

Serving our  
**Boating  
Community**



# ANNUAL REPORT 2009

# Letter to the Minister

The Hon Joseph Tripodi MP  
Minister for Finance  
Minister for Infrastructure  
Minister for Regulatory Reform  
Minister for Ports and Waterways  
Parliament House  
Macquarie Street  
SYDNEY NSW 2000

30 October 2009

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 2009.

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

After the Report has been tabled in Parliament, it will be made available on the NSW Maritime website [www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au).

Yours sincerely



Steve Dunn  
Chief Executive

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# About Maritime

## Overview

NSW Maritime is the State's safety regulator for both commercial and recreational boating. Additionally, NSW Maritime:

- Regulates the safety functions of NSW port corporations
- Manages two regional ports
- Provides advice to government on port-related matters
- Owns and manages the seabed of the major ports, as well as Sydney Harbour and its tributaries
- Uses boating licence revenue to support better boating infrastructure across the State.

Our Vision – Serving the boating community

Our Mission – Safe waterways and support for the maritime community

To better serve the boating community, NSW Maritime has four key result areas as the focus of its endeavours and has identified the key objectives it is working to achieve. They are:

<b>Key Result Area</b>	<b>Objectives</b>
Boating Safety	Develop and promote a safe commercial vessel and recreational boating culture through a comprehensive safety and compliance program involving education about safe boating practices, and through enforcement of laws.
Maritime Infrastructure	Improve public access to waterways, including access for people with disabilities, ensure safe public ferry wharves, and encourage and promote maritime precinct development which meet community expectations and help create maritime jobs.
Safe and Competitive Ports	Provide co-ordinated support for port policy and development, and ensure ports operate under effective port safety management arrangements.
Community Involvement	Seek key stakeholder and community involvement in decisions that affect them, promote transparency and consistency in decision making and reduce red tape.

# About Maritime

## Corporate Governance

### Corporate Structure

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

Strategic direction and operational management is the responsibility of an Executive Management Committee consisting of the Chief Executive and six General Managers.

This Committee meets regularly to review operational performance and compliance. Advisory bodies and committees, which included the NSW Maritime Ministerial Advisory Committee, also provided advice to the Executive Management Committee.

### Statutory framework

During 2008-2009, the Maritime Authority of NSW, trading as NSW Maritime, administered or operated under the following legislation:

*Navigation Act 1901*

*Maritime Services Act 1935*

*Marine Pilotage Licensing Act 1971*

*Commercial Vessels Act 1979*

*Marine Pollution Act 1987*

*Marine Safety Act 1998*

*Marine Safety Legislation (Lakes Hume and Mulwala) Act 2001*

*Ports and Maritime Administration Act 1995.*

### Ethical behaviour

All employees, contractors, volunteers and anyone representing NSW Maritime operate under a Code of Conduct and Ethics. The code embraces values which NSW Maritime upholds: providing professional and quality services, being accountable for actions, carrying out duties with diligence and integrity, being fair and impartial in decision making, and treating other people with respect and dignity.

Internal Reporting Guidelines contain advice for staff on appropriate avenues to report suspected corrupt conduct, including the making of a protected disclosure.

All staff attended seminars on ethics training in this reporting period. All senior executives, branch and regional managers received formal instructions on ethics with the St James Ethics Centre and then had the unique challenge of facilitating training with their own staff. This allowed ethical issues to be discussed within a local context in an open and cooperative environment.

A similar exercise covered Discrimination and Harassment issues in the workplace. An independent expert was engaged to facilitate training with Management, while staff were asked to complete an online program.

NSW Maritime remains committed to best practice in conducting its operations at every level both internally and externally.

NSW Maritime has developed a clear, formal administrative procedure for the reporting of fraud and corrupt conduct internally and to relevant external authorities. The organisational responsibility for the co-ordination, monitoring, ongoing review and promotion of NSW Maritime's overall fraud control strategy, and for each of its sub-elements, have been clearly defined and communicated throughout the agency, to management and staff alike and to NSW Maritime's stakeholders. Fraud prevention and control is at all levels of management and staff are kept involved in an appropriate manner.

## **Risk Management**

NSW Maritime believes that governance and risk management are the pillars for building a resilient organisation. We include risk as an essential element to establish a sound system of oversight, management and internal control. Our structured risk management administrative procedure enables the effective identification, assessment and treatment of risks. This framework is based on the Australian Standard AS/NZS 4360:2004 (Risk Management). To ensure that our risk management is an integrated part of the organisation's overall governance, management, reporting processes, policies, philosophy and culture, we combined our Audit Committee with our Risk Management Committee to oversee and ensure continuous improvement in the management of risk.

