

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.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Steve Dunn', with a stylized flourish at the end.

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:

Key Result Area	Objectives
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
Financial		
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
Outputs		
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
Outcomes		
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
Staff		
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
Financial					
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
Outputs					
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
Outcomes					
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
Staff					
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
Recreational boating revenue comes from the following major sources:			
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	
Recreational boating revenue pays for the following activities:			
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
Recreational boating revenue also provides for replacement of the following assets:			
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
Commercial vessels revenue comes from the following major sources:			
Survey fees	1,652		
Registration fees	805		
Examinations etc.	332	2,789	
Commercial vessels revenue pays for the following activities:			
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
Commercial vessels revenue also provides for replacement of the following assets:			
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)

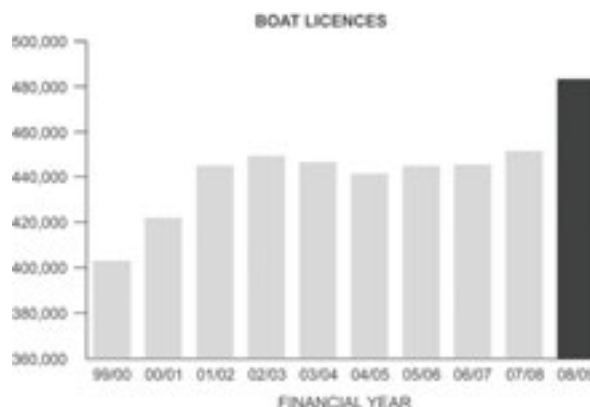
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Trends & Highlights

10 Year Customer Trends

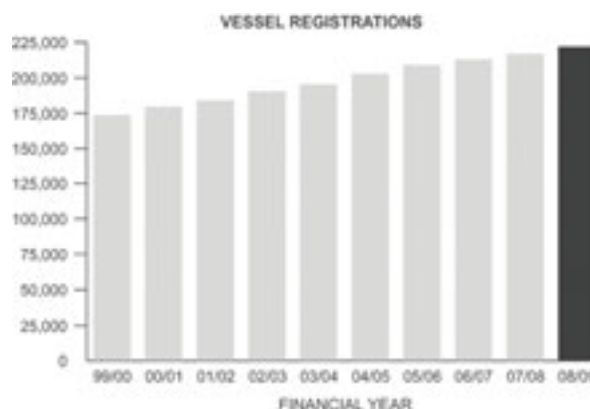
BOAT LICENCES

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.



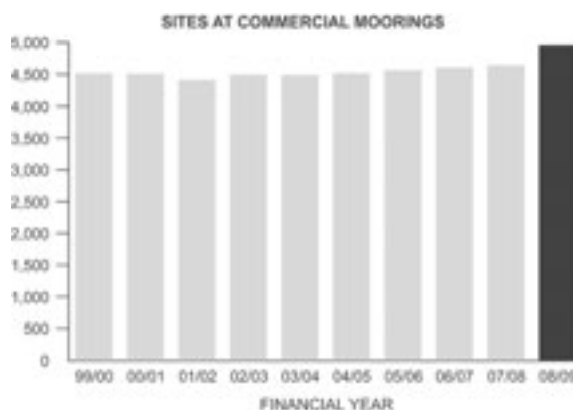
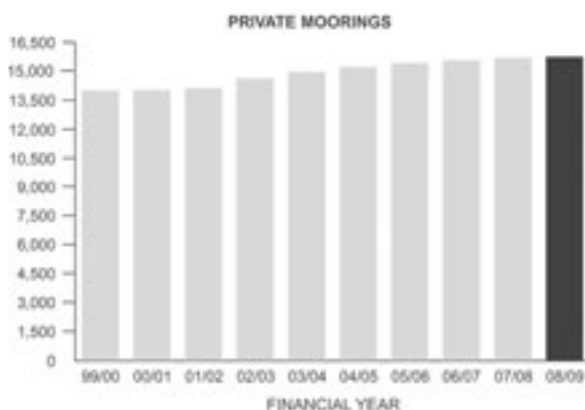
VESSEL REGISTRATIONS

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

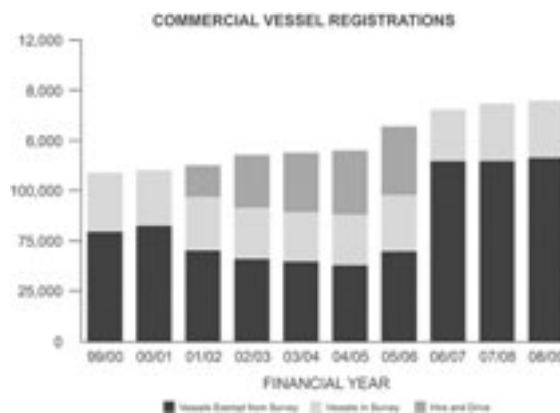
As at 30 June 2009, there were 9594 commercial vessels operating in NSW. Commercial vessels are vessels used for a commercial purpose as defined under the *Commercial Vessels Act 1979* and include charter boats, ferries, water taxis, commercial fishing vessels, oyster punts, workboats, tugs, barges,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

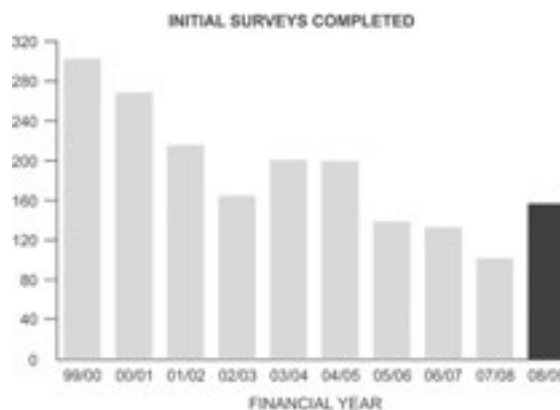


VESSELS IN SURVEY

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.

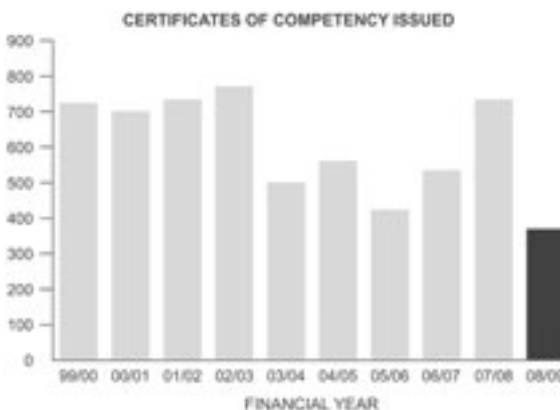
INITIAL SURVEYS COMPLETED

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.



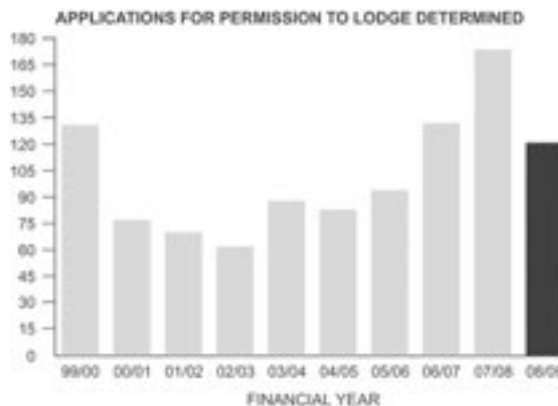
APPLICATIONS FOR PERMISSION TO LODGE (PTL) A DEVELOPMENT APPLICATION

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:

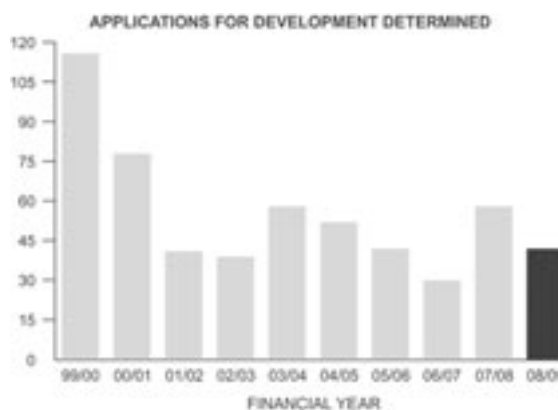
- Navigation safety
- A waterside structure with a direct functional relationship with the adjoining dry land
- Restrictions on development adjoining public land
- NSW Maritime agreement for a lease or license
- Compliance with existing land tenure arrangements.

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



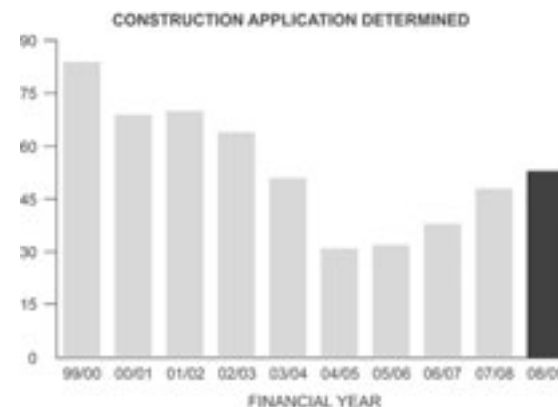
DEVELOPMENT ON NSW MARITIME LAND

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.



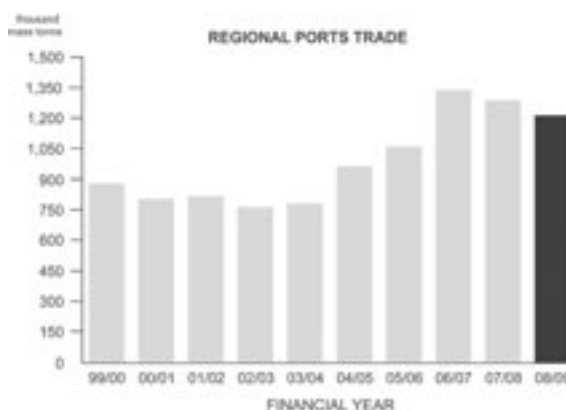
CONSTRUCTION APPLICATION DETERMINED

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.



Key Results - Ports to Support a Growing Economy

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 and eastern Victoria. The Port has significant capacity to meet the needs of a variety of importers and exporters, and is also home to a large fishing fleet.

In 2008-2009, the Port of Eden recorded a 5.8 per cent decrease in trade on the previous year to a total of 1,199,172 mass tonnes. Hard woodchip and softwood log exports continued to represent the major commodity traded. However, the total hard woodchip traded fell by 17.7 per cent to 803,369 mass tonnes. Total trade from general cargo vessels and offshore support vessels in 2008-2009 was minor at 1257 mass tonnes or 1.05% of the total trade. Trading ship visits dropped slightly to 69 from 72 in 2007-2008, and there were 31 visits by Royal Australian Navy vessels.

A total of 289,533 mass tonnes of logs were exported during the year, which is a 1.9 per cent decrease on 2007-2008.

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 a prawning and fishing fleet, and handles a range of imports and exports.

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

In 2008-2009, trade through the port remained steady at 16,002 mass tonnes. The major commodities traded included timber products, miscellaneous manufactured articles and petroleum products. There were 46 vessel visits during the year.

Case Studies

Oil Spill Deployment in Queensland

In line with its oil pollution combat responsibilities and NSW coordination of National Plan arrangements, NSW Maritime coordinated the deployment of NSW Maritime and port corporation assistance to the Queensland Pacific Adventurer spill response from March to May 2009. A total of 28 personnel from NSW were deployed, including nine from NSW Maritime.

NSW Maritime personnel undertook a number of roles and functions including operational management on Moreton Island, waste management coordination, shoreline clean-up oversight and supervision of response teams.

NSW Maritime and the port corporations held a debrief following the incident, ahead of any formal national review of the response, to assist with future planning efforts should a similar incident occur in NSW. The outcomes will be used to strengthen the NSW response capability and contingency arrangements.

Aussie 1 Response

On 22 May 2009 during the North Coast storms and flooding, the tug Lewek Kea reported that it had only one engine working and was having difficulty holding its position about 20 nautical miles east of Crowdy Head, NSW, in heavy seas. The Lewek Kea was towing Aussie 1, a large pipe laying barge (112 x 30 metres) which had over 200 tonnes of marine diesel onboard.

Early the following morning, the tow line to the Aussie 1 parted and could not be reconnected. The Aussie 1 continued to drift during the day until a salvage crew was placed onto the barge by a Westpac helicopter and fortunately was able to connect an emergency tow line to the Lewek Kea. The tug Wickham was deployed from Newcastle and took over the tow from the Lewek Kea the following day, towing the Aussie 1 to Newcastle for reconfiguration of the towing lines.

While the incident occurred in Commonwealth waters with the Australian Maritime Safety Authority being responsible for the vessel, NSW Maritime, as the combat agency for spill response in conjunction with the Newcastle Port Corporation and Sydney Ports Corporation, placed personnel and equipment on standby. If the Aussie 1 had continued to drift and had become in danger of grounding, personnel and equipment were ready to be deployed. The incident highlighted the strength of NSW's response arrangements and cooperation between the agencies involved.

Other Port Matters

MARITIME/ PORT SECURITY

NSW Maritime completed the installation of integrated closed circuit television (CCTV) security systems in the ports of Eden and Yamba this year. In addition, perimeter security at Goodwood Island Wharf, Yamba and the Breakwater Wharf, Eden was improved with the repair and upgrade of the security fencing. Following a risk assessment at Yamba, further work is proposed to link the security systems at Goodwood Island and the pilot station to allow constant monitoring of NSW Maritime assets from either location.

The Maritime Security Plan for the security regulated Port of Yamba expired in May 2009. Prior to expiry, the Plan was reviewed and several changes made to better reflect the current and predicted future operational security needs of the Port. The new version of the Plan has been approved by the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government and is currently in operation. It will expire in May 2014. The Maritime Security Plan for the security regulated Port of Eden is due for review and replacement in 2010.

Security drills and exercises in Eden and Yamba were carried out to test the security preparedness of the ports as required by the *Maritime Transport and Offshore Facilities Security Act 2003*.

NSW Maritime is represented on the Sydney/Port Botany, Newcastle and Port Kembla Port Security Committees, and on the Transport Security Precinct Committees of Circular Quay, Manly Wharf and King Street Wharf. NSW Maritime is also represented on the Port Security Working Group of Ports Australia. These committees and the working group met regularly during the year.

PORT SAFETY OPERATING LICENCE

NSW Maritime is responsible for ensuring the port corporations comply with the conditions of their Port Safety Operating Licences (PSOL) through a periodic audit process.

The PSOL issued to each port corporation under the *Ports and Maritime Administration Act 1995* (the Act) contains performance standards for safety, provision of navigation aids, environment protection, investigation of incidents and other functions. Under section 15(2) of the Act, the Minister may renew a PSOL and initiate a review process as required.

PSOL regulatory arrangements have been in place since 1995 and current PSOLs were issued to the three port corporations in December 2006 for a period of five years.

NSW Maritime will engage a consultant in August 2009 to conduct a review of PSOL regulatory arrangements. The key purpose of the review is to determine whether the PSOL regulatory model is still the most appropriate mechanism for ensuring the three port corporations achieve their port safety objectives prescribed in the Act.

During the year:

- Audits of the Newcastle Port Corporation PSOL were carried out in November 2008 and June 2009. A Port Kembla Port Corporation audit was carried out in March 2009. The next audit is due in November 2009. Sydney Port Corporation's PSOL audit was carried out in August 2008 with the next audit being scheduled for August 2009
- All port corporations were compliant with the conditions in their respective safety operating licences
- In late 2008, an amendment to the PSOL was approved by the Minister. The amendment enhances the requirements for communications procedures within all NSW ports
- Further work will be undertaken in 2009-2010 to address standards for Vessel Traffic Services within the ports and in adjacent waters. This will complement work in this area which is currently occurring at a national level.

REVISION OF MARINE PILOT HEALTH STANDARDS

NSW Maritime, in conjunction with the three port corporations, is developing a new Marine Pilotage Code to replace the current Training Code for Marine Pilots and Exempt Masters. The Pilotage Code will also contain a new health standard for NSW marine pilots designed to reflect contemporary knowledge and practice, and the workplace of marine pilots.

Development of the new health standard involved consultation with State and national stakeholders, in particular with marine pilots and their associations. Implementation arrangements have also been developed by NSW Maritime and the three port corporations.

Introduction of the new health standard in NSW is expected in the second half of 2009-2010.

Key changes are:

- Periodic health assessments will be carried out less frequently for marine pilots who are less than 50 years old
- Routine health assessments will now be supplemented by triggered health assessments which provide a mechanism for monitoring health continually and ensuring daily fitness for duty
- Assessments will be carried out by authorised health professionals who are formally selected, trained and appointed by NSW Maritime
- Several classifications of fitness will be introduced to provide management with the option to allow employment of marine pilots who are fit for some but not all duties.

COMMERCIAL VESSEL AND FERRY SECURITY

A security package for commercial vessel operators has been distributed to commercial vessel and ferry operators throughout NSW. The package includes security guidelines, a training DVD on the handling and identification of suspicious articles, and an amendment to the Safety Management System (SMS) for charter vessel operators.

The NSW package was a joint initiative undertaken by NSW Maritime, NSW Ministry of Transport, the Commercial Vessels Association, NSW Police and the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government.

The amendment to the SMS for charter vessel operators was gazetted in NSW in April 2008, and became a requirement for a vessel certificate of survey from that date. In May 2009, NSW Maritime produced a training and review program to accompany distribution of the security package. The program was delivered to charter vessel and private ferry operators at major charter vessel centres throughout NSW. Further training in the implementation of the package is planned for 2009-2010.

Port Planning & Policy

NEW GUIDELINES FOR PORT CORPORATIONS

The PricewaterhouseCoopers Review of Port Competition and Regulation in NSW and the Independent Pricing and Regulatory Tribunal review of the Interface between the Land Transport Industries and Stevedores at Port Botany during 2007 revealed that NSW ports policy and legislative setting need to be updated to improve efficiency and competitive outcomes. The reviews also found the performance of the port-related supply chains is currently below par and that the expansion of port capacity needs to be accompanied by efforts to improve efficiency along the freight supply chains.

The *Ports and Maritime Administration Act 1995* was amended on 1 December 2008 to ensure NSW ports are able to service growing trade in a modern policy setting by:

- Introducing new statutory objectives for the port corporations to promote and facilitate a competitive commercial environment in port operations and to improve productivity and efficiency of the port and the port-related supply chain
- Including an additional principal function for the port corporations to facilitate and co-ordinate improvements in the efficiency of the port-related supply chain.

These amendments will enable port corporations to take the lead in fostering competition and coordinating efficiency improvements among providers of land-based port facilities or services. The reforms were complemented with new statutory powers allowing regulations to be made, if necessary, to:

- Require companies to report on investment and performance
- Set standards for access to terminals and their performance including booking systems
- Establish penalties for not meeting regulating standards
- Require independent audits and inspections
- Penalise supply chain participants, such as stevedores and transport companies, for failing to provide information requested.

PORT BOTANY LOGISTICS TASKFORCE

The Minister for Ports and Waterways, Joe Tripodi, established the Port Botany Logistics Taskforce in 2006 to provide strategic advice to government on ways to improve the port-landside interface. In light of strong growth forecasts for containerised freight volumes through Port Botany, the Taskforce is also examining the efficiency and competitiveness of the port logistics chain to meet projected demand.

The Taskforce is chaired by the Minister and comprises leaders from industry and government. NSW Maritime is a member of the Taskforce and provides secretariat support. It met twice on September 2008 and March 2009.

Some activities during the year included:

1. On completion of a preliminary trial in May 2008, Taskforce members facilitated the start of a comprehensive three-year trial of 'Super B-Double' heavy vehicles within the port precinct. These vehicles, known as High Efficiency Container Trucks, have the carrying capacity of up to four standard containers at a time and they offer the potential to move larger volumes of cargo with fewer truck trips, improve container handling efficiency, lower transport emissions and reduce traffic congestion.
2. In March 2008, the Independent Pricing and Regulatory Tribunal (IPART) released its final report of its Review of the Interface between the Land Transport Industries and the Stevedores at Port Botany. In April, the taskforce consulted key stakeholders regarding IPART's 18 recommendations. In September 2008, the State Government released its response to the recommendations, the majority of which were fully supported with the exception of the suggested introduction of a two-tiered, 'Dutch auction' style port booking system. The Taskforce provided an effective forum for consideration and implementation of the Government's response.
3. Taskforce members provided strategic advice on the prioritisation of a variety of transport infrastructure projects for improving port-related supply chain efficiency including improvements to the rail freight environment. A number of port-related projects were also identified as priorities for the Federal (formerly AusLink Round II) Nation Building program funding, such as duplication of the Botany rail line.
4. On 19 March 2009, the Taskforce hosted a port stakeholder discussion forum to discuss emerging issues surrounding the role and efficiency of empty container parks in the supply chain. After the forum, private submissions from all interested parties including park operators were requested. A second forum for participants to discuss preferred options for action will be held in August 2009.

COORDINATING ACCESS TO NEWCASTLE COAL LOADING FACILITIES

When demand for coal loading services at the Port of Newcastle exceeds terminal capacity, a queue of ships forms in the vicinity of the port.

In order to control the queue and reduce the demurrage costs, the Australian Competition and Consumer Commission (ACCC) has previously granted interim authorisations under the Commonwealth *Trade Practices Act 1974* (TPA) for a capacity balancing system (CBS) at the port.

In late 2008, the absence of any further ACCC authorisations prompted the NSW Government to make the *Ports and Maritime Administration Amendment (Access Rules) Regulation 2008* (the Regulation) under the *Ports and Maritime Administration Act 1995*. The Regulation allows the Minister for Ports and Waterways to require the preparation of access rules for supply chain facilities for coal loading at the Port of Newcastle.

After assisting with the drafting of the Regulation, NSW Maritime undertook consultation with industry on the regulatory setting with the issuing of a Regulatory Impact Statement (RIS) on 30 December 2008. At the close of the consultation period on 14 February 2009, four submission were received. No adjustment to the RIS or the regulatory settings were considered to be necessary as a result of this process.

The Regulation was amended in June 2009 to extend its operation until 10 January 2010 to allow further time to conclude negotiations on the Hunter Coal Port Plan.

Representation on National Forums

AUSTRALIAN MARITIME GROUP

NSW Maritime represents NSW on the Australian Maritime Group (AMG) - an inter-governmental group that brings together the peak maritime organisations at State and national levels to discuss key issues of the maritime sector.

During the year AMG:

- Progressed the proposed national approach to maritime safety regulation
- Conducted an International Best Practice Study to help better understand the competitiveness of Australia's ports
- Contributed to the development of a national system to manage the marine pests risks from ballast water and biofouling.
- Held a forum with industry stakeholders to:
 - share knowledge on, and provide input to, national policy initiatives
 - share knowledge on maritime trends/issues
 - inform industry stakeholders of AMG progress/activities
 - fine tune AMG work plan through industry feedback/comment.

NATIONAL PLAN MANAGEMENT COMMITTEE

The National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances (National Plan) is an integrated government and industry framework enabling effective response to marine pollution incidents.

Management of the National Plan is overseen by the National Plan Management Committee (NPMC) which provides high level advice to the Australian Transport Council on the strategic, policy and funding aspects of the National Plan. The NPMC is supported by the National Plan Operations Group (NPOG) by providing advice on the operational aspects of the National Plan.

NSW Maritime represents the State on both NPMC and NPOG, plus a number of Working Groups. NPMC met once during the year and considered a range of matters including a proposed major 10 year review of the National Plan arrangements which is scheduled to occur in 2009-2010. NPOG met twice during the year along with a number of working groups.

Key Results - Safe Waterways

Vessel Safety Management

COMMERCIAL VESSEL REGULATION

There are currently six regulations under the *Commercial Vessels Act 1979* relating to commercial vessels in NSW. These regulations have remained largely unchanged and do not reflect the needs of industry in the 21st century.

NSW Maritime has been working with the Parliamentary Counsel's Office to draft a new *Marine Safety (Commercial Vessels) Regulation* to be made under the *Marine Safety Act 1998*. The new regulation will provide a regulatory framework that supports safety, adopts a risk based approach to regulation and supports a viable commercial vessel industry.

NATIONAL STANDARD FOR COMMERCIAL VESSELS

Under the National Marine Safety Strategy, the Uniform Shipping Laws (USL) Code, which sets the commercial vessel standards for maritime safety in each state and territory, is to be replaced by the National Standard for Commercial Vessels (NSCV) as the principal technical standard for commercial vessels. The NSCV will provide a common national standard for the design, construction, crewing and operation of commercial vessels.

NSW Maritime is closely involved in the drafting of the NSCV. Its participation occurs through membership of the National Marine Safety Committee (NMSC) and its various working groups. These working groups include technical panels and groups working on mutual recognition provisions.

In 2008-2009 the NMSC endorsed or progressed the following:

- Implementation of the Uniform Shipping Laws (USL) Code 2008
- Alternative pathways for obtaining marine pilot training and qualifications
- Transitional arrangements for the application of the NSCV to the existing fleet
- The introduction of a new classification system for Personal Floatation Devices
- NSCV Part C Section 2 - Watertight and weather-tight integrity
- NSCV Part F Section 2 - Commercial Leisure Vessels
- NSCV Part C Section 4 - Fire Safety.

In October 2008, NSW Maritime implemented USL 2008 which was the first stage in adopting those parts of the NSCV that have been completed. The key changes related to fire safety, engineering, safety equipment and fast craft.

Preparations are underway to implement additional parts of the NSCV relating to construction, stability, communication and navigation equipment and operational practices under USL 2009 which is to be implemented in October 2009. New standards for operational practices will require all vessels to maintain a safety management system (SMS) and comply with operational requirements and emergency procedures. Work is progressing with the commercial vessel industry to develop support materials to assist the industry to comply with these new requirements.

SURVEY

Further improvements in the scheduling of survey services were achieved during the year through the use of an electronic database to plan and schedule survey inspections throughout NSW.

The establishment of a specialised Initial Survey Team, made up of NSW Maritime ship surveyors and naval architects, ensured the consistent application of design and construction standards for new vessels and improved processing times for initial survey applications.

A NATIONAL APPROACH TO MARITIME SAFETY REGULATION

In December 2007, the Minister for Ports and Waterways wrote to members of the Australian Transport Council (ATC), the Commonwealth Minister for Finance and Deregulation and members of the NMSC's Industry Advisory Council requesting support for a new approach to the legislative implementation of maritime safety standards.

This matter has subsequently been included in the Council of Australian Governments' (COAG) regulation work program and two consultation Regulatory Impact Statements (RIS) were released in September/October 2008 and April 2009. The preferred option in the RIS involves broadening the Commonwealth *Navigation Act 1912* to cover all commercial vessels operating in Australian waters and the Australian Maritime Safety Authority (AMSA) being established as the national regulator. On 22 May 2009, the ATC endorsed AMSA becoming the sole national regulator of all commercial vessels operating in Australian waters by 2013, noting the desire of NSW to

deliver the regulatory services as an agent of AMSA.

NSW Maritime has been closely involved in the development of the national approach and has participated in a number of working groups on its development. The key objective of the proposal is to create a system that establishes and maintains national uniformity in commercial vessel standards, regulations and administration to enable the seamless transfer of labour and vessels between jurisdictions. The aim of these changes is to reduce complexity and costs for vessel owners and crew, and improve safety outcomes through consistent and prompt implementation of standards across jurisdictions.

Two rounds of industry consultations were chaired by the General Manager Commercial Vessels, in October 2008 and April 2009, on Regulatory Impact Statements (RIS) prepared by the Federal Department of Infrastructure, Transport, Regional Development & Local Government.

TRIAL OF CAMERAS AT OCEAN BARS

Following a successful trial of a camera at Narooma Bar in 2007, NSW Maritime agreed to extend the trial program with Coastalwatch to provide web-cam vision of 15 coastal locations such as bar crossings. These cameras and the associated forecasts provides people with valuable information to consider when trip planning. Live vision is now available online for the following locations:

- North Coast
 - Ballina
 - Brunswick Heads
 - Coffs Harbour
 - Iluka/Yamba
 - Port Macquarie
 - South West Rocks
 - Tweed Heads
- Hunter
 - Shoal Bay, Port Stephens
 - Swansea
 - Nobbys Beach, Newcastle
- South Coast
 - Narooma
 - Bermagui
 - Merimbula Bay
 - Moruya River
 - Sussex Inlet.

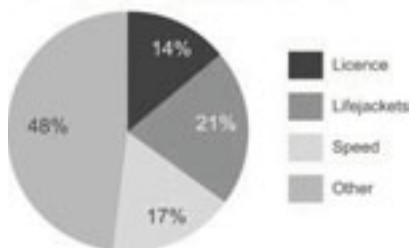
BOATING SAFETY COMPLIANCE

During 2008-2009, a total of 3579 Penalty Notices were issued throughout NSW for a variety of offences. Non-compliance with lifejacket requirements accounted for 741 (ie 21 per cent) of all notices issued which is a slight improvement from the 26 per cent in the previous year.

Excessive speed accounted for 600 (17 per cent) of notices issued. Non-compliance with licence requirements made up 14 per cent, which included operating a PWC and a boat without an appropriate licence.

The remaining notices were issued for a variety of different offences, including safety equipment, navigation lights and registration.

PENALTY NOTICES ISSUED 2008-2009



Case Studies

New Commercial Vessel Changes

During 2008-2009, the Commercial Vessels Division has continued to focus on improving customer service, seeking to meet customer needs and cut 'red-tape' while maintaining necessary safety standards.

Recent reforms streamline commercial boating licence requirements, making it easier for people to find work in the maritime industry.

General purpose hand endorsements were previously processed centrally and applicants had to wait for their endorsement to be issued. Endorsements are now issued on the spot at all NSW Maritime offices, enabling holders of the endorsement to gain work immediately as a deckhand.

Water-ski clubs and other commercial operators will benefit from new streamlined requirements for drivers of water-ski and aquaplane vessels. Operators now need only a general boat licence or personal watercraft (PWC) licence instead of a commercial licence, saving them time and money.

Operators of ocean haul fishing vessels have also benefited under a similar arrangement, whereby only a general boat licence or PWC licence is required.

Holders of commercially endorsed Yachtmaster Certificates issued by Yachting Australia can now be recognised as holding a coxswain certificate so that they can work on commercial vessels in NSW. This will make it easier for yacht owners and operators to obtain crew with appropriate qualifications.

These reforms will assist hundreds of people each year seeking a career in the maritime industry and make it easier for commercial operators to do business while maintaining appropriate standards of public safety.

Wooden Boat Survey

There has been a steady decline in the number of wooden vessels, as modern and more economical materials such as aluminium and fibreglass have replaced wood as a boat building material. However, NSW Maritime continues to provide expertise in timber boat building and repair through its team of surveyors, which has over 150 years of cumulative experience in surveying wooden boats.

NSW has about 300 wooden vessels operating commercially, and these vessels make up 15 per cent of all vessels in survey.

NSW Maritime recognises the importance of maintaining its expertise in surveying wooden boats and has commissioned a project to share its extensive in-house technical expertise with the boating community. This project will culminate in the publication of a well illustrated technical handbook covering construction, maintenance, repairs and survey of wooden boats. It will provide a valuable resource to maintain our maritime heritage by ensuring that the skills and knowledge of wooden boat building are preserved for future generations.

Assessing Long-Term Trends in Sydney Harbour

Sydney Harbour is the State's busiest waterway, hosting a huge variety of vessels ranging from large ships and passenger ferries to yachts, pleasure cruisers, work boats, sailing skiffs and kayaks. With such a variety of craft, each with particular needs and limitations, NSW Maritime is very mindful of the need to maintain and improve vessel safety on the Harbour.

In response to stakeholder concerns about recent incidents on the Harbour, during the year NSW Maritime undertook an assessment of both commercial and recreational vessel incidents to identify any additional management response that might be needed.

The assessment looked at spatial and time-related incident data for Sydney Harbour going back to January 1992. It considered whether there were any obvious incident 'hot spots' that may need additional safety measures, as well as the question of whether incident rates are greater at night.

The main conclusions were:

- Most incidents occur in and close to the main channel, upstream to the middle reaches of the Parramatta River
- The highest incident risk appears to be in the Harbour Bridge - CBD area, while relatively few incidents have occurred in the Harbour's distant reaches or in North and Middle Harbours
- Despite the high number of fatalities in recent years, overall incident rates have remained stable, with no evidence of any statistical trend (upwards or downwards) through time.

NSW Maritime has already implemented a 15 knot speed limit around the Sydney Harbour Bridge in response to serious incidents in that area. It will use the conclusions of this assessment to refine its management of vessel safety risk on the Harbour.

Marine Legislation

The *Marine Safety (General) Regulation 2009* ("the *General Regulation*") was introduced on 30 March 2009. It is a further update of the marine legislation following the passing of the *Marine Safety Amendment Act 2008* and the commencement of a number of provisions of the *Marine Safety Act 1998* in August 2008.

The *General Regulation* addresses general navigational issues such as the application of the *International Regulations for Preventing Collisions at Sea*, distance off requirements (including distances from seagoing ships and certain wharves), vessel operator conduct (such as causing wash), and certain speed limits (including reproducing three speed limits for Sydney Harbour that apply to pilotage length vessels only). It also contains provisions specifically directed at recreational boating such as boat driving licences, recreational vessel registration, adoption of the Australian Builder's Plate, rules for towing persons such as water-skiers, and recreational vessel safety equipment carriage and wear requirements.

The General Regulation replaces four previous regulations in full and partially replaces some other legislation, resulting in a significant consolidation and reduction in the marine legislation.

