clubs             <ol style="list-style-type: none"> <li>1. profit focus</li> <li>2. understanding the role clubs/community groups - benefits to community</li> <li>3. rental reviews – treatment of clubs</li> <li>4. clubs investment in site</li> <li>5. lease policy maximum 25 years</li> <li>6. longer tenure</li> </ol> </li> </ul>
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<ul style="list-style-type: none"> <li>◆ Safety             <ol style="list-style-type: none"> <li>1. access to trainers</li> <li>2. educational process for infrequent users</li> <li>3. hire and drive</li> <li>4. different licensing</li> <li>5. lifejackets</li> </ol> </li> <li>◆ Policy Changes             <ol style="list-style-type: none"> <li>1. issues for certainty for leasing</li> </ol> </li> <li>◆ Greater emphasis on freshwater boating/fishing eg. Infrastructure such as navigation (eg reflectors on trees in dams), special education</li> <li>◆ Need recreational craft friendly public wharves for smaller less robust vessels to pick up and put down passengers</li> </ul>	<ul style="list-style-type: none"> <li>◆ Raise the profile of what recreational boaters can do for the community and Government eg. Tourism, revenue injections, social impacts</li> <li>◆ Acknowledge areas where there is less volume of users, but accidents etc still occur (eg. Dams) eg. Contours lines on dam maps and navigation issues and dangers of changing dam heights</li> <li>◆ Recreational revenue and expenses should be clearly identifies (to clarify perceptions) and separated from other operations i.e., Fees go directly back to boaters</li> </ul>	<ul style="list-style-type: none"> <li>◆ Preserve more income for greater \$ on infrastructure, particularly in areas where Local Government are reluctant eg. Pittwater, Sutherland</li> <li>◆ More public courtesy moorings outside Sydney Harbour, eg, Port Hacking</li> <li>◆ Encourage boaters to take responsibility for improving their own visibility on the water</li> <li>◆ Raise issue of boating facilities in Jervis Bay</li> <li>◆ Commercial rent reviews – review increases and %turnover requirements</li> </ul>
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## Initial Response:

An initial response to the matters raised by table groups was presented at the end of the dialogue sessions. General Managers from NSW Maritime spoke on the key messages they had received from stakeholders during the day and areas they identified for action. These included:

- ◆ Education – clear, concise and simple
- ◆ Safety targeted campaigns with media
- ◆ More after-hours patrols
- ◆ Infrastructure across the State
- ◆ Reinforcement of the Collision Regulations in relation to ‘You’re the Skipper, you’re responsible’
- ◆ Integration of volunteer groups
- ◆ More land/water interface for recreational boaters on Sydney Harbour (consideration in development designs)
- ◆ Leaseholders only wishing to deal with one State agency in relation to their site
- ◆ Anomalies in implementation of the Environmental Planning & Assessment Act and related instruments
- ◆ Improve customer service, particularly simplification, streamlining, consistency and predictability in relation to commercial vessels, and set and report against customer service standards
- ◆ Apply further project management expertise to the infrastructure projects with approved funding to encourage more timely completion of projects
- ◆ Advocate for issues raised by industry to other government agencies, for example by discussing with those responsible for tourism promotion or industry development, how they can assist industry.

The Forum closed with commitments by the Minister for Ports and Waterways and the Chief Executive, NSW Maritime, to address issues raised during the forum and work closely with stakeholders to improve boating safety.



**THE HON. JOE TRIPODI MP**  
**MINISTER FOR FINANCE**  
**MINISTER FOR INFRASTRUCTURE**  
**MINISTER FOR REGULATORY REFORM**  
**MINISTER FOR PORTS AND WATERWAYS**

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M E D I A R E L E A S E

## **Summer's aquatic events for Sydney Harbour**

November 27, 2008

The best vantage points to enjoy major events to be held on Sydney Harbour this summer are just some of the useful hints contained in the latest safety guide for boat owners and spectators.

Ports and Waterways Minister Joe Tripodi said the 28-page full-colour *Sydney's Aquatic Events – A Boater's Guide*, will be distributed free of charge over the coming weeks by the State's boating regulator, NSW Maritime.

