

COMMERCIAL BULLETIN

Welcome to Issue 5 of MAST's Commercial Bulletin

ANNUAL INFRASTRUCTURE ADMINISTRATION FEE

In June, MAST wrote to all commercial vessel operators in relation to the Annual Infrastructure Administration Fee, advising that due to the impact of COVID-19 on many commercial vessel operators, the fee would be waived for the 2019/2020 financial year.

However, MAST still required all operators to review and update the details of their individual vessels and confirm these details with MAST. The majority of operators have provided MAST with this information and have now been sent their administration labels.

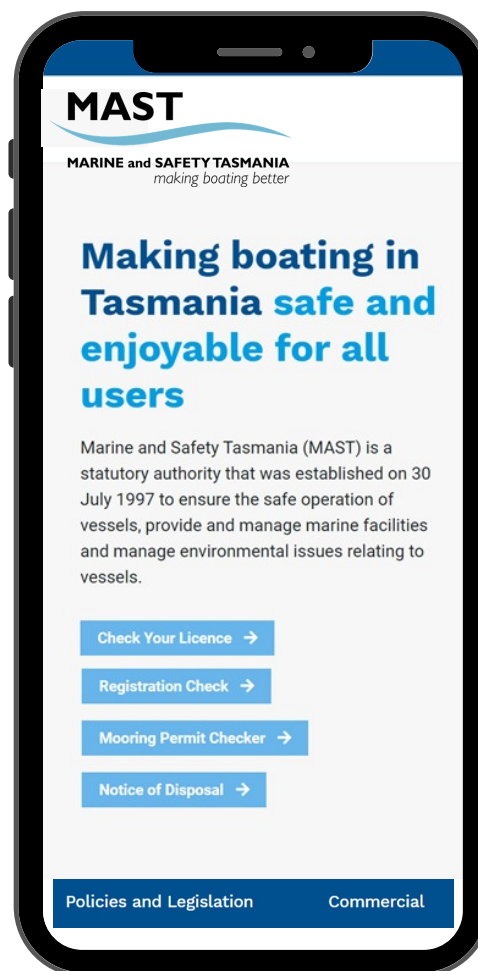
It is important for commercial vessel operators to note that although the fee has been waived, it is still a requirement for commercial vessels to display the administration label. Therefore, if you have not received an administration label for your vessel, you need to make contact with MAST to confirm the vessel details as required.



NEW MAST WEBSITE

A redevelopment of the MAST website has now been completed. A major focus of the upgrade has been to ensure the website is easy for all our stakeholders to navigate and the content is clear and easily understood.

With many commercial operators now accessing information on their mobile phones, the website has also been designed to ensure it is readily accessible and user-friendly on mobile devices.



MAST FACILITIES

Many Australian markets have been affected by current trade restrictions with China, including the Tasmanian rock lobster industry. As a result, local fishermen are looking at other markets to sell their catch, including selling at wharves around the state.

This occurred successfully in early-2020 due to limited markets as a result of COVID-19. Vessel owners and any other business operators who wish to operate commercially on MAST facilities, including selling rock lobster, are required to seek approval in writing from MAST.

Vessels are unable to “book” berthing space and MAST will not guarantee that there will be space available for vessels on their arrival. Those vessels that have received approval to sell catch are limited to berth for three consecutive days.

Due to the low visitor numbers currently being experienced at the Port Arthur Historic Site, it is unlikely that vessels would sell catch from the jetty, but those that wish to do so, MUST also seek approval from the Port Arthur Historic Site Management Authority (PAHSMA), and some access limits for customers may apply.

Vendors are required to hold all other relevant approvals such as, but not limited to, Council approvals and must have required processes in place to address COVID-19.



MONTAGU BOAT RAMP

MAST, in conjunction with Circular Head Council, recently completed an upgrade of the Montagu boat ramp. The scope of works included installing a third ramp lane on the western side of the landing stage and replacement of the old timber landing stage which had reached the end of its serviceable life. Constructed from treated pine in 2001, it certainly served the boating community well. The new structure is built from concrete which has double the design life.

This is a popular trailer boat facility on the far North West Coast that serves both commercial and recreational users alike.