Some of the changes include:

- A requirement for all vessels - apart from those exempt, such as kayaks - heading more than 2 nautical miles offshore to carry a 406MHz EPIRB
- New, specific provisions for the offence of 'wash causing damage or unreasonable impact' to other vessels or structures, with a maximum penalty of \$5500
- New requirements to keep inflatable lifejackets properly maintained and serviced
- New safety label requirements with expanded safety information to replace the capacity plate on all vessels
- Increased penalties for driving while disqualified or operating a boat without proper safety equipment
- New offence of dangerous or negligent navigation occasioning grievous bodily harm or death, with fines of up to \$110,000 and up to two years imprisonment
- Increase in penalty to \$44,000 and up to two years imprisonment for operating an unsafe or overloaded vessel.

Emergency Position Indicating Radio Beacon (EPIRB) changes

From 1 February 2009 Cospass-Sarsat satellites no longer detect 121.5 MHz EPIRBs. The 406 MHz EPIRB which assists authorities in faster, more efficient responses is now required.

Under a national agreement a product will satisfy the requirement for a vessel 406MHz EPIRB if it complies with Standard AS/NZS 4280.1 (note that the ".1" indicates compliance with Part 1 of the Standard which applies to EPIRBs. A product marked ".2" will only be compliant with the Personal Locator Beacon (PLB) part of the Standard, ie "Part 2").

Although some products are marked, marketed and referred to as "Personal EPIRBs", these are usually PLBs. Unless a product is compliant with AS/NZS 4280.1 it is not an EPIRB for the purposes of the recreational vessel requirement.

PLBs may be suitable for marine use but not as a replacement for an EPIRB. The standard for PLBs means that there is no certainty they will carry the required detail within the signal to assist offshore searches. While PLB details can be recorded with the Australian Maritime Safety Authority (AMSA), it is not automatic or easily verified for compliance purposes, leading to the potential for an emergency signal location to be detected without details of the vessel size or type, or contact details to assist with decisions relating to the incident.

Furthermore, although a PLB is waterproof and designed to float, it is not required to float upright so when activated at sea it needs to be supported so that its antenna remains vertical and out of the water.

The new *Marine Safety (General) Regulation 2009* which commenced on 30 March 2009 contains a requirement for the carriage of EPIRBs by vessels under 8 metres when more than two nautical miles from shore. So it is now compulsory for almost all vessels heading offshore to carry a 406 MHz EPIRB registered with AMSA. Registration is free and can be done on-line at the AMSA web site.

Carriage of suitable PLBs in addition to an EPIRB is encouraged as an extra safety precaution in certain circumstances.

World Youth Day 2008

World Youth Day, the largest youth event in the world, was held in Sydney from 15-20 July 2008. It attracted 223,000 registered pilgrims from 170 nations, which made it the largest event ever hosted in Australia. The occasion marked the fourth Papal visit to the country, and Pope Benedict XVI's first visit.

On-water activities supported by NSW Maritime included the Barangaroo festivities, a Papal 'boatcade' and the Stations of the Cross re-enactment. Planning for the event commenced in late 2006 and involved most divisions within NSW Maritime. Support was delivered on time and well within budget, with payment of \$225,000 for services provided from the NSW State Government.

Barangaroo festivities required a Maritime and Water Police on-water security patrol for the duration. Night fireworks from two barges completed the inaugural day which included Cardinal Pell's mass and a festival for crowds estimated at 150,000.

On 17 July vessels representing NSW Maritime, Volunteer Rescue organisations and Surf Life Saving departed Rozelle for the Papal boatcade. NSW Maritime vessels also patrolled the 21 gun papal salute exclusion zone in Farm Cove during the Pope's meeting with the Governor, the Prime Minister and the Premier at Government House.

Later in the afternoon the Pope boarded *Sydney 2000* to commence his formal arrival to Sydney. The vessel, with a large escort of NSW Maritime and Police vessels as well as a commercial vessel contingent, followed a course to maximise the Pope's exposure to assembled crowds on the shore and berthed at Barangaroo, where a crowd of over 100,000 awaited his arrival. The Pope's time on-water was judged an outstanding success.

The event involved close cooperation at executive and operational levels between the World Youth Day Coordinating Authority, the Catholic Church - World Youth Day 2008 (WYD08) and the Office of Protocol and Events, Premiers and Cabinet, with the Sydney Harbour Foreshores Authority, NSW Police Force, Captain Cook Cruises, Federal Police Dignitary Protection and marine agencies including NSW Maritime, NSW Water Police, Sydney Ports Corporation, Sydney Ferries, Commercial Vessels Association, Royal Australian Navy, National Parks and Wildlife Services Department of Environment and Climate Control, Australian Volunteer Coast Guard and the Royal Volunteer Coastal Patrol.

Marine Rescue NSW

The NSW Government is supporting the establishment of a new volunteer marine rescue organisation called Marine Rescue NSW.

For many years NSW has had three voluntary marine rescue organisations, the Australian Volunteer Coast Guard Association, the Royal Volunteer Coastal Patrol and the Volunteer Rescue Association, each with their own vessels, operational bases and many hundreds of experienced and dedicated volunteers.

The formation of the new organisation on 1 July 2009 was the main conclusion of an independent inquiry into the issue, the Price Report released in 2008. Ninety-three per cent of almost 800 submissions supported the creation of a new marine rescue group, drawing together people from the three existing organisations into one to provide greater consistency for rescue, communications, training and to serve the boating community.

During the transition the Government will provide \$3 million towards establishing the new organisation, in addition to the regular annual funding of around \$1.4 million. Since 1998 more than \$8.7 million in Government funding has been provided to the three volunteer marine rescue organisations to purchase new vessels, set up search and rescue coordination centres, train volunteers in radio operations and rescue procedures, and help volunteers obtain commercial qualifications.

In addition to these funds, NSW Maritime waives annual registration fees and reduces periodic survey fees by 50 per cent for the NSW Volunteer Marine Rescue units.

Membership to the new body has been invited from the three existing organisations, with more than 2000 volunteers registering their interest online during the first few months.

A Board has been established to administer the new organisation and an Acting Chief Executive appointed. Permanent administrative staff will be engaged as Marine Rescue NSW develops statewide.

Safety Education

BOATING SAFETY EDUCATION

Recreational boating is a popular pastime for hundreds of thousands of NSW families. Each year an estimated 1.5 million people go boating along the NSW coastline and on inland lakes, rivers and estuaries.

NSW Maritime is the State's boating safety regulator, and conducts an active communications and education program to highlight on-water risks and responsibilities. NSW Maritime also works with schools, community and industry organisations to support a culture of boating safety on our waterways.

The Minister for Ports and Waterways Joe Tripodi announced on 1 August 2008 a commitment to increase funding in support of boating safety education to \$3 million over three years starting from 1 August 2009. The Minister stated this was part of promoting a culture of safe boating in NSW.

NSW Maritime convened a Forum of experts in August 2008 to analyse its communication and education efforts and to make recommendations for effective change. The independent consultant who chaired the Forum, subsequently identified a number of key components for effective communication and education, and this input has formed the basis of the NSW Maritime Communications and Education Plan.

The principal focus of the Plan is skipper responsibility, with secondary themes related to lifejacket use, safe navigation, trip planning, and alcohol restrictions. The Plan includes specific campaigns on each theme, targeted at varying boating demographics and using a range of communication and education tools. Reflecting the rapid evolution in communications technology, the Plan identifies the Internet as a channel targeted for significant expansion.

The overall Plan and each individual campaign are subject to regular review for both cost effectiveness and success in delivering safety messages. NSW Maritime will also seek opportunities that may arise from the merger with other agencies under the new Transport portfolio announced in the 2009 State Budget.

NEW BOAT LICENCE CHANGES

On 4 June 2008, the Minister for Ports and Waterways, Joe Tripodi, announced a compulsory practical component for any person wishing to obtain a powerboat driver's licence, as part of major reforms to marine safety laws. The new change commenced on 1 June 2009.

The process of implementation was smooth, with requirements for practical boating experience discussed with both internal and external stakeholders. The logbook, which is based on the National Marine Safety Committee's recreational boat operator competencies, was reviewed at the Stakeholders Workshop in November 2008 and received unanimous support.

The logbook provides guides and checklists for both the trainee and the experienced skipper for a range of boating experiences, as well as a log which is to be completed by both the trainee and skipper verifying on-water trips completed.

Compulsory boating experience can be gained by:

- Undertaking a minimum of three trips in a powered vessel under the guidance of an experienced skipper and completing the Boating Licence Practical Logbook

Or

- Attending a practical boating course conducted by a Recognised Training Provider.

Further details regarding the practical boating experience including Questions and Answers are available at www.maritime.nsw.gov.au

MARITIME TRAINING AND CERTIFICATION

During the year a number of reforms were introduced to streamline commercial boat licensing requirements and reduce red tape. Requirements for new Certificates of Competency and the revalidation of existing Certificates were simplified and procedures were introduced to issue general purpose hand endorsements on the spot at all NSW Maritime offices. A risk based approach to licensing requirements for ocean haul fishing and commercial waterski vessels was introduced. Operators now require only a general boat licence to operate these vessels.

Procedures were also introduced to streamline requirements for crew with yachting qualifications to work on commercial vessels in NSW. Holders of commercially endorsed Yachtmaster Certificates issued by Yachting Australia can now be recognised as holding a coxswain certificate so that they can work on commercial vessels in NSW. This reform provides improved flexibility for yacht owners and operators to obtain crew with appropriate qualifications.

Incidents & Investigations

INCIDENT AND FATALITY SUMMARY

NSW Maritime recorded for the year a total of 405 boating incidents involving both recreational and commercial vessels. The number of incidents increased by eight per cent compared with 2007-2008 (376) and is seven per cent more than the 10 year average of 380. There is a requirement to report all vessel incidents to NSW Maritime that result in an injury or fatality, damage to property costing more than \$5000 or damage, or risk of damage, to the marine environment.

This year there were 12 fatalities, and 75 serious and 89 minor injuries. For fatalities in particular this is dramatically less (43 per cent) than the 21 recorded for the previous year and is six less than the 10 year average of 18 fatalities. The number of fatal boating incidents decreased from 17 to 11, a drop of 29 per cent.

The table below shows a summary of incident data for 2008-2009 compared with the results for 2007-2008.

Table 1: Summary of incident data 2008-2009 and 2007-2008

2008-2009	Vessel Type			Total	2007-2008			
	Rec	Com	Com/Rec		Rec	Com	Com/Rec	Total
Incidents	297	72	36	405	256	69	40	365
Fatalities	11	1	0	12	12	9	0	21
Serious injuries	66	9	0	75	49	14	0	63
Minor injuries	65	17	7	89	57	24	5	86

*Figures current as of 10 July 2009

The table above shows incidents involving recreational vessels accounted for 73 per cent of all incidents (297), 18 per cent (72) involved commercial vessels and nine per cent (36) involved both a commercial and recreational vessel.

Vessel capsize and a person falling overboard accounted for the majority of fatal incidents (six and three respectively). The two remaining incidents resulted from a towing incident/collision with a fixed object and the other from a vessel fire.

Preliminary data identifies drowning as the cause of death in the majority of cases. Lifejackets were known to be worn by two of the 12 persons deceased. Alcohol was not considered a factor in any of these fatal incidents.

The introduction of the *Marine Safety (General) Regulation 2009* on 30 March 2009 introduced many safety reforms including: the introduction of new penalties for dangerous behaviour; a compulsory practical component for aspiring boat skippers; new powers for NSW Maritime and Water Police Officers to direct skippers and enforce safety laws; and increased night patrols with blitzes on ensuring vessels have appropriate navigational lights. It is anticipated the new regulations will improve safety on the water and reinforce the culture of safe boating in NSW.

ALCOHOL AND DRUG TESTING

More than 10,000 random breath tests were carried out by NSW Police on vessel operators. As a consequence, 41 vessel operators were charged for being over the prescribed alcohol limit. NSW Maritime continued its public education on the risks associated with alcohol and boating under the 'Go Easy on the Drink' awareness campaign which was adopted by other jurisdictions in Australia.

REPORTS BY OFFICE OF TRANSPORT SAFETY INVESTIGATIONS (OTSI) INTO FERRY INCIDENTS ON SYDNEY HARBOUR

On 4 June 2008, the Minister for Ports and Waterways Joe Tripodi released NSW Maritime's response to the NSW Office of Transport Safety Investigation (OTSI) reports on the collision between the *Dawn Fraser* and a dinghy in Walsh Bay, and the collision between the Harbour Ferry *Pam Burridge* and motor launch *Merinda*.

OTSI made recommendations for consideration by NSW Maritime in relation to both these incidents and a number of them were supported and implemented. The OTSI report and the Government's response are available on the NSW Maritime website.

VESSEL INCIDENT INVESTIGATION

The Maritime Investigations Unit conducted 63 incident investigations (up from 58 in 2007-2008) which resulted in the issuing of 12 penalty notices (down from 20 in 2007-2008) and seven formal warnings (down from 10 in 2007-2008). Investigation Officers attended two Marine Tribunals and two Local Court matters to give evidence.

Five joint investigations were conducted throughout the year: one with NSW Police into a fatal incident; and four with NSW WorkCover targeting non-compliant and unsafe crane barges in Sydney Harbour and Brisbane Water. Seven targeted commercial vessel compliance operations were also conducted.

As a result of these investigations, some 34 safety recommendations were made to commercial vessel operators, port corporations and other NSW Government agencies. The Maritime Investigations Unit closely monitored the implementation of these recommendations and developed procedures to ensure all recommendations were adequately tracked, audited and reported.

The collision between Sydney Ferries' *Pam Burrige* and the *Merinda* occurred on 28 March 2007. The Maritime Investigations Unit prepared physical evidence and facilitated participation of expert witness from the USA for the May 2009 inquest into the four fatalities resulting from this incident.

The Maritime Investigations Unit worked with Maritime Safety Queensland in December 2008 to investigate the sinking and loss of the yacht *Encore* on an interstate voyage. *Encore* sank several kilometres seaward of Broken Bay on 23 October 2008.

NSW Maritime regularly monitors the implementation of safety recommendations from its own investigations, as well as those made by independent transport investigators such as the Australian Transport Safety Bureau (ATSB) and the Office of Transport Safety Investigations (OTSI).

NSW Maritime continued to work with the OTSI and ATSB to develop an efficient and coordinated approach to marine transport investigations to ensure improved safety for the commercial vessel and shipping industries.

Customer & Stakeholder Relations

MARITIME SERVICES AT RTA MOTOR REGISTRIES

All Road and Traffic Authority (RTA) motor registries and Government Access Centres continued to provide selected maritime services including boat licence knowledge tests and receiving payment for boat licences, moorings and vessel registrations.

Some 29,000 renewal transactions and over 9,300 licence tests were conducted at these centres during the financial year.

CUSTOMER SERVICE RESPONSE - INFO LINE

NSW Maritime's Customer Service Infoline received a total of 91,139 calls during the year. This represents an increase of 8380 on last year. Of the calls received 234 (0.3 per cent) were complaints. A comparison of complaints is shown in the table below.

The general on-water complaints (187) registered a decrease of 12.2 per cent, while personal watercraft (PWC) complaints (40) registered an increase of 65 per cent. While the general on-water complaints represented a downward trend, an increase in registrations and licences for PWC has led to an increase in complaints.

Of the 40 PWC complaints 24, or 60 per cent, related to distance-off requirements and excessive speed.

The majority of the 187 general on-water complaints related to safety, speed or noise from vessels.

	Complaints Last Year	Complaints This Year
Personal watercraft	26	40
General on-water	213	187
Other	6	7

2008 STAKEHOLDER FORUM

Following the successful Stakeholder Forum in 2007, NSW Maritime convened a second forum in November 2008. The purpose of the forum was to give a broad cross-section of the recreational boating and commercial vessel community an opportunity to share their views on how boating safety, and boating infrastructure, could be improved.

The views and suggestions raised at the forum informed the development of NSW Maritime's 2009-2012 Corporate Plan, which includes a number of projects designed to address issues raised by stakeholders. NSW Maritime regularly reports progress against matters raised at both the 2007 and 2008 Stakeholder Forums. The most recent progress report, which was published in July 2009, is available from the NSW Maritime website.

The next Stakeholder Forum is planned to be convened in late 2010.

TOLL FREE WEATHER

NSW Maritime subsidises a telephone boating weather forecast service on 131 236. This service provides access to updated weather information from anywhere in NSW for the cost of a local call. This commitment is tied to NSW Maritime's effort to raise awareness of the need for mariners to check the weather and to check it often. A total of 64,212 calls were received for the year with calls increasing in late summer to parallel seasonal boating activity and a peak of 9173 calls (with an average call duration of 160 seconds) in the month of January and a low of 3251 calls in June.

Maritime is delivering a free weather Maritime Alert service via email and looking at the possible use of SMS.

SYDNEY INTERNATIONAL BOAT SHOW 2008

NSW Maritime once again formed a partnership with the Boating Industry Association of NSW for the Sydney International Boat Show. The foundation of the partnership is the promotion of a safety culture. The show attracted 70,767 people and the Authority promoted the "You're the Skipper - You're Responsible" campaign. NSW Maritime had a large stand in Hall 5 and provided gratis floor space to the Royal Volunteer Coastal Patrol and the Australian Volunteer Coast Guard.

To further promote a culture of safety, NSW Maritime expanded the number of partners on the stand. This was intended to present a coordinated, single point of contact of all major maritime safety organisations in one location and also included: Australian Maritime Safety Authority, Australian Hydrographic Office, Australian Volunteer Coast Guard (AVCG), Manly Hydraulics Laboratory, Fisheries (DPI), Department of Lands and the Water Police.

Marine Environment Protection

OIL AND CHEMICAL SPILL RESPONSE

NSW Maritime is the "combat agency" for responding to marine oil and chemical spills in State waters between the Queensland border and Fingal Head (Port Stephens) and from Gerroa to the Victorian border. These areas include the Ports of Yamba and Eden, and the State waters around Lord Howe Island. NSW Maritime conducted a number of exercises during the year to test local arrangements to respond to oil spills.

Exercises were conducted at the regional ports of Eden and Yamba. NSW Maritime also delivered a number of oil spill response training courses, including marine response, incident management and shoreline response courses. A total of five training courses were held with approximately 100 personnel trained across the State. This included personnel from other supporting agencies including local government.

EMERGENCY MANAGEMENT

During the year, NSW Maritime continued to fulfil its varied roles in emergency management at the local, district, State and national level. As part of its role as the combat agency for oil spill incident response, NSW Maritime is a member of relevant district and local Emergency Management Committees. These committees coordinate support from various agencies on behalf of NSW Maritime during an oil-spill response.

NSW Maritime is also a member of the State Emergency Management Committee (SEMC) which met on three occasions during the year and was attended by the Manager Shipping and Pollution Response or his delegate. As a member of SEMC, NSW Maritime is a supporting agency under a number of other emergency management plans such as the flood, tsunami and influenza pandemic plans. During recent Swine Flu outbreaks on passenger ships for example, NSW Maritime provided liaison officers to the State Emergency Operations Centre.

ENVIRONMENTAL SERVICES

The Environmental Services team visited an average of 45 locations daily to remove rubbish and hazards to navigation material from Sydney Harbour and navigable tributaries, and represents an improvement in daily site visits of 9.7% over the previous year. During the year, 2734.4 cubic metres of waste was collected, a decline on the previous year. The decline is caused by low rainfall.

VESSEL SEWAGE 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 multiple pump-out facilities at King Street Wharf and Blackwattle Bay and monitors an additional three pump-out facilities at Cabarita and Birkenhead Point. During the year, 8,871,100 litres of waste was pumped out through these facilities. This represented a 2.2 per cent decrease from the previous year. NSW Maritime also funds fixed and mobile vessel pump-out facilities on Myall Lakes. During the year 123,384 litres was pumped out through these facilities, a decrease of 16 per cent on the previous year.

ENVIRONMENTAL EDUCATION

NSW Maritime continued to promote awareness of environmental issues for the boating community. This involves continual review and refinement of environmental messages in publications such as the Boating Handbook, the Marine Activity booklet for primary school age children, online information and dedicated publications such as *Leave Only Water in Your Wake* and *Take Charge of Your Discharge*.

Advisory Groups

RECREATIONAL VESSELS ADVISORY GROUP (RVAG)

RVAG, whose membership includes representatives from the boating industry, boating associations, clubs, volunteer marine rescue organisations and NSW Police, met on seven occasions during the year and provided advice on a range of recreational boating issues including:

- New practical boating experience
- New Safety Label
- Lights on vessels
- *Marine Safety (General) Regulation 2009*
- Volunteer marine rescue organisations amalgamation
- EPIRBs
- Maritime infrastructure
- Propeller strike incidents
- Lifejackets
- Education/compliance campaigns
- Boating incidents.

COMMERCIAL VESSELS ADVISORY GROUP (CVAG)

CVAG met three times during the year and provides an avenue for NSW Maritime to consult with commercial vessel operators and other stakeholders on operational and regulatory issues. CVAG comprises commercial vessel owners, Registered Training Organisations, Yachting NSW, NSW Police, and other interested parties.

MARITIME MINISTERIAL ADVISORY COUNCIL

The Maritime Ministerial Advisory Council met on five occasions to provide advice, expertise and a strategic perspective on maritime issues to the Minister for Ports and Waterways Joe Tripodi.

The role of the Council is to advise the Minister on strategic matters concerning the promotion of boating and other waterways based activities, waterways safety, environment, navigation, regulation, infrastructure, amenity issues and the development of the maritime industry in NSW.

Over the last year the Council provided advice from a key stakeholder perspective on a wide range of issues. These included NSW Maritime's Corporate Plan 2009-2012, and policy development in relation to boatshare, boat storage, mooring and leasing policies, commercial water-ski vessels, maritime infrastructure funding, marine rescue services and NSW Maritime's communication strategy.

NSW BOAT BUILDERS GROUP

The NSW Boat Builders Group facilitates communication with commercial boat builders. It provides a forum for boat builders, designers and importers of commercial vessels to discuss industry innovation in construction techniques.

The group met three times during the year. The major initiative affecting boat builders was the introduction of new national standards for commercial vessels including fire safety, engineering and safety equipment requirements. In addition, the industry benefited from the introduction of "equivalent solutions" whereby builders can choose to demonstrate compliance with required outcomes rather than specified standards.

TRANSPORT REGULATORS EXECUTIVE COMMITTEE

The Transport Regulators Executive Committee (TREC) is comprised of the Chief Executive Officers and senior executives of the Independent Transport Safety and Reliability Regulator, the Ministry of Transport and NSW Maritime. This committee seeks to deliver better coordinated strategy and policy across each mode of public transport (bus, rail and ferry).

During the year, TREC continued to use a consistent format for reporting on the status of responses to recommendations from investigation of transport incidents by independent transport safety investigators. This enabled improved monitoring of how these recommendations are implemented. At the end of June 2009, NSW Maritime continued to monitor the implementation of recommendations from one ferry investigation by Office of Transport Safety Investigations (OTSI).

In addition, TREC considered issues that applied to all transport modes with emphasis on finalising the development of key performance indicators for safety and the efficiency of service delivery.

Key Results - Improved Infrastructure & Access to Waterways

Major Projects

King Street wharf

Fourteen years in the making and costing \$1.2 billion, the King Street Wharf precinct was completed during the year. NSW Maritime is the landowner in this project and has worked with the private sector in this major redevelopment project at the western waterfront of the CBD.

Stage 4B, the new offices for Macquarie Bank, was completed with occupation expected in July 2009. The main feature of this building is the striking external frame. In addition, during the year the Stage 3C Accor hotel and retail development under the freeway was completed.

Walsh Bay

Following the construction of a new seven storey office building on the Bond Store 1 site in late 2008 and the establishment of more open space within the precinct, the \$860 million joint private sector/Government Walsh Bay redevelopment is largely complete

The NSW Government has provided funding support for the cultural, maritime and foreshore access aspects of the redevelopment. Government is considering options for the future use of Pier 2/3.

Rozelle Bay Maritime Precinct

NSW Maritime continued to work with the seven consortia chosen to develop the Rozelle Bay Marine Precinct. When complete, more than \$150 million of infrastructure for a wide range of essential maritime services, including covered 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 2009, all seven groups had received planning approval from the Minister for Planning. Construction work on the Sydney Slipways site for a vessel repair facility under Glebe Island Bridge site was all but finished with the completed areas already operating.

During the year, Polaris Marine also completed its new shed on the site.

Berrys Bay Maritime Precinct

The Berrys Bay Maritime Precinct comprises the former BP terminal site and the current Woodleys leased site on the western side of Berrys Bay, Waverton. Following a call for Registrations of Interest (ROI) to develop the four hectare land and water precinct owned by NSW Maritime and the State Property Authority, a short list of proponents was selected in July 2008. During the year further work including a detailed environmental investigation of the leased area and the adjacent water area of Berrys Bay was completed. In April 2009, detailed proposals requested from the short-listed proponents were submitted for evaluation.

The Precinct is to be developed as a marina and dry boat storage facility, complimented by maritime workshops, offices and ancillary businesses. In addition, public foreshore areas and the adaptive re-use of all structures of heritage significance are key requirements of the development.

It is anticipated that the preferred proponent will be chosen in August 2009, with the newly developed precinct expected to be operational in 2012.

Balls Head Maritime Precinct

NSW Maritime is intending the former Balls Head Coal Loader Wharf at Waverton and adjacent berthing dolphin structure to be redeveloped into a maritime precinct that would provide berthing facilities for commercial charter vessels. A preferred option is being developed and NSW Maritime is intending to submit a development application and seek redevelopment proposals during 2009-2010.

Blackwattle Bay Maritime Precinct

NSW Maritime owns the land at the southern end of Blackwattle Bay bounded by Bridge Road, Pyrmont. In January 2009, NSW Maritime sought a Request for Proposals for the redevelopment and long-term lease for most of the site for maritime related commercial retail use and for maritime industry use, particularly as a permanent home for commercial charter vessels. The redevelopment will include the recognition of the historical

aspects of the site and provision of public foreshore access along the precinct, including the construction of a direct connection to the Sydney Fish Market. A detailed environmental investigation of the land and water area was prepared and provided to all intending proponents.

Eight submissions were received at the closing date of 9 April 2009 and were being assessed with a view to offering an Agreement to Lease to the successful proponent during the second half of 2009.

Superyachts

During the year NSW Maritime advertised for Requests for Proposals from interested parties to submit proposals for the purchase of the Superyacht Marina business, the redevelopment and long-term lease of the Superyacht Marina and the redevelopment and long-term lease of the adjoining dry land at Rozelle Bay.

The Sydney Rozelle Bay Superyacht Marina is an established marina catering primarily to large visiting and locally-based superyachts. The marina was built to accommodate large private vessels visiting the Sydney 2000 Olympic Games. It has remained operational continuously since then, hosting more than 100 superyachts during this time. There is development application approval for reconfiguration to 24 stern-to berths each with an adjacent marina pontoon finger, providing for vessels in the range from 20 metres to 70 metres in length.

The Superyacht Marina Site comprises an area of land below the mean high water mark of approximately 17,554m² (wetland) and an area of land above the mean high mark of approximately 11,640m² (dryland).

Homebush Bay Remediation

In May 2005 NSW Maritime signed a Deed of Agreement and remediation contract with Thiess Services to enable work to commence on the \$140 million clean-up of dioxin-contaminated sediments in Homebush Bay and on adjacent NSW Maritime-owned land. NSW Maritime is contributing around \$21 million of this amount to remediate some 30,000 cubic metres of contaminated sediment on the dry land. Upon completion of works, both the bay and the land site will be safe for human occupation and use.

During the last year, Thiess Services continued excavation and stockpiling of contaminated materials on the land site and commenced work to remediate all contaminated materials. Recently the Minister for Planning approved the transfer of contaminated material from an adjacent site to assist with proving trials of the process equipment which were successful.

Homebush Bay (Wentworth Point) Maritime Precinct

NSW Maritime has two sites at Homebush Bay West covering a total area of 18 hectares adjoining the Parramatta River and Homebush Bay. The area is collectively known as "Wentworth Point". NSW Maritime intends to develop the area as a maritime hub for activities such as dry-boat storage, boat building and repair facilities. An ROI process will begin in August 2009 to assess the level of interest in developing the site as a maritime precinct. To achieve this deadline NSW Maritime continued undertaking studies, designs and assessments.

The site is currently used mainly for industrial purposes. Macquarie Radio, a long time tenant with its transmitter tower, is in the process of vacating the site. The tenancies are being rationalised to eliminate undesirable activities such as the storage of excavated material and to provide a site ready for development. It is anticipated the development of the site as a maritime precinct will generate a significant number of jobs and economic activity.

Sydney Cove Infrastructure, Usage and Public Improvement Plan

Work commenced in December 2008 on the preparation of an Infrastructure, Usage and Public Improvement Plan for Sydney Cove to cover the maritime precinct from Walsh Bay to the Man O' War Steps. The purpose of the project is twofold:

- To create a strategic plan and development timetable for future maritime infrastructure suitable for the various craft that berth at Sydney Cove and surrounds under NSW Maritime jurisdiction
- To outline a public improvement concept plan that would improve signage, display of maritime/historic information, general and disabled access, functionality and other enhancements.

The plan is near completion and expected to be exhibited during the second half of 2009.

Newcastle South Arm Dredging

NSW Maritime, as owner of the Newcastle Port river bed, is the proponent for the proposal to extend the shipping channels in the port. This will permit the expansion of coal export wharves and facilitate future development of the former BHP Billiton (BHP) steelworks site.

In April 2008, the Newcastle Coal Infrastructure Group (NCIG) commenced the construction of a \$922 million coal terminal with a capacity of 66 million tonnes on Kooragang Island.

BHP is currently undertaking remediation works in the Hunter River South Arm near the NCIG site including the installation of an in-river sheet pile wall to isolate the primary remediation zone. To allow ships to access the NCIG wharf while the remediation work is in progress, a temporary channel will be dredged through BHP's secondary remediation zone. This work was approved and commenced.

NSW Maritime has a facilitation role as both landowner and proponent. This role has been managed by negotiating dredging licences with NCIG and BHP which are drafted to ensure projects are carried out in accordance with government approvals and environmental laws.

The NSW Government has established the Hunter River Remediation Taskforce to assist with coordinating the approvals process for the BHP remediation project. The taskforce has senior representation from relevant government agencies.

Eden

In April 2006, the Minister for Ports and Waterways, Joe Tripodi, opened Stage I of the Cargo Storage Area in Eden. This facility was built to store cargo, mainly softwood logs, prior to export from the multi-purpose wharf. Since then, trade through the cargo storage area has increased with approximately 300,000 tonnes per annum of timber being exported.

The contract for Stage 2 works, which comprises the surface treatment of the second 4 hectare area and additional stormwater management controls was let in May 2009 to a local company, Specialised Earthworks Pty Ltd. The work is expected to be completed in late 2009 at a cost of approximately \$1.7million. It will provide an all-weather surface to reduce sediment runoff from the site during heavy rains.

Case Studies

Better Boating Program

The Better Boating Program (BBP) is a State Government grants program aimed at providing waterways infrastructure for the benefit of the boating community and the marine sector on NSW waterways.

The BBP provides individual grant contributions to proponents such as local government, State agencies, boating organisations and community groups for the development of public boating infrastructure. Typical projects include new or improved boat ramps (including associated works such as car/trailer parking, lighting and landscape), pontoon or public wharf facilities, sewage pumpout facilities and dinghy storage.

NSW Maritime utilises revenue raised from registration and licence fees to fund its contributions to the grants program. Under the BBP, up to \$5 million is available annually from July 2009 for the next five years, to assist in the funding of approved projects across the following three categories:

- Regional Infrastructure Grants
- Sharing Sydney Harbour Access Program
- Sydney Harbour Boat ramps (100 per cent funding).

The BBP is set to deliver great results for the boating public of NSW through new and improved boating facilities and greater access to recreational areas state-wide.

Circular Quay Redevelopment

Circular Quay is the most important public transport interface in Sydney, bringing ferries, charter vessels, buses and trains together to feed commuters and tourists directly into the central business district. It is nestled between iconic landmarks like the Opera House, the Museum of Contemporary Art and the Cahill expressway.

During the year a range of work has been undertaken at Circular Quay to ensure this vital Sydney transport hub remains operational. These works have included the removal of hydraulic ramps on the Number 2 wharf with the termination of the Jetcat service, replacement of piles, a range of inspection works, temporary repairs to the access ramps while a more permanent solution is developed, lateral stability works to the Number 6 wharf, and commencement of work on the western promenade.

One of the aims of NSW Maritime's wharf upgrade program is to achieve a standardised look for all of Sydney's wharves. The Circular Quay redevelopment is significant in settings the scene with regard to concepts to be repeated at suburban wharves. It is anticipated the new architectural concepts currently in development will raise the interest of many stakeholders.

New Mapping Technologies

Following the acquisition of three Real Time Kinematic (RTK) GPS receivers in 2007-2008, the utilisation of this technology over the past 18 months has generated significant efficiency improvements during a period of increased demand for hydrographic work.

This technology allows NSW Maritime's surveyors to determine the location and height of survey points to within a centimetre or better accuracy in real time, without further post-processing of data. The equipment will benefit most survey activities including detail, setout, work as executed, cadastral and hydrographic surveys, when compared to the conventional technique of total station instrument and reflector.

For hydrographic surveys, RTK GPS can reduce or eliminate the reliance on tide gauges because the vertical height of the vessel is continuously determined from satellite observations. This functionality was utilised in October 2008, when NSW Maritime undertook work on Lord Howe Island. The RTK GPS was fitted to the survey vessel *Echo* and transported to the Island. An extensive stretch of the island's waters were surveyed, resulting in major improvements to some of the Island's navigation aids.