The NSW Treasury Managed Fund provides NSW Maritime's cover for its insurable risks in the areas of workers' compensation, motor vehicles, liability, property, travel and personal accident.

Several initiatives and projects were undertaken during the year including:

- Establishing an intranet risks register and risk treatment plans
- Identifying the top 10 risks and preparing implementation plans for them
- Conducting annual testing and updating of NSW Maritime's Business Continuity Plan
- Updating and implementation of our Pandemic Influenza Plan
- Providing on-line fraud and corruption staff training
- Consulting on risk exposures relating to a range of major projects:
  - Reviewing the Special Aquatic Events Risk Management Plan
  - Facilitating self risk assessment for outsourcing some surveyors work
  - Field risk assessments in relation to WorkCover and OH&S
  - Co-ordinating with internal audit projects
  - Co-ordinating with our insurance manager on several matters.

## **Strategic and Business Planning**

NSW Maritime's Executive Management Committee reviewed progress against the 2007-2009 Corporate Plan on a quarterly basis. Significant issues identified through other formal mechanisms, such as the IT Steering Committee and the Audit and Risk Management Committee, were also reviewed quarterly. A Strategic Management Calendar, which details NSW Maritime's responsibilities to other agencies on a month by month basis, was used by the Executive to identify key organisational priorities.

NSW Maritime developed and published the 2009-2012 Corporate Plan during the year. The new Corporate Plan identifies the four key result areas that will be the focus of NSW Maritime's endeavours over the next three years and the significant projects it has committed to achieving. The plan is aligned to the Vision Statement released by the Minister for Ports and Waterways during the second half of 2008 and will be implemented through more detailed Divisional Business Plans.

## **Policy Framework and Development**

The operations of NSW Maritime are guided by the corporate objectives outlined in the 2008 publication titled *Serving Our Boating Community: A vision statement for the Maritime Authority of New South Wales*. This statement articulates the Mission of the Authority – Safe waterways and support for the maritime community.

The specific activities and functions of NSW Maritime are further co-ordinated within a framework of policies and procedures, including the Commercial and Domestic Leasing Policies, various planning guidelines and instruments, and technical notes relating to commercial vessel operation, engineering and licensing.

Community input to the Vision Statement and policy framework is via stakeholder forums, public exhibition of new policies and procedures and a routine five-year review process to ensure policies and guidelines are current, and deliver measurable and effective outcomes.

# About Maritime

## Management & Structure

### **Steve Dunn B.Sc.Hons. (Plymouth); M.Mgt. (Macquarie) – Chief Executive**

Prior to joining NSW Maritime in August 2007, Steve held a number of senior management positions in the Australian public sector including Director of Victorian Fisheries and Director General of NSW Fisheries from 1999 to 2004. At NSW Fisheries he led a period of significant reform in fisheries management including major restructuring of the commercial fishing industry and the introduction of a recreational fishing licence. Steve was a Director of the Marine Parks Authority and oversaw the introduction of the Solitary Islands and Jervis Bay Marine Parks.

He is a past Chair of the National Fisheries Compliance Committee and was the inaugural Chair of the Australian Fisheries Management Forum. From 2004 to 2006 he held a diplomatic posting as the Deputy Director General of the Pacific Islands Forum Fisheries Agency (FFA) based in Honiara, Solomon Islands. Immediately before joining Maritime he was the Executive Director with responsibility for the compliance and corporate services programs at the Department of Water and Energy. Steve is a keen fly fisherman and scuba diving instructor.

Steve studied at the Marine Studies Institute in Plymouth, UK, majoring in law and economics and completing his honours degree thesis on marina management in 1989. He completed his Masters Degree in Management at Macquarie University in Sydney in 2000.

### **Tony Middleton B.A. Hons. (London); MPP (Deakin) – Deputy Chief Executive**

Tony was appointed as Deputy Chief Executive in January 2009 with responsibility for the Ports and Shipping Division, the Maritime Investigation Unit and for oversight of the Commercial Vessels Division. Previously, he was the General Manager Ports and Shipping from December 2004 having moved from Victoria where he held the post of Director, Marine Safety Victoria. Tony worked previously with the NSW Waterways Authority as General Manager Policy and Planning; and in the NSW Department of Transport with responsibility for taxi and hire car regulation.

His responsibilities include: port policy; shipping safety and port coordination, including management of the regional ports of Eden and Yamba; marine environment policy for shipping; pollution response; maritime incident investigation and inter-governmental relations. With the Commercial Vessels Division, he has a particular focus on the agenda for a national approach to commercial vessel regulation.

Tony has considerable knowledge of ports and maritime issues, particularly in relation to safety, 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.

### **Howard Glenn – General Manager Commercial Vessels Division**

Howard joined NSW Maritime as General Manager Commercial Vessels in August 2008. He previously worked for the Roads and Traffic Authority where he managed the vehicle registration business and introduced substantial reforms that allowed for a major increase in transactions that could be completed online.

