



Annual Report 2022-2023

Safety and Environment Management Plan

Local Ports of Port Phillip, Western Port and Port Campbell

Acknowledgement of Country

Victoria's network of parks and reserves form the core of Aboriginal cultural landscapes, which have been modified over many thousands of years of occupation. They are reflections of how Aboriginal people engaged with their world and experienced their surroundings and are the product of thousands of generations of economic activity, material culture and settlement patterns. The landscapes we see today are influenced by the skills, knowledge, and activities of Aboriginal land managers. Parks Victoria acknowledges the Traditional Owners of these cultural landscapes, recognising their continuing connection to Victoria's parks and reserves and their ongoing role in caring for Country.

This publication may be of assistance to you, but Parks Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.

**Authorised and published by Parks Victoria
December 2024**

Cover image: Drone photograph of the new Altona Pier construction taking place alongside the decommissioning of the old pier, 24 August 2023.

Image: Drone photograph of the ex-HMAS *Otama* removal from Western Port, 16 September 2022.



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Chair's foreword

In accordance with the Port Management Act 1995, I am pleased to present Parks Victoria's Annual Report for the 2022–23 financial year.

A key focus for the Board in 2022–23 was continuing our remediation efforts of large-scale aging infrastructure projects, as well as supporting local visitor economies impacted by the COVID-19 pandemic. We also committed to implementing our Diversity and Inclusion and Gender Equality Action Plans to strengthen workforce culture and eliminate discrimination of all forms.

Local port infrastructure requires significant investment to maintain and renew. I was enthused by the award of almost \$13 million allocated to rebuild Hampton Pier, Mornington's Fisherman's Jetty, and the outer section of Rye Pier, this will address identified issues and build on government investments.

Following the Victorian State election in November 2022, the Board continued to work closely with the Victorian Government on all matters relating to managing the Parks Victoria estate and to create opportunities for more Victorians to benefit from being in nature. Local Port Plans are in development at several sites in Port Phillip, with inclusive project planning in collaboration with communities and partner agencies. Upcoming sites include Williamstown, Mornington, Sorrento, and Rhyll.

We strengthened our existing connection and relationship with the Minister for Ports and Freight, the Hon Melissa Horne MP.

I congratulate Southern and Maritime Region and Port Campbell teams for their efforts to support our local ports and look forward to a strong delivery in 2023–24.



Hon. John Pandazopoulos
Chair

Introduction

This annual report is published in accordance with section 91HB of the Port Management Act 1995 (Vic). Parks Victoria is appointed as Port Manager for the local ports of Port Phillip, Western Port and Port Campbell. It is prepared for the Minister for Ports and Freight and other prescribed bodies to outline matters over the 2022-23 financial year pertinent to the Safety and Environment Management Plan for the local ports.

What we manage in Local Ports

We provide safe and convenient access to local ports that support commercial and recreational users. This includes commercial and public transport passenger and car ferry services, commercial and recreational fishing, recreational boating, and tourism. The total area of the three local ports combined is 2,630 Km².¹ Approximately \$450 million of assets are managed including marine protected areas, channels, breakwaters, seawalls, piers and jetties, moorings, berths, and aids to navigation. However, many assets within the local ports are managed by other agencies, such as boat ramps, marinas, aquaculture leases, fisheries reserves, seawalls, groynes, and jetties.

Figure 1: Overview of the Local Ports of Port Phillip, Western Port, and Port Campbell



Our port services entail capital infrastructure projects, monitoring of aids to navigation, visitor management, moorings, berths, anchorages, dredging and seabed management, works, event, and exclusion zone permissions, issuance of Notice to Mariners, educational initiatives, and enforcement undertakings.