Montagu Boat Ramp

PELICAN POINT DREDGING

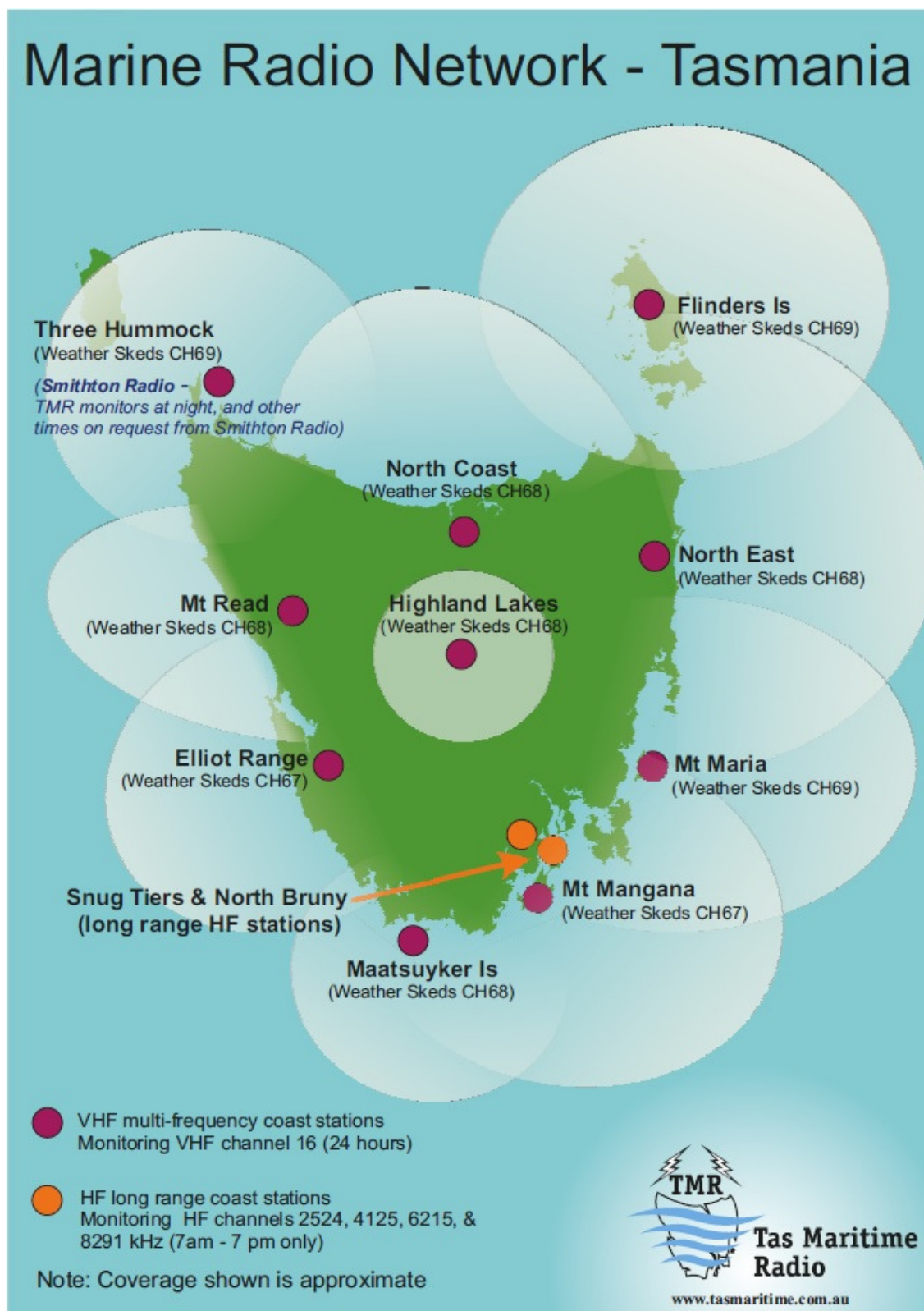
2020 is the first year of a four year contract that has seen regular agitation dredging of the channel at Pelican Point. The works have been undertaken by Leale Fishing who have extensive experience dredging at this site. In total, the contract allows for 360 hours of dredging per year with the channel depth monitored every month to ascertain whether further dredging is required. To date, the average frequency of dredging required is around four months, resulting in three separate dredge events, all of approximately 120 hours per year.

This amount of dredging enables the contractor to achieve a minimum depth of -2.5m at Chart Datum (CD) which is the target depth agreed by the Break O’Day Council’s barway committee. The minimum depth achieved in the most recent dredging in August 2020 was -2.8m (CD). Further dredging is scheduled for late November/early December 2020.

VHF Network Tasmania

The VHF network around the state has Statewide coverage and is monitored by Volunteer Coast Stations.

Visit the MAST website for information on Marine Communications in Tasmania.



ST HELENS AIDS TO NAVIGATION

MAST contractors recently installed four new navigation piles in Georges Bay replacing existing aids that were at the end of their residual life. Piles No. 5, 7B and 8A, all in the Humbug Point area, were all temporarily replaced with buoys several years after the condition of the piles deemed them no longer suitable. Those buoys have now been replaced with new piles, installed whilst a pile driving barge was in Georges Bay installing a new pontoon at the St Helens town boat ramp. An additional pile (No.13) was also replaced.

The new aids will be more visible than the buoys and will require less maintenance.



Georges Bay Lords Point No.5



Georges Bay Humbug Point No.8

CHANGES TO THE MARINE AND SAFETY (GENERAL REGULATIONS) 2012

Some minor changes have recently been made to the *Marine and Safety (General Regulations) 2012*, in relation to the annual infrastructure administration fee.

These changes clarify that a commercial vessel that has a material connection with Tasmania is required to provide information to MAST, pay the annual administration fee and display the administration label once provided, with the 90 day grace period only applying to vessels which are based outside the state and are simply passing through state waters for a brief period of time.

If you have any questions in relation to the requirements for the annual infrastructure administration fee, then please don't hesitate to contact MAST.



Contact Details:

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