Sydney Slipway Facility at Rozelle Bay

The growth in boating and the increasing size of many vessels stored and repaired on Sydney Harbour, together with pressure from adjoining residential uses of the foreshore, has seen a need for new boat repair and maintenance facilities to support the city's large recreational boating fleet.

In 2002 Sydney Slipways responded to the Call for Proposals to develop a first class boat repair and maintenance facility at Rozelle Bay. Agreement for a 42-year lease was signed with NSW Maritime in 2003, Development Approval was granted by the Minister for Planning in 2006 and the works commenced in July 2007, with completion expected in August 2009.

The facility will handle approximately 30 vessels at a time, of up to 800 tonnes, and will save many vessels from having to travel to Newcastle and other ports for annual surveys.

Provision has been made for a number of marine business sub-leases, many of them providing specialist services to the industry.

The development has a state of the art environmental water recycling and cleaning system.

The cost of the development was approximately \$44 million, with about 450 jobs being created in the marine industry.

Asset & Property Management

Commuter Wharf Handover

In 2006, NSW Maritime assumed responsibility for all 46 Sydney Harbour commuter wharves. This involved the transfer of responsibility for wharves from Sydney Ferries, Sydney Harbour Foreshores Authority, Sydney Olympic Park Authority, Ministry of Transport and five Sydney Harbour councils to NSW Maritime. The transfer assigned responsibility for maintenance, upgrade and replacement of commuter wharves to NSW Maritime to ensure wharf safety and improve commuter amenities. The responsibility for cleaning and rubbish removal has been assigned to Councils and adjoining land owning authorities.

At year end agreements had been concluded with three Councils and two of the government agencies that were the former owners of the wharfs.

Wharf Infrastructure Maintenance Program

During 2008-2009 work was completed at 27 of the 46 commuter wharves on Sydney Harbour, and included providing new seating, painting, electrical refurbishments, renewing mooring piles, substructure repairs, new decking, and new shelter facilities. Some 70 closure or partial closure notices were issued to allow the maintenance work to proceed.

Wharf Infrastructure Capital Program

During 2008-2009, NSW Maritime spent \$2.0 million on the following capital works:

- Sydney Commuter Wharf Upgrade Program

The wharf upgrade program plans to achieve the upgrade of all existing Sydney commuter wharves by 2022.

The program aims to provide a distinctive and uniform look for all ferry wharves as well as practical and robust wharves that comply with all statutory requirements.

A study was undertaken to prioritise which wharves were most in need of work and an international competition was held to provide design concepts. A tender for the design of the first 12 wharves was issued in May 2009 and it is anticipated construction will commence in 2010.

- Circular Quay Western Promenade

Investigations were completed into the condition of the substructure of the western promenade Circular Quay which established major works were required. Options were assessed, designs completed, and the works package valued at more than \$1 million went to tender in April 2009. Work on site commenced in June with completion due in late 2009.

- Impact protectors for Circular Quay wharves

A study was concluded during the year indicating the Circular Quay wharves needed new impact protectors. Designs were completed and a contract for the work was tendered.

- Charter wharf upgrade and maintenance

NSW Maritime is responsible for the management of 17 charter vessel wharves and another 50 structures around Sydney Harbour. These structures are being managed together with the commuter wharves. A major electrical and lighting contract was awarded for the replacement of switchboards, conduits, cabling, and light fittings to many of the wharves. This work also included:

- Emergency repairs to the western promenade at Circular Quay in advance of the major contract works
- Piling and substructure repairs to Jeffrey Street wharf
- Manly wharf refurbishment

This year saw the completion of outstanding works from the major upgrade of Manly Wharf. The works included remedial works to mooring piles, repairs to stanchions, alterations to the steel emergency exit gates and corrosion protection to steel piles.

This multi-million dollar project has resulted in major improvements to the commuter wharf. It has delivered improved access and amenity, while retaining the overall historic integrity of the building.

Wharf safety Audit

Under the *Marine Safety Act 1998*, NSW Maritime has responsibility for inspecting public ferry wharves and monitoring wharf safety.

A 'public ferry wharf' is 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. About 240 public wharves fit this description statewide.

During 2008-2009 a total of 48 wharf safety inspections were performed both in regional areas and Sydney waterways. Some 26 wharves were deemed to comply with relevant guidelines while warning or defect letters were issued to owners of 20 wharves for both minor and major non-compliance. No formal Improvement Notices were issued. A number of wharves were deemed not to be public ferry wharves after advice from owners and vessel operators.

Wharf safety audit inspections have resulted in improvement works at the following sites:

- Hawkesbury River at Brooklyn and Pittwater
- Charter vessel wharves at Forster and Nelson Bay
- Wharves used by paddle steamers at Echuca on the Murray River
- Circular Quay wharf 4.

Survey and Spatial

The surveying section has recently received the latest version of Hypack 2009 Hydrographic Survey and Processing software. The software provides tools necessary to complete hydrographic and side scan sonar survey requirements.

One of the new features includes Google KML exporting capabilities and the presentation of side scan sonar imagery and soundings overlaid on a Google Earth background. This feature has recently been utilised by our

hydrographic surveyors to present submerged objects in Rozelle Bay and in the vicinity of Roseville Bridge Marina.

In October 2008, hydrographic surveyors carried out work at Lord Howe Island to assist with the installation, correct orientation and calibration of a new sector light and other safe navigation aids installed at the Island.

NSW Maritime's boating map series continued to be revised and enhanced. In the past year, five maps were upgraded to a larger format to include more detail for the benefit of the boating public. A further five larger format maps were updated and reissued, as were four small-format maps. These boating maps are printed on waterproof stock and provided at low cost through the network of service centres and can be ordered online.

Maritime Trade Towers

NSW Maritime owns the Maritime Trade Tower at 207 Kent Street and is also a tenant on Level 5, Level 6 and Level 11.

As at 30 June 2009, the building occupancy rate was 100 per cent.

The Maritime Trade Towers currently purchases 12 per cent green power, an increase of four per cent on the previous year and has a four star Australian Building Greenhouse Rating Smart Metering equipment. Reporting on both energy and water consumption enables the building management to closely monitor usage.

The Maritime Trade Towers also have an active waste reduction and recycling program. During 2008-2009 recycling of 66 per cent was achieved.

Removal of Wharf Structure at Rose Bay

The removal of the wharf structure and all sea bed debris at the former Rose Bay Afloat site was completed in September 2008 at a cost of \$130,000.

No. 37 Bank St Pyrmont

In September 2008, NSW Maritime provided consent for Hymix Australia to remove the 75 year old ACR timber wharf which had significantly decayed in recent years. Demolition commenced in February 2009 and is expected to be completed in late 2009.

Domestic Lease Rollout

The program for the issue of some 1500 domestic lease offers around Sydney Harbour continued, with a major objective being the minimisation of costs to lessees for the establishment of these new leases.

Lessees are being offered the opportunity of 20-year leases based on the IPART recommended method for rental pricing and other lease terms and conditions.

A mail out to domestic lessees is proposed to provide further information on registered 20-year term leases including survey requirements, cost estimates for the entire process and the expected timeframe for finalisation.

Commercial Leasing

The Commercial Lease Policy, which was introduced on 1 January 2008, continued to improve business certainty and encouraged new investment in marine infrastructure, while ensuring a fair return to taxpayers for the lease of public land. This policy was reviewed at the end of the year with some refinements to be agreed in early 2009-2010.

NSW Maritime developed template tenure agreements for common maritime related occupations, which were constantly being reviewed to assist lessees.

A new procedure was developed to allow commercial swing mooring licences to be extended to match the term of directly related commercial lease agreements. This provides lessees with improved security of tenure as part of their total business activities.

Community Leasing

NSW Maritime administers community leases via the Commercial Lease Policy, 2008. Community leases cover facilities provided by local councils and amateur clubs (eg rowing and fishing clubs, scouts and guides) such as public boat ramps, swimming enclosures and wharves.

MAPS

The Maritime Property Division continued work on a project to implement a modern Maritime Assets and Property System (MAPS). The project began in 2007-2008 and covers property management and leasing, property planning (including Development Applications, Permission to Lodge applications and engineering assessments), project management for major projects and executive management and reporting.

Over the past year, modules were developed on Domestic Property, Commercial Property and Property Planning. The program is expected to be completed during 2009-2010.

Total Asset Management (TAM) strategy

NSW Maritime submitted a comprehensive Total Asset Management (TAM) strategy to NSW Treasury covering Maritime Infrastructure; Harbour Lands; the Maritime Trade Towers; Heritage Assets; Operational Assets and Accommodation; Dredging Channels and Berthing Boxes. The Maritime TAM strategy is a 10-year plan integrating asset planning with organisational strategic and business planning processes.

NSW Maritime's TAM plan supports NSW Treasury's 10-year State Infrastructure Strategy.

Infrastructure Programs

\$25 Million for Better Boating Program

In August 2008, the State Government announced that the three grant programs funded by NSW Maritime for improvement to recreational boating facilities would be consolidated into a single program, the Better Boating Program from July 2009. The three programs to be consolidated were the Maritime Infrastructure Program, the Sharing Sydney Harbour Access Program and the Better Boating Program.

Funding for the Better Boating Program will rise to \$25 million over 5 years to be made available from 2009-2010. This represented an increase of \$2 million a year compared with previous funding arrangements.

Since 1998 the State Government has provided more than \$20 million in grants supporting over 400 projects across regional NSW for recreational boaters and their families.

Sharing Sydney Harbour Access Program (SSHAP)

The past year was the sixth 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 and along the foreshore of Sydney Harbour.

Seven grants were offered through SSHAP in 2008-2009, totalling \$310,755.

SSHAP was originally designed as a five-year program, and in 2007-2008 all stakeholders, including NSW Maritime, the Department of Planning and the Sydney Harbour Foreshore Authority, committed to continuing the program for a further five years until 2013.

Better Boating Program - Sydney Harbour Boat Ramps

The upgrade of boat ramp facilities in Sydney Harbour has been restricted in the past due to limited availability of foreshore land for significant boat ramp upgrades or new facilities.

Eight applications were received in 2008-2009 and grants were awarded for the full funding of six boat ramp projects to the value of \$1.3 million.

Maritime Infrastructure Program

NSW Maritime continued to administer the Maritime Infrastructure Program (MIP) which provided grant funding for boating infrastructure projects in regional NSW.

MIP provides grants that are allocated on a 50:50 partnership basis with funding shared by NSW Maritime and local councils, other State agencies, and boating and community groups. Vessel registration fees contribute to the funding of the program.

Projects are submitted by land owners, usually local councils, as part of the annual call for applications. NSW Maritime 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 improvement to boating facilities.

In 2008-2009, a total of 63 applications for MIP grants were received for regional NSW, which resulted in 40 grants totalling \$1.9 million being offered.

Navigation Aids

Under NSW Maritime's TAM strategy, 289 navigational aids were scheduled for upgrading. Due to operational requirements to replace failed, lost and damaged aids, a total of 476 navigational aids were upgraded during the year as follows:

- 210 lights converted/upgraded to LED technology
- 57 PVC markers replaced aged steel pipe markers
- 71 aqua-buoys
- 77 plastic buoys (1300 series) to replace aged/damaged/new assets
- 37 public/courtesy moorings upgraded
- 35 aged timber piles replaced with solid plastic, steel and timber piles.

Major capital upgrades included:

- Upgrading 10 new solid plastic pole and lights in the Georges River - \$54,032
- Port Hacking upgrades involving new pile, six lights and two new buoys - \$15,276
- Lord Howe Island entrance lead improvements - \$42,526
- Northern rivers PVC pile replacements including Richmond River, Hasting River, Bellinger River, Kalang River, Clarence River and Wallis Lake - \$39,620
- Replacement piles with five new PVC pile and 11 new lights in Woronora River - \$24,366
- Lake Macquarie buoy upgrades - \$7,640
- Parramatta River LED light upgrades - \$21,840
- Sydney Harbour mooring upgrades - \$7,120
- Bermagui Channel with two new lit aids -\$8,861
- Snowy Mountain storage dams navigation aid improvements - \$13,538
- Lake Mulwala aid improvements - \$10,271
- Lake Illawarra new installations - \$16,636.

A total of 726 breakdown notifications were issued - 44 per cent lit aids and 56 per cent unlit aids. This was an increase of 39 per cent on the previous year. The total number of breakdowns represented 19 per cent of the total aid population, which was 3257. The increase in breakdowns was attributed to significant flood damage which accounted for 44 per cent of notifications.

Other major causes of failure were attributed to damage - 10 per cent, vandalism - five per cent which was down two per cent, false alarm - six per cent and missing/off station - eight per cent. The navigation aid maintenance contractor achieved 100 per cent compliance rating for meeting key contract performance targets. The maintenance contract was re-tendered in March 2009 and awarded to Australian Maritime Systems Limited in late June 2009 for three years with a two-year option.

Statewide Planning

Boat Ownership and Storage Study

At the close of the year, there were more than 223,000 registered vessels in NSW. Of these approximately 65 per cent were less than five metres in length, with a further 19 per cent between five and six metres in length. These smaller vessels were generally stored on trailers or elsewhere and transported to the waterway for launching via a boat ramp. There are 625 boat ramps in NSW and 50 in the Sydney region.

NSW Maritime is to prepare a comprehensive Boat Ownership and Storage Study which will update and more accurately quantify the number and types of vessels currently stored in NSW, and forecast future trends in storage demand and types.

The study is expected to be completed in the second half of 2009.

Crossings Code

NSW Maritime developed, in collaboration with the Department of Water and Energy (DWE) and the State's

electricity network operators, the Crossings of Navigable Waters: Electricity Industry Code. The code, based on risk management principles, was developed to promote navigation safety outcomes at both overhead and submarine electricity cable crossings of NSW navigable waters. The Code was approved by the Minister for Ports and Waterways in April 2008.

In August 2008, and in accordance with the *Electricity Supply (Safety and Network Management) Regulation 2008*, the Director-General of DWE wrote to the electricity network operators requiring them to implement the code from 31 December 2008.

From 31 December 2008, the existing crossing licences became obsolete and all have since been formally terminated in favour of the Code. The operation of the Code is being monitored with the initial 12-month review planned due in early 2010.

Sydney Harbour Planning

Bank St Pyrmont

NSW Maritime is planning to create a maritime precinct including park areas and a boating facility for passive craft such as dragon boats and kayaks at Bank St Pyrmont (underneath the Anzac Bridge). During the year discussions were held to integrate the adjacent No. 1 Bank St site, owned by the Sydney Harbour Foreshore Authority, within this development. It is envisaged that once concept plans are further developed, consultation with the community will take place during 2009-2010.

Sewage Pump-out Development

During the year NSW Maritime progressed the following two projects:

- A double sewage pump-out facility for commercial vessels at the north eastern end of Pyrmont Point Park facing Johnstons Bay. This facility would be in a central location in the harbour and positioned near the site of a previous facility at Jones Bay Wharf, which was removed in the late 1990's. NSW Maritime will continue to explore other sites for pumpouts
- A facility for recreational vessels at the site of Yeend Street Wharf, located at the south-western entrance to the newly developed Ballast Point Park. A number of concept options were developed during the year, with the chosen option scheduled for construction in 2009-2010.

Development on NSW Maritime Land

Development Applications Determined

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 lodge a Permission to Lodge a Development Application (PTL) for proposed developments on or over NSW Maritime land, as required 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. PTL is the first stage of statutory approvals required for developments on or over land owned by NSW Maritime.

NSW Maritime generally determines application within 30 days for minor developments and 60 days for other developments. NSW Maritime determined 121 PTL applications during the year, which took an average of 42 days to make a determination.

Corporate Services

Development of our Organisation

Several minor restructures and changes in reporting lines enabled NSW Maritime's structure to better deliver its corporate objectives. These efficiency improvements were necessary to deliver on the core priorities of the organisation and to meet the needs of stakeholders in an environment of fiscal constraint.

NSW Maritime has continued with its staff recognition program designed to recognise exceptional service and effort by its employees. Numerous General Manager's awards were well received by a number of staff and the Chief Executive's award was given to Geraldine Andrews, of the Ports and Shipping Division, for her management of the Government's ports reform agenda.

The Maritime Consultative Committee, which consists of representatives of NSW Maritime and the Unions, met monthly and provided a useful and productive forum for the parties to exchange information and to discuss employee-related policies, programs and working arrangements.

Learning and development

During the year, NSW Maritime commissioned a new Learning & Development (L&D) Plan covering the period to 2012 which was geared towards achieving goals of the Corporate Plan.

The L&D Plan has a branch specific focus that will concentrate on specific training tailored to the needs of staff at a branch level. This is combined with more traditional programs, such as NSW Maritime's facilitation of a Certificate IV in Frontline Management course and its ongoing commitment to the NSW Public Sector leadership courses, that aim to develop leadership talent across all levels of the organisation.

A highlight of the L&D team this year was the development of a crew volunteer course for staff without on-water qualifications, to be trained up to assist Boating Safety Officers manage special aquatic events such as New Year's Eve fireworks, the Sydney to Hobart yacht race start and the Sydney Harbour Australia Day activities.

A number of training programs were carried out including: Ethics & OH&S training; induction; merit selection courses; Equal Employment Opportunity (EEO); and Harassment Contact Officer training.

Legal Services

The Legal Services Unit functions statewide and is involved in the enforcement and provision of advice in relation to marine and environmental legislation and the management of NSW Maritime's property and planning functions. Work included the preparation of contracts and processing *Freedom of Information Act 1989* applications, searches of NSW Maritime records, responses to subpoenas and penalty notice representations, and advice in relation to landowner leasing and planning matters.

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

A review of NSW Maritime's Occupational Health and Safety (OHS) Policy statement re-affirmed the commitment to meeting the requirements of the NSW *OHS Act 2000* and the *OHS Regulation 2001* and fulfilling its duty of care responsibilities.

NSW Maritime's senior management provided resources and support to ensure workplaces are kept safe and without risk to health for its workforce, contractors and all visitors.

These efforts also underscore the importance given to meeting the objectives of the NSW Government's Working Together OHS & Injury Management Strategy, which resulted in NSW Maritime achieving above average trends when compared to the whole of the NSW public sector.

The underlying theme continued to be raising all employees' awareness toward implementing effective OHS risk management initiatives suited to particular needs.

The following are indicative of the continued effort at Maritime to meeting its OHS obligations:

- Introduction of regular reporting to NSW Maritime's Executive on the performance of its three OHS Committees toward achieving effective OHS consultation
- The implementation of employee welfare information and screening programs, designed to address health and safety in the workplace and lifestyle issues including fitness, sun exposure, virulent diseases and associated immunisation clinics
- Planning and development of the new periodic medical program for Environmental Services Officers
- Review and updating of Emergency Response Plans and Influenza Pandemic Management Plans to support the overarching Business Continuity Plan
- The delivery of training for Customer Service Officers based in the office or in the field to mitigate aggressive customers and risks to health and safety
- OHS training initiatives for First Aid Officers, including skills to utilise external defibrillators for resuscitation, and ongoing training for OHS Committee members
- Factoring OHS risk management considerations into the development of new medical standards for Marine Pilots in NSW
- The delivery of OHS Induction Training sessions for new employees
- The implementation of OHS control measures targeting Boating Safety Officers field operation risks.

Occupational Health and Safety Performance

Average days of sick leave per employee	decreased from 4.4 to 3.7
Average days of sick leave per employee (excluding long term sick leave > 15 days)	3.59
Number of lost time injuries	decreased from 9 to 8
Reported non-lost time injuries	decreased from 11 to 10
Total number of workers' compensation claims	increased from 20 to 21
Days lost for workers' compensation per employee	increased from 0.47 to 0.70
Occupational Health and Safety legislation prosecutions	0

MSB workers' compensation liability (non-dust diseases claims)

There remain 16 claims outstanding at 30 June 2009, with two of these claims subject to long-term ongoing awards estimated above \$200,000 each. There are also eight claims for industrial deafness, four for skin cancers and two other claims of which one has the potential to bear increased liability for NSW Maritime.

During the period 2008-2009, 14 new claims were lodged with four referred to the GIO as the MSB Insurer on risk up to 30 June 1989, prior to the MSB being a self insurer. During this period 15, predominantly dealing with industrial deafness and skin cancers, were finalised.

The total claims expenditure incurred for the period 2008-2009 was \$137,000, which is lower than the expenditure incurred for the previous period.

To cater for future developments, a provision of \$1.6 million was provided to continue managing the claim run off. This is an increase of \$210,000 from the previous period. This cautionary approach factors in any uncertainties in the estimation of liabilities for current and future projected claims.

Since the suspension of the MSB self-insurer licence in 1995, the total cost incurred to date for workers' compensation liabilities (non-dust diseases claims) is \$9.5 million. This comprises weekly benefits, lump sum payments, medical and legal costs.

MSB dust diseases liability

At 30 June 2009, NSW Maritime was one of four respondents to one dust diseases claim with an estimated total liability of \$150,000. NSW Maritime carries a 72 per cent share of this liability based on the decision of an apportionment mediator.

Another claim for dust diseases lodged with NSW Maritime has been referred to the GIO as the period of exposure was during the time the GIO was the MSB Insurer.

The actuarial assessment resulted in a provision of \$1.9M being provided to manage current and future claims. This is marginally lower than the figure provided for the previous period.

Equal Employment Opportunity

NSW Maritime is comprised of a skilled and diverse workforce.

The Equity and Diversity Management Plan 2008–2012 is an important means of supporting and developing this workforce. Some of the actions arising out of the plan performed during the year included the following:

- All staff received refresher Cultural Awareness and Equity and Diversity Training. Senior Managers and Managers also received training regarding their managerial responsibilities in relation to harassment and discrimination in the workplace
- The Harassment Contact Officer (HCO) program was renewed with calls for nominations issued in early 2009
- NSW Maritime's Grievance Procedures and Prevention of Workplace Harassment Guidelines were reviewed and are due to be issued in late 2009
- Maternity Leave and graduated return to work procedures were implemented for female field officers, with the first Boating Safety Officer returning from maternity leave
- In 2009, NSW Maritime's Spokeswoman's Program sponsored a place at the Macquarie Graduate School of Management's Conference – the 2009 Australian Women's Leadership Symposium (10-11th June)
- Relieving, Parental Leave and Mentoring Administrative Instructions were developed to further support NSW Maritime's EEO objectives
- NSW Maritime continues to support the Lucy Mentoring Program, a leadership program with a primary focus on women at university. It aims to inspire and educate women about the opportunities available within the public sector
- The Community Language Assistance Scheme underwent an annual review regarding usage levels. No new trends in customer needs were identified. Accredited staff members continue to provide valuable support in Greek, Italian and Indonesian when required
- Equity and Diversity was integrated into NSW Maritime's on-line induction package and forms an important part of the face-to-face induction presentation that all new staff are required to participate in.

Multicultural Relations

A review of the effectiveness of NSW Maritime's Ethnic Affairs Priorities Statement (EAPS) and its implementation was conducted during the year. Although the level of usage of the Community Language Assistance Scheme and NSW Maritime's safety messages in community languages did not demonstrate any new trends in customer needs, the review identified there would be a benefit of revisiting the EAPS strategy model provided by the Community Relations Commission and re-drafting a new agency-wide strategy. The draft was commenced during the year and is due to be completed and published on the NSW Maritime website during the 2009-2010 financial year.

Customer service training, which was embedded with a strong cultural diversity component, was delivered to all staff during the year. Additionally, all managers took part in EEO training.

Disability Action Plan

In order to ensure NSW Maritime's accessibility meets the needs of its customers and stakeholders, a web-based survey was conducted during the year. The purpose of the survey was to ascertain the level of disability amongst NSW Maritime's client base, to identify specific access issues customers with disabilities may face and to gather ideas on how NSW Maritime could improve its accessibility for all customers. The results of the survey was analysed. The outcome is informing the development of NSW Maritime's next Disability Action Plan, which is due to be released later in the year, following further consultation.

NSW Maritime also continued to consider opportunities to provide improved disabled access at the earliest stages of project planning for new or upgraded maritime infrastructure and to include training on assisting customers with disabilities as part of its induction program.

Personnel policies and procedures

A new Relieving Policy, updates to the Transfer Costs Policy, Subsistence (Travel Allowance) Policy and the Parental Leave Policy, have been developed and negotiated through the Maritime Consultative Committee.

Case study

Training of Staff

The Learning & Development (L&D) unit supports NSW Maritime's on-water staff with innovative programs designed to keep Boating Safety Officers (BSO) thoroughly trained. The L&D team's core responsibilities include managing the BSO competency training framework, organising a yearly compliance training event designed to keep investigative skills up to date, and providing general professional advice for all on-water staff in areas of professional development.

One of the most challenging aspects of the BSO's role is the management of large annual aquatic events such as the New Year's Eve celebrations, Sydney to Hobart Yacht race start and Australia Day festivities, which stretch NSW Maritime resources to the limit. This year the L&D unit helped to design and deliver a volunteer crew course that trains our office staff to assist BSOs on the water during these big events. Policy officers, accountants, customer service officers and many other back office staff were trained in emergency procedures, communications and general deck hand duties so they could become part of NSW Maritime's 'frontline' team during big on-water events.

Another innovative program was the introduction of 'CARM' training. This training was designed to assist BSOs diffuse potentially dangerous situations when dealing with aggressive, violent or intoxicated members of the public. This program leveraged on the existing skills and experiences of our staff and provided them with some proven methods of quickly de-escalating situations before they get out of hand.

This support is crucial in maintaining NSW Maritime's on-water capabilities.



GPO BOX 12
Sydney NSW 2001

INDEPENDENT AUDITOR'S REPORT

Maritime Authority of NSW and Controlled Entity

To Members of the New South Wales Parliament

I have audited the accompanying financial report of Maritime Authority of NSW (the Authority), which comprises the balance sheet as at 30 June 2009, the income statement, statement of recognised income and expense and cash flow statement for the year then ended, a summary of significant accounting policies and other explanatory notes for both the Authority and the consolidated entity. The consolidated entity comprises the Authority and the entity it controlled at the year's end.

Auditor's Opinion

In my opinion, the financial report:

- presents fairly, in all material respects, the financial position of the Authority and the consolidated entity as at 30 June 2009, and of their financial performance for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations)
- is in accordance with section 41B of the *Public Finance and Audit Act 1983* (the PF&A Act) and the Public Finance and Audit Regulation 2005

My opinion should be read in conjunction with the rest of this report.

The Chief Executive's Responsibility for the Financial Report

The Chief Executive is responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the PF&A Act. This responsibility includes establishing and maintaining internal controls relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

My responsibility is to express an opinion on the financial report based on my audit. I conducted my audit in accordance with Australian Auditing Standards. These Auditing Standards require that I comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal controls relevant to the entity's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal controls. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Chief Executive, as well as evaluating the overall presentation of the financial report.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

My opinion does not provide assurance:

- about the future viability of the Authority or consolidated entity,
- that they have carried out their activities effectively, efficiently and economically, or
- about the effectiveness of their internal controls.

Independence

In conducting this audit, the Audit Office of New South Wales has complied with the independence requirements of the Australian Auditing Standards and other relevant ethical requirements. The PF&A Act further promotes independence by:

- providing that only Parliament, and not the executive government, can remove an Auditor-General, and
- mandating the Auditor-General as auditor of public sector agencies but precluding the provision of non-audit services, thus ensuring the Auditor-General and the Audit Office of New South Wales are not compromised in their role by the possibility of losing clients or income.



James Sugumar
Director, Finance Audit services

27 October 2009
SYDNEY

MARITIME AUTHORITY OF NSW Financial Statements

For the year ended 30 June 2009

STATEMENT BY CHIEF EXECUTIVE

Pursuant to Section 41C (1B) and (1C) of the *Public Finance and Audit Act 1983*, I declare that in my opinion:

- 1 The accompanying Financial Statements exhibit a true and fair view of the Authority's financial position as at 30 June 2009 and the transactions for the year then ended.
- 2 The statements have been prepared in accordance with the provisions of the *Public Finance and Audit Act 1983*, the *Public Finance and Audit Regulation 2005*, and the Treasurer's Directions.

Further, I am not aware of any circumstances which would render any particulars included in the Financial Statements to be misleading or inaccurate.


Steve Dunn
Chief Executive

**INCOME STATEMENT
FOR THE YEAR ENDED 30 JUNE 2009**

	Note	Consolidated		Parent	
		2009 \$000	2008 \$000	2009 \$000	2008 \$000
REVENUE					
Rendering of services:					
Port management	5	1,209	1,393	1,209	1,393
Channel fees	6	7,872	7,666	7,872	7,666
Drivers licences	7	17,301	15,941	17,301	15,941
Boat registrations	8	19,174	18,254	19,174	18,254
Moorings	9	7,312	7,049	7,312	7,049
Commercial vessel charges	10	2,789	2,714	2,789	2,714
Lease revenue:					
Rentals	11	40,045	38,707	40,045	38,707
Investment income	12	3,384	4,020	3,384	4,020
Other income:					
Other	13	6,419	12,480	5,925	11,784
Contract revenue	14	212	816	212	816
Total revenue		105,717	109,040	105,223	108,344
EXPENSES					
Employee related expenses	15	36,759	32,433	58,260	35,226
Contract service expenses	16	22,011	22,438	22,011	22,438
Fuel, protective clothing and other materials		1,102	1,235	1,102	1,235
Utilities and communications		3,078	2,738	3,078	2,738
Administration	17	9,009	9,040	8,605	8,576
Depreciation and amortisation		9,773	8,264	9,773	8,264
Revaluation decrement on investment properties		3,942	—	3,942	—
Grants and subsidies	18	2,283	2,011	2,283	2,011
Maritime Infrastructure and Better Boating Program		2,758	1,986	2,758	1,986
Financial expenses	19	7,855	7,955	7,855	7,955
Audit fees — audit of the financial report		170	164	170	164
Loss on disposal of assets and assets written off	20	966	423	966	423
Total expenses		99,706	88,687	120,803	91,016
Surplus (deficit) for the year		6,011	20,353	(15,580)	17,328

The accompanying notes form part of these financial statements

BALANCE SHEET
AS AT 30 JUNE 2009

	Note	Consolidated		Parent	
		2009 \$000	2008 \$000	2009 \$000	2008 \$000
ASSETS					
Current assets					
Cash and cash equivalents	21	59,634	83,081	58,713	82,739
Trade and other receivables	22	7,433	10,489	7,393	10,231
Inventories	23	173	185	173	185
Financial assets at fair value through profit or loss	24	35,679	36,544	35,679	36,544
Non current assets classified as held for sale	25	—	7,695	—	7,695
Total current assets		102,919	137,994	101,958	137,394
Non-current assets					
Trade and other receivables	22	65,598	56,587	65,457	51,183
Property, plant and equipment	25	955,210	931,603	955,210	931,603
Investment properties	26	129,458	133,400	129,458	133,400
Intangible assets	27	855	358	855	358
Total non-current assets		1,151,121	1,121,948	1,150,980	1,116,544
TOTAL ASSETS		1,254,040	1,259,942	1,252,938	1,253,938
LIABILITIES					
Current liabilities					
Trade and other payables	28	49,480	71,630	78,265	80,479
Interest bearing borrowings	29	1,206	1,086	1,206	1,086
Provisions	30	34,564	37,659	22,709	25,669
Total current liabilities		85,250	110,375	102,180	107,234
Non-current liabilities					
Trade and other payables	28	314,306	270,954	299,471	270,954
Interest bearing borrowings	29	67,968	69,175	67,968	69,175
Provisions	30	3,197	2,863	—	—
Total non-current liabilities		385,471	342,992	367,439	340,129
TOTAL LIABILITIES		470,721	453,367	469,619	447,363
NET ASSETS		783,319	806,575	783,319	806,575
EQUITY					
Asset revaluation reserve	32	509,789	513,208	509,789	513,208
Accumulated funds	32	273,530	293,367	273,530	293,367
TOTAL EQUITY		783,319	806,575	783,319	806,575

The above balance sheet should be read in conjunction with the accompanying notes

CASH FLOW STATEMENT
FOR THE YEAR ENDED 30 JUNE 2009

	Note	Consolidated		Parent	
		2009 \$000	2008 \$000	2009 \$000	2008 \$000
Cash flows from operating activities					
Receipts from customers		87,771	98,191	90,025	98,957
Payments to suppliers and employees		(78,512)	(75,877)	(79,872)	(76,591)
Interest received		3,384	3,086	3,384	3,086
Contract receipts from development projects		212	8,066	212	8,066
Net GST received (paid)		474	(393)	474	(393)
Payments for Maritime Infrastructure Program		(2,758)	(1,986)	(2,758)	(1,986)
Net cash flows from operating activities	21	10,571	31,087	11,465	31,139
Cash flows from investing activities					
Proceeds from sale of property, plant and equipment		2,051	3,638	2,051	3,638
Purchase of property, plant and equipment		(10,333)	(14,132)	(10,333)	(14,132)
Receipt of lease revenue – Maritime Trade Tower lease		21,673	19,256	21,673	19,256
Prepayment of capital works – Port Kembla		(1,833)	—	(1,833)	—
Net cash flows used in investing activities		11,558	8,762	11,558	8,762
Cash flows from financing activities					
Contribution paid to Government		(24,777)	(16,908)	(24,777)	(16,908)
Payment of lease expense – Maritime Trade Tower lease		(21,664)	(20,246)	(23,137)	(20,246)
Net cash flows used in financing activities		(46,441)	(37,154)	(47,914)	(37,154)
Net (decrease) / increase in cash and cash equivalents		(24,312)	2,695	(24,891)	2,747
Cash and cash equivalents at the beginning of the year		119,625	116,930	119,283	116,536
Cash and cash equivalents at the end of the year	21	95,313	119,625	94,392	119,283

The above cash flow statement should be read in conjunction with the accompanying notes

**STATEMENT OF RECOGNISED INCOME AND EXPENSE
FOR THE YEAR ENDED 30 JUNE 2009**

	Note	Consolidated		Parent	
		2009 \$000	2008 \$000	2009 \$000	2008 \$000
Superannuation actuarial losses	31	(21,591)	(3,025)	—	—
Fair value increment of infrastructure assets	25	8,831	399,824	8,831	399,824
Income and expense recognised directly in equity		(12,760)	396,799	8,831	399,824
Surplus (deficit) for the year		6,011	20,353	(15,580)	17,328
Total recognised income and expense for the year	32	(6,749)	417,152	(6,749)	417,152
Effect of change in accounting policy and correction of errors in previous year					
Surplus for the period as reported in 2008		—	26,242	—	26,242
Effect of accounting policy change for actuarial loss on defined benefit plans	31	—	(3,025)	—	—
Effect of correction of errors		—	(2,864)	—	(8,914)
Restated surplus for the year		—	20,353	—	17,328
Impact of correction of prior period errors on accumulated funds					
Accumulated funds as reported in the previous financial report		—	456,054	—	456,054
Effect of correction of prior period errors on accumulated funds	37	—	(162,687)	—	(162,687)
Restated accumulated funds		—	293,367	—	293,367

The above statement of recognised income and expense should be read in conjunction with the accompanying notes

1 Information about Maritime Authority of NSW

The Maritime Authority of NSW was established as the Waterways Authority on 1 July 1995 under the *Ports Corporatisation and Waterways Management Act 1995*, as a statutory authority with responsibility for "all waterways management functions under the marine legislation other than those relating to any vessel that either requires a pilot or whose master is the holder of a Pilotage Exemption Certificate that applies to that vessel". The financial report for the year ended 30 June 2009 was authorised for issue by the Chief Executive on 20 October 2009.