"The booklet contains safety details about the key aquatic events that are planned to take place on the harbour, including advice for boaters on anchoring, vantage points, special-event navigation restrictions and exclusion zones," Mr Tripodi said.

"The big events which draw hundreds of thousands of spectators, both afloat and onshore, are all listed, such as the Rolex Sydney Hobart Race start on Boxing Day, New Year's Eve celebrations and the multitude of events planned for Australia Day."

The Sydney International Regatta, SOLAS Big Boat Challenge, the 28th Pittwater & Coffs Offshore Series, the Giltinan Trophy Championship, Sydney Harbour Week and the Audi Sydney Harbour Regatta are also detailed in the booklet.

"There are maps indicating event and race courses, to help skippers prepare for and plan their day on the water," Mr Tripodi said.

"Boat owners must be aware of the requirements needed for these events to be carried out safely. They need to plan ahead, maintain a safe speed, keep a proper lookout and go easy on the drink – stay under 0.05."

NSW Maritime distributes the booklet across the harbour to waterfront clubs, marinas, retailers and chandleries, and makes it available from Service Centres throughout Sydney and in Newcastle and Wollongong.

More information can be found at [www.maritime.nsw.gov.au/](http://www.maritime.nsw.gov.au/)



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M E D I A R E L E A S E

## **Study to identify location and storage of vessels**

November 27, 2008

The State's boating regulator, NSW Maritime, will undertake a comprehensive boat ownership and storage study, Ports and Waterways Minister Joe Tripodi has announced.

The study will gather statistics and outline the demographics of current boat ownership and storage for vessels greater than 5 metres in length.

"The study will update and accurately quantify the number and type of vessels currently stored in NSW, and forecast future trends in storage demand and types," Mr Tripodi said.

"It will detail current and future demand for boat storage on different waterways – including potential regional demand for on-water storage, dedicated dry stack storage facilities and boat ramps.

"In short, this study will help inform the boating industry about future infrastructure planning decisions."

The study will examine issues such as:

- Vessel ownership;
- Storage trends;
- Increasing waterway usage;
- Regional demographics;
- Changing vessel types;
- Permissible structures; and
- Planning issues.

NSW Maritime has appointed specialist property consulting firm, Hill PDA, to carry out the study.

"Hill PDA has a team of land economists, researchers, valuers and urban planners skilled at providing such strategic advice," Mr Tripodi said.

The Department of Lands and the Department of Planning will also be key partners in the project. Overseeing the study will be a steering committee comprised of the Boating Industry Association (BIA) and the Boat Owners Association (BOA).

There are more than 223,000 registered vessels in NSW, including 216,000 recreational and personal watercraft (such as jetskis). Another 7200 vessels are commercially registered, used for hire and drive purposes, or are in periodic survey.

“Vessels are stored in a variety of locations across NSW – including backyards, in garages, on trailers parked on the street, dry stack storage facilities near waterways, moorings, marina berths or private berths,” Mr Tripodi said.

The study is expected to be completed by mid-2009 and the report will be made available to the boating public.



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**MINISTER FOR FINANCE**  
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**MINISTER FOR REGULATORY REFORM**  
**MINISTER FOR PORTS AND WATERWAYS**

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M E D I A R E L E A S E

## **New boat-share guidelines offer certainty and encourage industry growth**

November 28, 2008

Ports and Waterways Minister Joe Tripodi today released new guidelines designed to improve certainty for participants in 'boat-share' schemes and encourage growth of boat-share arrangements in NSW.

Mr Tripodi said boat-share schemes are popular with NSW families who want the chance to own and use a vessel for a fraction of the cost of full ownership.

"While many people dream of owning a boat, buying a larger vessel can be expensive," Mr Tripodi said.

"Many people interested in having their own boat also don't always have the time to use it regularly, so this provides opportunities to share time on the water with co-owners."

Mr Tripodi said the new boat-share guidelines are based on the key principle that boat-share vessels must be exclusively used by their owners for recreational purposes.

"This could involve schemes where a group of friends get together and buy a boat to share, or a management company might provide boats to shareholders and then attend to the vessels' maintenance and management.

"A vessel would not be in a boat share arrangement if it was hired out for commercial purposes."