We would like to acknowledge our neighbouring Commercial Port Managers, Ports Victoria and private-sector companies, and our ongoing commitment to working collaboratively to mitigate the risk of operations impacting one another in our adjacent waters, and to progress shared interests of health, safety, and economic wellbeing for all Victorians.²

Economic contribution

There are currently 448,422 boat licence holders and 203,062 registered powered vessels in Victoria.³ Almost 700,000 Victorians regularly participate in boating, with Port Phillip and Western Port representing the most frequented waterways in Victoria. Our three Local Ports combined receive approximately 83.52 million visits per year.⁴ Recreational boating is a key economic driver, generating nearly \$8 billion in direct and indirect economic activity in Victoria.⁵

Our Strategic Direction

This report is framed within the context of our Strategic Direction which includes four pillars and goals, which provide the context and focus for all our activities. It consists of three service delivery themes, Caring for Country, Connecting People and Nature, and Contributing to Healthy, Liveable Communities. These themes focus on what we deliver to the community and government. A fourth theme, Enhancing Organisational Excellence, defines how we deliver these services in conjunction with the values of the Victorian Public Sector.

¹ Port Campbell spans 0.0037 square kilometres. Better Boating Victoria, Discussion Paper, "Management of Port Phillip and Western Port Boating Facilities", December 2019.

² Department of Transport and Planning, Ministerial Guidelines: Port Safety And Environment Management Plans, November 2012, "2.2.3 Cooperation between port managers", p. 8.

³ Safe Transport Victoria, Boating Vic Application, <<https://www.boating.vic.gov.au/home>>, accessed 17 Oct 2023.

⁴ Port Phillip comprises 86% of visitation, Port Campbell jetty data unavailable. Parks Victoria, Visitor Number Monitor 2022/23.

⁵ Better Boating Victoria, "Charting The Course: Victorian Recreational Boating Strategy 2021-2030", 2021, p. 6, 9, 11, 13.

Our achievements

Caring for Country

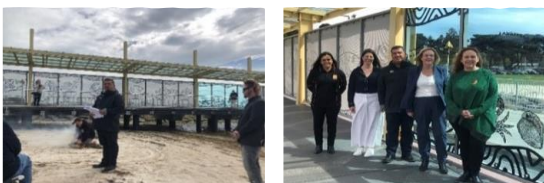
Goal

To sustainably manage, protect and conserve Victoria's natural and cultural landscapes.

2022-2023 highlights

Traditional Owner Relationships

Working with the Wadawurrung on the development of Traditional Owner artwork on Portarlington Pier. On 11 October 2022, Wadawurrung Traditional Owner Anie Skinner performed a smoking ceremony on the foreshore. Corrina Eccles, Wadawurrung Manager Cultural Education, acknowledged the many people at Parks who have worked diligently over recent years to ensure the artwork collaboration. The Minister for Ports Hon. Melissa Horne and Local Member Hon. Lisa Neville attended the event along with Board Chair Hon. John Pandazopoulos.



Parks Victoria commenced planning for four areas within the local ports of Port Phillip and Western Port (Williamstown, Mornington, Rhyll, and Sorrento). All are on Bunurong country/sea country. To ensure that the Traditional Owners are effectively engaged in the decision making for these important projects, the Bunurong Land Council Aboriginal Corporation has been invited to be part of the Project Reference Group in addition to being consulted on the projects.

Nature and Species Protection

Celebrating 20 years of marine national parks and sanctuaries that protect the very best samples of marine biodiversity, seagrass meadows, rocky reefs, and beaches. Our marine research program study natural values and threatening processes within Marine Protected Areas. In Local Port areas, the following marine monitoring and research programs, along with community engagement, occurred:

- 33 dives across Port Phillip. 27 planned dives were cancelled or rescheduled due to water quality, weather, or Covid-19 respectively
- Urchin and Undaria kelp management
- Community snorkel events and 7 volunteer dives
- Species monitoring and fish counts

Enforcement

As part of ongoing collaboration, we worked with the Victorian Fisheries Authority to focus on marine protected areas and boating safety in East Port Phillip.

Over January 2023, park rangers joined a Victorian Water Police operation, with Maritime Safety Victoria, Victorian Fisheries Authority, and Office of the Conservation Regulator to target unsafe and illegal behaviour on recreational vessels in Port Phillip.⁶



Our park rangers also joined Maritime Safety Victoria to run a joint operation, *Fairwinds*, in Port Phillip. The day was opportune for staff from East Port Phillip and the Rosebud Moorings team to ensure inter-agency relationships and consistency.

As a result of our compliance activities, Safe Transport Victoria issued 7 infringements to recreational vessel operators for failing to wear a lifejacket, ensuring passengers wear a lifejacket, speeding, operating in a prohibited area, and securing to a navigation mark.

