

# COMMERCIAL BULLETIN

## Welcome to Issue 4 of MAST's Commercial Bulletin.

### MAST IS WAIVING DCV FEE

Many Domestic Commercial Vessel (DCV) owners have been significantly affected by the economic impacts of COVID-19, greatly reducing their ability to operate and earn an income during these complex times. For this reason, MAST will be waiving the requirement for DCV owners to pay the Annual Infrastructure Administration fee this financial year. You will note the attached renewal form for your vessel identifies that the amount owing is zero.

Although the fee has been waived, the requirement for DCVs that are present in Tasmanian Waters to display a current Annual Infrastructure Administration Label will remain. Additionally, MAST needs to ensure that the registration details it holds for each vessel are current. To obtain the label you will need to provide MAST with confirmation that the vessel's details are correct.

MAST also requests that the AMSA UVI is updated. You then need to send the declaration directly to MAST by mail, email or phone, or drop it into Service Tasmania.

Once MAST has received the declaration that your vessel details are correct, the Annual Infrastructure Administration Label for your vessel will be printed and posted out for display.

This declaration process will need to be completed prior to 30 July 2020, as would normally be required for payment of the fee. If the declaration is not received within this time frame, then fees may apply.

To summarise, for your vessel to continue operating in Tasmanian waters, the following steps need to be undertaken:

- Review the details on the attached renewal form to ensure they are current and correct;
- Complete the declaration on the back of the form and provide this to MAST before 30 July 2020 so that your Administration Label can be printed and sent out;
- On receipt of your 2020/2021 Administration Label, attach it in a prominent location on your vessel, so that it can easily be seen by the Marine Police or MAST when compliance checks are being undertaken.



## COVID-19 RESTRICTIONS

COVID-19 has resulted in border restrictions being in place for all persons arriving in Tasmania. This includes the movement of passengers and crew on Domestic Commercial Vessels operating between Tasmania and the mainland.

These border restrictions also affect the movement of crew that may be crossing state borders to join or depart a DCV, with the ability to apply for an exemption from quarantine requirements being available for some maritime crew.

However, COVID-19 restrictions are changing, so it is important that DCV operators who have vessels or crew that are crossing state borders keep up to date with the current requirements. These can be found on the State Government's COVID-19 website - <https://coronavirus.tas.gov.au/travellers-and-visitors/coming-to-tasmania>

It is also important to note that as COVID-19 restrictions start to lift, the Tasmanian Government has put in place a COVID-19 Safe Workplaces Framework. This is designed to support workplaces as they re-open or expand their business activities during the pandemic, while ensuring the health and safety of all Tasmanians.

The Framework encompasses safe workplace guidelines and minimum standards. To comply with the new minimum standards, you must complete a safety plan and/or checklist. The Safe Workplace Guidelines are designed to help with this process.

Information on these requirements can be found on Worksafe Tasmania's website - <https://worksafe.tas.gov.au/topics/Health-and-Safety/safety-alerts/coronavirus>

Additional information around the responsibility of vessel operators and crew to manage the risks posed by COVID-19 can be found on AMSA COVID-19 webpage - <https://www.amsa.gov.au/news-community/campaigns/how-operate-your-dcv-safely>

Safe Work Australia webpage - <https://www.safeworkaustralia.gov.au/covid-19-information-workplaces/industry-information/marine-and-airline>

## FACILITY MAINTENANCE

It is important that MAST facilities are maintained to a high level to ensure that vessels can safely berth and operators can load and unload and undertake maintenance. It is also important that facilities remain safe for operators and the general public.

To ensure this occurs, MAST staff undertake three-monthly audits and any smaller maintenance and public safety items are immediately addressed. Additionally, every three years engineers and divers undertake thorough structural audits that identify more major maintenance and upgrades and also help to determine the residual life and ultimate replacement of facilities.

As operators will appreciate, MAST cannot be at all facilities all the time and issues can arise during the regular three month audit period. Consequently, we invite DCV operators to contact MAST if they notice any issues. Typical items include damage to fendering from vessel impact or rot, trip hazards which are more likely on timber jetties as a result of timber shrinkage, or problems with utility services such as water and power.

Recent maintenance on marine facilities has included fender repairs on the Triabunna, Pirates Bay and Port Arthur jetties and the replacement of bollards on the St Helens Berthing Piers.