2 Summary of significant accounting policies

Basis of preparation

The financial report is a general purpose financial report which has been prepared in accordance with Australian Accounting Standards, the requirements of the *Public Finance and Audit Act 1983*, the *Public Finance and Audit Regulation 2005* and the Treasurer's Directions. The financial report has been prepared on the basis of full accrual accounting using historical cost conventions, except for non-current physical assets and investment properties which are shown at fair value, and superannuation which is shown at actuarially assessed present value. The Maritime Authority and its controlled entity are not-for-profit entities as profit is not their principal objective.

The financial report is presented in Australian dollars and all values are rounded to the nearest thousand dollars (\$'000) unless otherwise stated.

(a) New accounting standards and interpretations

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective have not been adopted by the consolidated entity for the annual reporting period ending 30 June 2009. These are outlined in the table below.

Reference	Title	Summary	Financial year of application
AASB 8 and AASB 2007-3	Operating Segments and consequential amendments to other Australian Accounting Standards	New standard replacing AASB 114 Segment Reporting, which adopts a management reporting approach to segment reporting.	30 June 2010
AASB 101 (Revised) and AASB 2007-8	Presentation of Financial Statements and consequential amendments to other Australian Accounting Standards	Introduces a statement of comprehensive income. Other revisions include impacts on the presentation of items in the statement of changes in equity, new presentation requirements for restatements or reclassifications of items in the financial statements, changes in the presentation requirements for dividends and changes to the titles of the financial statements.	30 June 2010
AASB 2008-5 and AASB 2008-6	Amendments (2008-5) and Further Amendments (2008-6) to Australian Accounting Standards arising from the Annual Improvements Process	Affects various AASB's resulting in minor changes for presentation, disclosure, recognition and measurement purposes.	30 June 2010
Interpretation 17	Distribution of Non-Cash Assets to Owners	Provides guidance in respect of measuring the value of distributions of non-cash assets to owners.	30 June 2010

(b) Basis of consolidation

The consolidated entity comprises the Maritime Authority of NSW and its controlled entity Maritime Authority of NSW Division. Maritime Authority of NSW Division is a division of the Government Service, established pursuant to Part 2 of Schedule 1 to the *Public Sector Employment and Management Act 2002*. Its sole objective is to provide personnel services to NSW Maritime. They are consolidated as part of the NSW Total State Sector Accounts. In the process of preparing the consolidated financial statements for the economic entity consisting of NSW Maritime and the Maritime Authority of NSW Division, all inter-entity transactions and balances have been eliminated.

2 Summary of significant accounting policies (continued)

(c) Cash and cash equivalents — refer note 21

Cash and cash equivalents in the balance sheet comprise cash at bank, cash in hand and TCorp Hour-Glass cash facilities.

For the purposes of the cash flow statement, cash and cash equivalents include cash at bank, cash in hand and all TCorp Hour-Glass investment facilities. Maritime Authority of NSW had bank overdrafts of \$nil at 30 June 2009 (2008: \$nil).

(d) Trade and other receivables — refer note 22

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. These financial assets are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method, less an allowance for any impairment of receivables. Any changes are accounted for in the operating statement when impaired, derecognised or through the amortisation process.

Short-term receivables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial. Collectibility of receivables is reviewed on an ongoing basis and, where necessary, an impairment provision is recorded in accordance with accounting policy note 2 (h).

(e) Inventories — refer note 23

A perpetual inventory system is adopted and is supported by monthly stocktakes of fuel and annual stocktakes of maps. Ending balance of fuel inventories, which are held for distribution, is reported at the lower of average cost or average replacement cost. Ending balance of maps inventories, which are held for sale, is reported at the lower of actual cost or net realisable value.

(f) Financial assets at fair value - refer note 24

NSW Maritime determines the classification of its financial assets after initial recognition and, when allowed and appropriate, re-evaluates them at each financial year end. The classifications are:

Fair value through profit or loss - NSW Maritime measures investments classified as "held for trading" or designated upon initial recognition "at fair value through profit or loss" at fair value. Financial assets are classified as "held for trading" if they are acquired for the purpose of selling in the near term. Derivatives are also classified as held for trading. Gains or losses on these assets are recognised in the income statement.

The Hour-Glass investment facilities are designated at fair value through profit or loss using the second leg of the fair value option i.e. these financial assets are managed and their performance is evaluated on a fair value basis, in accordance with a documented risk management strategy, and information about these assets is provided internally on that basis to NSW Maritime's key management personnel.

Designation at fair value through profit or loss is consistent with NSW Maritime's documented risk management strategy because that strategy requires management to monitor the fair value of its Hour-Glass investments as a basis for assessing the risk associated with the investment.

The movement in the fair value of the Hour-Glass investment facilities incorporates distributions received as well as unrealised movements in fair value and is reported in the line item 'investment revenue'.

NSW Maritime currently has no investments "held to maturity" or "available for sale".

(g) Impairment of financial assets

All financial assets, except those measured at fair value through profit and loss, are subject to an annual review for impairment. An allowance for impairment is established when there is objective evidence that NSW Maritime will not be able to collect all amounts due.

For financial assets carried at amortised cost, the amount of the allowance is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate. The amount of the impairment loss is recognised in the income statement.

Any reversals of impairment losses are reversed through the income statement, where there is objective evidence that the reversal is justified. Reversals of impairment losses of financial assets carried at amortised cost cannot result in a carrying amount that exceeds the carrying amount which would have been reported had there not been an impairment loss.

2 Summary of significant accounting policies (continued)

(h) De-recognition of financial assets and financial liabilities

A financial asset is derecognised when:

- the contractual rights to the cash flows from the financial assets expire
- NSW Maritime transfers the financial asset where substantially all the risks and rewards have been transferred; or
- NSW Maritime transfers the financial asset and has not retained control of that asset

Where NSW Maritime has neither transferred nor retained substantially all the risks and rewards or transferred control, the asset is recognised to the extent of NSW Maritime's continuing involvement in the asset.

A financial liability is derecognised when the obligation specified in the contract is discharged or the obligation is cancelled or expires.

(i) Property, plant and equipment — refer note 25

Property, plant and equipment costing \$500 and above individually is capitalised. Only those assets completed and ready for service are taken to the property, plant and equipment account. The remaining capital expenditures are carried forward as construction in progress and included under property, plant and equipment in the balance sheet.

Under certain long-term lease agreements where development has been carried out by the private sector, NSW Maritime may take control of various wharf constructions after 99 years. Due to the length of time until control may be achieved, they are currently recorded at \$1. In addition, certain wetland leases may be returning to NSW Maritime in a relatively short period of time. These assets have been independently valued as at 30 June 2009 and are stated at fair value in the balance sheet.

Following initial recognition at cost, property plant and equipment is carried at a revalued amount which is the fair value at the date of the revaluation less any subsequent accumulated depreciation and accumulated impairment losses. Fair value is determined by reference to market-based evidence, which is the amount for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction as at the valuation date.

Depreciation is calculated on a straight line basis over the estimated useful life of the asset as follows:

	Rates %		Rates %
Buildings	2 – 5	Computer – software	20 – 50
Plant and equipment:		Motor vehicles	10 – 15
Plant – communications	20 – 40	Furniture and fittings	7.5 – 20
Plant – mobile	5 – 20	Infrastructure:	
Plant – outboard engines	50	Moorings	0 – 5
Plant – vessels	5 – 20	Navigational aids	5 – 20
Plant – other	5 – 20	Roadways	5
Computer – hardware	20 – 50	Wharves & jetties	2.5 – 10
		Seawalls	2.5 – 4

The assets residual values, useful lives and amortisation methods are reviewed, and adjusted if appropriate, at each financial year end.

2 Summary of significant accounting policies (continued)

Revaluations of property plant and equipment (continued)

Property plant and equipment is valued at fair value in accordance with Australian Accounting Standard AASB 116 *Property, Plant and Equipment*. NSW Treasury Policy and Guidelines Paper TPP 07-1 *Accounting Policy: Valuation of Physical Non-Current Assets at Fair Value* provides additional guidance on applying AASB 116 to public sector assets.

All significant physical non-current assets of NSW Maritime were revalued during the 2005-2006 financial year. A valuation materiality threshold of \$250,000 was adopted, which meant that only asset classes with a written down value in excess of \$250,000 were subject to revaluation. Those assets not revalued are recorded at their historical cost or previously revalued amount, which is considered not to be materially different from fair value. The written down replacement cost of a number of assets has been established by qualified persons within NSW Maritime.

NSW Maritime's dredged assets (principally channels) were independently valued at 30 June 2008, using written down replacement cost methodology.

A review was performed during the 2008-2009 financial year to identify any material movements in the values of other property plant and equipment assets. No material movements in fair value were identified.

Any revaluation increment is credited to the asset revaluation reserve included in equity, except to the extent that it reverses a revaluation decrement for the same asset class previously recognised in the income statement, in which case the increment is recognised in the income statement. Any revaluation decrement is recognised in the income statement unless it directly offsets a previous revaluation increment for the same asset class, in which case the decrement is debited to the asset revaluation reserve to the extent of the credit balance existing in the revaluation reserve for that asset class.

Any accumulated depreciation as at revaluation date is eliminated against the gross carrying amount of the asset and the net amount is restated to the revalued amount of the asset. Gains and losses on disposals are determined by comparing proceeds with the carrying amount. Gains and losses on disposals are included in the income statement. Upon disposal of an asset, any revaluation reserve relating to that asset is transferred to accumulated funds.

Derecognition

An item of property, plant and equipment is derecognised upon disposal or when no future economic benefits are expected to arise from the continued use of the asset.

Impairment

The carrying values of plant and equipment are reviewed for impairment when events or changes in circumstances indicate the carrying value may not be recoverable. For an asset that does not generate largely independent cash inflows, the recoverable amount is determined for the cash-generating unit to which the asset belongs. If any such indication exists and where the carrying values exceed the estimated recoverable amount, the assets or cash-generating units are written down to their recoverable amount, which is the greater of fair value less costs to sell and value in use. As NSW Maritime is a not-for-profit entity, value in use is defined as depreciated replacement cost. Impairment losses are recognised in the income statement.

Contributed Assets

Assets transferred from other NSW State Government agencies at no cost are recorded at fair value directly to equity. Assets transferred from other entities at no cost are recorded at fair value through the income statement.

Port Authority Dredging

Costs incurred by Port Authorities in NSW in capital dredging (harbour deepening) of channels are recorded as a NSW Maritime asset. A corresponding amount is recorded as "Long term channel fees unearned income" and amortised over a period of 99 years.

2 Summary of significant accounting policies (continued)

(j) Investment properties — refer note 26

Initially, investment properties are measured at cost including transaction costs. Subsequent to initial recognition, investment properties are revalued annually and stated at fair value, which is based on active market prices, adjusted if necessary for any difference in the nature, location or condition of the specific asset at the balance sheet date. Gains or losses arising from changes in the fair values of investment properties are included in the income statement in the year in which they arise.

Investment properties are derecognised when they have either been disposed of or when the investment property is permanently withdrawn from use and no future benefit is expected from its disposal. Any gains or losses on the derecognition of an investment property are recognised in the income statement in the year of derecognition.

Transfers are made to and from investment property when, and only when, there is a change in use. Where properties are transferred from investment property, the deemed cost for subsequent accounting is its fair value at the date of change in use. Where properties are transferred to investment property, such properties are accounted for in accordance with the policy stated under *Property plant and equipment* up to the date of change in use.

(k) Intangible assets — refer note 27

Intangible assets acquired separately are initially measured at cost. Following initial recognition, intangible assets are carried at cost less any accumulated amortisation and any accumulated impairment losses. The useful lives of intangible assets have been assessed to be finite. These intangible assets are amortised over the useful life and tested for impairment whenever there is an indication that the intangible asset may be impaired. The useful life of intangible assets is also examined on an annual basis and adjustments, where applicable, are made on a prospective basis by changing the amortisation period or method, as appropriate, which is a change in an accounting estimate. The amortisation expense of intangible assets is recognised in the income statement.

(l) Trade and other payables — refer note 28

Payables represent liabilities for goods and services provided to NSW Maritime and other amounts. Payables are recognised initially at fair value, usually based on the transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method. Short-term payables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial. Trade accounts payable are unsecured and are generally settled within their due date.

(m) Operating Leases

Where NSW Maritime is the lessor, leases in which the Authority retains substantially all the risks and benefits of ownership of the leased asset are classified as operating leases. Operating lease rental receipts are recognised as revenue in the income statement on a straight-line basis over the term of the lease.

Where NSW Maritime is the lessee, operating lease payments are recognised as an expense in the income statement on a straight-line basis over the lease term.

Where property is subject to long term operating leases (up to 99 years) which have up-front lease payments, those lease payments are amortised over the term of the lease. Property that is subject to such long term operating leases is retained in the accounting records of NSW Maritime at a nominal value of \$1. The fair value will increase towards the end of the lease term as the effect of encumbrance diminishes.

(n) Interest bearing borrowings — refer note 29

The Maritime Trade Tower finance lease liability is initially recognised at the fair value of the asset acquired less directly attributable transaction costs. After initial recognition, the lease liability is subsequently measured at amortised cost using the effective interest method.

The determination of whether an arrangement is or contains a lease is based on the substance of the arrangement and requires an assessment of whether the fulfilment of the arrangement is dependent on the use of a specific asset or assets and the arrangement conveys a right to use the asset.

2 Summary of significant accounting policies (continued)

(o) Provisions — refer note 30

Provisions are recognised when NSW Maritime has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. Where NSW Maritime expects some or all of a provision to be reimbursed, for example under an insurance contract, the reimbursement is recognised as a separate asset but only when the reimbursement is virtually certain. The expense relating to any provision is presented in the income statement net of any reimbursement.

Provisions are measured at the present value of management's best estimate of the expenditure required to settle the present obligation at the balance sheet date using a discounted cash flow methodology. If the effect of the time value of money is material, provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects current market assessments of the time value of money and, where appropriate, the risks specific to the liability. Where discounting is used, the increase in the provision due to the passage of time is recognised in the income statement.

Employee leave benefits

(i) Salaries, sick leave and annual leave

Liabilities for salaries and annual leave are recognised and measured as the amount unpaid at the reporting date at current pay rates in respect of employees service up to that date. Expenses for non-accumulating sick leave are recognised when the leave is taken and are measured at the rates paid or payable.

(ii) Long service leave

Long service leave is measured on a nominal basis. The nominal method is based on the remuneration rate at year end for all employees with five or more years service. It is considered this measurement technique produces results not materially different from the estimated amount using the net present value basis of measurement.

(iii) Payroll tax, fringe benefits tax and compulsory employer superannuation contributions

The outstanding amount of payroll tax, fringe benefits tax and compulsory employer superannuation contributions, which are consequential to employment, are recognised as liabilities and expenses where the employee entitlements to which they relate have been recognised and it is reasonably likely that the expense will be incurred at the time of paying the employee entitlement.

(iv) Superannuation

NSW Maritime contributes to employee superannuation funds in addition to contributions made by employees. Such contributions are paid to nominated funds. NSW Maritime contributes to defined benefit schemes and accumulation schemes. Payments are applied towards the accruing liability for superannuation in respect of employees and are expensed in the income statement. Actuarial assessments are performed at each reporting date for the defined benefit schemes. Actuarial gains and losses are recognised as a movement in accumulated funds. This is a change from the previous accounting policy under which such gains and losses were recognised as income or expense in the income statement. Under-funded defined benefit schemes are recognised as a non-current liability while over-funded schemes are recognised as a non-current asset.

2 Summary of significant accounting policies (continued)

(p) Revenue recognition — refer notes 5-14

Revenue is recognised and measured at the fair value of the consideration received or receivable to the extent that it is probable that the economic benefits will flow to the entity and the revenue can be reliably measured. The following specific recognition criteria must be met before revenue is recognised:

(i) *Licences, registrations, and grants and subsidies* - where control of a right exists to receive consideration upon the completion of or a stage of services provided.

(ii) *Rentals and moorings* - where control of a right exists to receive consideration for the provision of assets has been attained in accordance with Australian Accounting Standard AASB 117 *Leases*.

(iii) *Interest* - where control of a right exists to receive consideration for the provision of, or investment in assets has been attained.

(iv) *Appropriation* - Parliamentary appropriations are recognised as revenues when the entity obtains control over the assets comprising the appropriation. Control is normally obtained on receipt of cash, with the exception that unspent appropriations at year-end are accounted for as liabilities.

(v) *Grants and subsidies* - Government grants are recognised as revenue when the grant is received.

(vi) *Fines and penalties* - Fines and penalties are recognised on a cash basis when received from NSW Police Service Infringement Processing Bureau.

(q) Financial expenses — refer note 19

Lease interest is recognised as a financial expense and is accrued using the effective interest rate method. This is a method of calculating the amortised cost of a finance lease liability and allocating the interest expense over the relevant period using the effective interest rate, which is the rate that exactly discounts estimated future payments over the lease term to the net carrying amount of the lease liability.

(r) Insurance

NSW Maritime's insurance requirement is managed by the NSW Treasury Managed Fund. NSW Maritime had the following coverage in place during 2008-2009: workers' compensation, public liability, motor vehicle, property and miscellaneous.

(s) Distribution policy

NSW Maritime pays distributions to the Consolidated Fund. These distributions are from operations or are proceeds from the disposal of surplus property.

Distributions from operations are provided after the results for the year have been determined and cash requirements for subsequent periods, according to forward estimates, have been satisfied. Distributions from operations are paid in two equal instalments each year, the first on 1 August and the second on 1 December.

Distributions from the proceeds of disposal of surplus property are made to the Consolidated Fund after settlement. The practice has been to remit proceeds to the Consolidated Fund that are in excess of \$1M, settlements for less than this amount are incorporated into operating distributions.

(t) Income and other taxes

NSW Maritime is a non-budget dependent general government agency and is not subject to the income tax equivalent regime.

Revenues, expenses and assets are recognised net of the amount of GST except:

(i) when the GST incurred on the purchase of goods or services is not recoverable from the Australian Taxation Office, in which case the GST is recognised as part of the cost of acquisition of the good or service, and

(ii) in relation to receivables and payables, which are stated with the amount of GST included.

The net amount of GST recoverable from or payable to the Australian Taxation Office is included as part of receivables or payables in the balance sheet. Cash flows are included in the cash flow statement on a gross basis and the GST component of cash flows arising from investing and financing activities, which is recoverable from or payable to the Australian Taxation Office is included in operating cash flows.

Commitments and contingencies are disclosed at the gross amount, including any GST.

2 Summary of significant accounting policies (continued)

(u) Changes in accounting policy

In accordance with NSW Treasury policy, NSW Maritime has changed its accounting policy on the recognition of superannuation actuarial gains and losses. Such actuarial gains and losses are now recognised outside of surplus or deficit in the 'statement of recognised income and expense'. Previously, actuarial gains and losses were recognised in the income statement. Both options are permissible under AASB 119 *Employee Benefits*.

The change in policy has been adopted on the basis that recognition outside surplus or deficit provides reliable and more relevant information as it better reflects the nature of actuarial gains and losses. This is because actuarial gains/losses are re-measurements, based on assumptions that do not necessarily reflect the ultimate cost of providing superannuation.

Recognition outside surplus or deficit also harmonises better with the Government Finance Statistics / GAAP comprehensive income presentation for the whole of government and general government sector, required under AASB 1049 *Whole of Government and General Government Sector Financial Reporting*. A comprehensive income presentation will also be available at the entity level from 2009-2010 under AASB 101 *Presentation of Financial Statements*.

The impact of changes in accounting policies and correction of prior year errors on each line item in the financial statements and the comparative figures is shown in note 37. It is not practicable to show the financial effect on each line item of earlier financial statements.

3 Financial instruments

NSW Maritime's principal financial instruments comprise receivables, payables, finance leases, cash and short-term deposits.

NSW Maritime manages its exposure to key financial risks in accordance with NSW Maritime's risk management policy. The objective of the policy is to facilitate the effective management of potential opportunities and adverse effects.

The main risks arising from NSW Maritime's financial instruments are interest rate risk, credit risk and liquidity risk. NSW Maritime uses different methods to measure and manage different types of risks to which it is exposed. These include monitoring levels of exposure to interest rate risk and assessments of market forecasts for interest rates. Ageing analyses and monitoring of specific credit allowances are undertaken to manage credit risk, and liquidity risk is monitored through the development of cash flow forecasts.

Primary responsibility for identification and control of financial risks rests with the Finance Manager under the authority of the Chief Executive. The General Manager Corporate Services reviews and agrees policies for managing each of the risks identified below, including the setting of limits for credit allowances, and future cash flow forecast projections.

(a) Financial instrument categories

	Note	Category	Consolidated		Parent	
			2009 \$000	2008 \$000	2009 \$000	2008 \$000
Financial Assets						
Cash and cash equivalents	21	N/A	59,634	83,081	58,713	82,739
Receivables	22	Loans and receivables at amortised cost excluding prepayments and statutory receivables	4,482	7,436	4,442	7,436
Financial assets at fair value	24	At fair value through profit or loss – designated as such upon initial recognition	35,679	36,544	35,679	36,544
Financial Liabilities						
Payables	28	Financial liabilities measured at amortised cost, excluding unearned income	96,389	98,998	110,339	107,359
Borrowings	29	Finance lease liabilities measured at amortised cost	69,174	70,260	69,174	70,260

3 Financial instruments (continued)

(b) Credit risk

Credit risk arises from the financial assets of NSW Maritime, which comprise cash and cash equivalents, receivables and financial assets at fair value. NSW Maritime's exposure to credit risk arises from potential default of the counterparty, with a maximum exposure equal to the carrying amount of these financial assets (net of any allowance for impairment). Exposure at balance date is addressed in each applicable note. NSW Maritime trades only with recognised, creditworthy third parties, and as such collateral is not requested. NSW Maritime has not securitised its trade and other receivables and has not granted any financial guarantees. Credit risk associated with NSW Maritime's financial assets, other than receivables, is managed through the selection of counterparties and establishment of minimum credit rating standards.

Cash

Cash comprises cash on hand and at bank and TCorp Hour-Glass cash facilities.

Receivables — trade debtors

All trade debtors are recognised as amounts receivable at balance date. Collectibility of trade debtors is reviewed on an ongoing basis. Procedures as established in the Treasurer's Directions are followed to recover outstanding amounts, including letters of demand. Debts which are known to be uncollectible are written off. An allowance for impairment is raised when there is objective evidence that NSW Maritime will not be able to collect all amounts due. This evidence includes past experience, and current and expected changes in economic conditions and debtor credit ratings. No interest is earned on trade debtors. Sales are normally made on 7 day terms.

Major concentrations of credit risk that arise from NSW Maritime debtors in relation to the industry categories and location of the customer by the percentage of the total receivable from customers are:

Categories	2009	2008
Boating industries	8%	11%
Government authorities	32%	38%
Other business	60%	51%
	100%	100%

Based on past experience, debtors that are less than 3 months past due (2009: \$4.073M; 2008: \$6.292M) are not considered impaired. Total unimpaired debtors represent 59% (2008: 75%) of the total debtors. There are no debtors which would otherwise be past due or impaired whose terms have been renegotiated.

The only financial assets that are past due or impaired are 'trade debtors' and 'rental debtors' in the 'receivables' category of the balance sheet.

3 Financial instruments (continued)

	Total \$000	Not past due \$000	Past due but not impaired \$000	Considered impaired \$000
2009 — Consolidated				
< 3 months overdue	4,073	4,073	—	—
3 months - 6 months overdue	475	—	409	66
> 6 months overdue	3,045	—	—	3,045
	7,593	4,073	409	3,111
Allowance for impairment	(3,111)	—	—	(3,111)
Receivables	4,482	4,073	409	—
2008 — Consolidated				
< 3 months overdue	6,292	6,292	—	—
3 months - 6 months overdue	690	—	690	—
> 6 months overdue	2,959	—	454	2,505
	9,941	6,292	1,144	2,505
Allowance for impairment	(2,505)	—	—	(2,505)
Receivables	7,436	6,292	1,144	—
2009 — Parent entity				
< 3 months overdue	4,033	4,033	—	—
3 months – 6 months overdue	475	—	409	66
> 6 months overdue	3,045	—	—	3,045
	7,553	4,033	409	3,111
Allowance for impairment	(3,111)	—	—	(3,111)
Receivables	4,442	4,033	409	—
2008 — Parent entity				
< 3 months overdue	6,292	6,292	—	—
3 months – 6 months overdue	690	—	690	—
> 6 months overdue	2,959	—	454	2,505
	9,941	6,292	1,144	2,505
Allowance for impairment	(2,505)	—	—	(2,505)
Receivables	7,436	6,292	1,144	—

The aging analysis excludes statutory receivables and prepayments.

3 Financial instruments (continued)

Financial assets at fair value

NSW Maritime has placed funds on deposit with TCorp, which has been rated “AAA” by Standard and Poor’s. These deposits are similar to money market or bank deposits and can be placed “at call” or for a fixed term. For fixed term deposits, the interest rate payable by TCorp is negotiated initially and is fixed for the term of the deposit, while the interest rate payable on at call deposits vary. The deposits at balance date were earning an average interest rate of 2.4% (2008: 3.7%), while over the year the weighted average interest rate was 2.7% (2008: 3.2%) on a weighted average balance during the year of \$103.7M (2008: \$114.6M). None of these assets are past due or impaired.

(c) Liquidity risk

Liquidity risk is the risk that NSW Maritime will be unable to meet its payment obligations when they fall due. NSW Maritime continuously manages liquidity risk through monitoring future cash flows and maturities planning to ensure adequate holding of high quality liquid assets when required. The objective is to maintain a balance between continuity of funding and flexibility through the use of available liquid resources. Consequently exposure to liquidity risk is considered minimal.

During the current and prior years, there were no defaults or breaches on any loans payable. No assets have been pledged as collateral.

Liabilities are recognised for amounts due to be paid in the future for goods or services received, whether or not invoiced. Amounts owing to suppliers (which are unsecured) are settled in accordance with the policy set out in Treasurer’s Direction 219.01. If trade terms are not specified, payment is made no later than the end of the month following the month in which an invoice or a statement is received. Treasurer’s Direction 219.01 allows the Minister to award interest for late payment. NSW Maritime policy is to apply the judgement debt interest rate as stated in the Uniform Civil Procedures Rules 2005.

The table below summarises the maturity profile of NSW Maritime’s financial liabilities, together with the interest rate exposure. All obligations are shown at undiscounted cash flow amounts.

	Interest Rate %	Nominal Amount \$000	Interest Rate Exposure			Maturity Dates		
			Fixed rate \$000	Variable rate \$000	Non-interest bearing \$000	< 1 year \$000	1-5 years \$000	> 5 years \$000
2009 — Consolidated								
<i>Payables</i>								
Accrued salaries	—	288	—	—	288	288	—	—
Creditors	—	96,389	—	—	96,389	(44,837)	51,552	—
<i>Borrowings</i>								
Finance leases	13.50	67,968	67,968	—	—	1,206	8,354	59,614
	—	164,645		—	96,677	(46,331)	59,906	59,614
2008 — Consolidated								
<i>Payables</i>								
Accrued salaries	—	1,091	—	—	1,091	1,091	—	—
Creditors	—	98,998	—	—	98,998	(67,443)	31,565	—
<i>Borrowings</i>								
Finance leases	13.50	69,174	69,174	—	—	1,086	7,521	61,653
		169,263	—	—	100,089	(69,610)	39,086	61,653

3 Financial instruments (continued)

	Interest Rate %	Nominal Amount \$000	Interest Rate Exposure			Maturity Dates		
			Fixed rate \$000	Variable rate \$000	Non-interest bearing \$000	< 1 year \$000	1-5 years \$000	> 5 years \$000
2009 — Parent								
<i>Payables</i>								
Accrued salaries	—	—	—	—	—	—	—	—
Creditors	—	110,339	—	—	110,339	(93,622)	36,717	—
<i>Borrowings</i>								
Finance leases	13.50	67,968	67,968	—	—	8,354	59,614	—
	—	178,307	—	—	110,339	(81,976)	96,331	—
2008 — Parent								
<i>Payables</i>								
Accrued salaries	—	—	—	—	—	—	—	—
Creditors	—	107,359	—	—	107,359	(75,807)	31,552	—
<i>Borrowings</i>								
Finance leases	13.50	69,174	69,174	—	—	1,086	7,521	61,653
	—	176,533	—	—	107,359	(76,893)	39,073	61,653

The amounts disclosed are the contractual undiscounted cash flows of each class of financial liabilities, therefore the amounts disclosed above will not reconcile to the balance sheet.

(d) Market risk

Market risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices. NSW Maritime's exposure to market risk is primarily through price risks associated with the movement in the unit price of the Hour-Glass Investment facilities. NSW Maritime has no exposure to foreign currency risk and does not enter into commodity contracts.

The effect on profit and equity due to a reasonably possible change in risk variable is outlined in the information below, for interest rate risk and other price risk. A reasonably possible change in risk variable has been determined after taking into account the economic environment in which NSW Maritime operates and the time frame for the assessment (i.e. until the end of the next annual reporting period). The sensitivity analysis is based on risk exposures in existence at the balance sheet date. The analysis is performed on the same basis for 2008. The analysis assumes that all other variables remain constant.

Interest rate risk

NSW Maritime has insignificant exposure to interest rate risk on its borrowings as its only borrowings arise from a long-term finance lease in which the interest rate is fixed.

NSW Maritime has some limited exposure to interest rate risk arising from its investment in interest-bearing cash balances. In assessing sensitivity, a reasonably possible change of +/- 2% is used, consistent with current trends in interest rates. The basis will be reviewed annually and amended where there is a structural change in the level of interest rate volatility. NSW Maritime's exposure to interest rate risk is set out on the following.

3 Financial instruments (continued)

	\$000 Carrying Amount	\$000 Profit	-2% \$000 Equity	\$000 Profit	+2% \$000 Equity
2009 — Consolidated					
<i>Financial assets</i>					
Cash and cash equivalents	59,634	(1,193)	(1,193)	1,193	1,193
2008 — Consolidated					
<i>Financial assets</i>					
Cash and cash equivalents	83,081	(1,662)	(1,662)	1,662	1,662
2009 — Parent					
<i>Financial assets</i>					
Cash and cash equivalents	58,713	(1,174)	(1,174)	1,174	1,174
2008 — Parent					
<i>Financial assets</i>					
Cash and cash equivalents	82,739	(1,655)	(1,655)	1,655	1,655

Other price risk — TCorp Hour-Glass facilities

Exposure to 'other price risk' primarily arises through the investment in the TCorp Hour-Glass investment facilities, which are held for strategic rather than trading purposes. NSW Maritime has no direct equity investments, and holds units in the following Hour-Glass investment trusts:

Facility	Investment sectors	Investment horizon	2009 \$000	2008 \$000
Cash facility	Cash, money market instruments	Up to 1.5 years	55,205	80,059
Medium term growth facility	Cash, money market instruments Australian and international bonds listed property Australian and international shares	3 years to 7 years	26,494	26,301
Long term growth facility	Cash, money market instruments Australian and international bonds listed property Australian and international shares	7 years and over	9,185	10,243
			90,884	116,603

The unit price of each facility is equal to the total fair value of net assets held by the facility divided by the total number of units on issue for that facility. Unit prices are calculated and published daily.

NSW TCorp as trustee for each of the above facilities is required to act in the best interest of the unitholders and to administer the trusts in accordance with the trust deeds. As trustee, TCorp has appointed external managers to manage the performance and risks of each facility in accordance with a mandate agreed by the parties. However, TCorp acts as manager for part of the cash facility. A significant portion of the administration of the facilities is outsourced to an external custodian.