⁶ Victoria Police, "Bay Blitz", <<https://www.police.vic.gov.au/bay-blitz>>, 25 January 2023.

Connecting People and Nature

Goal

To provide experiences for visitors and volunteers to connect with and value nature.

2022-23 highlights

Community Engagement

A critical aspect in the delivery of our pier and jetty redevelopment projects continues to be ensuring the community is informed of the stages and timing of projects, providing stakeholders the ability to effectively communicate any concerns or issues regarding project delivery.

Project updates were circulated for our capital infrastructure projects including St Kilda Pier, Altona Pier, and Rye Pier redevelopments. Engagement and communication products shared milestones, highlighted recent and upcoming work, along with closures to ensure visitor safety. In particular:

- Altona Pier Redevelopment communications have experienced positive responses from residents, stakeholders and local businesses who feel well-informed of upcoming changes to access and are excited about the new pier. Updates have been issued in February and June 2023 including video of the construction process.
- St Kilda Pier Redevelopment updates were published on the Parks Victoria website and distributed to a project mailing list in December 2022 and March 2023. We have also kept a stakeholder reference group informed of the project's progress and welcomed input into the design development where appropriate.
- Rye Pier Redevelopment updates have been critical in the staged delivery of this project. Stage 1 was completed in time for the summer peak, with a new update released in December 2022. Commencement of the on-site Stage 2 works were advised in a community update in April 2023.

Stakeholder and community engagement is also being

delivered as part of our local port area planning program. Over the 2022-23 financial year we commenced planning for local port areas at Williamstown, Mornington and Sorrento. Key engagement activities included running focus groups to better understand the current use, challenges, and aspirations for these important areas as well as online engagement via the Engage Vic platform. As these projects have progressed news updates have been published on the Parks Victoria website and social media channels.

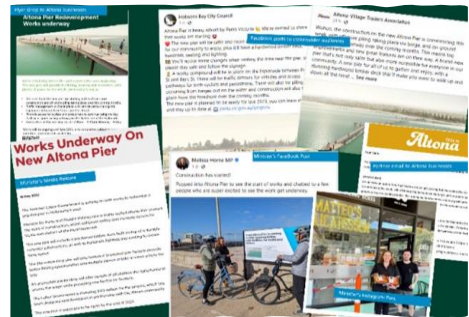


Image: Examples from the Altona Pier Redevelopment Communications Strategy

- A Local Ports e-Newsletter was released prior summer 2022 to 890 port stakeholders. A great read highlighting plenty of projects and milestones.⁷
- Developed and led at least 53 educational activities such as the junior ranger program and school group visits within local ports, reaching over 890 participants.
- Our Port Phillip Recreational Boating Guide continues to be available for free on sustainable, waterproof and tear resistant paper. It is a popular Parks Victoria product, providing boaters with navigation information, bathymetry, hazards, rules, and Marine Protected Area restrictions. In the interest of sustainability as well as to meet public demand we made a digital, pdf-version of the guide available online from September 2022.



⁷ Parks Victoria, "Local Ports Update", Ed. 7, December 2022.

Parks Victoria joined the 60th Melbourne Boat Show at Docklands. Attending the Government agency section along with Better Boating Victoria, Safe Transport Victoria, and the Victorian Fishing Authority, to educate and engage with public waterway users.



Stakeholders

We collaborated with Better Boating Victoria on several project control groups and works permissions for boat launching facility upgrades.

Staff met with Ports Victoria on several occasions to discuss inter-operating matters of our neighbouring waters including works permissions, facilitation of cruise ship visits to the Mornington Peninsula and Phillip Island.

The annual meeting of the Association of Bayside Municipalities took place. The event is a briefing for Local Councils and Parks Victoria attended the event alongside Maritime Safety Victoria, the Environment Protection Authority, Bureau of Meteorology, Life Saving Victoria, and Department of Energy, Environment and Climate Action. Each agency provided a seasonal outlook involving their area of responsibility with an aim to set expectations, collaborate effectively, and reduce red tape.