Howard has held several executive roles with the NSW and Commonwealth Governments, specialising in bringing business, government and the community sector together to cooperate on complex policy and program reforms. This has included the establishment of the reconciliation process, the modernisation of Australia Day celebrations and awards, and a range of other human rights and social policy initiatives.

As General Manager of the Commercial Vessels Division, Howard has a wide range of responsibilities from ensuring the safety of commercial vessels, funding enhancements of recreational boating infrastructure; the upgrade and maintenance of commuter ferry wharves to improve safety, amenity and reliability for commuters; and partnering with industry to promote growth and better performance.

### **Bruce Green – General Manager Maritime Property Division**

Bruce joined NSW Maritime's Property Division at the beginning of March 2008. Prior to joining NSW Maritime, he was the New Zealand Deputy Secretary of Defence (Acquisition). Another of his NZ roles was as Chief

Executive of the development company responsible for the Wellington waterfront.

Prior to moving to New Zealand, Bruce, who is a civil engineer, held various roles in Australia including Senior Project Director, Department of Defence, where his portfolio included HMAS Waterhen, HMAS Watson and Spectacle Island as well as all Naval bases on the East Coast and Darwin.

Bruce's responsibilities heading up the Maritime Property Division include working with Maritime stakeholders to provide improved access to NSW waterways while maintaining responsibilities as land owner and manager of some of the most important sites in NSW.

### **Patrick Low – General Manager Policy and Strategy**

Patrick joined NSW Maritime in 2006 as General Manager, Policy, following 12 years experience in public and private sector policy and strategic development. Prior to joining NSW Maritime, Patrick was a NSW Government senior policy advisor on planning issues including ports and maritime development, and urban transport.

Previous experience includes two years in the United States working on policy development and stakeholder consultation for a US Congressman and in the 2004 Presidential campaign. Patrick also has senior policy and communications experience within the NSW and Commonwealth Governments in Education, the Premier's office, Public Works and Services, Telecommunications and Health, and has worked in the private sector as Director of Public Affairs for a commercial enterprise.

His current responsibilities at NSW Maritime include the development and updating of policies associated with waterfront infrastructure, commercial leasing, whole of government maritime policy and marine legislation.

### **Brett Moore – General Manager Recreational Boating and Regional Services**

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 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.

### **Brian Stanwell - General Manager Corporate Services**

Brian joined the Finance Branch of the former 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, human resources, information technology, risk management, asset management and records management.

The year was a busy one for Corporate Services. A new release of the general ledger, with a particular emphasis on personnel and payroll, was implemented. The remote access (wireless) project, enabling staff to login to databases from out-of-office locations has reached its final stages. A Customer Feedback System was designed and constructed and is now in its test phase. A new traineeship strategy was devised and the organisation successfully retained its Registered Training Organisation status, following a successful VETAB audit.

# Chief Executive's Overview

In the 2008-2009 financial year NSW Maritime continued its focus on supporting the maritime community by delivering its Vision Statement, "Serving Our Boating Community". The Vision Statement represents a three-year action plan to support the maritime community with an emphasis on Boating Safety, Community Support and Maritime Infrastructure.

Boating Safety is a core responsibility of NSW Maritime. Significant improvements to safety legislation and regulation were achieved in 2008-2009 with the introduction of amendments to the *Marine Safety Act 1998* and the *Marine Safety (General) Regulation in 2009*.

From 1 June 2009, it became compulsory for those seeking a licence to either complete a Boating Licence Practical Logbook under the guidance of an experienced skipper, or attend a practical course conducted by a Recognised Training Organisation. Strengthening the requirement to obtain a Personal Watercraft Licence is also a substantial achievement underpinning NSW Maritime's commitment to provide safe and accessible boating for all people on the waterways in NSW.

NSW Maritime has been working with the State's three Volunteer Marine Rescue organisations to establish a single amalgamated group under the Marine Rescue NSW banner. The creation of a new marine rescue group will support the outstanding work of the many hundreds of volunteers who contribute to waterway safety. NSW Maritime will further support the creation of Marine Rescue NSW by providing \$3 million towards establishing the organisation in July 2009.

NSW Maritime has continued its support of infrastructure development and improved access to waterways. In August 2008, the Government announced the new Better Boating Program, which will provide \$25 million over the next five years for recreational boating infrastructure. Better Boating is a revitalised infrastructure grants program that will consolidate several existing programs, cut red tape and boost annual funding currently worth \$9 million over three years. The increase in funding represents an extra \$2 million per annum compared to previous funding arrangements.