Investment in the Hour-Glass facilities limits NSW Maritime's exposure to risk, as it allows diversification across a pool of funds, with different investment horizons and a mix of investments.

NSW TCorp provides sensitivity analysis information for each of the facilities, using historically based volatility information. The TCorp Hour-Glass investment facilities are designated at fair value through profit or loss and therefore any change in unit price impacts directly on profit (rather than equity)

3 Financial instruments (continued)

	Change in unit price	Impact on profit / loss	
		2009 \$000	2008 \$000
Cash facility	+/- 1%	552	801
Medium term growth facility	+/- 7%	1,855	1,841
Long term growth facility	+/- 15%	1,378	1,536

A reasonable possible change is based on the percentage change in unit price multiplied by the redemption price as at 30 June each year for each facility (as advised by TCorp).

(e) Fair Value

Financial instruments are generally recognised at cost, with the exception of the TCorp Hour-Glass facilities, which are measured at fair value. As discussed, the value of the Hour-Glass investments is based on NSW Maritime's share of the value of the underlying assets of the facility, based on the market value. All of the Hour-Glass facilities are valued using 'redemption' pricing.

As at 30 June 2009 NSW Maritime recognised \$nil (2008: \$nil) amortised cost of financial instruments in the balance sheet.

4 Significant accounting judgements, estimates and assumptions

The preparation of the financial statements requires management to make judgements, estimates and assumptions that affect the reported amounts in the financial statements. Management continually evaluates its judgements and estimates in relation to assets, liabilities, contingent liabilities, revenue and expenses. Management bases its judgements and estimates on historical experience and on other factors it believes to be reasonable under the circumstances, the result of which form the basis of the carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates under different assumptions and conditions.

Management has identified the following critical accounting policies for which significant judgements, estimates and assumptions are made. Actual results may differ from these estimates under different assumptions and conditions and may materially affect financial results or the financial position reported in future periods. Further details of the nature of these assumptions and conditions may be found in the relevant notes to the financial statements.

Significant accounting judgements

Operating lease commitments — NSW Maritime as lessor

NSW Maritime has entered into commercial property leases of its property portfolio and has determined that it retains all the significant risks and rewards of ownership of these properties and has thus classified the leases as operating leases.

Impairment of non-financial assets

NSW Maritime assesses impairment of all assets at each reporting date by evaluating possible impairment conditions. These include changes in technology, economic and political environments and future customer expectations. If an impairment trigger exists, the recoverable amount of the asset is determined. In relation to the year ended 30 June 2009, management did not identify significant triggers for impairment testing and as such these assets have not been tested for impairment.

Classification of assets and liabilities as held for sale

NSW Maritime classifies assets and liabilities as held for sale when its carrying amount will be recovered through a sale transaction. The assets and liabilities must be available for immediate sale and NSW Maritime must be committed to selling the asset either through entering into a contractual sale agreement or through the activation of, and commitment to, a program to locate a buyer and dispose of the assets and liabilities.

Capitalised development costs

Development costs are only capitalised when it can be demonstrated that the technical feasibility of completing the intangible asset is valid so that the asset will be available for use or sale.

4 Significant accounting judgements, estimates and assumptions (continued)

Significant accounting estimates and assumptions

Make good provisions

A provision has been made for the present value of anticipated costs of future environmental restoration. The provision includes future cost estimates associated with remediation of the maritime environment. The calculation of this provision requires assumptions such as application of environmental legislation, community expectations, available technologies and engineering cost estimates. These uncertainties may result in future actual expenditure differing from the amounts currently provided. The provision recognised is periodically reviewed and updated based on the facts and circumstances available at the time. Changes to the estimated future costs are recognised in the balance sheet by adjusting both the expense and/or asset (if applicable) and provision. The related carrying amounts are disclosed in note 31.

Long service leave provision

Long service leave is measured on a nominal basis. NSW Maritime periodically compares the difference between using the nominal method and the full present value method. The calculation using the full present value method requires assumptions such as application of employment legislation, and expected future salary levels and expected future salary on-cost expenses. These uncertainties may result in future actual expenditure differing from the amounts currently provided. The related carrying amounts are disclosed in note 31.

Net defined benefit superannuation asset or liability

The net defined benefit superannuation asset or liability arising from underfunding or overfunding of obligations is assessed each year by independent consultants. This assessment requires assumptions in relation to future salary increases, changes in CPI and return on plan assets. These uncertainties may result in future actual expenditure differing from the amounts currently provided. The related carrying amounts are disclosed in note 32.

Estimation of useful lives of assets

The estimation of the useful lives of assets has been based on historical experience as well as manufacturers' warranties (for plant and equipment), lease terms (for leased equipment) and turnover policies (for motor vehicles). In addition, the condition of the assets is assessed at least once per year and considered against the remaining useful life. Adjustments to useful lives are made when considered necessary. Depreciation charges are included in note 26.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2009

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
5 Port management				
Wharfage	279	295	279	295
Site occupation charges	82	74	82	74
Ship utility charges	5	5	5	5
Navigation services	576	708	576	708
Pilotage	197	224	197	224
Storage facilities	70	87	70	87
	1,209	1,393	1,209	1,393
6 Channel fees				
Newcastle Port Corporation	3,012	2,898	3,012	2,898
Port Kembla Port Corporation	1,382	1,204	1,382	1,204
Sydney Ports Corporation	3,207	3,564	3,207	3,564
Channel dredging	271	—	271	—
	7,872	7,666	7,872	7,666
7 Drivers licences				
One year licence	1,863	1,926	1,863	1,926
Three year licence	14,414	13,333	14,414	13,333
Licence tests	1,024	682	1,024	682
	17,301	15,941	17,301	15,941
8 Boat registrations				
Initial	810	867	810	867
Renewal	15,476	14,676	15,476	14,676
Other	2,888	2,711	2,888	2,711
	19,174	18,254	19,174	18,254

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2009

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
9 Moorings				
Private	5,610	5,373	5,610	5,373
Commercial	1,574	1,532	1,574	1,532
Inspection fees	128	144	128	144
	7,312	7,049	7,312	7,049
10 Commercial vessels charges				
Survey fees	1,652	1,616	1,652	1,616
Registration fees	805	765	805	765
Examinations	150	154	150	154
Other	182	179	182	179
	2,789	2,714	2,789	2,714
11 Rentals				
Land	282	247	282	247
Maritime Trade Tower – building	10,596	11,224	10,596	11,224
Maritime Trade Tower – land	3,385	3,385	3,385	3,385
Long term lease rental income	1,258	710	1,258	710
Commercial	15,256	14,097	15,256	14,097
Private	7,884	7,524	7,884	7,524
NSW Maritime property	64	63	64	63
Superyacht charges	1,320	1,457	1,320	1,457
	40,045	38,707	40,045	38,707
12 Investment income				
Bank and other interest	217	370	217	370
TCorp investment facilities designated at fair value through profit or loss – gain on fair valuation	3,167	3,650	3,167	3,650
	3,384	4,020	3,384	4,020

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2009

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
13 Other income				
Other boating fees	1,807	2,181	1,807	2,181
Miscellaneous services	2,270	4,785	2,270	4,785
Defined benefit superannuation schemes net income	494	696	—	—
Revaluation increment on investment assets	—	3,400	—	3,400
Wharf assets received from Local Councils	343	-	343	—
Emerging asset — marina berth leases	1,505	1,418	1,505	1,418
	6,419	12,480	5,925	11,784
14 Contract revenue				
Sydney Harbour estuarine vegetation mapping	—	10	—	10
Sydney Harbour foreshore vegetation mapping	—	15	—	15
Botany Bay sanddrift beach stabilisation	—	120	—	120
Government licencing system implementation	—	191	—	191
King Street Wharf project	—	480	—	480
Repair of Circular Quay Wharf for high speed ferry	101	—	101	—
Repair of Watsons Bay Pilot Station	111	—	111	—
	212	816	212	816

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
15 Employee related expenses				
Payroll services	—	—	58,260	35,226
Ordinary time	25,634	23,493	—	—
Long service leave	1,110	1,129	—	—
Recreation leave	2,494	2,223	—	—
Payroll tax and fringe benefits tax	2,291	2,151	—	—
Overtime	582	499	—	—
Sick leave	448	470	—	—
Voluntary separation payments	125	129	—	—
Other employee benefits and workers' compensation	1,402	429	—	—
Superannuation Expenses				
Accumulation schemes expense including contributions	1,740	1,513	—	—
Defined benefit superannuation schemes net expense	148	105	—	—
Accrual for salaries, enterprise agreement, annual leave and long service leave	785	292	—	—
	36,759	32,433	58,260	35,226
16 Contract service expenses				
Contractors	7,210	11,789	7,210	11,789
External labour	3,255	3,277	3,255	3,277
Maintenance agreements	1,979	1,000	1,979	1,000
Wharf maintenance	6,797	4,161	6,797	4,161
Navigational aids maintenance	1,539	1,384	1,539	1,384
Motor vehicle and vessel expenses	1,158	753	1,158	753
Other	73	74	73	74
	22,011	22,438	22,011	22,438

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
17 Administration				
Advertising	615	606	615	606
Collection fees	674	638	674	638
Printing	834	580	834	580
Rent	993	972	993	972
Training	651	573	651	573
Stationery and office supplies	348	266	348	266
Insurance	557	611	557	611
Travel	838	871	433	405
Legal fees	1,562	1,668	1,562	1,668
Management fees — port corporations	106	269	106	269
Internal audit fees	259	124	259	124
Subscriptions, donations and professional fees	112	149	112	149
Other	1,460	1,713	1,461	1,715
	9,009	9,040	8,605	8,576
18 Grants and subsidies				
Volunteer Marine Rescue Council	1,350	1,307	1,350	1,307
National Marine Safety Committee	557	543	557	543
Australia Day NSW Maritime staff support	166	161	166	161
Repair of legacy Rushcutters Bay Marina	100	—	100	—
Repair of Newcastle Fisherman's Co-op	105	—	105	—
Australian Research Council Project	5	—	5	—
	2,283	2,011	2,283	2,011

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
19 Financial expenses				
Interest — Maritime Trade Tower	7,776	7,884	7,776	7,884
Transactions and account keeping fees	79	71	79	71
	7,855	7,955	7,855	7,955
20 Loss on disposal of assets				
<i>Property plant and equipment</i>				
Disposed assets at cost	13,627	5,052	13,627	5,052
Less: accumulated depreciation	(1,040)	(991)	(1,040)	(991)
Written down value of disposed assets	12,587	4,061	12,587	4,061
Less: Proceeds from sale of property, plant and equipment	11,621	3,638	11,621	3,638
Loss on disposal of property, plant and equipment	966	423	966	423
21 Cash and cash equivalents				
Cash on hand	50	49	50	49
Cash at bank	4,379	2,973	3,458	2,631
TCorp Investments: Hour-Glass cash facility	55,205	80,059	55,205	80,059
Cash and cash equivalents in the balance sheet	59,634	83,081	58,713	82,739

Reconciliation of cash

The amount shown is fair value. For the purposes of the cash flow statement, cash and cash equivalents include cash at bank, cash on hand and TCorp investments. The TCorp investments are unit trust investment facilities which are at call.

Cash and cash equivalent assets recognised in the balance sheet are reconciled at the end of the financial year to the cash flow statement as follows:

Cash and cash equivalents (per balance sheet)	59,634	83,081	58,713	82,739
Long term growth facility	9,185	10,243	9,185	10,243
Medium term growth facility	26,494	26,301	26,494	26,301
Closing cash and cash equivalents (per cash flow statement)	95,313	119,625	94,392	119,283

21 Cash and cash equivalents (continued)

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
Reconciliation of net cash flows from operating activities to net surplus				
Net cash provided by operating activities	10,570	31,087	9,991	31,139
Revaluation (decrement) increment	(3,942)	3,400	(3,942)	3,400
Depreciation and amortisation	(9,773)	(8,264)	(9,773)	(8,264)
Interest paid shown as financing cash flow	(7,776)	(7,884)	(7,776)	(7,884)
Operating lease rental shown as investing cash flow	3,385	3,385	3,385	3,385
Net loss on assets disposal	(966)	(423)	(966)	(423)
Non-cash assets received and recognised	1,848	2,009	1,848	2,009
Change in assets and liabilities				
(Decrease) increase in current receivables	(3,416)	(13,174)	(3,198)	(14,676)
Decrease in inventory	(12)	(11)	(12)	(11)
Increase (decrease) in non-current receivables	1,517	313	—	(1,473)
Decrease (increase) in current payables	21,743	(4,672)	1,332	(3,932)
(Increase) decrease in non-current payables	(10,142)	13,695	(10,131)	13,695
Decrease in provisions	2,975	892	3,662	363
Net surplus (deficit)	6,011	20,353	(15,580)	17,328

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2009

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
22 Trade and other receivables (current)				
Trade debtors	4,576	6,027	4,576	6,027
Rental debtors	2,546	3,280	2,546	3,280
Payments in advance	1,955	262	1,955	4
Land sales receivables	—	1,473	—	1,473
Accrued income	57	1,112	57	1,112
Net GST receivable	939	206	939	206
Other	471	634	431	634
Less: allowance for impairment	(3,111)	(2,505)	(3,111)	(2,505)
	7,433	10,489	7,393	10,231
Movement in the allowance for impairment				
Balance at 1 July	2,505	1,937	2,505	1,937
Amounts written off during the year	(46)	(45)	(46)	(45)
Amounts recovered during the year	—	(124)	—	(124)
Increase in allowance recognised in profit or loss	652	737	652	737
Balance at 30 June	3,111	2,505	3,111	2,505
Trade and other receivables (non-current)				
Superannuation surplus	141	5,404	—	—
Maritime Trade Tower Finance Lease Payments in Advance	65,457	51,183	65,457	51,183
	65,598	56,587	65,457	51,183
Details regarding credit risk, liquidity risk and market risk, including financial assets that are either past due or impaired, are disclosed in note 3.				
23 Inventories				
Boating maps (at cost) and fuel (at average cost)	173	185	173	185
24 Financial assets at fair value				
TCorp Hour-Glass investment facilities				
Long term growth facility	9,185	10,243	9,185	10,243
Medium term growth facility	26,494	26,301	26,494	26,301
	35,679	36,544	35,679	36,544
Details regarding credit risk, liquidity risk and market risk, arising from financial instruments are disclosed in note 3.				

25 Property, plant and equipment (Consolidated and Parent entity)

YEAR ENDED 30 JUNE 2009

	Construction in Progress \$000	Land and Buildings \$000	Infrastructure \$000	Plant and Equipment \$000	Total \$000
At 1 July 2008,					
Net of accumulated depreciation	14,201	123,674	778,312	15,416	931,603
Additions	(8,473)	10,984	9,387	4,523	16,421
Transfers of assets from state and local agencies	—	2,695	21,985	—	24,680
Assets received from developer	—	2,597	2,669	—	5,266
Emerging assets - marinas	—	—	1,505	—	1,505
Disposal of assets held for sale	—	(10,670)	(275)	(1,642)	(12,587)
Transfer to prepaid capital works — Port Kembla	—	(1,833)	—	—	(1,833)
Revaluations	—	-	—	(204)	(204)
Depreciation charge for the year	—	(1,032)	(5,663)	(2,946)	(9,641)
At 30 June 2008					
Carrying amount	5,728	126,415	807,920	15,147	955,210
At 1 July 2008					
Cost or fair value	14,201	126,415	790,763	20,784	952,163
Accumulated depreciation and impairment	—	(2,741)	(12,451)	(5,368)	(20,560)
Net carrying amount	14,201	123,674	778,312	15,416	931,603
At 30 June 2009					
Cost or fair value	5,728	130,188	825,939	22,459	984,314
Accumulated depreciation and impairment	—	(3,773)	(18,019)	(7,312)	(29,104)
Net carrying amount	5,728	126,415	807,920	15,147	955,210

Asset stocktake

An asset stocktake of all items on the fixed asset register was undertaken during 2008-2009. Records were adjusted for stocktake results.

Valuation

The fair values of freehold land and buildings have been determined by reference to independent valuations. Such valuations are performed on an open market basis, being the amounts for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction at the valuation date.

All physical non-current assets were revalued as at 1 July 2005 and incorporated into the financial statements at 30 June 2005. Independent valuers of land and buildings were:

Rozelle Bay maritime precinct: Urbis JHD Valuations Pty Ltd

Homebush Bay land: Urbis JHD Valuations Pty Ltd

Rozelle Bay office: LandMark White (NSW) Pty Ltd

South Head Signal Station: Widnell Quantity Surveyors

Newcastle land: State Valuation Office

Port Kembla land: State Valuation Office

Other physical non-current assets were valued by NSW Maritime management with appropriate expertise. See also note 2(j).

NSW Maritime's dredged assets (channels) were independently valued at 30 June 2008 by Ferriers Practice Pty Ltd. The depreciated replacement cost methodology was used for this valuation, in accordance with NSW Treasury Policy and Guidelines Paper TPP 07-1.

25 Property, plant and equipment (Consolidated and Parent entity) (continued)

YEAR ENDED 30 JUNE 2008

	Construction in Progress \$000	Land and Buildings \$000	Infrastructure \$000	Plant and Equipment \$000	Total \$000
At 1 July 2007,					
Net of accumulated depreciation	43,371	134,079	342,711	13,996	534,157
Additions	14,305	4,484	57,560	5,286	81,635
Disposals / transfers to assets held for resale	(a) (43,475)	(30,190)	(950)	(1,359)	(75,974)
Revaluations	—	16,215	383,609	—	399,824
Depreciation charge for the year	—	(914)	(4,618)	(2,507)	(8,039)
At 30 June 2008					
Carrying amount	14,201	123,674	778,312	15,416	931,603
At 1 July 2007					
Net carrying amount	43,371	134,079	342,711	13,996	534,157
At 30 June 2008					
Cost or fair value	14,201	126,415	790,763	20,784	952,163
Accumulated depreciation and impairment	—	(2,741)	(12,451)	(5,368)	(20,560)
Net carrying amount	14,201	123,674	778,312	15,416	931,603

(a) Includes land at a book value of \$7.695M which was scheduled for disposal before 30 June 2009.

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
26 Investment properties				
Opening balance at 1 July	133,400	130,000	133,400	130,000
Net gain (loss) from fair value adjustment	(3,942)	3,400	(3,942)	3,400
Closing balance at 30 June	129,458	133,400	129,458	133,400

The fair value of investment properties has been determined by reference to independent valuations prepared by Preston Rowe Paterson NSW Pty Ltd as at 30 June 2009. Such valuations are performed on an open market basis, being the amounts for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction at the valuation date, in accordance with Australian Valuation Standards.

27 Intangible assets				
Opening balance at 1 July	358	451	358	451
Additions (subsequent expenditure)	629	132	629	132
Depreciation charge for the year	(132)	(225)	(132)	(225)
Closing balance at 30 June	855	358	855	358
At 1 July				
Cost or fair value	4,991	4,876	4,991	4,876
Accumulated depreciation and impairment	(4,633)	4,425	(4,633)	(4,425)
	358	451	358	451
At 30 June				
Cost or fair value	5,306	4,991	5,306	4,991
Accumulated depreciation and impairment	(4,451)	(4,633)	(4,451)	(4,633)
	855	358	855	358

Intangible assets consist of computer software which is not an integral part of a computer system and is recorded at cost. Intangible assets have been assessed as having a finite life and are amortised using the straight line method over 5 years. The assets are tested for impairment when an indicator of impairment arises.

	Consolidated		Parent	
	2009	2008	2009	2008
	\$000	\$000	\$000	\$000
28 Trade and other payables				
Current				
Accrued salaries, wages and on-costs	2,176	1,445	31,852	11,323
Creditors	7,837	4,874	6,967	4,096
Customer advances and deposits	141	71	141	71
Priority list on moorings	511	468	511	468
Wetland lease security deposits (a)	1,109	30,565	1,109	30,565
Rent in advance	3,060	2,719	3,060	2,719
Long term lease unearned income (c)	4,643	710	4,643	710
Long term channel fees unearned income	271	228	271	228
Other creditors and accruals	3,417	6,099	3,396	5,848
Boating fees in advance (b)	26,315	24,451	26,315	24,451
	49,480	71,630	78,265	80,479
Non-current				
Boating fees in advance (b)	10,494	9,213	10,494	9,213
Long term lease unearned income (c)	262,754	239,402	262,754	239,402
Long term channel fees unearned income	26,223	22,339	26,223	22,339
Superannuation deficit	14,811	—	—	—
Payroll tax provision on long service leave	24	—	—	—
	314,306	270,954	299,471	270,954

Trade payables are non-interest bearing and are settled in accordance with the policy set out in Treasurer's Direction 219.01. If trade terms are not specified, payment is made no later than the end of the month following the month in which an invoice or a statement is received. Treasurer's Direction 219.01 allows the Minister to award interest for late payment.

- This amount mainly represents cash deposits, in lieu of bank guarantees, received from the developer of King Street Wharf, as security over the completion of specific stages of the construction project. Stage 3 was completed during the year and \$10.170M was paid to NSW Treasury as a distribution from property disposal. A further \$13.290M was paid to the Roads and Traffic Authority under the terms of the arrangement.
- Boating fees in advance comprises prepayments by customers for licences, registrations and moorings for the service component which will be provided by NSW Maritime in the future.
- Long term lease unearned income comprises prepaid lease rental in which the income is recognised on a straight-line basis over lease terms exceeding 50 years.

Details regarding credit risk, liquidity risk and market risk, including a maturity analysis of the above payables are disclosed in note 3.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2009

	Consolidated		Parent	
	2009	2008	2009	2008
	\$000	\$000	\$000	\$000
29 Interest bearing borrowings				
Current				
<i>Less than one year</i>				
Future minimum lease payments	8,862	8,862	8,862	8,862
Future finance charges	(7,656)	(7,776)	(7,656)	(7,776)
	1,206	1,086	1,206	1,086
Non-Current				
<i>Between one and five years</i>				
Future minimum lease payments	44,309	44,309	44,309	44,309
Future finance charges	(35,955)	(36,788)	(35,955)	(36,788)
	8,354	7,521	8,354	7,521
<i>More than five years</i>				
Future minimum lease payments	115,202	124,065	115,202	124,065
Future finance charges	(55,588)	(62,411)	(55,588)	(62,411)
	59,614	61,654	59,614	61,654
	67,968	69,175	67,968	69,175
Details regarding credit risk, liquidity risk and market risk, including maturity analysis of the above borrowings are disclosed in note 3.				
30 Provisions				
Current employee benefits and related on-cost				
Annual leave (a)	2,987	2,792	—	—
Long service leave - short term benefit (b)	775	748	—	—
Long service leave - long term benefit (b)	7,683	7,345	—	—
Payroll tax provision on long service leave	—	475	—	—
Provision for workers' compensation (c)	410	630	—	—
	11,855	11,990	—	—
Current other provisions				
Provision for distribution	15,309	14,607	15,309	14,607
Provision for environmental restoration	7,400	11,062	7,400	11,062
	34,564	37,184	22,709	25,669
Non-current employee benefits and related on-cost				
Long service leave (b)	157	220	—	—
Payroll tax provision on long service leave	—	13	—	—
Provision for workers' compensation (c)	3,040	2,630	—	—
	3,197	2,863	—	—

30 Provisions (continued)

	Balance 1 Jul 08 \$000	Charges to revenue \$000	Less payments \$000	Balance 30 Jun 09 \$000
Movement in annual and long service leave provisions				
Annual leave	2,792	2,517	(2,322)	2,987
Long service leave — current	8,093	1,329	(964)	8,458
Long service leave — non-current	220	(63)	—	157

- (a) The liability for annual leave is calculated as at 1 July 2009 wage rates and has been fully provided.
- (b) The liability for long service leave has been calculated as at 1 July 2009 wage rates and has been fully provided. This figure excludes allowances for personnel who were still subject to the completion of service conditions.
- (c) Workers' compensation provision includes \$1.890M for dust diseases (2008: \$1.940M) of which \$189K (2008: \$230K) is current. This provision is for claims from former Maritime Services Board (MSB) staff for dust related diseases that can be attributed to their service during the period 1/7/89 – 30/6/95 when the MSB was a self insurer.

The Treasury Managed Fund (TMF) normally calculates hindsight premiums each year. In 2008 – 2009 NSW Maritime made payments for the 2002 – 2003 and 2004 – 2005 workers compensation hindsight adjustments and for the 2006 – 2007 motor vehicle adjustment.

31 Superannuation

Fund information

The Pooled Fund holds in trust the investments of the closed NSW public sector superannuation schemes:

State Superannuation Scheme (SSS)

State Authorities Non-Contributory Superannuation Scheme (SANCS)

State Authorities Superannuation Scheme (SASS)

These schemes are all defined benefit schemes - at least a component of the final benefit is derived from a multiple of member salary and years of membership. All of the schemes are closed to new members.

Member numbers

	SASS 2009	SANCS 2009	SSS 2009
Contributors	56	90	34
Deferred benefits	—	—	2
Pensioners	2	—	30
Pensions fully commuted	—	—	5
	SASS 2008	SANCS 2008	SSS 2008
Contributors	58	94	36
Deferred benefits	—	—	1
Pensioners	2	—	27
Pensions fully commuted	—	—	5

31 Superannuation (continued)

Superannuation position recognised in the balance sheet under AASB 119

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Accrued liability	16,212	3,614	51,420	71,246
Estimated reserve account balance	(15,924)	(3,755)	(36,897)	(56,576)
Net (asset) liability recognised in balance sheet	288	(141)	14,523	14,670
Future service liability	3,544	1,416	2,416	7,376
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Accrued liability	14,972	3,118	39,660	57,750
Reserve account balance	(17,591)	(4,140)	(41,423)	(63,154)
Net (asset) liability recognised in balance sheet	(2,619)	(1,022)	(1,763)	(5,404)
Future service liability	3,105	1,176	1,712	5,993

The future service liability does not have to be recognised by NSW Maritime. It is only used to determine if an asset ceiling limit should be imposed. Under AASB 119, any prepaid superannuation asset recognised cannot exceed the amount of any unrecognised past service cost and the present value of any economic benefits that may be available in the form of refunds from the plan or reductions in future contributions to the plan. Where the "surplus in excess of recovery" is zero, no asset ceiling is imposed.

Accounting policy

In 2008-2009 NSW Treasury mandated a change in policy for all NSW public sector agencies to recognise actuarial gains and losses immediately outside the surplus or deficit in the year in which they occur. Previously, actuarial gains and losses were recognised in the surplus or deficit. This change in policy must be applied retrospectively, as advised in NSW Treasury Circular NSWTC 09/01. The change in accounting policy increases the 2009 surplus for the year by \$21.591M (2008: by \$3.025M), by excluding from the surplus the superannuation actuarial gain or loss line item. This item is now recognised in the statement of recognised income and expense rather than the income statement.

31 Superannuation (continued)

Reconciliation of the present value of the defined benefit obligation	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Present value of partly funded defined benefit obligations at beginning of year	14,972	3,118	39,660	57,750
Current service cost	588	164	275	1,027
Interest cost	951	195	2,550	3,696
Contributions by fund participants	325	—	317	642
Actuarial (gains) losses	501	344	10,129	10,974
Benefits paid	(1,125)	(207)	(1,511)	(2,843)
Present value of partly funded defined benefit obligations at end of year	16,212	3,614	51,420	71,246
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Present value of partly funded defined benefit obligations at beginning of year	15,187	3,292	39,374	57,853
Current service cost	605	178	320	1,103
Interest cost	937	199	2,476	3,612
Contributions by fund participants	323	—	406	729
Actuarial (gains) losses	(594)	(103)	(1,641)	(2,338)
Benefits paid	(1,486)	(448)	(1,275)	(3,209)
Present value of partly funded defined benefit obligations at end of year	14,972	3,118	39,660	57,750

31 Superannuation (continued)

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Reconciliation of the fair value of fund assets				
Fair value of fund assets at beginning of year	17,591	4,140	41,423	63,154
Expected return on fund assets	1,418	332	3,319	5,069
Actuarial gains (losses)	(2,921)	(705)	(6,991)	(10,617)
Employer contributions	636	195	340	1,171
Contributions by fund participants	325	—	317	642
Benefits paid	(1,125)	(207)	(1,511)	(2,843)
Fair value of fund assets at end of year	15,924	3,755	36,897	56,576
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Fair value of fund assets at beginning of year	18,994	4,663	45,144	68,801
Expected return on fund assets	1,449	365	3,492	5,306
Actuarial gains (losses)	(2,337)	(639)	6,691	(9,667)
Employer contributions	648	200	347	1,195
Contributions by fund participants	323	—	406	729
Benefits paid	(1,486)	(449)	(1,275)	(3,210)
Fair value of fund assets at end of year	17,591	4,140	41,423	63,154

31 Superannuation (continued)

Reconciliation of the assets and liabilities recognised in the balance sheet

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Present value of partly funded defined benefit obligation				
at end of year	16,212	3,614	51,420	71,246
Fair value of fund assets at end of year	(15,924)	(3,755)	(36,897)	(56,576)
Net liability/(asset) recognised in the balance sheet at end of year	288	(141)	14,523	14,670
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Present value of partly funded defined benefit obligation				
at end of year	14,972	3,118	39,660	57,750
Fair value of fund assets at end of year	(17,591)	(4,140)	(41,423)	(63,154)
Net liability/(asset) recognised in the balance sheet at end of year	(2,619)	(1,022)	(1,763)	(5,404)

31 Superannuation (continued)

Total expense (income) recognised in the income statement

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Current service cost	588	164	275	1,027
Interest cost	951	195	2,550	3,696
Expected return on fund assets (net of expenses)	(1,418)	(332)	(3,319)	(5,069)
Expense (income) recognised	121	27	(494)	(346)
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Current service cost	605	178	320	1,103
Interest cost	937	199	2,476	3,612
Expected return on fund assets (net of expenses)	(1,449)	(365)	(3,492)	(5,306)
Expense (income) recognised	93	12	(696)	(591)

Amounts recognised in the statement of recognised income and expense

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Actuarial (gains)/losses	3,421	1,049	17,121	21,591
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Actuarial (gains)/losses	1,743	536	5,051	7,330
Adjustment for limitation on net assets	(1,497)	(539)	(2,269)	(4,305)
Total amount recognised	246	(3)	2,782	3,025

31 Superannuation (continued)

Cumulative amount recognised in the statement of recognised income and expense

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Actuarial (gains)/losses	(1,961)	852	16,298	15,189
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Actuarial (gains)/losses	(5,382)	(197)	(823)	(6,402)

Fund assets

	2009	2008
The percentage invested in each asset class at the balance sheet date		
Australian equities	32.10%	31.60%
Overseas equities	26.00%	25.40%
Australian fixed interest securities	6.20%	7.40%
Overseas fixed interest securities	4.70%	7.50%
Property	10.00%	11.00%
Cash	8.00%	6.10%
Other	13.00%	11.00%
Total	100.00%	100.00%

Fair value of fund assets

All fund assets are invested by the SAS Trustee Corporation at arm's length through independent fund managers.

Expected rate of return on assets

The expected return on assets assumption is determined by weighting the expected long-term return for each asset class by the target allocation of assets to each class. The returns used for each class are net of investment tax and investment fees.

31 Superannuation (continued)

Actual return on fund assets

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Actual return on fund assets — gains (losses)	(1,771)	(372)	(4,451)	(6,594)
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Actual return on fund assets - gains (losses)	(1,177)	(275)	(3,032)	(4,484)

Valuation method and principal actuarial assumptions at balance sheet date

(a) Valuation method

The Projected Unit Credit (PUC) valuation method was used to determine the present value of the defined benefit obligations and the related current service costs. This method sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately to build up the final obligation.

	2009	2008
(b) Economic assumptions		
Salary increase rate (excluding promotional increases)	3.50%	3.50%
Rate of CPI increase	2.50%	2.50%
Expected rate of return on assets	8.13%	8.30%
Discount rate	5.59%	6.55%

(c) Demographic assumptions

The demographic assumptions at 30 June 2009 are those that will be used in the 2009 triennial actuarial valuation. The triennial review report will be available from the NSW Treasury website, after it is tabled in Parliament in December 2009.

31 Superannuation (continued)

Expected contributions

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Expected employer contributions to be paid in the next reporting period	617	189	294	1,100

Funding arrangements for employer contributions

(a) Surplus/deficit

The following is a summary of the 30 June 2009 financial position of the Fund calculated in accordance with AAS25 "Financial Reporting by Superannuation Plans":

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Accrued benefits	15,050	3,312	37,429	55,791
Net market value of fund assets	(15,924)	(3,755)	(36,897)	(56,576)
Net (surplus)/deficit	(874)	(443)	532	(785)

	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Accrued benefits	14,884	3,134	36,442	54,460
Net market value of fund assets	(17,591)	(4,140)	(41,423)	(63,154)
Net (surplus)/deficit	(2,707)	(1,006)	(4,981)	(8,694)

(b) Contribution recommendations

Recommended contribution rates for the entity are:

	SASS 2009	SANCS 2009	SSS 2009
multiple of member contributions	1.90	—	0.93
% member salary	—	2.5	—

31 Superannuation (continued)

	SASS 2008	SANCS 2008	SSS 2008
multiple of member contributions	1.90	—	0.93
% member salary	—	2.5	—

(c) Funding method

The method used to determine the employer contribution recommendations in the 2006 triennial actuarial review was the *Aggregate Funding* method. The method adopted affects the timing of the cost to NSW Maritime.