Other criteria include requirements that participants have an interest in the designated vessel and the right to exclude others who have no such interest.

"They must also be genuine part-owners, be able to exit the scheme at any time for an appropriate return and be responsible for repair and maintenance, though they can contract this out to a professional manager or company," Mr Tripodi said.

The *Boat-share Discussion Paper* was available for public comment for more than five weeks and two-thirds of submissions supported the new guidelines.

The boat-share guidelines are available on the NSW Maritime website at [www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au)



**THE HON. JOE TRIPODI MP**  
**MINISTER FOR FINANCE**  
**MINISTER FOR INFRASTRUCTURE**  
**MINISTER FOR REGULATORY REFORM**  
**MINISTER FOR PORTS AND WATERWAYS**

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M E D I A R E L E A S E

## New Volunteer Marine Rescue Organisation

November 28, 2008

The Rees Government will establish a new volunteer marine rescue organisation to be called NSW Marine Rescue.

The formation of the new body, which was the main conclusion of the John Price report into the volunteer marine rescue movement, was jointly announced today by Ports and Waterways Minister Joe Tripodi and the Minister for Emergency Services, Tony Kelly.

“NSW currently has three voluntary marine rescue organisations, with an assortment of vessels, operational bases and hundreds of wonderful volunteers,” Mr Tripodi said.

“The Price Report considered their structures, adequacy and sustainability and recommended the establishment of a new rescue group, with membership to be invited from the existing three volunteer organisations.”

Mr Tripodi said ninety-three per cent of almost 800 submissions to the inquiry supported the creation of a new marine rescue group.

“I am pleased to announce the Hon Diane Beamer MP will chair a Facilitation Group to begin the implementation of NSW Marine Rescue.

“The transitional period will be 2 years as recommended.

“The Government will provide \$3 million towards establishing the new organisation and will also maintain NSW Maritime’s annual funding of \$1.35 million during the transition period.”

Mr Kelly said the submissions expressed support for ongoing government involvement in marine rescue through the NSW Police, NSW Maritime and the State Rescue Board. Submissions also called for greater recognition of the work of volunteers.

“Membership to the new body will be invited from the three existing organisations: Australian Volunteer Coast Guard, Royal Volunteer Coastal Patrol and Volunteer Rescue Association.

“The State Government acknowledges and values the contribution of the volunteers over many years and this new organisation will see that contribution continue well into the future for the benefit of our boating community.”

The Facilitation Group will consider a range of issues stemming from the submissions received and the remaining recommendations from the Price Report including:

- Government reimbursement of fuel and oil costs;
- The provision and accreditation of training; and
- Ongoing funding.

Mr Kelly said the new service would eliminate duplication of existing resources, with the aim to standardise vessels, equipment and training.

## **NSW Maritime Stakeholder Forum 2008**

### **Session Two Speakers' Key Points**

#### **David Cribb, Commercial Vessels Association**

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- Safe vessels
  - Safely operated vessels
  - High quality, well maintained vessels
  - Responsible and courteous dealings with customers and their guests
  - Excellent facilities for passengers
  - Good back of house facilities
  - Promotion of nsw waterways to tourists
  - Regular industry contact with Government
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#### **Doug Olding, Boating Industry Association**

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- Promoting the safe boating message
  - Education B4 Regulation
  - Equity of use and sharing
  - Viability and sustainability of waterfront businesses
  - Maintaining and improving waterfront facilities
  - Empower us with statistics
  - Commercial Vessel Survey
  - Recreational boating user has existing obstacles
  - Boat ramps are easy to use, safe and user friendly
  - Amalgamation of rescue organisations
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## **NSW Maritime Stakeholder Forum 2008**

### **Session Two Speakers**

#### **Michael Chapman, Boat Owners Association**

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##### **Boating Safety**

- Keep a proper lookout
- Keep to the right
- Avoid obstacles and other boats
- If in doubt wear a life jacket

##### **Better Boating Infrastructure**

- Public pick up and drop off at every commercial marina
  - 100% funding for boat ramps outside Sydney Harbour
  - Allow private jetties to be repaired and maintained without a DA
  - Design templates for boat ramps
  - When appropriate new sites are tendered, provide hardstanding for boat owners to restore boats
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