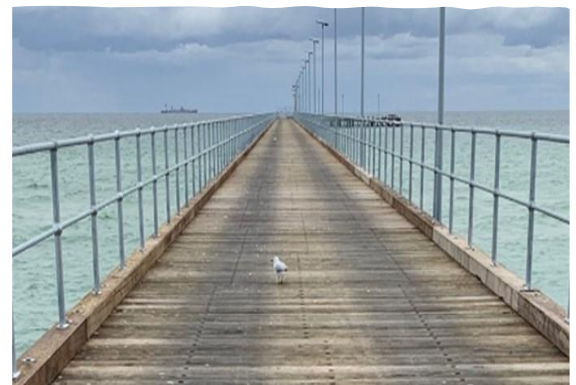
The new Peninsula SeaRoad Queenscliff Ferry Terminal was officially opened by the Deputy Prime Minister, Hon. Richard Marles, 20 April 2023. As a major activity within the local port and adjacent crown land, Parks Victoria has been a part of the project since the original concept. Energy neutrality, contemporary building materials and improved service delivery not commonly associated with ferry terminals are key successes of the project. The upcoming Sorrento Ferry Terminal upgrade will be equally innovative.



Infrastructure Management

Maintenance works on Sorrento Pier, funded by the Department of Transport and Planning, were completed. The pier is a popular recreational fishing spot, also servicing several licenced tour operators. The principal contractor worked closely with local operators to ensure public access was maintained.

The Minister for Environment and Climate Change joined the Minister for Ports and Freight, Hon. Melissa Horne, Local Member for Williamstown to inspect the historic Seawall at Point Gellibrand prior commencement of repair works. They were joined by the Chair John Pandazopoulos to discuss the proposed works.



Major works to rebuild the first 309-metres of Rye Pier were completed, welcoming back visitors in time for the 2022-23 summer holidays. Funded via the \$24-million Better Piers and Waterways Package, the completed upgrades have delivered a safer pier approach, featuring a wider deck, new safety handrails and solar powered lighting. Stage 2 of the works commenced March 2023, to complete reconstruction of the outer pier, pier head, and two new lower landings.

Following extensive community consultation and planning discussions with Hobsons Bay Council. The construction contract to rebuild Altona Pier was awarded in February 2023, with works progressing swiftly to construct the new pier alongside demolition of the old pier.

Maintenance works at the Tankerton Jetty, French Island involved the replacement of 30 short decking boards, and handrail repairs on the northern lower landing to remediate slip, trip, and fall hazards. Communication and collaboration with the local community association, and Western Port Ferries took place, ensuring the pier remained publicly accessible over the works period.

Gem Pier (Williamstown) Fender Replacement Project was delivered within budget and on time. Contractors worked diligently to deliver the works with minimal impacts to pedestrians, tour operators, and visiting ferries. New timber decking and capping was installed, the pier and lower landing received longer, safer fenders, improving berthing access for boaters visiting this popular destination.



Image: The Minister for Ports and Freight celebrates commencement of Altona Pier replacement with Parks Victoria. February 2023.

Aids to Navigation

In managing 1,000 aids to navigation within Port Phillip and Western Port, we delivered inspections, maintenance, and monitoring to approximately half the navigation aids in the state.⁸ Notable undertakings included:

- Land and water-based audits of aids to navigation, including lights, in Port Phillip and Western Port
- Lantern replacement; pile, signage, buoy and tackle inspections, maintenance, and replacement⁹

- Supply and installation of missing buoys at Portsea, Collins Bay, Carrum, Sorrento
- Light repair to beacons #28 and #3 and new Starboard top mark, Hastings Channel
- Additional 5-knot speed and ‘no irregular riding’ signage installed at Princes Pier, Beacon Cove area
- Cardinal marker remediation works at Altona West and bayside
- New lit, lateral piles at Queenscliff boat ramp

West channel, Port Phillip, the top masts of five steel piles were replaced with newly fabricated top sections, inclusive of platform, ladders, top marks, beacon signage and the installation of remotely monitored lanterns.

Parks Victoria was successful in securing grants to undertake remediation of three starboard lateral piles at breakwaters of St Kilda, Sandringham, and Middle Brighton harbors; and upgrade its remote monitoring systems in approximately 75 marine lanterns from 3G to Satellite.