The \$1.2 billion King Street Wharf precinct was completed, delivering a popular and impressive addition to Sydney Harbour. The \$860 million redevelopment at Walsh Bay was also completed and work is continuing at the Rozelle Bay Maritime Precinct with construction at Polaris Marine completed in June 2009 and Sydney Slipways commencing partial commercial operation at its site in February 2009.

NSW Maritime has comprehensive and ongoing capital and maintenance programs to maintain and improve Sydney Harbour's commuter ferry wharves.

The agency continues to provide strategic advice to the Government on ports and shipping matters including improving the competitiveness and efficiency of NSW ports. NSW Maritime represented NSW on the Australian Maritime Group and the National Marine Safety Committee and played an instrumental role in the implementation of the Uniform Shipping Laws (USL) Code 2008.

NSW Maritime also represented NSW on committees which reside under the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances (the National Plan). During the year a shipping incident off the coast of southern Queensland resulted in substantial pollution of the coastline from oil. NSW was called on to assist with the response to this incident under the arrangements of the National Plan. The coordinated NSW response, involving personnel from NSW Maritime and the NSW port corporations, was orchestrated by NSW Maritime.

In January 2009, NSW Maritime introduced safe boating plans for the Clyde and Shoalhaven Rivers addressing navigational safety, environmental and user issues. Guidelines for recreational boat-share schemes and vessels were also developed and reforms regarding hire and drive commercial houseboats were introduced.

## Acknowledgements

Many people provide considered and valuable advice on ports and waterways matters through various NSW Maritime advisory groups. The Maritime Ministerial Advisory Council in particular has provided substantial advice on a range of issues including boating safety, the promotion of boating and other waterways based activities, and the development of the maritime industry in NSW. I would like to extend my gratitude to all Council members and to all members of the Recreational Vessel Advisory Group, the Commercial Vessel Advisory Group and the NSW Builders Group who also provide invaluable support to NSW Maritime.

Finally I would like to thank all NSW Maritime staff for their continued professionalism and dedication in providing advice to the State Government on all ports and waterways matters and providing safer waterways and support for the maritime community of NSW.

# Trends & Highlights

## Key Performance Indicators Table

Indicator	2007-2008	2008-2009
<b>Financial</b>		
Total assets (\$M)	1,260.0	1,254.0
Net surplus (\$M)	20.3	6.0
Distribution to state Government (\$M)	14.6	15.3
<b>Outputs</b>		
Boating licenses	451,969	483,649
Registered recreational vessels	217,074	222,322
Competent commercial crew	Not available	12,814
Educational seminars presented	246	245
Solar powered lit navigation aids	1,298	1,282
Cubic metres of waste recovered from Sydney Harbour	3,183	2,737
Number of commercial vehicle discharges at NSW Maritime-monitored facilities	4,932	6,249
Permission to lodge a Development applications determined	174	121
Development applications determined	58	42
Projects offered MIP, SHHAP and BBP grant funding	46	53
Commuter and charter wharf maintenance and upgrading	\$15.2M	\$8.2M
<b>Outcomes</b>		
Fatalities per 100,000 recreational vessels registered	5.5	4.95
Fatalities per 10,000 recreational vessels registered and licensed	9.7	1.04
Fatalities	12	11
- recreational	9	1
- commercial		
Boating incidents reported	365	405
Serious injuries	49	66
- recreational	14	9
- commercial		
Safety Compliance rate:		
- recreational vessels (%)	89.7	88.5
- commercial vessels (%)	93.4	91
- personal watercraft (%)	84.5	86.7
License, registration and mooring renewals paid using Interactive Voice Response, the Internet or BPAY (%)	59.4	59.9
Complaints received on NSW Maritime's Infoline (as % of total calls recorded)	0.3	0.3
Major foreshore redevelopments announced	1	2
Trade through Eden and Yamba (000 mass tonnes)	1,289	1,215
Residual workers compensation exposure (\$M)	1.3	1.56
<b>Staff</b>		
Full time equivalent staff at 30 June	335	354.9
% of women staff (including casuals)	43	43
Hours lost due to industrial disputes	258.7	0
Average days lost due to:		
- sick leave	4.4	3.7
- accidents	0.5	0.7

