

The PFA represents its members' interests. If you need our help on any issue, please do not hesitate in contacting the PFA head office (6652 7374) &/or the Executive Officer (0429303371)

AMSA \$100M SUBSIDY OFFER

For the last couple of days, I've been in Sydney at an Australian Maritime Safety Authority (AMSA) meeting to discuss the proposed fee structure, costs of services and service delivery. You may recall that last year AMSA put forward a discussion paper of a proposed levy based that the PFA and other industry representative bodies rejected completely.

AMSA announced its new transition package which includes a \$102.4 million package to support industry to transition to new national arrangements for domestic commercial vessel safety. In response to feedback from the industry bodies such as the PFA, AMSA are providing additional funding support to ensure national reform can be realised. The transition package:

- increases the level of government funding over the next 10 years from \$10 million to over \$100 million, to support industry and ease the transition to new arrangements; and
- supports a gradual increase in levy charges until industry funds around 80 per cent of the system, with the balance funded by governments.

In the first year (2018-19) there will be no levy charged, with a gradual decline in subsidy to year 10, where there will be a 25% subsidy (i.e. industry will pay 75% of full costs). After this, it appears there will be 100% cost recovery, although the Minister's media release suggests that the Govt. may pick up 20% of the AMSA bill as public good! However, this is yet to be confirmed.

The Cost Recovery Levy model has been developed on three principles, based on vessel length, area of operation, and vessel exposure to public (i.e. passenger carrying). The model is based on a base levy for different vessel classes and sizes, and a per meter additional charge.

It is important to note that the final cost recovery model has not been formally agreed.

We discussed how to influence the future roll out of the subsidy, the costs of the services to reduce the cost burden and create benefits for our industry. We also discussed reduction on the frequency of vessel surveys with further reduction of survey frequency based on the vessels individual safety performances. The consultation between PFA and other state industry bodies will continue as we discuss our key preferences and requirements in the cost of the delivery of the new maritime safety national regulations.

PFA AGM

We are pleased to announce that at the PFA AGM today, the following office bearers were elected:

- President – Diego (Richie) Bagnato
- Vice-president – Glenn Dawson
- Secretary – Troy Billin
- Treasurer – Ross Fidden

Our thanks to the attendees and presenters who attended the meeting!

INDEPENDENT ALLOCATION PROCESS

Independent Allocation Panel Consultation Process

Bookings for:

- Sydney: 14th – 15th December 2017
- Wollongong: 18th – 20th December 2017

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The panel will be available for consultations in **Sydney, Wollongong, Newcastle, Coffs Harbour, Port Macquarie, Eden and Ballina throughout January and February 2018**. IAP will notify in mid-December to advise you of these booking dates and regions.

To book for the Sydney and Wollongong dates in December 2017 go to <https://meetme.so/IAPBooking> and follow the steps. Alternatively, you may call Grant Thornton on 02 9286 5800 to book a time and location.

COMMERCIAL FISHERIES NSW ADVISORY COUNCIL CORRESPONDENCE TEMPLATE

If you have any submission that you wish the CommFish to consider, the DPI has created an on-line template to fill in: <https://www.dpi.nsw.gov.au/fishing/consultation/ccfnswac/correspondence>

PFA RESPONSE TO MARINE ESTATE DRAFT

The PFA response to the Marine Estate Management's Authorities (MEMA) draft Management Initiatives was submitted today. If you would like a copy of our submission, please contact us. The PFA supports the determination to adopt an efficient and evidence-based approach to management decisions in the NSW marine estate. We support the determination to adopt an efficient and evidence-based approach to management decisions in the NSW marine estate. However, the PFA still has concerns regarding the subjective interpretation of the data and its application to the commercial fishing industry. The PFA requires the removal of such references to "spatial management tools" within the document, with the intention to investigate a range of options as appropriate to effectively address the underlying issue. In addition, we have sought that an Implementation Plan for each Management Initiatives be developed, in consultation with the PFA, to provide more detail and examine the most effective and efficient delivery models.

EXPIRED FLARE DISPOSAL

Roads and Maritime has launched a program to help boaters dispose of expired flares, with mobile collections set up along the NSW coastline.

Examples of hand-held flares and parachute-rockets (marine pyrotechnics) commonly returned for disposal at nominated Expired Flares collection sites. It is an offence to set off flares except in an emergency. Flares signal that you are in trouble and provide an exact location for searching aircraft or vessels. Only ignite them when rescuers are in view and can spot your flare.



Most flares have a use-by date of three years and they must be replaced before the expiry date. Penalties apply. More information about flares. For locations of collection points, times and dates in your local area follow the link <http://www.rms.nsw.gov.au/maritime/safety-rules/safety-equipment/flare-disposal.html>

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SYDNEY EXCLUSION ZONES FOR CABLES

ACMA have confirmed that the cable is within the existing exclusion zone off of Sydney. They have acknowledged that it is close to the Southern boundary of the zone because there are separation requirements between cables, in this case the one being laid and the next most Northern-one. This is so that there's enough room to get a ship in over the top for future maintenance, etc. without risking damage to an adjacent cable.

ADDITIONAL ADVICE - FROM THE DPI

NSW COMMERCIAL FISHERIES

FishOnline helpline - 1300 720 662

For assistance using FisherDirect or the FisherMobile app. User guides and video demonstrations are also available on the DPI website.

FisherDirect - <https://www.dpi.nsw.gov.au/commfish/fisherdirect>

FisherMobile - <https://www.dpi.nsw.gov.au/commfish/fishermobile>

Business Adjustment Program hotline - 1300 726 488

If you have any questions about the share classes you operate in or the program please call the Business Adjustment Program hotline.

Estuary General fishery – how are 'days' now managed?

As recommended by the SARC, the effort unit for category one and two hauling, and meshing is a 24 hour period or a whole 'day'.

The effort quota of days is allocated to one decimal place. A fisher's quota deducts by one whole day each time a catch report is made.

For example, if a fisher has a quota balance of 0.6 days remaining, they have the option of transferring in quota to make up any number of whole days that they can then use.

New business determinations

New business determination certificates and business cards were posted to shareholders this week. Until they arrive, shareholders can check their endorsements and quota in FisherDirect or the FisherMobile app. Fisheries Officers will also be able to check this information. Please remember to advise your nominated fisher of any changes to your business and pass on the new business card when you receive it.

What's next

The NSW Government is now moving forward focusing on modernising compliance, investing in programs that build community confidence, assisting the establishment of a peak industry body and looking at innovative technology that will help to reduce the costs for fishers and the impact of their operations on the environment.

More information will be shared with fishers early next year.

The content of this update is provided for information purposes only. The information on these updates are provided on the basis that all persons accessing the information undertake their own responsibility for assessing the relevance and accuracy of it.