The annual results for the aids to navigation availability and reliability reported against the Maritime Safety Victoria are tabled below:

Category	MSV Standard*	2022-23
1-Vital	At least 99.8%	99.37%
2-Important	At least 99%	99.81%
3-Necessary	At least 97%	99.23%

*Percentage of Aids to Navigation that meet Maritime Safety Victoria’s Standards for aids to navigation on Victorian state waters 2012.¹⁰

The performance of Categories 2 and 3 were achieved for the period and exceeded the MSV standards. Parks Victoria failed to achieve the 99.8% standard for category 1 aids, achieving a result of 99.37% which represents six individual outages. Reasons for failures surround response delays attributed to weather conditions and staff or contractor availability. To ensure safety, Notice to Mariners were issued to communicate failures.

⁸ Better Boating Victoria, (n. 5), p. 9.

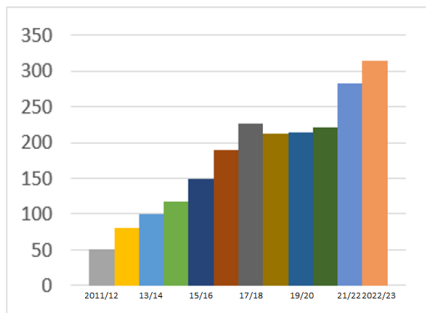
⁹ Parks Victoria Aids to Navigation Reporting, “AtoN Maintenance Works”, System wide services and works.

¹⁰ PV aids to navigation reliability target set at 100%, SEMP KPIs.

Notice to Mariners

Notice to mariners crucially assist safe vessel operations by communicating hazards, navigational aid alterations, dredging, works, and events. Parks Victoria issued a total of 314 Notice to Mariners over the financial year, the most we have ever published. Figure 2 below illustrates a 287% growth in Notices over the decade.

Figure 2 – Notice to Mariners 2011/12-2022/23



Event and Work Permits

In our Local Port areas, we issued:

- 38 filming and photography permits
- 86 community and commercial event activity permits
- 21 works permits facilitating construction of piers, boat ramps, pontoons, and maintenance dredging.
- Specific support to the boat ramp renewal program and jetty works undertaken by Better Boating Victoria.

Dredging

As part of Parks Victoria's *Bays Maintenance Dredging Program 2018-2027*, our Local Ports experienced:

- A total of 16 dredge mobilisations servicing six sites in Port Phillip, and one site in Western Port
- Removal of 206,201 cubic metres of material from navigation channels and renourishment of beaches supporting coastal processes. This is enough to fill 82.5 Olympic swimming pools or 13% of the Melbourne Cricket Ground, and was the highest volume recorded in the past 7 years.
- In addition to the high priority sites of Patterson River, Mordialloc Creek and Queenscliff, pre-summer dredging occurred at Sandringham Harbour and Werribee River to ensure safe access for vessels prior to the summer boating and

holiday period. Dredging at Sandringham Harbour occurs approximately once every five years. Approximately 17,142 cubic metres of sand was removed from the entrance to the harbour and relocated to the north over 10 days to assist with local beach renourishment.

Images below: Dredge at anchor with floating pipeline in place for beach renourishment.

Before – The substrate when first deposited may look and smell mildly unpleasant.

After – Following a few days' exposure to the air and sun, it will bleach to a normal sand colour and lose any odour. The quality of the water is not affected during dredging but can appear cloudy until the sand settles.

Photo credit - Sandringham Yacht Club.





Moorings and Berths

A critical aspect of managing 3,000 swing mooring permits is ensuring that the contractors have the relevant skill, experience, safety procedures and insurance to undertake the work. Parks Victoria has issued 16 works permits to authorised mooring contractors to allow them to undertake inspections, installations, and removal of mooring tackle on behalf of mooring holders.

In addition to the annual administration of the 3,000 swing moorings, we delivered the following outcomes:

- Reduced number of seasonal moorings by about 20 due to changes in water depth.
- 5 vessel owners were issued formal directions to move due to non-compliant activities. One was required to be forcibly removed and disposed of.
- An overstaying cabin cruiser, Parks Victoria removed from the waters of Patterson River was returned to its owner upon payment in July 2022.
- 7 vessel salvages or emergency undertakings occurred, refer to section 4 for further detail.