# Trends & Highlights

## 5 Year Key Performance Indicators Table

Five year performance indicators 2008-2009	2004-05	2005-06	2006-07	2007-08	2008-09
<b>Financial</b>					
Total assets (\$M)	772.2	770.5	769.5	1,260.0	1,254.0
Net surplus (\$M)	59.9	59.4	17.6	20.3	6.0
Distribution to State Government (\$M)	12.6	13.2	13.8	14.6	15.3
Capital works expenditure (\$M)	15.4	13.6	24.1	19.6	13.2
<b>Outputs</b>					
General (non-PWC) boating licenses	410,192	413,104	414,173	419,080	447,253
PWC boating licenses	31,527	32,054	31,563	32,616	36,396
Non PWC registered recreational vessels	196,182	202,169	206,271	209,767	214,614
PWC registrations	7,078	7,213	7,116	7,307	7,708
Aquatic licences issued	610	641	637	675	637
Environmental assessments for mooring and aquatic licences	2,307	2,618	2,831	2,734	2,797
Educational seminars presented	356	471	432	246	245
Solar navigation aids	1107	1196	1280	1298	1282
Cubic metres of waste recovered from Sydney Harbour	3686	3681	3471	3183	2737
Number of commercial vessel discharges at sewage pump-out facilities at King Street Wharf and Blackwattle Bay	8763	7837	5224	4932	6249
Number of permission to lodge a development applications determined	82	94	132	174	121
Development applications determined	52	42	30	58	42
Projects offered MIP grant funds	52	43	39	46	53
<b>Outcomes</b>					
Boating incidents reported	397	371	368	365	405
Fatalities	16	9	23	21	12
Serious injuries	57	51	56	61	75
Fatalities per 100,000 total registered or licensed vessels	7.6	4.1	10.3	9.3	5.17
Safety compliance rate:					
- recreational vessels, incl. PWC (%)	91.0	89.5	87.4	87.1	88.3
- commercial vessels (%)	89.0	93.9	89.8	93.4	91
Complaints received on NSW Maritime's Infoline (as % of total calls recorded)	0.4	0.4	0.3	0.3	0.3
Major foreshore redevelopments announced	0	1	1	1	2
Trade through Eden and Yamba (000 mass tonnes)	965	1061	1340	1289	1215
MSB residual workers compensation exposure (\$M)	2	2.2	1.5	1.3	1.56
<b>Staff</b>					
Full time equivalent staff at 30 June	309	323	330	335	354.9
% of women staff (including casuals)	40.0	43	43	43	43
Hours lost due to industrial disputes	0	37.8	0	258.7	0
Average days lost due to:					
- sick leave	5.2	5.3	3.8	4.4	3.7
- accidents	1.1	2.1	0.8	0.5	0.7

# Trends & Highlights

## Financial Summary Table

### NSW MARITIME'S CUSTOMERS 30 JUNE 2009 FINANCIAL STATEMENT

	\$000	Income \$000	Expenditure \$000
<b>Recreational boating revenue comes from the following major sources:</b>			
Drivers' licences	17,301		
Boat registrations	19,174		
Mooring fees	7,312		
Boating fees (maps, publications, berthing charges, aquatic licenses, penalty notices, boatcode)	1,807	45,594	
<b>Recreational boating revenue pays for the following activities:</b>			
Safety education	5,709		
Accident investigation	3,332		
Control, planning, management and administration	10,987		
Enforcement	4,334		
Navigation aid maintenance	5,046		
Mooring management	3,174		
Event management (Sydney / Hobart yacht race, New Years eve celebrations)	1,668		
Grants to councils etc. for the provision of boating infrastructure (boat ramps)	2,745		
Other grants (marine rescue volunteers, marine safety committees, Australia Day support)	1,739		38,734
<b>Recreational boating revenue also provides for replacement of the following assets:</b>			
Wharves	41		
Navigation aids	832		
Buildings	2,010		
Plant and equipment	2,504		
Computers hardware and software	926		
Motor vehicles	982		
Office equipment, furniture and fittings	480		7,775
<b>Commercial vessels revenue comes from the following major sources:</b>			
Survey fees	1,652		
Registration fees	805		
Examinations etc.	332	2,789	
<b>Commercial vessels revenue pays for the following activities:</b>			
Vessel surveys	2,822		
Safety education	565		
Accident investigation	285		
Control, planning, management and administration	565		
Enforcement	565		
Navigation aid maintenance	1,036		
Grants	334		6,172
<b>Commercial vessels revenue also provides for replacement of the following assets:</b>			
Wharves and jetties	1,442		
Plant and equipment	315		
Computers hardware and software	41		
Motor vehicles	123		
Seawalls	65		1,986

**Shipping revenue comes from the following major sources:**

Regional ports of Yamba and Eden (pilotage, navigation and storage facility charges)	843	
Wharfage, site occupation fees and ship utility fees	366	
Channel fees from port corporations	7,872	9,081

**Shipping revenue pays for the following activities:**

Protection of marine environment	726	
Environment including harbour cleaning	2,691	
Maritime safety and security	984	
Port co-ordination/policy/strategy	776	5,177

**Shipping revenue also provides for replacement of the following assets:**

Navigation aids	66	
Plant and equipment	50	
Computers hardware and software	16	
Motor vehicles	184	316