Under the aggregate funding method the employer contribution rate is determined so that sufficient assets will be available to meet benefit payments to existing members, taking into account the current value of assets and future contributions.

(d) Economic assumptions

The economic assumptions adopted for the 2009 actuarial review of the fund are:

	2009	2008
Weighted average assumptions		
Expected rate of return on fund assets backing current pension liabilities	8.30%	7.70%
Expected rate of return on fund assets backing other liabilities	7.30%	7.00%
Expected salary increase rate	4.00%	4.00%
Expected rate of CPI increase	2.50%	2.50%

Nature of asset / liability

If a surplus exists in NSW Maritime's interest in the fund, NSW Maritime may be able to take advantage of it in the form of a reduction in the required contribution rate, depending on the advice of the fund's actuary. Where a deficiency exists, the employer is responsible for any difference between the employer's share of fund assets and the defined benefit obligation.

(e) Five year comparatives	2009 \$000	2008 \$000	2007 \$000	2006 \$000	2005 \$000
Fair Value of the plan assets	56,576	63,154	68,801	61,359	51,797
Present value of the defined benefit obligation	(71,246)	(57,750)	(57,853)	57,310)	(59,271)
Plan surplus (deficit)	(14,670)	5,404	10,948	4,049	(7,474)

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
32 Detailed statement of changes in equity				
Accumulated funds				
Balance at 1 July	293,367	296,882	293,367	296,882
Surplus for the year	6,011	20,353	(15,580)	17,328
Superannuation actuarial gains (losses)	(21,591)	(3,025)	—	—
Distributions to Government	(25,479)	(17,765)	(25,479)	(17,765)
Transfer from asset revaluation reserve on disposal	12,250	17,665	12,250	17,665
Assets transferred to Port Kembla Port Corporation	(15,630)	(20,743)	(15,630)	(20,743)
Assets transferred from Sydney Ferries	23,935	—	23,935	—
Assets transferred from Sydney Ports Corporation	667	—	667	—
Balance at 30 June	273,530	293,367	273,530	293,367
Asset revaluation reserve				
Balance at 1 July	513,208	131,049	513,208	131,049
Revaluation increment (decrement)	8,831	399,824	8,831	399,824
Revaluation transferred to equity on disposal	(12,250)	(17,665)	(12,250)	(17,665)
Balance at 30 June	509,789	513,208	509,789	513,208
Total Equity				
Balance at 1 July	806,575	427,931	806,575	427,931
Balance at 30 June	783,319	806,575	783,319	806,575

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
33 Commitments				
(a) Capital expenditure commitments				
Aggregate capital expenditures contracted for at balance date and not provided:				
Not later than one year (Total Including GST)	3,735	666	3,735	666
(b) Operating expenditure commitments (excluding lease commitments)				
Not later than one year	2,955	2,139	2,955	2,139
Later than one year and not later than 5 years	3,530	—	3,530	—
Total Including GST	6,485	2,139	6,485	2,139
(c) Operating lease commitments payable				
Not later than one year	467	463	467	463
Later than one year and not later than 5 years	616	564	616	564
Later than 5 years	28	22	28	22
Total Including GST	1,111	1,049	1,111	1,049
(d) National Marine Safety Committee Incorporated (NMSC)				
Commitments in relation to operating expenditure of the NMSC are as follows				
Not later than one year (Total Including GST)	634	613	634	613
(e) Maritime Infrastructure and Better Boating Program				
Not later than one year	2,574	2,028	2,574	2,028
Later than one year and not later than 5 years	5,285	4,457	5,285	4,457
Total Including GST	7,859	6,485	7,859	6,485
(f) Volunteer Marine Rescue Council of New South Wales				
Not later than one year	4,391	1,307	4,391	1,307
Total (No GST)	4,391	1,307	4,391	1,307

34 Contingent liabilities and assets

Contingent liabilities for unsettled claims subject to litigation as at 30 June 2009 are estimated to be \$3.165M (2008: \$3.218M). If successful, these claims will be met by NSW Maritime's insurers. The contingent asset in relation to these claims is \$3.165M (2008: \$3.218M).

35 Auditors' remuneration

Amounts received or due and receivable by the NSW Auditor-General for:

audit or review of the financial report *	170	164	170	164
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* There were no other services performed by the NSW Auditor-General

36 Comparatives

Comparatives for cash flows from interest received was reclassified as a cash flow from operating activities.

Comparatives for superannuation expenses and movements in accumulated funds were amended to reflect the recognition of defined benefit actuarial superannuation gains and losses outside the surplus or deficit for the period.

Comparatives for grants and contributions income, long term lease liabilities and movements in accumulated funds were amended to reflect the change in method of accounting for assets and cash received from the King Street Wharf project, which now allocates receipts over 99 years as opposed to reporting on a cash received basis.

Comparatives for current payables, property plant and equipment, asset revaluation reserve, accumulated funds and interest revenue were amended to reflect the change in method of accounting for the advance receipt of cash for the sale of land associated with the King Street Wharf project.

37 Correction of prior period errors

- (a) In accordance with NSW Treasury policy, NSW Maritime has corrected the recognition of income from the long-term lease of the King Street Wharf precinct. Previously, the income from this lease was reported as the assets were received. The receipt of those assets is now recorded as revenue received in advance and is allocated on a straight line basis over the 99 year term of the lease. This change in accounting policy decreases 2009 surplus for the year by \$5.778 m (2008: \$4.073 m).
- (b) In accordance with NSW Treasury policy, NSW Maritime has corrected the recognition of emerging assets in relation to the future entitlement of NSW Maritime to leasehold interests in marina berth leases with remaining terms of less than 20 years. Such emerging assets were not previously recognised by NSW Maritime. This correction has increased 2009 surplus for the year by \$1.505 m (2008: \$1.418 m).
- (c) NSW Maritime has corrected the recognition of the value of land sold as part of the King Street Wharf project to the amount of the net proceeds receivable for that land, and has recorded interest received on the proceeds as revenue. Previously, the land was recorded at a nominal sum.
- (d) NSW Maritime has corrected its treatment of a lease premium received as a consequence of greater than expected sales at the Walsh Bay development by amortising that premium over the 99 year lease term. Previously, this premium had been reported as contributions.
- (e) NSW Maritime has corrected its treatment of pre-acquisition expenditure on wharves transferred from Sydney Ferries to treat that expenditure as an expense in the income statement. Previously, this expenditure had been treated as a construction in progress.
- (f) NSW Maritime corrected the recognition of lease income on the land and building at Maritime Trade Towers site as required by the Lease Accounting Standard. Previously it was recognised on a cash basis and now amortised over 99 years in terms of the lease.

Change to Accounting Policies

- (a) In accordance with Treasury policy, NSW Maritime has amended its accounting policy to recognise actuarial gains and losses immediately outside the surplus or deficit in the year in which they occur. Previously, actuarial gains and losses were recognised in the surplus or deficit.

	Consolidated		Parent	
	2009 \$000	2008 \$000	2009 \$000	2008 \$000
Effect of correction of errors on prior period accumulated funds balance				
(a) King Street Wharf — amortise assets received over 99 years	(41,069)		(41,069)	
(a) Recognise asset — King Street Wharf land	10,670		10,670	
(b) Emerging assets — marina berth leases	25,271		25,271	
(a) King Street Wharf — record interest on proceeds held	3,962		3,962	
(d) Walsh Bay — Lease premium received	(3,177)		(3,177)	
(e) Sydney Ferries Wharves — Pre acquisition repairs	(5,277)		(5,277)	
(f) Maritime Trade Tower Finance Lease of Building	(9,151)		(9,151)	
(f) Maritime Trade Tower Operating Lease of Land	(143,916)		(143,916)	
	(162,687)		(162,687)	

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2009

	Previously Reported figure at 30 June 2008	Correction of balance at 1 July 2007	Correction of balance at 30 June 2008	Comparative restated at 30 June 2008
Consolidated revenues				
Lease rental income	53,099		(14,392)	38,707
Investment income	3,086		934	4,020
Other income	10,366		2,114	12,480
Contract revenue	8,066		(7,250)	816
Total revenue	127,634		(18,594)	109,040
Consolidated expenses				
Employee related and superannuation expenses	34,762		(2,329)	32,433
Financial expenses	18,331		(10,376)	7,955
Total expenses	101,392		(12,705)	88,687
Consolidated surplus (deficit)	26,242		(5,889)	20,353
Consolidated assets				
Non-current trade and other receivables	10,352	33,373	12,862	56,587
Property plant and equipment	900,939	29,246	1,418	931,603
Total non-current assets	1,045,049	62,619	14,280	1,121,948
Total assets	1,183,043	62,619	14,280	1,259,942
Consolidated liabilities				
Current interest bearing borrowings	1,880		(794)	1,086
Total current liabilities	111,169		(794)	110,375
Non-current trade and other payables	93,176	155,592	22,186	270,954
Non-current interest bearing borrowings	6,573	60,800	1,802	69,175
Total non-current liabilities	102,612	216,392	23,988	342,992
Total liabilities	213,781	216,392	23,194	453,367
Net assets	969,262	(153,773)	(8,914)	806,575
Consolidated equity				
Accumulated funds and total equity	456,054	(153,773)	(8,914)	293,367
Total equity	969,262	(153,773)	(8,914)	806,575

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2009

	Previously Reported figure at 30 June 2008	Correction of balance at 1 July 2007	Correction of balance at 30 June 2008	Comparative restated at 30 June 2008
Consolidated cash flows				
Receipts from customers	117,341		(19,150)	98,191
Payments to suppliers and employees	(71,015)		(4,862)	(75,877)
Interest paid	(18,260)		21,346	3,086
Net cash flow from operating activities	33,753		(2,666)	31,087
Interest received	3,086		(3,086)	—
Receipt of lease revenue Maritime Trade Tower lease	—		19,256	19,256
Purchase of property plant and equipment	(18,994)		4,862	(14,132)
Net cash flow from investing activities	(12,270)		21,032	8,762
Payment of lease expense – Maritime Trade Tower lease	(1,880)		(18,366)	(20,246)
Net cash flows used in financing activities	(18,788)		(18,366)	(37,154)
Parent entity revenues				
Lease rental income	53,099		(14,392)	38,707
Investment income	3,086		934	4,020
Other income	10,366		1,418	11,784
Contract revenue	8,066		(7,250)	816
Total revenue	127,634		(19,290)	108,344
Parent entity expenses				
Financial expenses	18,331		(10,376)	7,955
Total expenses	101,392		(10,376)	91,016
Parent entity surplus (deficit)	26,242		(8,914)	17,328
Parent entity assets				
Non-current trade and other receivables	4,948	33,373	12,862	51,183
Property plant and equipment	900,939	29,246	1,418	931,603
Total non-current assets	1,039,645	62,619	14,280	1,116,544
Total assets	1,177,039	62,619	14,280	1,253,938
Parent entity liabilities				
Current interest bearing borrowings	1,880		(794)	1,086
Total current liabilities	108,028		(794)	107,234
Non-current trade and other payables	93,176	155,592	22,186	270,954
Non-current interest bearing borrowings	6,573	60,800	1,802	69,175
Total non-current liabilities	99,749	216,392	23,988	340,129
Total liabilities	207,777	216,392	23,194	447,363
Net assets	969,262	(153,773)	(8,914)	806,575
Parent entity equity				
Accumulated funds and total equity	456,054	(153,773)	(8,914)	293,367
Total equity	969,262	(153,773)	(8,914)	806,575

	Previously Reported figure at 30 June 2008	Correction of balance at 1 July 2007	Correction of balance at 30 June 2008	Comparative restated at 30 June 2008
Parent entity cash flows				
Receipts from customers	118,107		(19,150)	98,957
Payments to suppliers and employees	(71,729)		(4,862)	(76,591)
Interest paid	(18,260)		21,346	3,086
Net cash flow from operating activities	33,805		(2,666)	31,139
Interest received	3,086		(3,086)	—
Receipt of lease revenue — Maritime Trade Tower lease	—		19,256	19,256
Purchase of property plant and equipment	(18,994)		4,862	(14,132)
Net cash flow from investing activities	(12,270)		21,032	8,762
Payment of lease expense — Maritime Trade Tower lease	(1,880)		(18,366)	(20,246)
Net cash flows used in financing activities	(18,788)		(18,366)	(37,154)

38 Post balance date events

NSW Maritime has not identified any material events or transactions that require adjustments or disclosures in the financial report.

End of Audited Financial Statements



GPO BOX 12
Sydney NSW 2001

INDEPENDENT AUDITOR'S REPORT

Maritime Authority of NSW Division

To Members of the New South Wales Parliament

I have audited the accompanying financial report of Maritime Authority of NSW Division (the Division), which comprises the balance sheet as at 30 June 2009, the income statement, statement of recognised income and expense and cash flow statement for the year then ended, a summary of significant accounting policies and other explanatory notes.

Auditor's Opinion

In my opinion, the financial report:

- presents fairly, in all material respects, the financial position of the Division as at 30 June 2009, and its financial performance for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations)
- is in accordance with section 41B of the *Public Finance and Audit Act 1983* (the PF&A Act) and the Public Finance and Audit Regulation 2005.

My opinion should be read in conjunction with the rest of this report.

The Chief Executive's Responsibility for the Financial Report

The Chief Executive *is* responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the PF&A Act. This responsibility includes establishing and maintaining internal controls relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

My responsibility is to express an opinion on the financial report based on my audit. I conducted my audit in accordance with Australian Auditing Standards. These Auditing Standards require that I comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal controls relevant to the Division's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Division's internal controls. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Chief Executive, as well as evaluating the overall presentation of the financial report.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

My opinion does not provide assurance:

- about the future viability of the Division,
- that it has carried out its activities effectively, efficiently and economically, or
- about the effectiveness of its internal controls.

Independence

In conducting this audit, the Audit Office of New South Wales has complied with the independence requirements of the Australian Auditing Standards and other relevant ethical requirements. The PF&A Act further promotes independence by:

- providing that only Parliament, and not the executive government, can remove an Auditor-General, and
- mandating the Auditor-General as auditor of public sector agencies but precluding the provision of non-audit services, thus ensuring the Auditor-General and the Audit Office of New South Wales are not compromised in their role by the possibility of losing clients or income.



James Sugumar
Director, Financial Audit Services

27 October 2009
SYDNEY

MARITIME AUTHORITY OF NSW DIVISION Financial Statements

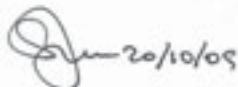
For the year ended 30 June 2009

STATEMENT BY CHIEF EXECUTIVE

Pursuant to Section 41C (1B) and (1C) of the *Public Finance and Audit Act 1983*, I declare that in my opinion:

- 1 The accompanying Financial Statements exhibit a true and fair view of the Division's financial position as at 30 June 2009 and the transactions for the year then ended.
- 2 The statements have been prepared in accordance with the provisions of the *Public Finance and Audit Act 1983*, the *Public Finance and Audit Regulation 2005*, and the Treasurer's Directions.

Further, I am not aware of any circumstances which would render any particulars included in the Financial Statements to be misleading or inaccurate.



Steve Dunn
Chief Executive

INCOME STATEMENT
FOR THE YEAR ENDED 30 JUNE 2009

	Note	2009 \$000	2008 \$000
REVENUE			
Payroll services		58,260	35,226
Superannuation funding surplus		494	696
Total revenue		58,754	35,922
EXPENSES			
Employee related expenses	5	36,759	32,433
Administration	6	404	464
Total expenses		37,163	32,897
Surplus for the year		21,591	3,025

The accompanying notes form part of these financial statements

BALANCE SHEET
AS AT 30 JUNE 2009

	Note	2009 \$000	2008 \$000
ASSETS			
Current assets			
Cash and cash equivalents	7	921	342
Trade and other receivables	8	31,892	11,581
Total current assets		32,813	11,923
Non-current assets			
Trade and other receivables	8	141	5,404
Total non-current assets		141	5,404
TOTAL ASSETS		32,954	17,327
LIABILITIES			
Current liabilities			
Trade and other payables	9	3,067	2,949
Provisions	10	11,855	11,515
Total current liabilities		14,922	14,464
Non-current liabilities			
Trade and other payables	9	14,835	13
Provisions	10	3,197	2,850
Total non-current liabilities		18,032	2,863
TOTAL LIABILITIES		32,954	17,327
NET ASSETS		—	—
EQUITY			
Accumulated funds		—	—
TOTAL EQUITY		—	—

The accompanying notes form part of these financial statements

CASH FLOW STATEMENT
FOR THE YEAR ENDED 30 JUNE 2009

	Note	2009 \$000	2008 \$000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts from customers		36,926	34,385
Payments to suppliers and employees		(36,347)	(34,437)
Net cash flows from operating activities	7	579	(52)
Net increase in cash and cash equivalents		579	(52)
Cash and cash equivalents at the beginning of the year		342	394
Cash and cash equivalents at the end of the year	7	921	342

The accompanying notes form part of these financial statements

**STATEMENT OF RECOGNISED INCOME AND EXPENSE
FOR THE YEAR ENDED 30 JUNE 2009**

	Note	2009 \$000	2008 \$000
Actuarial gain/(loss) on defined benefit plans	11	(21,591)	(3,025)
Income and expense recognised directly in equity		(21,591)	(3,025)
Surplus for the year		21,591	3,025
Total recognised income and expense for the year		—	—
Effect of change in accounting policy			
Surplus for the period as reported in 2008		—	—
Effect of accounting policy change for actuarial loss on defined benefit plans		—	(3,025)
Restated surplus for the year		—	(3,025)

The accompanying notes form part of these financial statements

1. Information about NSW Maritime Authority Division

Maritime Authority of NSW Division was established on 16 March 2006, as a special purpose entity to take over all payroll and employment related responsibilities from NSW Maritime in order to enhance and protect the working conditions of NSW Maritime employees. The financial report of the Maritime Authority of NSW Division for the year ended 30 June 2009 was authorised for issue by the Chief Executive on 20 October 2009.

2. Summary of significant accounting policies

Basis of preparation

The financial report is a general purpose financial report which has been prepared in accordance with Australian Accounting Standards, the requirements of the *Public Finance and Audit Act 1983*, the *Public Finance and Audit Regulation 2005* and the Treasurer's Directions. The financial report has been prepared on the basis of full accrual accounting using historical cost conventions, except for superannuation which is shown at actuarially assessed present value.

Maritime Authority of NSW Division is a division of the Government Service, established pursuant to Part 2 of Schedule 1 to the *Public Sector Employment and Management Act 2002*. Its sole objective is to provide personnel services to NSW Maritime.

The financial report is presented in Australian dollars and all values are rounded to the nearest thousand dollars (\$'000) unless otherwise stated.

(a) New accounting standards and interpretations

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective have not been adopted for the annual reporting period ending 30 June 2009. These are outlined in the table below.

Reference	Title	Summary	Financial year of application
AASB 8 and AASB 2007-3	Operating Segments and consequential amendments to other Australian Accounting Standards	New standard replacing AASB 114 Segment Reporting, which adopts a management reporting approach to segment reporting.	30 June 2010
AASB 101 (Revised) and AASB 2007-8	Presentation of Financial Statements and consequential amendments to other Australian Accounting Standards	Introduces a statement of comprehensive income. Other revisions include impacts on the presentation of items in the statement of changes in equity, new presentation requirements for restatements or reclassifications of items in the financial statements, changes in the presentation requirements for dividends and changes to the titles of the financial statements.	30 June 2010
AASB 2008-5 and AASB 2008-6	Amendments (2008-5) and Further Amendments (2008-6) to Australian Accounting Standards arising from the Annual Improvements Process	Affects various AASB's resulting in minor changes for presentation, disclosure, recognition and measurement purposes.	30 June 2010
Interpretation 17	Distribution of Non-Cash Assets to Owners	Provides guidance in respect of measuring the value of distributions of non-cash assets to owners.	30 June 2010

(b) Cash and cash equivalents — refer note 7

Cash and cash equivalents in the balance sheet comprise cash at bank and in hand and short-term deposits with an original maturity of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

For the purposes of the cash flow statement, cash and cash equivalents consist of cash and cash equivalents as defined above.

2. Summary of significant accounting policies (continued)

(c) Trade and other receivables — refer note 8

The only receivable relates to an amount payable by NSW Maritime. This amount will be settled in cash during the next financial year. Subsequent transactions between NSW Maritime and the Maritime Authority of NSW Division will be settled on a monthly basis. This financial asset is measured at the original invoice amount as the effect of discounting is immaterial. There is no material risk associated with the collectibility of this receivable, so no impairment evaluation is deemed necessary.

(d) Trade and other payables — refer note 9

Trade accounts payable, including accruals not yet billed, are recognised when Maritime Authority of NSW Division becomes obliged to make future payments as a result of purchase of assets or services. Trade accounts payable are unsecured and are generally settled within their due date.

(e) Provisions — refer note 10

Provisions are recognised when Maritime Authority of NSW Division has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. Where Maritime Authority of NSW Division expects some or all of a provision to be reimbursed, for example under an insurance contract, the reimbursement is recognised as a separate asset but only when the reimbursement is virtually certain. The expense relating to any provision is presented in the income statement net of any reimbursement.

Provisions are measured at the present value of management's best estimate of the expenditure required to settle the present obligation at the balance sheet date using a discounted cash flow methodology. If the effect of the time value of money is material, provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects current market assessments of the time value of money and, where appropriate, the risks specific to the liability. Where discounting is used, the increase in the provision due to the passage of time is recognised in the income statement.

Employee leave benefits

(i) Salaries, sick leave and annual leave

Liabilities for salaries and annual leave are recognised and measured as the amount unpaid at the reporting date at current pay rates in respect of employees' service up to that date. Expenses for non-accumulating sick leave are recognised when the leave is taken and are measured at the rates paid or payable.

(ii) Long service leave

Long service leave is measured on a nominal basis. The nominal method is based on the remuneration rate at year end for all employees with five or more years in service. It is considered this measurement technique produces results not materially different from the estimated amount using the net present value basis of measurement.

(iii) Payroll tax, fringe benefits tax and compulsory employer superannuation contributions

The outstanding amount of payroll tax, fringe benefits tax and compulsory employer superannuation contributions, which are consequential to employment, are recognised as liabilities and expenses where the employee entitlements to which they relate have been recognised and it is reasonably likely that the expense will be incurred at the time of paying the employee entitlement.

(iv) Superannuation

Maritime Authority of NSW Division contributes to employee superannuation funds in addition to contributions made by employees. Such contributions are paid to nominated funds. Maritime Authority of NSW Division contributes to defined benefit schemes and accumulation schemes. Payments are applied towards the accruing liability for superannuation in respect of employees and are expensed in the income statement. Actuarial assessments are performed at each reporting date for the defined benefit schemes. Actuarial gains and losses are recognised as a movement in accumulated funds. This is a change from the previous accounting policy under which such gains and losses were recognised as income or expense in the income statement. Unfunded defined benefit schemes are recognised as a non-current liability while over-funded schemes are recognised as a non-current asset.

2. Summary of significant accounting policies (continued)

(f) Revenues

Revenue is recognised and measured at the fair value of the consideration received or receivable to the extent that it is probable that the economic benefits will flow to the entity and the revenue can be reliably measured. The only source of revenue for the Maritime Authority of NSW Division is NSW Maritime. The Division is structured such that all expenses are reimbursed by NSW Maritime, so that revenues will always equal costs except for the amount of superannuation actuarial gains and losses.

(g) Insurance

Maritime Authority of NSW Division's insurance requirement is managed by the NSW Treasury Managed Fund. During 2008–2009 the Division had workers' compensation insurance in place.

(h) Change in accounting policy

In accordance with NSW Treasury policy, Maritime Authority of NSW Division has changed its accounting policy on the recognition of superannuation actuarial gains and losses. Such actuarial gains and losses are now recognised outside of the surplus or deficit in the 'statement of recognised income and expense'. Previously, actuarial gains and losses were recognised in the income statement. Both options are permissible under AASB 119 *Employee Benefits*.

The change in policy has been adopted on the basis that recognition outside of the surplus or deficit provides reliable and more relevant information as it better reflects the nature of actuarial gains and losses. This is because actuarial gains/losses are re-measurements, based on assumptions that do not necessarily reflect the ultimate cost of providing superannuation.

Recognition outside of the surplus or deficit also harmonises better with the Government Finance Statistics / GAAP comprehensive income presentation for the whole of government and general government sector, required under AASB 1049 *Whole of Government and General Government Sector Financial Reporting*. A comprehensive income presentation will also be available at the entity level from 2009-2010 under AASB 101 *Presentation of Financial Statements*.

The change in accounting policy increases the 2009 surplus for the year from \$nil to \$21.591M (2008: from \$nil to \$3.025M), by excluding from the surplus the superannuation actuarial gain or loss line item (2009: \$21.591M loss, 2008: \$3.025M loss). This item is now recognised in the statement of recognised income and expense rather than the income statement.

3. Financial instruments

Maritime Authority of NSW Division's principal financial instruments comprise receivables, payables, cash and short-term deposits.

Maritime Authority of NSW Division's exposure to key financial risks is managed by NSW Maritime in accordance with NSW Maritime's risk management policy. The objective of the policy is to facilitate the effective management of potential opportunities and adverse effects.

The main risks arising from Maritime Authority of NSW Division's financial instruments are interest rate risk and liquidity risk. The Division has no significant credit risk. Methods used to measure and manage risk include monitoring levels of exposure to interest rate risk and assessments of market forecasts for interest rates, and development and monitoring of forward cash flow estimates.

Primary responsibility for identification and control of financial risks rests with NSW Maritime's Finance Manager under the authority of the Chief Executive. The General Manager Corporate Services reviews and agrees policies for managing each of the risks identified below.

(a) Financial instrument categories

	Note	Category	2009 \$000	2008 \$000
Financial Assets				
Cash and cash equivalents	7	N/A	921	342
Receivables	8	Loans and receivables at amortised cost	31,852	11,323
Financial Liabilities				
Payables	9	Financial liabilities measured at amortised cost	3,067	2,949

(b) Credit risk

Credit risk arises from the financial assets of Maritime Authority of NSW Division, which comprise cash and cash equivalents and receivables. Maritime Authority of NSW Division's exposure to credit risk arises from potential default of the counterparty, with a maximum exposure equal to the carrying amount of these financial assets. Exposure at balance date is addressed in each applicable note. Maritime Authority of NSW Division trades only with NSW Maritime and as such collateral is not requested. Maritime Authority of NSW Division has not securitised its trade and other receivables and has not granted any financial guarantees. Credit risk associated with NSW Maritime's financial assets, other than receivables, is managed through the selection of its bankers.

Cash

Cash comprises cash on hand and bank balances held with Maritime Authority of NSW Division's bankers. Interest on daily bank balances is credited directly to NSW Maritime.

Receivables — NSW Maritime

The receivable from NSW Maritime is considered to have no significant risk, and no allowance for impairment is considered. No interest is earned on this debt. The amount is payable within 30 days. No amount is past due.

(c) Liquidity risk

As a body funded by NSW Maritime, Maritime Authority of NSW Division has no significant liquidity risk. The table below reflects all contractually fixed payables resulting from recognised financial liabilities as at 30 June, based on management expectations. Maritime Authority of NSW Division has no interest-bearing payables and, therefore, no exposure to interest rate risk. All obligations are shown at undiscounted cash amounts.

3. Financial instruments (continued)

	Maturity Dates		
	< 1 year \$000	1-5 years \$000	> 5 years \$000
2009			
<i>Payables</i>			
Accrued salaries	288	—	—
Creditors	2,779	—	—
	3,067	—	—
<hr/>			
	Maturity Dates		
	< 1 year	1-5 years	> 5 years
2008			
<i>Payables</i>			
Accrued salaries	1,091	—	—
Creditors	1,858	—	—
	2,949	—	—

(d) Market risk

Interest rate risk

Maritime Authority of NSW Division has no material exposure to market interest rate risks, as it has no long-term variable interest rate debt obligations and receives no interest on its short-term cash balances.

(e) Fair Value

Financial instruments are generally recognised at cost. Maritime Authority of NSW Division has no financial instruments which are measured at fair value.

4. Significant accounting judgements, estimates and assumptions

The preparation of the financial statements requires management to make judgements, estimates and assumptions that affect the reported amounts in the financial statements. Management continually evaluates its judgements and estimates in relation to assets, liabilities, contingent liabilities, revenue and expenses. Management bases its judgements and estimates on historical experience and on other factors it believes to be reasonable under the circumstances, the result of which form the basis of the carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates under different assumptions and conditions.

Management has identified the following critical accounting policies for which significant judgements, estimates and assumptions are made. Actual results may differ from these estimates under different assumptions and conditions and may materially affect financial results or the financial position reported in future periods. Further details of the nature of these assumptions and conditions may be found in the relevant notes to the financial statements.

Significant accounting estimates and assumptions

Long service leave provision

Long service leave is measured on a nominal basis. The Division periodically compares the difference between using the nominal method and the full present value method. The calculation using the full present value method requires assumptions such as application of employment legislation, and expected future salary levels and expected future salary on-cost expenses. These uncertainties may result in future actual expenditure differing from the amounts currently provided. The related carrying amounts are disclosed in note 11.

Net defined benefit superannuation asset or liability

The net defined benefit superannuation asset or liability arising from underfunding or overfunding of obligations is assessed each year by independent consultants. This assessment requires assumptions in relation to future salary increases, changes in CPI and return on plan assets. These uncertainties may result in future actual expenditure differing from the amounts currently provided. The related carrying amounts are disclosed in note 12.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2009

	2009 \$000	2008 \$000
5. Employee related expenses		
Ordinary time	25,634	23,493
Long service leave	1,041	1,027
Recreation leave	2,563	2,325
Payroll tax and fringe benefits tax	2,012	1,898
Overtime	582	499
Sick leave	448	470
Voluntary separation payments	279	253
Other employee benefits and workers' compensation	1,527	558
Superannuation		
Accumulation schemes expense including contributions	1,740	1,513
Defined benefit superannuation schemes net expense	148	105
Accrual for salaries, enterprise agreement, annual leave and long service leave	785	292
	36,759	32,433
6. Administration		
Travel allowances	404	464
7. Cash and cash equivalents		
Cash at bank	921	342
Reconciliation of cash		
The amount shown is fair value. For the purposes of the cash flow statement, cash and cash equivalents comprise the amount shown above.		
Reconciliation of net cash flows from operating activities to net surplus		
Net cash provided by (used in) operating activities	579	(52)
Changes in assets and liabilities		
Increase (decrease) in current receivables	20,311	5,105
Increase (decrease) in non-current receivables	1,517	(1,239)
Decrease (increase) in current payables	(118)	(1,318)
Decrease (increase) in non-current payables	(11)	—
Decrease (increase) in provisions	(687)	529
Net surplus	21,591	3,025

	2009 \$000	2008 \$000
8. Trade and other receivables		
Current receivables		
Amount owing from NSW Maritime	31,852	11,323
Recoverable expenses	40	—
Prepayments	—	258
Total current receivables	31,892	11,581
Non Current receivables		
Superannuation surplus	141	5,404
	141	5,404

(i) Net fair value

NSW Maritime Authority Division considers the carrying amount of debtors approximate their net fair values.

(ii) Significant terms and conditions

The amount receivable from NSW Maritime is payable within the next financial year. Amounts owing which arise during subsequent years will be settled within one month.

Details regarding credit risk, liquidity risk and market risk relating to receivables are disclosed in note 3.

9. Trade and other payables

Current payables

Trade creditors	870	778
Accrued superannuation	1,078	263
Accrued payroll tax	733	708
Accrued wages	288	1,091
Accrued fringe benefits tax	98	109
	3,067	2,949

Non Current payables

Superannuation deficit	14,811	—
Payroll tax provision on long service leave	24	13
	14,835	13

Details regarding credit risk, liquidity risk and market risk relating to payables are disclosed in note 3.

10

Provisions

Current employee benefits and related on—cost

	2009 \$000	2008 \$000
Annual leave (a)	2,987	2,792
Long service leave — short term benefit (b)	775	748
Long service leave — long term benefit (b)	7,683	7,345
Provision for workers' compensation (c)	410	630
	11,855	11,515

Non-current employee benefits and related on-cost

Long service leave (b)	157	220
Provision for workers' compensation (c)	3,040	2,630
	3,197	2,850

- (a) The liability for annual leave is calculated as at 1 July 2009 wage rates and has been fully provided.
- (b) The liability for long service leave has been calculated as at 1 July 2009 wage rates and has been fully provided. This figure excludes allowances for personnel who were still subject to the completion of service conditions.
- (c) Workers' compensation provision includes \$1.890M for dust diseases (2008: \$1.940M) of which \$189K (2008: \$230K) is current. This provision is for claims from former Maritime Services Board staff for dust related diseases that can be attributed to their service during the period 1/7/89 – 30/6/95 when the MSB was a self insurer.

The Treasury Managed Fund (TMF) normally calculates hindsight premiums each year. In 2008 – 2009 NSW Maritime Authority Division made payments for the 2002 – 2003 and 2004 – 2005 workers' compensation hindsight adjustments and for the 2006 – 2007 motor vehicle adjustment.

Movement in annual and long service leave provision

	Balance 1 Jul 08 \$000	Charges to revenue \$000	Less payments \$000	Balance 30 Jun 09 \$000
Annual leave	2,792	2,517	(2,322)	2,987
Long service leave — current	8,093	1,329	(964)	8,458
Long service leave — non-current	220	(63)	—	157

11. Superannuation (continued)

Fund information

The Pooled Fund holds in trust the investments of the closed NSW public sector superannuation schemes:
 State Superannuation Scheme (SSS)
 State Authorities Non-Contributory Superannuation Scheme (SANCS)
 State Authorities Superannuation Scheme (SASS)

These schemes are all defined benefit schemes — at least a component of the final benefit is derived from a multiple of member salary and years of membership. All of the schemes are closed to new members.