Leases and Licenses

Held negotiations for new/renewal of leases with Savages Marine, Royal Brighton Yacht Club, and the 'option' exercise for Sandringham Yacht Club, and Hobsons Bay Yacht Club.

Signed a lease with Queenscliff Cruising Yacht Club in December 2022.

Volunteers

We support volunteer group activities within the Local Ports. Highlights include:

- 898 volunteer hours in Port Phillip and Western Port.

Challenges

Data from the condition inspection program for Port Phillip and Western Port assets has been used to determine the overall asset condition summarised in Figure 3 below.¹¹ The percentage of assets in average to excellent condition (Conditions 1, 2 and 3) for the 2022/23 period is 71%. Due to successfully funded and executed remediation works, we observed a positive correction to the most vulnerable 10% of our infrastructure assets. Although, a financial risk remains due to the volume of aging infrastructure. Figure 4 highlights similarly aged assets approaching life expectancy.¹²

Figure 3 – Infrastructure Asset Condition Percentiles

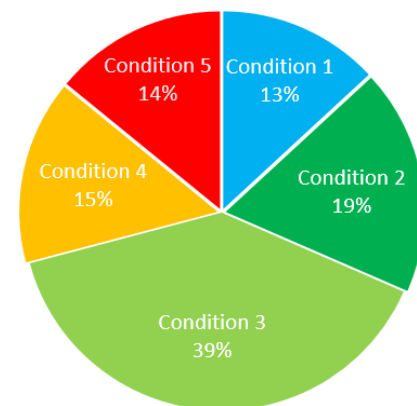
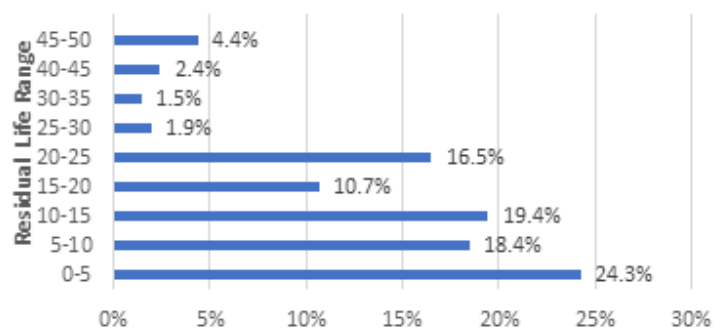


Figure 4 –Percentage of Infrastructure Assets Approaching End of Useful Life



¹¹ Parks Victoria, *Dashboard of Maritime Asset Conditions*.

¹² Yet to account the completion of St. Kilda and Altona piers.

The following piers and jetties were closed either in whole or in part as of 30 June 2022:

Full closure

- Altona Pier – closed for reconstruction works
- Hampton Jetty – full closure due to structural failure
- Mornington Fisherman’s Jetty – closed, due to structural failure
- Warneet North Jetty – closed due to poor condition
- Warneet South Jetty – closed due to poor condition
- Williamstown (Workshop Pier) – full closure due to poor condition and failure of piles. Authorised access to berth holders only
- Williamstown (Boyd Jetty) – full closure due to structural failure
- Williamstown (Commissioners Jetty) – full closure due to structural failure

Partial closure

- Dromana Pier – partial closure due to deterioration of outer section
- Flinders Jetty (inner timber section) - closed
- Middle Brighton Pier – access closed beyond entrance to yacht club hardstand
- Newhaven Jetty (southern arm) – remains closed
- Rye Pier – partial closure for reconstruction works
- St Kilda Pier – partial closure for construction works

Load restriction

- Corinella Pier – closed to vehicles
- Frankston Pier – closed to vehicles
- Portsea Pier – closed to vehicles
- Rhyll Jetty – closed to vehicles
- St Leonards Jetty – closed to vehicles

The failed Altona Pier posed a moderate risk to the public and a burden on operational teams as Parks Victoria staff were frequently required to monitor and respond to breaches of the closed outer section.