**Property revenue comes from the following major sources:**

Rents and leases	40,045	40,045
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**Property revenue pays for the following activities:**

Wetland management (includes wharf maintenance)	13,470	
Property management (includes MTT lease)	21,249	
Grants to councils etc. for the provision of boating infrastructure (boat ramps)	13	
Other grants	210	34,942

**Property revenue also provides for replacement of the following assets:**

Wharves	971	
Land and buildings	19	
Plant and equipment	107	
Computers hardware and software	1,078	
Motor vehicles	163	
Office equipment, furniture and fittings	321	
Roads	441	3,100
	97,509	98,202

**Other sources of revenue and uses of that revenue are as follows:**

Miscellaneous services	2,270	
Interest on bank deposits and investments	3,384	
Defined benefit superannuation schemes net income	494	
Revaluation increment or decrement on investment properties	0	3,942
Assets received at no cost	343	
Emerging asset - marina berth leases	1,505	
Grant for repair of Circular Quay Wharf for high speed ferry	101	
Grant for repair of Watsons Bay Pilot Station	111	8,208

**Total revenue received by NSW and total payments made by NSW:** 105,717 102,144

**Distribution to NSW Treasury** 24,777

**Balance to (from) accumulated funds** (21,204)

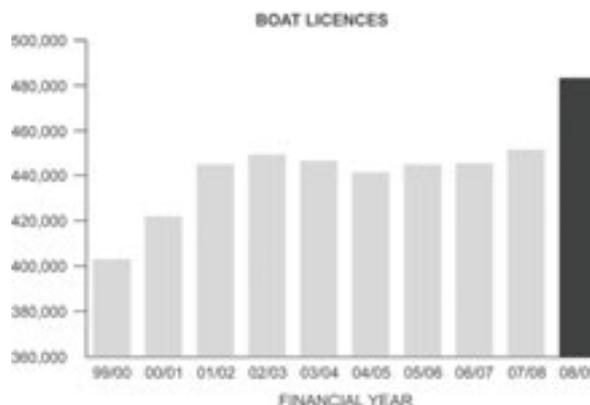
105,717 105,717

# Trends & Highlights

## 10 Year Customer Trends

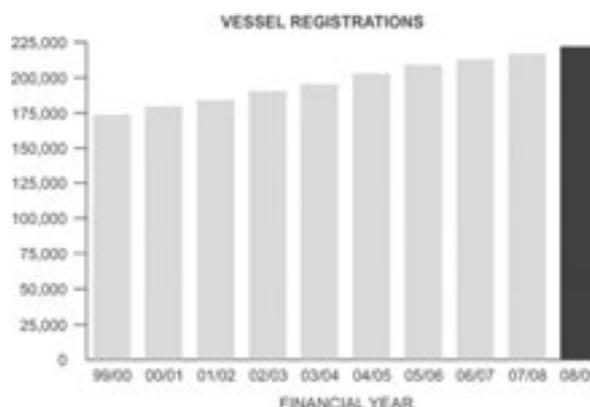
### BOAT LICENCES

The total number of recreational boat licences in NSW increased by 7.1 per cent to 483,649 in the year to 30 June 2009. Personal watercraft licences, which account for 8.1 per cent of all licences, increased by 11.6 per cent to 36,396. There has been a 26.1 per cent increase in all licences over the last 10 years.



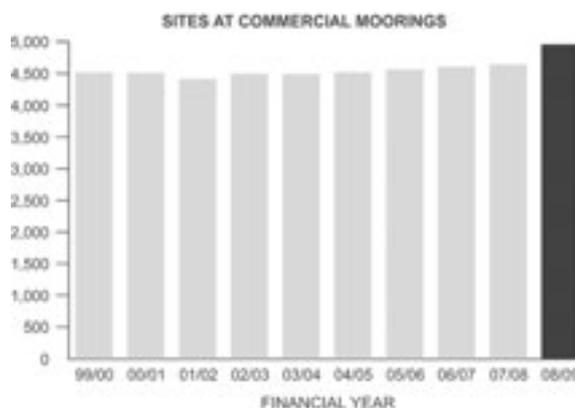
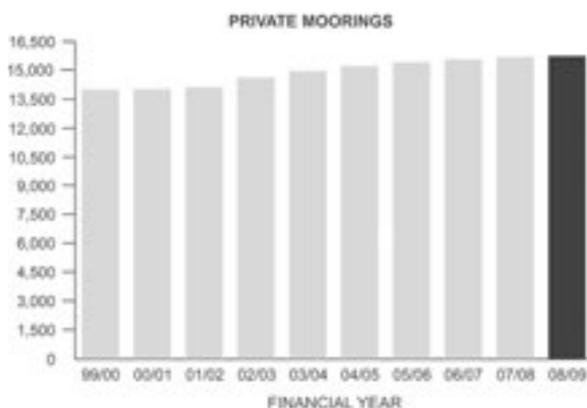
### VESSEL REGISTRATIONS

The total number of recreational vessel registrations increased by 2.4 per cent to 222,322. General boating registrations increased by 2.3 per cent while personal watercraft registrations, which account for 3.6 per cent of all registrations, increased by 5.5 per cent. Registrations have increased by 32.3 per cent since 1998-1999.