Much of MAST's maintenance work is required underneath the deck and so is not obvious to most users, but is essential to prolong the life of the structures. Triabunna has had a lot of work completed to headstocks and pile repairs at St Helens, Swansea and Boomer Bay are programmed to be completed in the next few months.



## NAVIGATION AIDS

Planned and remedial maintenance has been undertaken on navigation aids in Georges Bay, Ansons Bay, Duck River, Bluff Hill Point, Sandy Cape, Hunter Island, Bridport, Musselroe Bay and Flinders Island.

The remedial maintenance at these locations varied from the replacement of batteries, Sealite lanterns, marker buoys, solar panels and top marks to the application of retroreflective tape to navigation leads.



*New lamp changer - Bluff Hill Point*

On the western approach to Denison Canal in Norfolk Bay, MAST has replaced a port and a starboard pile.

Planned and remedial maintenance is scheduled at Port Davey, Acteon Island, Fisher Point, Low Rocky Point, East Kangaroo Island and Cape Barren Island. This will complete maintenance for this financial year, with a new round commencing 1 July 2020.



*New Sealight Lamp - Hunter Island*

## CCTV CAMERAS

MAST has established 2 Hikvision CCTV cameras at the Dunalley Jetty located in Imlach Street. These cameras have full vision down the jetty and also the approach to the jetty.

The cameras have been installed to monitor vessels berthed on the restricted and loading areas of the jetty, ensuring there is fair and equitable use of this public facility for all vessel operators.

The red lines indicate a restricted maximum of three days berthing for vessels. If an operator requires additional time they must contact MAST for approval. The yellow lines indicate load and unload areas only and vessel operators must not leave vessels unattended on these lines. MAST will have the capability to playback footage on the cameras and if a vessel operator is not complying with rules and regulations set for the facility, they could be issued with an infringement notice.

Further CCTV cameras have been installed on the Nubeena public jetty located in Parsons Bay.

These cameras have the capability of tilting and zooming and will be able to monitor vessel activity on the jetty and in Parsons Bay. The cameras will also be able to capture footage in the car park area.



*CCTV at Nubeena Jetty and Dunalley Jetty*



## BERTHING AT MAST FACILITIES

Users of MAST facilities would be aware of the introduction of berthing time limits on many jetties. This was necessary due to the small minority of operators doing the wrong thing, limiting the ability of other operators to access these jetties for loading and unloading and essential works.

MAST is pleased to report that the number of issues with vessels abusing berthing limits has decreased and most operators are able to use the facilities without issues. During the first stages of COVID-19 where a large number of the commercial fishing fleet were in port and unable to fish, facilities were all full and it was pleasing that MAST received very few complaints.

Of course there are occasions when vessels need to exceed these berthing time limits and MAST fully understands that. This could be due to vessel breakdown, necessary maintenance or the availability of contractors to undertake such works.

If you have a legitimate reason to exceed these limits, then MAST is more than happy to permit this provided that we are notified. This is something that occurs often. Recent examples include vessels that needed to stay alongside to keep fish alive or to sell fish from vessels as a result of the temporary closure of overseas markets.



## REVIEW OF OPERATIONAL AREAS UPDATE

MAST appreciates the feedback that was provided relating to the review of operational areas.

As a result, MAST has a more comprehensive understanding of the vessels and seafarers that may be affected by the proposed changes and discussions are underway with AMSA around what transitional arrangements could be put in place for those affected.

Once these transitional arrangements are finalised, MAST will undertake further consultation with DCV operators prior to any changes being implemented.

## RECREATIONAL MOTOR BOAT LICENCE

Are you operating a recreational motor boat? Do you hold a current MAST motor boat licence?

When AMSA assumed service delivery of the National System in 2018, the parameters for operating a recreational boat with a commercial Certificate of Competency changed. You are no longer allowed to operate a recreational motor boat with a commercial certificate of competency - you need a recreational motor boat licence.

The application process for this licence is easy, as holding a current AMSA Certificate of Competency exempts you from the requirement to undertake a recreational motor boat licence course. All you need to do is provide evidence of your current commercial certificate of competency at a Service Tasmania shop or MAST office and pay the required fee. Motor boat licence fees are paid every three years and are used to upgrade facilities.

Failure to hold a current licence when operating a recreational boat can result in an infringement notice being issued.

### Contact Details:

Marine and Safety Tasmania

Port Tower Building,  
18 Hunter Street, Hobart

Phone: 1300 135 513

Web: [www.mast.tas.gov.au](http://www.mast.tas.gov.au)

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