Member numbers

	SASS 2009	SANCS 2009	SSS 2009
Contributors	56	90	34
Deferred benefits	—	—	2
Pensioners	2	—	30
Pensions fully commuted	—	—	5
	SASS 2008	SANCS 2008	SSS 2008
Contributors	58	94	36
Deferred benefits	—	—	1
Pensioners	2	—	27
Pensions fully commuted	—	—	5

Superannuation position recognised in the balance sheet under AASB 119

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Accrued liability	16,212	3,614	51,420	71,246
Estimated reserve account balance	(15,924)	(3,755)	(36,897)	(56,576)
Net (asset) liability recognised in balance sheet	288	(141)	14,523	14,670
Future service liability	3,544	1,416	2,416	7,376
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Accrued liability	14,972	3,118	39,660	57,750
Reserve account balance	(17,591)	(4,140)	(41,423)	(63,154)
Net (asset) liability recognised in balance sheet	(2,619)	(1,022)	(1,763)	(5,404)
Future service liability	3,105	1,176	1,712	5,993

The future service liability does not have to be recognised by the Division. It is only used to determine if an asset ceiling limit should be imposed. Under AASB 119, any prepaid superannuation asset recognised cannot exceed the amount of any unrecognised past service cost and the present value of any economic benefits that may be available in the form of refunds from the plan or reductions in future contributions to the plan. Where the "surplus in excess of recovery" is zero, no asset ceiling is imposed.

Accounting policy

In 2008—2009 NSW Treasury mandated a change in policy for all NSW public sector agencies to recognise actuarial gains and losses immediately outside the surplus or deficit in the year in which they occur. Previously, actuarial gains and losses were recognised in the surplus or deficit. This change in policy must be applied retrospectively, as advised in NSW Treasury Circular NSWTC 09/01.

11. Superannuation (continued)

Reconciliation of the present value of the defined benefit obligation

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Present value of partly funded defined benefit obligations at beginning of year	14,972	3,118	39,660	57,750
Current service cost	588	164	275	1,027
Interest cost	951	195	2,550	3,696
Contributions by fund participants	325	—	317	642
Actuarial (gains) losses	501	344	10,129	10,974
Benefits paid	(1,125)	(207)	(1,511)	(2,843)
Present value of partly funded defined benefit obligations at end of year	16,212	3,614	51,420	71,246
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Present value of partly funded defined benefit obligations at beginning of year	15,187	3,292	39,374	57,853
Current service cost	605	178	320	1,103
Interest cost	937	199	2,476	3,612
Contributions by fund participants	323	—	406	729
Actuarial (gains) losses	(594)	(103)	(1,641)	(2,338)
Benefits paid	(1,486)	(448)	(1,275)	(3,209)
Present value of partly funded defined benefit obligations at end of year	14,972	3,118	39,660	57,750

11. Superannuation (continued)

Reconciliation of the fair value of fund assets	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Fair value of fund assets at beginning of year	17,591	4,140	41,423	63,154
Expected return on fund assets	1,418	332	3,319	5,069
Actuarial gains (losses)	(2,921)	(705)	(6,991)	(10,617)
Employer contributions	636	195	340	1,171
Contributions by fund participants	325	—	317	642
Benefits paid	(1,125)	(207)	(1,511)	(2,843)
Fair value of fund assets at end of year	15,924	3,755	36,897	56,576
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Fair value of fund assets at beginning of year	18,994	4,663	45,144	68,801
Expected return on fund assets	1,449	365	3,492	5,306
Actuarial gains (losses)	(2,337)	(639)	(6,691)	(9,667)
Employer contributions	648	200	347	1,195
Contributions by fund participants	323	—	406	729
Benefits paid	(1,486)	(449)	(1,275)	(3,210)
Fair value of fund assets at end of year	17,591	4,140	41,423	63,154

11. Superannuation (continued)

Reconciliation of the assets and liabilities recognised in the balance sheet

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Present value of partly funded defined benefit obligation at end of year	16,212	3,614	51,420	71,246
Fair value of fund assets at end of year	(15,924)	(3,755)	(36,897)	(56,576)
Net liability/(asset) recognised in the balance sheet at end of year	288	(141)	14,523	14,670
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Present value of partly funded defined benefit obligation at end of year	14,972	3,118	39,660	57,750
Fair value of fund assets at end of year	(17,591)	(4,140)	(41,423)	(63,154)
Net liability/(asset) recognised in the balance sheet at end of year	(2,619)	(1,022)	(1,763)	(5,404)
Total expense (income) recognised in the income statement	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Current service cost	588	164	275	1,027
Interest cost	951	195	2,550	3,696
Expected return on fund assets (net of expenses)	(1,418)	(332)	(3,319)	(5,069)
Expense (income) recognised	121	27	(494)	(346)
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Current service cost	605	178	320	1,103
Interest cost	937	199	2,476	3,612
Expected return on fund assets (net of expenses)	(1,449)	(365)	(3,492)	(5,306)
Expense (income) recognised	93	12	(696)	(591)

11. Superannuation (continued)

Amounts recognised in the statement of recognised income and expense

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Actuarial (gains)/losses	3,421	1,049	17,121	21,591
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Actuarial (gains)/losses	1,743	536	5,051	7,330
Adjustment for limitation on net assets	(1,497)	(539)	(2,269)	(4,305)
Total amount recognised	246	(3)	2,782	3,025

Cumulative amount recognised in the statement of recognised income and expense

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Actuarial (gains)/losses	(1,961)	852	16,298	15,189
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Actuarial (gains)/losses	(5,382)	(197)	(823)	(6,402)

Fund assets

	2009	2008
The percentage invested in each asset class at the balance sheet date		
Australian equities	32.10%	31.60%
Overseas equities	26.00%	25.40%
Australian fixed interest securities	6.20%	7.40%
Overseas fixed interest securities	4.70%	7.50%
Property	10.00%	11.00%
Cash	8.00%	6.10%
Other	13.00%	11.00%
Total	100.00%	100.00%

11. Superannuation (continued)

Fair value of fund assets

All fund assets are invested by the SAS Trustee Corporation at arms length through independent fund managers.

Expected rate of return on assets

The expected return on assets assumption is determined by weighting the expected long-term return for each asset class by the target allocation of assets to each class. The returns used for each class are net of investment tax and investment fees.

Actual return on fund assets

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Return on fund assets — gains (losses)	(1,771)	(372)	(4,451)	(6,594)
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Return on fund assets — gains (losses)	(1,177)	(275)	(3,032)	(4,484)

Valuation method and principal actuarial assumptions at balance sheet date

(a) Valuation method

The Projected Unit Credit (PUC) valuation method was used to determine the present value of the defined benefit obligations and the related current service costs. This method sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately to build up the final obligation.

	2009	2008
(b) Economic assumptions		
Salary increase rate (excluding promotional increases)	3.50%	3.50%
Rate of CPI increase	2.50%	2.50%
Expected rate of return on assets	8.13%	8.30%
Discount rate	5.59%	6.55%

(c) Demographic assumptions

The demographic assumptions at 30 June 2009 are those that will be used in the 2009 triennial actuarial valuation. The triennial review report will be available from the NSW Treasury website, after it is tabled in Parliament in December 2009.

11. Superannuation (continued)

Expected contributions	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Expected employer contributions to be paid in the next reporting period	617	189	294	1,100

Funding arrangements for employer contributions

(a) Surplus/deficit

The following is a summary of the 30 June 2009 financial position of the Fund calculated in accordance with AAS25 "Financial Reporting by Superannuation Plans":

	SASS 2009 \$000	SANCS 2009 \$000	SSS 2009 \$000	Total 2009 \$000
Accrued benefits	15,050	3,312	37,429	55,791
Net market value of fund assets	(15,924)	(3,755)	(36,897)	(56,576)
Net (surplus)/deficit	(874)	(443)	532	(785)
	SASS 2008 \$000	SANCS 2008 \$000	SSS 2008 \$000	Total 2008 \$000
Accrued benefits	14,884	3,134	36,442	54,460
Net market value of fund assets	(17,591)	(4,140)	(41,423)	(63,154)
Net (surplus)/deficit	(2,707)	(1,006)	(4,981)	(8,694)

11. Superannuation (continued)

(b) Contribution recommendations

Recommended contribution rates for the entity are:	SASS 2009	SANCS 2009	SSS 2009
multiple of member contributions	1.90	—	0.93
% member salary	—	2.5	—
	SASS 2008	SANCS 2008	SSS 2008
multiple of member contributions	1.90	—	0.93
% member salary	—	2.5	—

(c) Funding method

The method used to determine the employer contribution recommendations in the 2006 triennial actuarial review was the *Aggregate Funding* method. The method adopted affects the timing of the cost to NSW Maritime.

Under the aggregate funding method the employer contribution rate is determined so that sufficient assets will be available to meet benefit payments to existing members, taking into account the current value of assets and future contributions.

(d) Economic assumptions

The economic assumptions adopted for the 2009 actuarial review of the fund are:

	2009	2008
Weighted average assumptions		
Expected rate of return on fund assets backing current pension liabilities	8.30%	7.70%
Expected rate of return on fund assets backing other liabilities	7.30%	7.00%
Expected salary increase rate	4.00%	4.00%
Expected rate of CPI increase	2.50%	2.50%

Nature of asset / liability

If a surplus exists in the Division's interest in the fund, the Division may be able to take advantage of it in the form of a reduction in the required contribution rate, depending on the advice of the fund's actuary. Where a deficiency exists, the employer is responsible for any difference between the employer's share of fund assets and the defined benefit obligation.

11. Superannuation (continued)

(e) Five year comparatives	2009	2008	2007	2006	2005
	\$000	\$000	\$000	\$000	\$000
Fair Value of the plan assets	56,576	63,154	68,801	61,359	51,797
Present value of the defined benefit obligation	(71,246)	(57,750)	(57,853)	(57,310)	(59,271)
Plan surplus (deficit)	(14,670)	5,404	10,948	4,049	(7,474)
				2009	2008
				\$000	\$000

12. Detailed statement of changes in equity

Accumulated funds

Balance at 1 July	—	—
Surplus for the year	21,591	3,025
Superannuation actuarial gains (losses)	(21,591)	(3,025)
Balance at 30 June	—	—

13. Commitments

Maritime Authority of NSW Division had no commitments for expenditures at 30 June 2009.

14. Contingent liabilities and assets

Maritime Authority of NSW Division had no contingent assets or liabilities at 30 June 2009.

15. Comparatives

Comparatives for superannuation expenses and movements in accumulated funds were amended to reflect the recognition of defined benefit actuarial superannuation gains and losses outside the surplus or deficit for the period.

16. Post balance date events

Maritime Authority of NSW Division has not identified any material events or transactions that require adjustments or disclosures in the financial report.

End of Audited Financial Statements

Appendices

1. Legislation

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

Protection of the Environment (Operations) Act 1997 (as an 'appropriate regulatory authority')

The *Marine Safety Act 1998* is partially commenced.

On 30 March 2009, the *Marine Safety (General) Regulation 2009* was commenced, which repealed and replaced certain Regulations made under the *Maritime Services Act 1935*, and also under the *Navigation Act 1901*.

CHANGES TO LEGISLATION

Date	Legislation	Action
1 August 2008	<i>Marine Safety Act 1998</i>	Certain provisions of the Act were commenced.
1 August 2008	<i>Marine Safety Amendment Act 2008</i>	Certain provisions of the Act were commenced.
1 September 2008	<i>Marine Safety Regulation 2008</i>	Amended by the <i>Marine Safety Amendment Regulation 2008</i> to insert new clause 3A to prescribe procedures for the safekeeping of samples of blood and urine taken for the purposes of testing for the presence of alcohol or drugs.
1 October 2008	<i>Water Traffic Regulations – N.S.W. Management of Waters and Waterside Lands Regulations – N.S.W. Commercial Vessels (Certificates of Competency and Safety Manning) Regulation 1986 Commercial Vessels (Load Lines) Regulation 1986 Commercial Vessels (Permits) Regulation 1986</i>	Amended by the following Regulations to increase certain fees generally in line with movements in the Consumer Price Index: <i>Maritime Services Legislation Amendment (Fees) Regulation 2008</i> <i>Commercial Vessels Legislation (Fees, Charges and Expenses) Regulation 2008</i>
31 October 2008	<i>Ports and Maritime Administration Regulation 2007</i>	Amended by the <i>Ports and Maritime Administration Amendment (Port Kembla Boundaries) Regulation 2008</i> to amend the description of port boundary of the port of Port Kembla.
1 December 2008	<i>Ports and Maritime Administration Act 1995</i>	Amended by the <i>Ports and Maritime Administration Amendment (Port Competition and Co-ordination) Act 2008</i> to make further provision for the objects and functions of Port Corporations, the powers of the Minister and the making of regulations with respect to port facilities and services and the port-related supply chain.
10 December 2008	<i>Marine Safety Act 1998</i>	A redundant provision (Schedule 3.3) was repealed by the <i>Statute Law (Miscellaneous Provisions) Act (No 2) 2008</i> .
10 December 2008	<i>Marine Safety Amendment Act 2008</i>	Commenced provisions were repealed by the <i>Statute Law (Miscellaneous Provisions) Act (No 2) 2008</i> .

19 December 2008	<i>Ports and Maritime Administration Regulation 2007</i>	Amended by the <i>Ports and Maritime Administration Amendment (Access Rules) Regulation 2008</i> to provide for the Minister to set mandatory access standards for facilitating access by coal producers to Newcastle coal terminals and to approve access rules proposed by the operator of the coal terminals.
1 March 2009	<i>Management of Waters & Waterside Lands Regulation– N.S.W.</i>	Increase of fees for occupation (Mooring) licences under clause 36A in the Sydney Harbour (Eastern) locality made by Schedule 8 of the <i>State Revenue and Other Legislation Amendment (Budget Measures) Act 2009</i> .
30 March 2009	<i>Marine Safety Act 1998</i>	Certain provisions of the Act were commenced.
30 March 2009	<i>Marine Safety Amendment Act 2008</i>	Certain provisions of the Act were commenced.
30 March 2009	<i>Marine Safety (General) Regulation 2009</i>	New Regulation commenced.
30 March 2009	<i>Water Traffic Regulations – N.S.W.</i>	Regulation repealed consequent on the making or commencement of other legislation.
30 March 2009	<i>Boating (Safety Equipment) Regulation – N.S.W.</i>	Regulation repealed consequent on the making or commencement of other legislation.
30 March 2009	<i>Marine Safety Regulation 2008</i>	Regulation repealed consequent on the making or commencement of other legislation.
30 March 2009	<i>Navigation Act 1901</i>	Sections other than sections 1, 3, 4B, 133, 134, 141, 142, 144, 153, and 165A repealed consequent on the making or commencement of other legislation.
30 March 2009	<i>Navigation (Collision) Regulations 1983</i>	Regulation repealed consequent on the making or commencement of other legislation.
30 March 2009	<i>Management of Waters & Waterside Lands Regulation – N.S.W.</i>	Amended by the <i>Management of Waters and Waterside Lands Amendment Regulation 2009</i> to amend clauses 4AB and 35, and omit clauses 18 and 121 and the Seventh Schedule, in consequence of the commencement of a provision in the <i>Marine Safety Act 1998</i> and the making of the <i>Marine Safety (General) Regulation 2009</i> .
30 June 2009	<i>Ports and Maritime Administration Act 1995</i>	Amended by the <i>Ports and Maritime Administrative Amendment (Access Rules) Regulation 2009</i> to extend the operation of the amendments made by the 2008 regulation of the same name from 30 June 2009 to 10 January 2010.

2. Freedom of Information

All Freedom of Information (FOI) matters pertaining to NSW Maritime are handled by:
 Freedom of Information Coordinator
 NSW Maritime
 Locked Bag 5100
 CAMPERDOWN NSW 1450
 Ph: (02) 9364 2389

The Freedom of Information Coordinator may be contacted between the hours of 8.30am and 4.30pm, Monday to Friday to obtain or inspect copies of documents held by NSW Maritime which are the subject of an FOI application.

FREEDOM OF INFORMATION STATISTICS

The following statistics have been prepared in relation to Freedom of Information applications received by NSW Maritime for the period 1 July 2008 to 30 June 2009.

Section A

FOI Requests	Personal	Other	Total
A1. New (including transferred in)	4	53	57
A2. Brought forward	0	1	1
A3. Total to be processed	4	54	58
A4. Completed	0	39	39
A5. Transferred out	0	0	0
A6. Withdrawn	4	1	5
A7. Total processed	4	40	44
A8. Unfinished (carried forward)	0	14	14

Section B

Result Of FOI Requests	Personal	Other	Total
B1. Granted in full	0	16	16
B2. Granted in part	0	18	18
B3. Refused	0	5	5
B4. Deferred	0	0	0
B5. Completed	0	39	39

Section C

	Personal	Other	Total
C1. Ministerial Certificates issued	0	0	0

Section D

	Personal	Other	Total
D1. Number of requests requiring formal Consultation	1	10	10

Section E

Result of Amendment Request	Personal	Other	Total
E1. Result of amendment - agreed	0	0	0
E2. Result of amendment - refused	0	0	0
E3. Totals	0	0	0

Section F

		Personal	Other	Total
F1.	Number of requests for notation	0	0	0

Section G

Basis of Disallowing or Restricting Access		Personal	Other
G1.	Section 19 (Application incomplete, wrongly directed)	0	1
G2.	Section 22(3) (Deposit not paid)	0	0
G3.	Section 22(1) (Diversion of resources)	0	4
G4.	Section 25(1)(a) (Exempt)	0	5
G5.	Section 25(1) (b) (c) (d) (Otherwise available)	0	0
G6.	Section 28(1) (Documents not held)	0	2
G7.	Section 24 (2) (Deemed refused over 21 days)	0	0
G8.	Section 31(4) (Released medical practitioner)	0	0
G9.	Totals	0	12

Section H

		Fees Received	Costs Assessed	Costs Received
H1.	All completed requests	\$2374.00	\$2374.00	\$2374.00

Section I

Discounts Allowed		Personal	Other
I1.	Public interest	0	0
I2.	Financial Hardship (Pen/Cld)	0	6
I3.	Financial Hardship – Non Profit Org	0	0
I4.	Totals	0	6

I5.	Significant correction of personal records	0	0
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Section J

Days to process		Personal	Other
J1.	0 – 21 days	0	18
J2.	22 – 35 days	0	8
J3.	Over 35 days	0	13
J4.	Totals	0	39

Section K

Processing Time		Personal	Other
K1.	0 – 10 hours	0	35
K2.	11 – 20 hours	0	4
K3.	21 – 40 hours	0	0
K4.	Over 40 hours	0	0

K5. Totals 0 39

Section L

Reviews and Appeals		Personal		Other	
L1.	Number of internal reviews finalised	0		0	
L2.	Number of Ombudsman's reviews finalised	0		1	
L3.	Number of District Court appeals finalised	0		0	
Grounds of Internal Review Results		Personal		Other	
		Decision Upheld	Decision Varied	Decision Upheld	Decision Varied
L4.	Access refused	0	0	0	0
L5.	Deferred	0	0	0	0
L6.	Exempt matter	0	0	0	0
L7.	Unreasonable charges	0	0	0	0
L8.	Changes unreasonably incurred	0	0	0	0
L9.	Amendment refused	0	0	0	0
L10.	Totals	0	0	0	0

FREEDOM OF INFORMATION STATISTICAL COMPARISONS

FOI requests	Personal		Other		Total	
	2007-2008	2008-2009	2007-2008	2008-2009	2007-2008	2008-2009
New (including transferred in)	4	4	36	53	40	57
Brought forward (incomplete requests from previous year)	0	0	4	1	4	1
Total to process	4	4	40	54	44	58
Completed	4	0	44	39	41	39
Transferred out	0	0	0	0	0	0
Withdrawn	0	4	2	1	2	5
Total processed	4	4	41	40	41	44
Unfinished (carried forward)	0	0	1	14	1	14
Results of FOI requests	Personal		Other			
	2007-2008	2008-2009	2007-2008	2008-2009	2007-2008	2008-2009
Grant in full			0	0	13	16
Grant in part			3	0	14	18
Refused			1	0	10	5
Deferred			0	0	0	0
Completed			4	0	37	39
Basis of disallowing or restricting access	Personal		Other			
	2007-2008	2008-2009	2007-2008	2008-2009	2007-2008	2008-2009
Section 19 (application incomplete, wrongly directed)			0	0	0	1
Section 22 (deposit not paid)			0	0	0	0
Section 25 (1) (a1) Unreasonable diversion of resources)			1	0	3	4
Section 25 (1) (a) (exempt)			3	0	19	5
Section 25 (1) (b), (b1), (c), (d) (otherwise available)			0	0	0	0
Section 28 (1) (b) (documents not held)			0	0	1	2

Section 24 (2) (deemed refused, over 21 days)	0	0	0	0				
Section 31 (4) (released to medical practitioner)	0	0	0	0				
Totals	4	0	23	10				
Days to Process	Personal		Other					
	2007-2008	2008-2009	2007-2008	2008-2009				
0-21	2	0	16	18				
22-35	1	0	10	8				
Over 35	1	0	11	13				
Over 21(Out of time)	0	0	0	0				
Over 35 (Out of time)	0	0	0	0				
Totals	4	0	37	39				
Hours to Process	Personal		Other					
	2007-2008	2008-2009	2007-2008	2008-2009				
0-10	2	0	26	35				
11-20	0	0	7	4				
21-40	2	0	3	0				
Over 40	0	0	1	0				
Totals	4	0	37	39				
Type of discount allowed on fees charged	Personal		Other					
	2007-2008	2008-2009	2007-2008	2008-2009				
Public interest	0	0	0	0				
Financial hardship - Pensioner/Child	0	0	0	6				
Financial hardship - Non profit organisation	0	0	0	0				
Totals	0	0	0	0				
Significant correction of personal records	0	0	0	6				
Grounds on which internal review determined	Personal				Other			
	Upheld		Varied		Upheld		Varied	
	2007-2008	2008-2009	2007-2008	2008-2009	2007-2008	2008-2009	2007-2008	2008-2009
Access refused	0	0	0	0	1	0	0	0
Deferred release	0	0	0	0	0	0	0	0
Exempt matter	0	0	0	0	0	0	0	0
Unreasonable estimate of charges	0	0	0	0	0	0	0	0
Charges unreasonably incurred	0	0	0	0	0	0	0	0
Amendment	0	0	0	0	0	0	0	0
Totals	0	0	0	0	1	0	0	0

3. Legal Information

Prosecutions Conducted

NSW Maritime dealt with 50 breaches of the marine legislation by way of Court Attendance Notice action in various Local Courts throughout NSW.

4. Publications

Booklets

1. Annual Report
2. Boating Licence Practical Logbook
3. NSW Boating Handbook
4. NSW Tides
5. Sydney's Aquatic Events - A Boating Guide
6. School Activity Booklet
7. Progress Report
8. Corporate Plan
9. Ships and Shores and Trading Ports by Mary Shelley Clark

Brochures

10. Australian Builders Plate
11. Aquatic Licences
12. Bars 'n Boats – A Safety Guide
13. Be Bright. Be Safe at Night
14. Be Responsible Near Whales and Dolphins
15. Big Ships, Small Boats
16. Be Safe – Keep Safe (co-operative brochure with Crime Stoppers)
17. Better Boating Program Information Kit
18. Better Boating Program Application Form
19. Better Boating Program brochure
20. Boat for Life promo card
21. Boatcode Agents
22. Boatcode Built-in Security For Your Boat
23. Boat Ramp Etiquette
24. Boating on Iron Cove
25. Boatsmart – Boats and Alcohol Caution
26. Buying or Registering a Vessel
27. Carbon Monoxide
28. Determining the Length of Your Vessel
29. Don't Let Injury Cramp Your Style (wakeboarding promo card)
30. Don't Make Waves
31. Go Easy on the Drink
32. Hypothermia
33. I've Gone Boating (Magnet)
34. Leave Only Water In Your Wake
35. Maritime Skills
36. Mooring Licence Conditions (Private and Commercial)
37. Noise Annoys
38. Pittwater No Wash Zone
39. Proof of Identity and the Use of Personal Information under the Privacy Act 1998
40. Safety Equipment Checklist
41. Sailboarding in the Waters of Sydney Harbour
42. Serving our Boating Community
43. Small Craft Safety
44. Switch to a 406
45. Take Charge of Your Discharge
46. Take Charge of Your Discharge on Lake Macquarie
47. Take Note When Hiring A Boat
48. Traffic Co-ordination On Parramatta River
49. Traffic Separation on Middle Harbour
50. Transit Zone Under Sydney Harbour Bridge
51. Wash Your Boat
52. Working for NSW Maritime
53. What To Know Before You Tow
54. Your Boating Fees At Work

Posters

55. Always check the weather before and during boating
56. Boatsmart From the Start - Know when to wear your lifejacket
57. Boat stability – know the wind and wave limits
58. Capsize is a major contributor to boating fatalities

- 59. Excessive wash can cause nuisance, annoyance or danger
- 60. Go Easy on the Drink
- 61. Keep carbon monoxide levels at a minimum and prevent poisoning
- 62. Lifejackets compulsory when crossing bars
- 63. Make sure when towing that it is safe
- 64. Preserve the aquatic environment for future generations
- 65. Better Boating Program Grants allocation in a map
- 66. How to get a boating licence – as a stand up PoS item.

67. Stickers

- 68. Bar Crossing checklist
- 69. Bin Your Butts
- 70. BoatSmart From The Start - Know When To Wear Your Lifejacket
- 71. Bow Riding
- 72. Safety Label
- 73. Drowning Is Uncool
- 74. Go Easy on the Drink
- 75. Hypothermia – Cold Water Kills
- 76. Kids In Boats
- 77. Navigation Rules/Advisory Signs/Warning Signals/Remember
- 78. Ride Smart - PWC Behaviour
- 79. Row Smart
- 80. Safe Boating - Buoyage System
- 81. Safe Boating - Navigation Marks
- 82. Safe Boating – Navigation Rules
- 83. Safety Check
- 84. Safety Check – Offshore
- 85. Safety Label
- 86. Water Ski Hand Signals
- 87. Wear it!
- 88. You're the skipper – You're Responsible

Information Videos/DVDs

- DVD compilation of Blue Water Safety - An introduction to safe offshore boating, featuring “How to Cross Surf Bars” (video).
- 89. DVD of Big Ships Small Boats - Your guide to safe navigation in busy ports (video).
 - 90. DVD Boat Smart - Your guide to the boating traffic rules (video).
 - 91. DVD Ride Smart - How to enjoy personal watercraft . . . the safe way (video).
 - 92. DVD of Boating Safety Course – required to study to obtain a General or Personal Watercraft Licence.

Boating Maps

North Coast

93. 1A

Tweed River, Cudgen Creeks

Upper Tweed River, Cudgera and Mooball Creeks

94. 1B

Brunswick River

Evans River

95. 2A

Richmond River and Wilsons River including detail insets Lismore and Casino Richmond River Ballina Area

96. 2B

Clarence River

Yamba, Woolli, Sandon River, Brooms Head and Minnie Water Insets

97. 3A

Bellinger/Kalang Rivers and detail Inset Sawtell area.

Detail Insets Coffs Harbour, Red Rock, Arrawarra and Woolgoolga areas.

98. 4A

Nambucca River, Warrell and Deep Creeks

Nambucca Heads and Scotts Head Insets

99. 4B

Macleay River Area

South West Rocks, Crescent and Hat Heads Inset

100. 5A

Hastings, Wilson and Maria Rivers and Port Macquarie Area

Camden Haven River, Queens and Watson Taylors Lakes, Laurieton and Lake Cathie areas

101. 6A
Manning River Area and Crowdy Head Boat Harbour
Harrington, Old Bar and Khappinghat Creek Insets

102. 6B
Wallis Lake, Coolongolook, Wallingat and Wallamba Rivers Area
Smiths Lake and Upper Wallis Lake, Forster/ Tuncurry Area Insets
Hunter

103. 7A
Port Stephens and Tea Gardens Inset
Karuah River, Broughton Island and Nelson Bay detail Insets

104. 7B
Myall River and Tea Gardens detail Inset
Myall Lakes and Upper Myall River area and detail Inset Seal Rocks

105. 7C
Newcastle Harbour, Hunter River and Williams Rivers
Newcastle Harbour detail Inset

106. 8A
Lake Macquarie
Detail Insets for Swansea Channel/Belmont, Toronto, Cockle Bay and Wangi Wangi areas.

107. 8B
Tuggerah, Budgewoi and Munmorah Lakes
Brisbane Water and Broken Bay
Hawkesbury

108. 9A
Pittwater
Cowan Creek and Narrabeen Lakes

109. 9B
Lower Hawkesbury River, Berowra, Mooney Mooney Creeks
Mid Hawkesbury River and Mangrove Creek

110. 9C
Upper Hawkesbury and Colo Rivers
Nepean River at Penrith
Sydney

111. 9D
Port Jackson east of the Harbour Bridge
Middle Harbour

112. 9E
Botany Bay, Lower Georges and Cooks Rivers
Georges and Woronora Rivers and Chipping Norton Lakes

113. 9F
Port Hacking
Botany Bay, Lower Georges and Cooks River

114. 9G
Port Jackson west of the Harbour Bridge including Lane Cove and Lower Parramatta Rivers.
Upper Parramatta River
South Coast

115. 10A
Wollongong and Port Kembla Area
Bellambi, Wollongong Harbour, Austimer, Shellharbour and Port Kembla Boat Harbour detail Insets

116. 10B
Lake Illawarra Area
Windang and Minnamurra detail Insets

117. 11A
Shoalhaven and Crookhaven Rivers, Culburra detail Inset
Kiama, Gerringong, Gerroa, Nowra and Crookhaven Heads detail Insets

118. 11B
Jervis Bay, Currumbene and Currarong Creeks
Sussex Inlet, Swan Lake and St.Georges Basin

119. 12A
Lake Conjola and Narrawallee Inlet
Ulladulla, Burrill and Tabourie Lakes, Bawley Point and Kioloa Areas

120. 12B
Batemans Bay, Clyde and Tomaga Rivers

Batemans Bay detail and Durras Lake Insets

121. 13A

Moruya River Area and Congo Creek

Tuross, Coila and Mummuga Lakes

122. 13B

Wagonga Inlet and Montague Island

Bermagui River, Wallaga and Coruma Lakes, Brogo Dam

123. 14A

Merimbula and Pambula Lakes, Mogareka Inlet and Tathra detail Insets

Twofold Bay and Wonboyn River

Inland Dams

124. 15

Lake Keepit

Split Rock and Chaffey Dams

125. 16

Glenbawn Dam

Lake St.Clair and Lostock Dam

126. 17

Copeton Dam

Pindari Dam

127. 18

Lake Jindabyne

Lake Eucumbene and Tantangara Reservoir

128. 19

Murray River - Moama/ Echuca, Barmah, Picnic Point, Tocumwal and Cobram/ Barooga Areas

Lake Mulwala

129. 20

Murray River - Wentworth to Wickets, including insets for Mildura/ Buronga, Wentworth and Wickets to Collnagan

Murray River - Wentworth to the South Australian Border

Including Insets for Locks 7, 8 and 9

Coastal Boating Maps

130. 1-2

Tweed Heads to Ballina

Ballina to Brooms Head

131. 3-4

Brooms Head to Coffs Harbour

Bonville Creek to Crescent Head

132. 5-6

Crescent Head to Crowdy Head

Crowdy Head to Seal Rocks

133. 7-8

Seal Rocks to Newcastle

Newcastle to Broken Bay

134. 9-10

Broken Bay to Garie Beach

Garie Beach to Crookhaven Heads

135. 11-12

Crookhaven Heads to Ulladulla Harbour

Ulladulla Harbour to Tuross Heads

136. 13-14

Tuross Heads to Tathra

Tathra to Wonboyn River

Digital Media

137. Website - <http://www.maritime.nsw.gov.au/>

138. Boating Safety Course - <https://online.maritime.nsw.gov.au/OnlineBSC/>

139. Boating Quiz - <http://www.maritime.nsw.gov.au/boattest.html>

Renewals - <https://online.maritime.nsw.gov.au/renewals/>

140. Maritimes Newsletter - <http://maritime.sites.optin.com.au/maritimes/march2009/newsletter.html>

141. Maritimes Staff Newsletter (url available internally only)

142. Wharf Bookings - <https://webpay.maritime.nsw.gov.au/wharfnet/>

143. Maps \ DVDs order form - <https://netpay.maritime.nsw.gov.au/mvdonline/>

144. Live bar crossing web cams - <http://www.maritime.nsw.gov.au/webcams/web-cam.html>
 145. Safety Campaigns - <http://www.maritime.nsw.gov.au/campaign.html>
 146. Port of Yamba - <http://www.yamba.nsw.gov.au/>
 147. Port of Eden - <http://www.eden.nsw.gov.au/>
 148. Flickr - <http://www.flickr.com/photos/nswmaritime/>
 149. Facebook - <http://www.facebook.com/pages/Rozelle-Australia/NSW-Maritime/118052160630>
 150. Twitter - <http://twitter.com/nswmaritime>
 151. YouTube - <http://www.youtube.com/NSWMaritime>
 152. Boat for Life - <http://www.boatforlife.com.au/> (due for launch in early August 2009)

5. Consultants

NSW Maritime engaged seven consultancies. Of these, none were valued over \$30,000. Total consultancy costs were \$102, 083.83.