Vandals repeatedly cut chains, locks, or fencing to gain access. In one instance 20-metres of heavy handrailing within the closed section was left dangerously damaged, requiring immediate isolation and removal. Despite safety messaging, members of the public climbed the fence or swam to access the pier.



Image: Numerous pier jumpers are visible on the closed outer section of Altona pier. Taken from Parks Victoria vessel, Saturday 28th Jan 2023.

Following a storm event, Fisherman’s Jetty in Mornington slumped further and is at risk of complete failure. Parks Victoria’s maritime engineer inspected the site and recommended the jetty be closed. Six berth holders were required to remove their vessels.

Due to the urgent safety closure of Warneet South Jetty, Parks Victoria and Better Boating Victoria met with the Local member Jordan Crugnale and members of the Warneet community to discuss the significant impact to community.

Rangers undertaking weekly asset inspections identified the need to close the lower-level landing of Corinella Pier. Constructed in the 1980’s, the landing is in very poor condition and has failed. Structural timbers members are heavily impacted by marine borer (Toredo worm). The concrete section of pier is closed to vehicles making repair works difficult.

With the relocation of the Spirit of Tasmania ferry operation from Port Melbourne to the Port of Geelong and new voyage route is in place, issues have arisen with vessel wake crashing ashore on the Bellarine Peninsula under certain conditions. Ports Victoria, TLine and Parks Victoria worked together to mitigate the impacts.

Contributing to Healthy, Liveable Communities

Goal

To contribute to improving the health, safety, and economic wellbeing of all Victorians.

2022-23 highlights

Emergency Preparedness, Response and Recovery

The Ex-HMAS *Otama*, a retired, Oberon Class submarine owned by a private association, experienced a significant list to starboard. Anchored in 9-metres of water adjacent Commercial shipping lanes and a protected wetland of international importance. The 90-metre, 1,610-ton hull posed a significant risk to navigational safety, port activities and the environment. Emergency measures were employed to establish an exclusion zone, undertake essential repairs to maintain watertight integrity and relocate the hull to shallower waters. It was successfully removed from port waters via heavy lift ship on 16 September 2022.

The removal of the submarine culminated an enormous undertaking in partnership with Ports Victoria, the Port of Hastings, Australian Department of Defence, Victorian Department of Transport, Maritime Safety Victoria and Victorian Water Police.



In collaboration with Ports Victoria, the cruise ship calendar was reviewed for 2022-23 in Port Phillip and Western Port with 12 visiting ships and 13,700 passengers. Pilotage supervision was discussed to exit commercial waters for the purposes of anchoring. In preparation, decking boards of poor condition were

replaced on the Rhyll jetty, greatly improving visitor safety and potential for slips, trips, and falls. The first ship of the season, MV Seabourn Encore, successfully visited Rhyll, conducting tender transfer of passengers on 1 and 7 December 2022. The close supervision by Ports Victoria significantly enabled these visits.

In March 2023, Parks Victoria was notified of a potentially dumped Noxious Hazardous Substance in several floating drums on off Sandstone Island, Western Port. A Notice to Mariners was issued and once the event was downgraded, Parks took charge of the disposal efforts. Assistance offered by the Country Fire Authority and Environment Protection Authority was vital.

During a routine on-water patrol in January 2023, rangers conducted a rescue of persons involved in a collision between two personal watercraft at Safety Beach, Port Phillip. One operator had sustained a broken leg and was subsequently airlifted to hospital. Emergency services, Coast Guard, and Life Saving Victoria also rendered assistance. Port Phillip and Western Port District staff continued priority on water patrols with partner agencies over peak boating periods with a focus on safety.

During a routine on-water patrol in May 2023, rangers discovered a man clinging to a partially submerged, overturned boat tied to a navigation mark. The incident was related to a separate yacht grounding. The rangers brought the male on board their patrol boat, provided basic first aid for potential hypothermia, righted his vessel and towed it back to Warneet. Ambulance Victoria and Victoria Police were contacted to attend.



Local Port Area Plans

The Sandringham Harbour Local Port Plan was finalised concluding more than 12-months of work and released with a ministerial event held at Hampton Pier attended by Hon. Minister Horne and Legislative Council representative Nina Taylor MLC. The plan establishes a path for future improvements to on-water elements of the harbour precinct and funded upgrades to Hampton Pier.