### MOORINGS

Total mooring sites have increased by 13.3 per cent over the past 10 years. In 2008-2009 the number of private moorings (15,777) increased by 0.3 per cent, while commercial mooring sites (4964), for which there are 1207 licences, have increased by 6.8 per cent.



### COMMERCIAL VESSELS

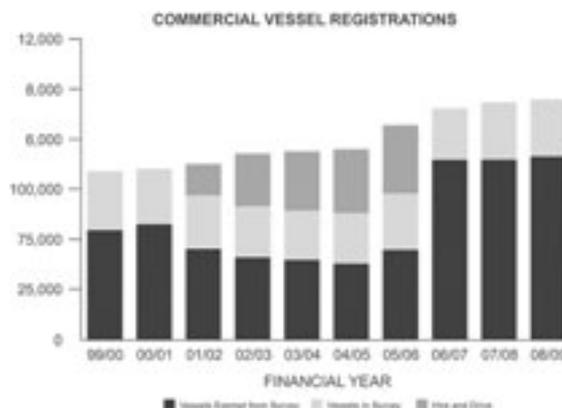
As at 30 June 2009, there were 9594 commercial vessels operating in NSW. Commercial vessels are vessels used for a commercial purpose as defined under the *Commercial Vessels Act 1979* and include charter boats, ferries, water taxis, commercial fishing vessels, oyster punts, workboats, tugs, barges, adventure rides, houseboats, hire and drive vessels, white water rafting vessels and sail-training vessels.

All commercial vessels operating in NSW are required to comply with the *Commercial Vessels Act 1979* including complying with the Uniform Shipping Laws (USL) Code for design, construction, equipment, and crewing, and are surveyed to ensure compliance.

Based on risk, a number of types of vessels are exempt from certain requirements of the Act provided other safety measures are put in place.

### COMMERCIAL VESSEL REGISTRATIONS

Commercial vessels that are exempt from some or all of the requirements of the USL Code, and from the requirement to undergo survey and hold a Certificate of Survey include estuarine fishing vessels, work boats operating on smooth waters, small hire and drive vessels operating under a Hire and Drive licence, white water rafting vessels, and oyster punts. There were 7313 such vessels at the 30 June this year. These vessels are required to comply with a range of other specified safety requirements depending on the risk.

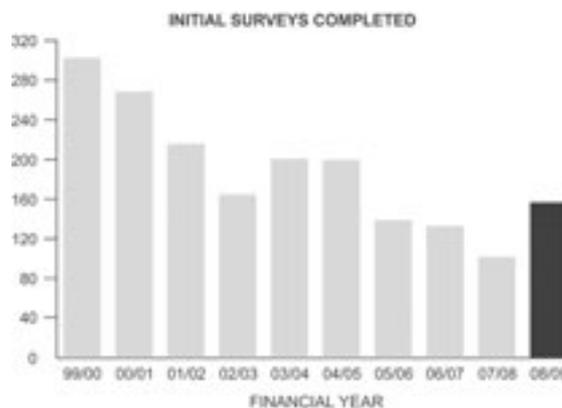


### VESSELS IN SURVEY

Of the 9594 commercial vessels registered and operating in NSW, 2281 or 24 per cent, are subject to a Certificate of Survey indicating that they comply with the highest level of safety standards. The majority of these vessels are subject to an annual survey inspection to ensure they continue to meet rigorous safety standards.

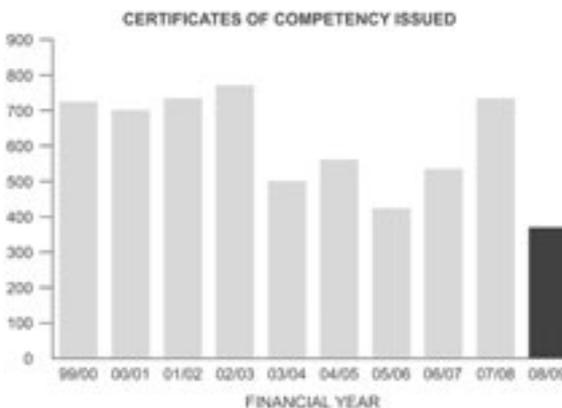
### INITIAL SURVEYS COMPLETED

This year 157 vessels completed initial survey, an increase of 24 per cent on the previous year's figure.