6. Overseas Visits

The following officer made overseas visits during 2008-2009. When the purpose of the trip was as part of the process of initial survey of new vessel construction, all costs were paid by the relevant clients, except in the case of the vessel survey trip to Lord Howe Island.

NSW Maritime officer Travelling	Date of Trip	Trip Purpose	Country of Trip	City of Trip
Vessel Surveyor	11-13 Aug 2008	Vessel Survey	New Zealand	Auckland
Naval Architect	7 - 13 Sep 2008	Vessel Survey	Taiwan	Kaoh Shuing/Tainan
Shipping Safety Officer	18 - 25 Oct 2008	Review of navigation aids	Australia	Lord Howe Island
Harbour Master/Pilot	18 - 25 Oct 2008	Review of navigation aids	Australia	Lord Howe Island
Marine Investigator	18 - 27 Oct 2008	Undertake Training	USA	Washington DC
Hydrographic Surveyor	18 - 30 Oct 2008	Review of navigation aids	Australia	Lord Howe Island
Hydrographic Surveyor	18 - 30 Oct 2008	Review of navigation aids	Australia	Lord Howe Island
Naval Architect	23 - 27 Nov 2008	Vessel Survey	Taiwan	Kaoh Shuing
Vessel Surveyor	15 - 16 Jan 2009	Vessel Survey	New Zealand	Auckland
Vessel Surveyor	23 - 28 Feb 2009	Vessel Survey	Australia	Lord Howe Island
Naval Architect	9 - 15 Mar 2009	Vessel Survey	USA	Los Angeles
Vessel Surveyor	11 - 13 Mar 2009	Vessel Survey	New Zealand	Auckland

7. Significant Committees

External:

- **Australian Maritime Group** – *Steve Dunn, Tony Middleton*
- **Australia and New Zealand Safe Boating Education Group** – *Ed Kwanten, Neil Patchett*
- **Bays Precinct and Barrangaroo Taskforce** – *Patrick Low*
- **CEO Counter Terrorism Coordination Group** – *Steve Dunn*
- **Commercial Vessels Advisory Group** – *Howard Glenn (Chair), Shankar Ramanathan, Jean-Marie Sauzier, Steve Brown, Chris Bolton,*
- **Government Licensing System Steering Committee** – *Steve Dunn*
- **Maritime Consultative Committee** – *Brian Stanwell (Chair), Sue Ohanian, Ellery Hickson, Natasha Ianni, Victoria Cook, Leslie Brix-Nielsen, Peter Woolfenden, Fiona Thompson, Nelly Felczynski, Richard Barnes (Australian Maritime Officer's Union), Christopher Friend (Australian Services Union), Paul McAleer (Maritime Union of Australia)*
- **Marine Rescue NSW Facilitation Group** – *Brett Moore, Lisa White*
- **Metro CEO Meeting** – *Steve Dunn*
- **National Marine Safety Committee** – *Steve Dunn, Tony Middleton*
- **Maritime Ministerial Advisory Committee** – *Steve Dunn*
- **National Plan of Management Committee** – *Tony Middleton*
- **NSW National Plan Executive Committee** – *Steve Dunn, Tony Middleton*
- **NSW Water Safety Advisory Council** – *Brett Moore/EdKwanten*

- **Port Botany Logistics Taskforce** – Tony Middleton, Geraldine Andrews
- **Recreational Vessels Advisory Group** – Brett Moore (Chair), Ed Kwanten, Laura Armstrong (Secretary)
- **Sharing Sydney Harbour Access Program Grants Committee** – Bruce Green
- **State Emergency Management Committee** – Shayne Wilde
- **Transport Chief Executive Officer’s Cluster Group** – Steve Dunn
- **Transport Chief Executive Officer’s Security Committee** – Steve Dunn
- **Transport Regulators Executive Committee** – Steve Dunn, Tony Middleton
- **Transport Services Functional Area Committee** – Brett Moore

Internal:

- **Audit & Risk Committee** – Brian Stanwell (Chair), Patrick Low, Bruce Green, Steve Dunn, Brett Moore, Tony Middleton, Howard Glenn, Melinda McCabe, Sue Ohanian, Tony Dever
- **Better Boating Program – Sydney Harbour Boat Ramps** – Howard Glenn (Chair), Lisa Anderson (Secretary), Terry Young, Neil Mudge
- **Commercial Vessels Incident Review Committee** – Howard Glenn, Warren Wilson, Shankar Ramanathan, Trevor Williams, Craig Purdon
- **Equity and Diversity Committee** – Brian Stanwell (Chair), Sue Ohanian, Nelly Felczynski, Judith Webster, Neil Patchett, Marilyn Hart, Michelle Egan
- **Executive Management Committee** – Steve Dunn (Chair), Brett Moore, Tony Middleton, Brian Stanwell, Patrick Low, Bruce Green, Howard Glenn, Neil Patchett, Jill Saffron (Secretary)
- **IT Steering Committee** – Brian Stanwell (Chair), Steve Potter (Secretary), Melinda McCabe, Rob Lea, Kumar Sundaram, Ann Waddington, Neil Patchett
- **MIP Assessment Committee** – Howard Glenn (Chair), Lisa Anderson (Secretary) Brett Moore, Terry Young, Peter Maunder
- **Project Managers’ Group** – Steve Dunn (Chair), Bruce Green, Brett Moore, Howard Glenn, Neil Mudge, Melinda McCabe, Patrick McCallum, David Hunter, John Sturday, Ken Bywater, Anthony Dever, Michael Freeland, Peter Maunder, Theo Poulos, Sammy Rehim, Tim Woolnough and Emily Frost

Committees Established

Marine Rescue NSW Facilitation Group – established to assist in the preparatory work to establish the new statewide volunteer based Marine Rescue NSW.

Better Boating Program-Sydney Harbour Boatramps Committee – established to assess and recommend projects for funding under the Better Boating Program.

Project Managers’ Group - is a group of senior officers. The dual role of the group is to:

- Advise the Executive on the selection, management and review of NSW Maritime’s capital projects and maintenance projects
- Review, implement and continually improve NSW Maritime’s project management methodologies.

Committee Abolished

State Human Influenza Pandemic Taskforce
 Asia-Pacific Economic Cooperation Taskforce
 CEO Network Committee

8. Maritime Ministerial Advisory Council

During the year the Council met five times to provide advice, expertise and a strategic perspective on maritime issues to the Minister for Ports and Waterways.

The role of the council is to advise the Minister on strategic matters concerning the promotion of boating and other waterways based activities, waterways safety, environment, navigation, regulation, infrastructure, amenity issues and the development of the maritime industry in NSW.

The council provided advice on a wide range of issues, including: the Corporate Plan 2009-2012; policy development in relation to boatshare, boat storage, mooring and leasing policies, commercial water ski vessels, maritime infrastructure funding, marine rescue services and NSW Maritime communication strategies.

Members of the council were:

- Darren Vaux** (Chair)
- John Barbouttis**
- Marcus Blackmore** AM
- Michael Chapman**
- David Cribb** (until March 2009)
- Kay Cottee** AO
- Jeff d’Albora**
- Peter Fitzhenry**
- Bruce Schumacher**
- Graeme Veitch**
- Steve Dunn** (ex officio) NSW Maritime’s Chief Executive.

9. Grants to non-government community organisations

A total grant of \$1,350,000 was made to the Volunteer Marine Rescue Council of NSW for distribution during the year. Funding was allocated to volunteer rescue agencies who submitted they would spend the money on:

<i>Association</i>	<i>Grant</i>
Total funding made available:	\$1,350,000
Volunteer Rescue Association	\$340,328
Replacement rescue vessel, Tuross Head	\$105,000
SARcc capital funding, Port Macquarie	\$3,000
Base level capital funding for 12 units @ \$2,500 per unit: Tweed Coast, Brunswick Heads, Nambucca, Woolli, Woolgoolga, Camden Haven, Terrigal, Norah Head, Hawkesbury River, Shoalhaven, Tuross & Narooma	\$30,000
Operational support funds for 13 units @ \$4664.29 per unit.	\$65,300
Funding to support Competency Based Training	\$127,028
Net contingency fund addition	\$10,000
Australian Volunteer Coast Guard	\$380,416
Fitout new radio room, Kuring Gai	\$10,000
Re-engine rescue vessel, Port Hacking	\$55,000
New Category 1 rescue vessel, Lake Illawarra	\$10,125
Radio mast fitout, Port Kembla	\$25,000
Replace radio mast, Swansea	\$15,000
New emergency generator, Port Kembla	\$12,000
Upgrade VHF 81 repeater, Kuring Gai	\$6,000
Replace HF radio, Port Jackson	\$6,326
Upgrade navigation aids CG 021, Botany Bay	\$6,000
Upgrade radio antennae, Kuring Gai	\$1,500
Replace salvage pump, Kuring Gai	\$800
Food cooler CG 041, Port Hacking	\$1,100
Upgrade radar SARcc, Swansea	\$3,999
Replace roof, Port Stephens	\$8,262
New security door, Port Botany Radio Base	\$1,250
State Insurances	\$61,620
Funding to support Competency Based Training	\$161,190
Net contingency fund issue	-\$4,756
Royal Volunteer Coastal Patrol	\$629,256
Base upgrade, Bermagui	\$10,000
Replacement rescue vessel, Broken Bay	\$60,000
Communications equipment upgrade, Jervis Bay	\$5,000
Communications tower upgrade, Newcastle	\$20,000
Re-engine rescue vessel, Sydney	\$25,000
Communications equipment upgrade, Terry Hills	\$10,000
Operations upgrades, South	\$42,500
Operations upgrades, North	\$42,500

Administration Support	\$88,275
Senior Officer Support	\$70,000
Funding to support Competency Based Training	\$255,981

A total of 78 applications were received for Maritime Infrastructure Program, Sharing Sydney Harbour Access Program and Better Boating Program funding. Grants totalling approximately \$3.5 million were approved for 53 projects to government and non-government organisations (NGO). Grants to NGO included the following:

Applicant	Project Name	Estimated Cost	MIP/SSHAP Grant
Sailability Toronto	Sailability NSW Toronto Jetty and Pontoon	\$200,000	\$50,000
Royal Motor Yacht Club Toronto	Reconstruction of damaged RMYC Boatramp (late grant)	\$15,684	\$5,000
Lake Eucumbene Chamber of Commerce	Old Adaminaby Boat Ramp Upgrade	\$140,600	\$70,300
South Wagga Apex Club	Reconstruction of Apex Park boat ramp - Lake Albert	\$160,000	\$25,500
Balmain Sailing Club	Access Project Balmain Sailing Club	\$270,000	\$10,000

10. Guarantee of service

NSW Maritime sets internal customer service standards in relation to customer transactions, responses to client submission, and the quality of information and educational material provided. Through education, appropriate staffing and the review and re-engineering of business processes, NSW Maritime is continually reviewing areas of service for improvement.

11. Electronic Service Delivery

Continual improvements were made to the Maritime website to keep it up to date and relevant. This often required updates to be made multiple times each day. The NSW Maritime website attracted 4.088 million page views compared with 2.8 million for the previous year; average length of time on site was 6 min 9 sec; and the top five pages viewed were: Boating Handbook; Homepage; Boating Quiz; Contact Us; and Webcams. The Maritime website popularity peaked in January with 150,895 visits making it the 20th ranked State Government website out of 570 agency sites, placed between Sydney Opera House and Sydney Water.

NSW Maritime continued to offer a range of other online services such as:

- Renewals for business transactions for boat driver licences, boat registration and mooring fees
- Boating Safety Course which is a requirement for obtaining a licence to drive a powerboat
- A Trial Quiz which is consistently one of the most popular pages on the Maritime website
- Quarterly stakeholder newsletter Maritimes.... More than 10,000 subscribers.

NSW Maritime also established during the year the following:

- Communications through social networking such as Youtube, Facebook and Twitter
- A media image library via Flickr
- Live webcam vision at 15 coastal sites in NSW primarily to show bar crossing conditions.

The authority was also finalising work to deliver a new service to provide a Maritime Alert on adverse boating conditions. It was expected this service would be in place early in 2009-2010.

12. Privacy and Personal Information Protection Act 1988

In accordance with the requirements of the *Privacy and Personal Information Protection Act 1988* (the Privacy Act), NSW Maritime prepared and implemented a Privacy Management Plan.

Maritime views its responsibilities under the Privacy Act seriously and makes every effort to clearly disclose the following to its customers:

- The uses that will be made of any personal information they provide by way of details on Application Forms and Proof of Identity documents
- The Use of Personal Information as provided for under the Privacy Act.

13. Number of employees by category and comparison to the previous three years

	June 2006	June 2007	June 2008	June 2009
SES	7	8	6	7
Senior Officer	1	1	3	3
Recreational Boating & Regional Services	145.63	147.56	171.20	176.64
Corporate Services	42.80	48	44.22	45
Policy & Business Improvement	16.00	N/A	N/A	N/A
Commercial Vessels	35.49	44	29.20	37.45
Maritime Property	49.75	45.75	36.65	28.6
Ports & Shipping (formerly Shipping, Security & Environment)	27.73	30.64	18.25	21.03
Ministerial & Executive Unit/Office of the Chief Executive/ Minister's Office	14	11.6	N/A	N/A
Policy & Strategy*	N/A	1	26	36.2
	323.40	330	334.53	354.92

* As a result of an organisational restructure late 2007, the Ministerial Unit/Office of the Chief Executive, the Legal Branch and the Corporate Planner became part of the Policy & Strategy Division. In early 2009, the Property Planning Branch also became part of the Policy and Strategy Division.

14. Senior Executive Service

Chief and Senior Executive Service Positions at each level	June 2007	June 2008	June 2009
8	0	0	0
7	0	0	0
6	1	1	1
5	0	0	0
4	0	0	1
3	4	4	3
2	3	4	2*
1	0	0	0

*2 Positions deleted in accordance with SES reduction requirements

Number of SES positions filled by women:	June 2007	June 2008	June 2009
	0	0	0

15. Chief Executive's Performance Statements

Name: Steve Dunn

Position: Chief Executive

Position Level: SES Level 6

Period in the Position: 1 July to 15 July 2008 (Acting Chief Executive), 15 July 2008 to 30 June 2009 (Chief Executive)

Remuneration Package (including allowances): \$366,233.50 pa

Mr Dunn was appointed Acting Chief Executive of NSW Maritime from 29 March 2008 upon Mr Chris Oxenbould's retirement. Mr Dunn was appointed Chief Executive on 15 July 2008. Mr Dunn has overseen the implementation of the *Marine Safety Amendment Act 2008*.

16. Credit Card Certification

As required by Treasurer's Direction 205.01, the Chief Executive of NSW Maritime certifies that credit card usage has been in accordance with the appropriate government policy, Premier's Memoranda and Treasurer's Directions.

17. Community Affairs - Ethnic Affairs Priorities Statement

INITIATIVES FOR 2009–2010

Action	Responsible Officer	Implementation Date	Performance Indicator
Complete the develop of new agency-wide EAPS strategy and integrate it with other planning documents	Corporate Planner	December 2009	New strategy developed and integrated
Publish the new EAPS strategy on the website	Corporate Planner	December 2009	Strategy available on-line
Undertake a Mystery Shopper Customer Service program with a cultural competency component	Manager Human Resources	June 2010	Program delivered and outcomes analysed

18. Equal Employment Opportunity (EEO) Statistics

EEO Group	Benchmark or Target	% of Total Staff			
		2006	2007	2008	2009
Women	50%	43%	44%	43%	44%
Aboriginal people and Torres Strait Islanders	2%	0.7%	0.7%	0.6%	0.3%
People whose first language was not English	20%	11%	11%	12%	14%
People with a disability	12%	8%	7%	7%	6%
People with a disability requiring work-related adjustment	7%	4.0%	3.3%	3.3%	2.6%

B. Trends in the Distribution of EEO Groups

EEO Group	Benchmark or Target	Distribution Index			
		2006	2007	2008	2009
Women	100	80	81	82	79
Aboriginal people and Torres Strait Islanders	100	n/a	n/a	n/a	n/a
People whose first language was not English	100	105	104	102	101
People with a disability	100	98	97	97	98
People with a disability requiring work-related adjustment	100	n/a	n/a	n/a	n/a

Notes:

1. Staff numbers are as at 30 June.
2. Excludes casual staff
3. A Distribution Index of 100 indicates that the centre of the distribution of the EEO group across salary levels is equivalent to that of other staff. Values less than 100 mean that the EEO group tends to be more concentrated at lower salary levels than is the case for other staff. The more pronounced this tendency is, the lower the index will be. In some cases the index may be more than 100, indicating that the EEO group is less concentrated at lower salary levels. The Distribution Index is automatically calculated by the software provided by the Department of Premier and Cabinet.
4. The Distribution Index is not calculated where EEO group or non-EEO group numbers are less than 20.

19. Land Register

All NSW Maritime properties listed in the Lands Department Government Property Register were checked for currency and updated as necessary.

20. Property Disposal

NSW Maritime is required to report on the disposal of properties exceeding \$5 million, excluding those offered by public auction or tender, plus the reason for the disposal and purpose to which the proceeds are to be used. Maritime did not during the year dispose of any properties matching this requirement. Access documents to any disposals can be obtained under the *Freedom of Information Act 1998*.

Maritime received approximately 43 requests from adjoining residential owners to acquire their private reclamations which are presently held under lease. A procedure is presently being finalised in the event Maritime decides disposal of any private reclamation in the future. In accordance with government guidelines, Maritime is required to obtain market value in the disposal of its assets.

21. Capital Works Program

Minor Works

Expenditure on minor works totalled just under \$7 million. The main items of expenditure were:

- New signage that conforms to international standards as part of ongoing replacement program
- Upgrade/new installation of 210 lights to LED technology, 242 buoys and 35 piles
- Replacement of nine patrol vessels and five personal watercraft
- Refurbishment of 12 patrol vessels
- Purchase of 41 outboard engines
- Upgrade of network hardware and desktop computers
- Technical upgrade of SAP to version ECC6.0
- Improvement of mooring facilities at Tweed Heads and installation/upgrade of courtesy/emergency moorings in Neverfail Bay and Sydney Harbour
- Refurbishment of regional operational centres at Dubbo, Narooma, Queanbeyan and new office relocation to South Nowra
- Motor vehicle replacements.

Major works

Total capital works expenditure (excluding minor works) for the year totalled \$6.2 million, compared to a budget of \$12.3 million. The budget variance related to delays in the commuter wharf upgrade program and the review of the Ballast Point pumpout facility project. Additional projects for the year included the building and fitout of the Port Kembla Service Centre and the purchase of the Batemans Bay Regional Operations centre.

		Allocation 2008-09 \$M	Estimated Total cost \$M	Actuals (YTD) 2008-09 \$M	Completion Date
WORK-IN-PROGRESS					
Commuter Wharf Upgrade	Upgrade of Sydney Harbour Commuter wharves	4.200	30.794	1.585	2022
Charter Vessel Wharf Upgrade	Upgrade of Sydney Harbour Charter Vessel wharves	0.320	8.741	0.444	2022
Rozelle Bay Precinct Development	Includes commercial boat ramp	1.067	2.253	0.354	2010
Eden Port Development	Cargo storage area - paving, dredging	1.175	2.953	0.407	2010
Property Management	Upgrade of NSW Maritime's property management system	0.540	1.041	0.931	2010
Passive Boating Facilities	Boat ramp, pontoon, vessel storage and parking	0.272	0.272	0.025	2010

Circular Quay West' promenade'	Circular Quay West promenade works	0.500	0.500	0.343	2010
Port Kembla Operations Centre	Build and fitout of Regional Operations Centre - the facility is shared with Port Kembla Port Corporation	-	2.380	1.832	2010

22. Energy Management and Maritime Trade Tower

NSW Maritime is committed to achieving savings in energy usage and sustained Energy Management principles. The authority has one large site, Rozelle Bay, that purchases electricity on the contestable market. This site purchases six per cent of its electricity from renewable sources. The purchase of electricity on the contestable market has lowered costs and achieved a reduction of greenhouse gas emissions by purchasing a percentage of green power.

The authority continued to maintain solar powered navigational aids with over 1000 solar powered lights and beacons statewide.

In 2008-2009, energy consumption at the Rozelle Bay office and workshops decreased by 1.8 per cent compared to the previous year.

The Maritime Trade Towers currently purchases 12 per cent of its power from renewable sources, an increase of four per cent from 2007-2008. The Maritime Trade Towers continued to maintain its four star Australian Building Greenhouse rating. The installation of smart metering reporting of both energy and water consumption has allowed the building management to closely monitor usage. During 2009, waterless urinals and flow restrictors were installed to further reduce water consumption.

23. Heritage Assets

NSW Maritime continued to update its Heritage and Conservation Register which consists of approximately 85 items owned or maintained by NSW Maritime. The fixed heritage items include Sydney Harbour commuter wharves; former commercial trading wharves at Woolloomooloo; Walsh Bay and Balls Head; seawalls and railings at Circular Quay; harbour obelisks such as Searles Monument, the former navigation beacons at East and West Parsley Bay and Bradleys Head stone pillar; and various shipwrecks that lie on the bed of Sydney Harbour. Movable heritage items include the figurehead of the former pilot boats *Captain Cook 2* and *Captain Cook 3*, as well as the Sydney Harbour Trust and Maritime Services Board honour boards collection, bound journals and reports.

Work during the year concentrated on updating the commuter wharf entries which include Manly, Circular Quay and many suburban wharves, in accordance with the State Heritage Inventory Database. In some instances, portions of the original structure remain, however, in other instances where the original structure has been replaced, it is the historical or social significance of the original wharf that provides the heritage listing.

The updated Heritage and Conservation Register is due for completion by the end of 2009.

24. Waste Reduction and Purchasing Plan/Recycling

All NSW Maritime offices recycle waste paper, cardboard, toner cartridges and comingles when a recycling system is available.

The waste management system at Rozelle Bay was revised to improve services to the Superyacht facility. The cardboard recycling capacity of the site was doubled and comingle capacity tripled. Rozelle Bay continued to provide a high percentage of the authority's office paper and cardboard waste sent for recycling. During the year, 9.2 tonnes of white paper, 7.1 tonnes of mixed paper and cardboard were collected from Rozelle Bay along with 2.1 tonnes of comingles.

The Maritime Trade Towers continued an active waste reduction and recycling program, and recycling of 66 per cent was achieved. Tenants continue to recycle by effectively using the three types of recycling bins with their tenancies:

- Glass bottles, aluminium cans, PET & milk cartons, plastic lunch containers & paper cups, etc
- Paper & cardboard
- Putrifiable waste to land fill.

25. Pesticide Use Notification Plan

NSW Maritime has a Pesticide Use Notification Plan. Pesticides used are primarily to control vegetation on road verges, boundary fences, lawns, garden beds, paved areas, rodents such as rats and mice along waterfront areas and termite infestation in timber wharves and jetties.

Appropriate signage is displayed warning the public of pesticide use and to date no complaints have been received.

26. Contracting and market testing policy

The engagement of external contractors and consultants requires:

- 1 written proposal for assignments costing less than \$30,000
- 3 written proposals for assignments greater than \$30,000 and less than \$150,000
- An open tender process for assignments costing greater than \$150,000.

In addition, for purposes of supplementary labour hire, NSW Maritime observes the new State Government Contingent Workforce C100 Contract. This contract has nine categories of temporary staff to which 18 primary recruitment agencies have been awarded. Recruitment agencies can only provide temporary staff for the categories to which they have been awarded.

Temporary Fixed Term, Contracts are also used where specific situations arise, not covered by C100, or where the placement is long enough for there to be a cost saving over C100.

27. Account Payment Performance

Schedule of Accounts Payable

	Sep-08	%	Dec-08	%	Mar-09	%	Jun-09	%	Total	%
Current within due date (no.)	4,408	87	5,625	87	3,780	79	3,737	80	17,550	84
<30 days overdue	467	9	499	8	683	14	726	16	2,375	11
31-60 days overdue	124	2	148	2	143	3	108	2	523	2
61-90 days overdue	40	1	75	1	56	1	52	1	223	1
>90 days overdue	53	1	88	1	96	2	38	1	275	1
Total payable	5,092		6,435		4,758		4,661		20,946	

Accounts paid per quarter

	Sep-08	%	Dec-08	%	Mar-09	%	Jun-09	%	Total	%
% of accounts paid on time		87		87		79		80		84
Total amount of accounts paid on time (\$)	56,411,772		39,734,350		51,487,793		50,565,833		198,199,749	
Total amount of accounts paid (\$)	59,675,606		44,729,841		55,701,984		59,218,414		219,325,845	
% of amounts paid on time		95		89		92		85		90

28. Investment Performance

NSW Maritime placed funds in three NSW Treasury Corporation Hour-Glass investment facilities – Cash Facility, Medium Term Growth Facility and Long Term Growth Facility.

NSW Maritime retains funds for the following purposes:

- Payment of operating distributions to NSW Treasury (1 August and 1 December each year)
- Progress payments on major projects
- Cash backing for employee entitlements (annual leave, long service leave)
- Bonds against completion of certain stages of major projects (King Street Wharf)
- Sundry security deposits from developers, lessees and clients
- Progress payments for the Better Boating Program
- Cash backing for the pre-30 June 1995 workers' compensation and dust and diseases provisions
- Boating fees received in advance (second and third year of three year licences)
- Remediation of Homebush Bay.

Returns from the individual Hour-Glass investment facilities were:

	2008 %	2009 %
Cash facility	6.8	5.4
Medium term growth facility	(0.6)	0.7
Long term growth facility	(10.3)	(10.3)

29. Debt Management Performance

NSW Maritime's major external debt is for the sub-lease of the Maritime Trade Towers, 207 Kent Street, Sydney, which is being repaid over 25 years. The 2008-2009 principal payment of \$1.9 million was repaid in March 2009 and the outstanding balance is \$6.6 million.

30. Budgets

	2008/09 Budget	2008/09 Actual	2009/10 Budget
Income Statement			
Revenue			
Rendering of services:			
Port management	1,212	1,209	1,199
Channel fees	7,706	7,872	7,933
Drivers licences	16,832	17,301	16,514
Boat registrations	18,039	19,174	18,865
Moorings	6,949	7,312	7,388
Commercial vessel charges	3,452	2,789	3,346
Rental income:			
Rentals (*)	52,304	40,045	56,294
Investment income:			
Interest on investments	5,147	3,384	2,865
Other income:			
Other	9,813	6,419	4,392
Grants and contributions	340	212	7,000
Total revenue	121,794	105,717	125,796

Expenses

Employee related expenses	36,437	36,759	37,931
Contract service expenses	16,635	22,011	23,240
Fuel, protective clothing and other materials	1,377	1,102	1,450
Utilities and communications	2,904	3,078	3,112
Administration	9,955	9,009	7,842
Depreciation and amortisation	9,695	9,773	9,265
Revaluation decrement on investment assets	-	3,942	-
Grants and subsidies	2,025	2,283	2,109
Maritime Infrastructure and Better Boating Program	3,000	2,758	5,000
Finance expenses (*)	19,783	7,855	21,476
Audit fees - audit of financial report	162	170	170
Loss on disposal of assets and assets written off	62	966	262
Total expenses	102,035	99,706	111,857
Surplus for the year	19,759	6,011	13,939

Line items with (*) indicate a change in accounting treatment.

31. Ministerials

Ministerial communication is created through correspondence sent directly to the Minister for Ports and Waterways or through another Member of Parliament. There were 1518 items of Ministerial correspondence for the year which included 98 items relating to major port matters.

32. Media Actions

The Communications branch handled more than 800 media actions which included responses on issues and delivering information through the media to promote a culture of safe boating in NSW.

33. Research & Development

Seawall Habitat Project

The Seawall Habitat project concluded in 2008-2009. This three-year project was undertaken in conjunction with the University of Sydney's Centre for Research on Ecological Impacts of Coastal Cities. NSW Maritime was a project partner. The key outcomes included:

- Development of guidelines titled *Environmentally Friendly Seawalls*
- Field day to key demonstration sites.

34. Glossary and Acronyms

Bar ('bar ', 'river bar ' and 'coastal bar ') - a ridge or lip of sand, gravel or rock that extends across the mouth of a river or bay and forms an obstacle in terms of reduced water depth and/ or breaking waves that impede safe navigation.

Commercial vessel - any vessel used in connection with any business or commercial activity, principally for carrying passengers or cargo for hire or reward, or providing service to vessels for reward.

Hire and Drive - a business involving the temporary hiring out of a vessel through a hiring agreement or transaction which involves the use of a vessel by the public on specific terms.

Irregular riding - driving a PWC in a circle or pattern, weaving or diverting, or purposefully surfing down or jumping over or across any swell wave or wash, but does not include any necessary turns and diversions.

Marine Ministerial Holding Corporation (MMHC) - entity established under the then *Ports Corporatisation and Waterways Management Act* as the legal owner of the assets and liabilities of the former Maritime Services Board of NSW that had not been transferred to either of the Newcastle, Port Kembla or Sydney Ports Corporations or the Waterways Authority, for example the harbour beds of those ports. During 1999-2000 all MMHC assets and liabilities were transferred to the Waterways Authority and on 29 June 2000 the MMHC was dissolved.

Navigable waters - all waters that are from time to time capable of navigation and are open or used by the public for navigation, whether upon payment of a fee or otherwise.

Personal watercraft (PWC) - a power-driven vessel that has a fully enclosed hull, does not retain water taken on if it capsizes and is designed to be operated by a person standing, sitting astride or kneeling but not seated within the vessel.

Recreational vessel - a vessel which is not used for, or in connection with, a commercial purpose.

Safety compliance - the level of safe navigation compliance achieved by the recreational and commercial boating public. The compliance rate is calculated as:

number of vessels not issued with infringements and formal warnings divided by number of vessels checked. One vessel check could result in multiple infringements or formal warnings issued.

Wetland - all land and seabed located below a defined level called the Mean High Water Mark which is 1.48 metres above zero on the Fort Denison Tide Gauge.

Acronyms

BBP	Better Boating Program
BSO	Boating Safety Officer
CPI	Consumer Price Index
CSO	Customer Service Officer
GIS	Geographic Information System
GPS	Global Positioning System
IGLS	Integrated Graphical Licensing System
MIP	Maritime Infrastructure Program
MMAC	Maritime Ministerial Advisory Committee
MRB	Marine Radio Base
MSB	Maritime Services Board of NSW
NMSC	National Marine Safety Committee
PWC	Personal watercraft
RIB	Rigid Inflatable Boat
SARcc	Search and Rescue coordination centre
SEDA	Sustainable Energy Development Authority
SMOC	State Marine Operations Centre
SREP	State Regional Environmental Plan
WALROS	Waterways Authority Licensing and Registration Online System

35. Annual Report Availability and Costs

The Annual Report is available online at www.maritime.nsw.gov.au. The cost of design and delivery was \$22,000.

Acknowledgements

Annual Report Team

Nicola Wass, Sandy Allan, Neil Patchett, Vanessa Dudley and Matt Jones.

Design

Designate

Photography (Unless otherwise indicated)

Keith Friendship

Vanessa Dudley

Lindsay Phair

NSW Maritime

Contact Information

OFFICE	ADDRESS	PHONE/FAX	OPENING TIMES
SYDNEY REGION			
Rozelle Bay	Rozelle Bay James Craig Road Rozelle Bay NSW 2039 Locked Bay 5100 Camperdown NSW 1450	Ph: (02) 9563 8511 Fx: (02) 9563 8522	Monday – Friday 8.30am – 4.30pm
Sydney	Level 6, 207 Kent Street Sydney NSW 2000 Locked Bag 5100 Camperdown NSW 1450	Ph: (02) 9241 6307 Fx: (02) 9241 3663	Monday – Friday 8.30am – 4.30pm
HAWKESBURY/BROKEN BAY REGION			
Hornsby	4 Bridge Road Hornsby NSW 2077 PO Box 797 Hornsby NSW 1630	Ph: (02) 9477 6600 Fx: (02) 9477 3418	Monday – Friday 8.30am – 4.30pm
NORTH COAST REGION			
Coffs Harbour	2/16 Isles Drive Coffs Harbour NSW 2450 PO Box 4259 Coffs Harbour NSW 2450	Ph: (02) 6691 9555 Fx: (02) 6691 9599	Monday – Friday 8.30am – 4.30pm
HUNTER/INLAND REGION			
Newcastle	8 Cowper Street South Carrington NSW 2294 PO Box 653 Newcastle NSW 2300	Ph: (02) 4962 8500 Fx: (02) 4962 8528 - service centre Fx: (02) 4962 8588 - regional office	Monday – Friday 8.30am – 4.30pm
SOUTH COAST REGION			
Port Kembla	91 Foreshore Road Port Kembla NSW 2505 PO Box 1441 Wollongong NSW 2500	Ph: (02) 4274 7914 Fx: (02) 4274 8017	Monday – Friday 8.30am – 4.30pm
MURRAY/INLAND REGION			
Albury	440 Swift Street Albury NSW 2640	Ph: (02) 6021 7188 Fx: (02) 6041 2668	Monday – Friday 8.30am – 4.30pm
REGIONAL PORTS			
Port of Eden	Main Jetty, Snug Cove Eden NSW 2551 PO Box 229 Eden NSW 2551	Ph: (02) 6496 1719 Fx: (02) 6496 3024	Monday – Friday 8:30am – 4:30pm
Port of Yamba	Pilot Street Yamba NSW 2464 PO Box 143 Yamba NSW 2464	Ph: (02) 6646 2002 Fx: (02) 6646 1596	Monday – Friday 8.00am – 4.00pm

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Design

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