### MARINE CERTIFICATION

All commercial vessels are required to carry appropriately qualified and licensed crew. NSW Maritime is responsible for issuing Certificates of Competency. This year 370 new Certificates of Competency were issued, 947 Certificates were revalidated and 285 general purpose hand endorsements were issued.



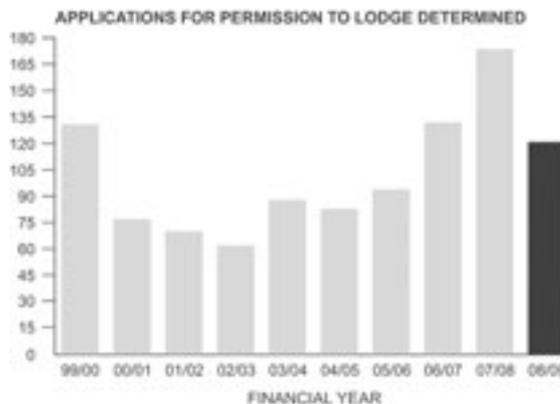
## APPLICATIONS FOR PERMISSION TO LODGE (PTL) A DEVELOPMENT APPLICATION

NSW Maritime land includes the bed of Sydney Harbour and its tributaries, Botany Bay and Port Kembla and Newcastle Harbours. NSW Maritime requires applicants to submit a Permission to Lodge a Development Application for proposed developments on or over NSW Maritime land, as require by Clauses 8F or 49(1)(b) of the *Environmental Planning and Assessment Regulation, 2000*.

NSW Maritime's policy *Obtaining Permission to Lodge a Development Application* was adopted in August 2007. The policy sets the following criteria for land owner's consent:

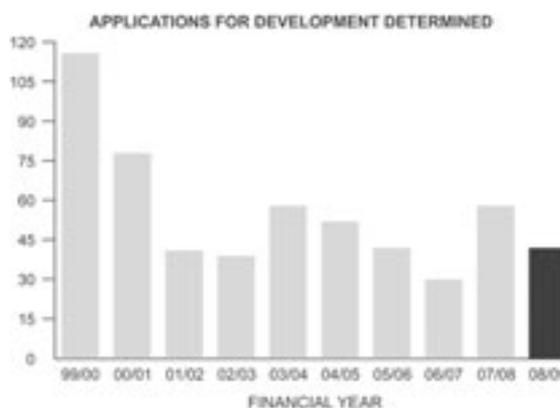
- Navigation safety
- A waterside structure with a direct functional relationship with the adjoining dry land
- Restrictions on development adjoining public land
- NSW Maritime agreement for a lease or license
- Compliance with existing land tenure arrangements.

During 2008-2009, NSW Maritime determined 121 PTL applications.



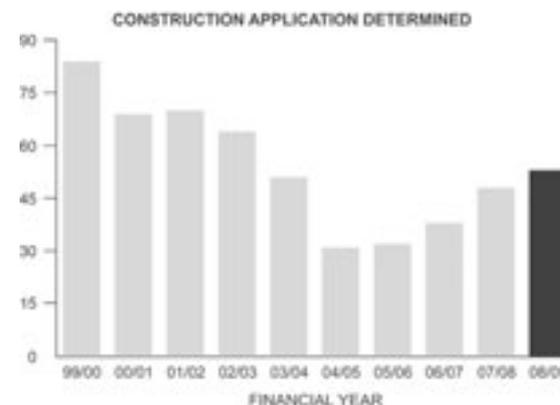
## DEVELOPMENT ON NSW MARITIME LAND

NSW Maritime has a planning consent authority role under the *Environmental Planning and Assessment Act 1979*. The NSW planning legislation provides for NSW Maritime to assess and determine a range of proposals for development on or above the submerged lands of Sydney Harbour and the Parramatta River. During 2008-2009, there were 42 development proposals determined.



## CONSTRUCTION APPLICATION DETERMINED

As a Principal Certifying Authority under the *Environmental Planning and Assessment Act 1979*, NSW Maritime is able to issue Construction Certificates for water-based developments. Before structures are erected on NSW Maritime land, a proponent must also obtain the consent of NSW Maritime under Section 13T of the *Maritime Services Act 1935* (if the land is in Botany Bay, Port Kembla or Port Newcastle) or under Clause 65A of the *Management of Waters and Waterside Lands Regulation-NSW* (if the land is in Sydney Harbour or Parramatta River). During 2008-2009, NSW Maritime determined 53 Applications for Construction.



## TRADE THROUGH REGIONAL PORTS

Trade through the regional ports of Eden and Yamba totalled 1,215,174 mass tonnes during 2008-2009, a decrease of 5.8 percent on the previous year.