The Sandringham Harbour Local Port Plan was completed and released in December 2022. The Plan sets out improvements to meet community needs, balancing and enhancing existing uses and creating new, safer recreation opportunities shoring up the future for Sandringham Harbour. This includes a pier upgrade with plans for realignment and rearrangement of the mooring ground to enable a wider channel.



Image - Summary of Sandringham Harbour development over time (Source: GML 2021)

Work commenced on the Williamstown Local Port Plan with a project reference group comprising of representatives from Parks Victoria, Hobsons Bay City Council, Department of Transport and Planning, and Bunurong Land Council Aboriginal Corporation. Key achievements to the end of financial year included preparation of a draft heritage values assessment, draft background report, draft investment logic map and the first design workshop.

Work on the Mornington and Sorrento Local Port Plans also began. The Project Reference Group comprised representatives from Parks Victoria, Department of Transport and Planning, Department of Energy Environment Climate Action, Mornington Peninsula Shire Council and Bunurong Land Council Aboriginal Corporation. Key achievements included appointment of design and heritage consultants.

The Rhyll Local Port Plan project commenced its planning phase. Key achievements to the end of financial year included formation of project groups and preliminary agency stakeholder consultation. The Project Reference Group comprised representatives from Parks Victoria, DTP, Destination Phillip Island, Bass Coast Shire Council, and Bunurong Land Council Aboriginal Corporation.

Nature-based Tourism

88 licensed tour operators continued to offer a diverse range of experiences from tours, outdoor activities, and education. 59 in Port Phillip, 27 in Western Port, and 2 in Port Campbell.

Challenges

Salvage

Non-compliant, neglected, and abandoned vessels pose hazards to navigation, safety, and the environment. Parks Victoria is often required to intervene with formal directions, forcible relocation, disposal, and cost-recovery undertakings. To mitigate this challenge, we advocate responsible vessel ownership, insurance, and best practice maintenance and anchoring. Details of select occurrences follow:

- A yacht washed ashore on Hampton beach, July 2022. With the owner unable to be located, Parks Victoria coordinated the salvage. Removal and disposal efforts were initially hindered by location, tide, and weather.



- Prompt action by staff ensured a flybridge cruiser powerboat did not sink in Portarlington Harbour. As a result, the owner was invoiced for activities relating to salvage, storage, and destruction. The permit issued to the vessel owner was cancelled due to non-compliance. Any reusable materials were recycled.

- A 13.5-metre fishing trawler sank to the seafloor on its mooring off Flinders Pier, August 2022. Parks Victoria coordinated an inter-agency response. The Port of Hastings arranged the Oil Response Company of Australia to mitigate a fuel spill leaking from the vessel. The vessel owner took control of the salvage at cost. Aegir Divers were able to raise the vessel after winds subsided, returning it to a watertight state at Yaringa Marina.



- A yacht departed Yaringa Marina, experienced steering issues, and ran aground on French Island in November 2022. The owner assumed removal efforts and awaited a king tide to float the vessel. Staff remained in contact with the owner to ensure effective removal.



- A cabin cruiser powerboat sunk in its berth at Portarlinton Harbour, March 2023. The owner took charge of the salvage at cost. The pier load limit was prohibitive of the preferred salvage method, hence the vessel was raised to the surface and dragged onto the beach. Where it was broken up due to its poor condition, then removed for disposal.



- Parks Victoria were notified by Safe Transport Victoria of a yacht aground on Crawfish Rock, Western Port. The owner did not comply with a direction to move. Parks Victoria arranged salvage of the vessel on a high tide, May 2023, storing it ashore at Yaringa Marina.

Enhancing Organisational Excellence

Goal

To enhance our capability, capacity, and culture to deliver on our commitments.

2022-23 highlights

Continuous Improvement and Quality Assurance

Parks Victoria's heritage services team met with our engineering manager and local staff to inspect the condition of South Channel Fort. The artificial island located in Port Philip Bay supports a network of tunnels and several gun emplacements dating back to the 1880s as part of the defensive forts protecting Melbourne and its shipping lanes. The tunnels were closed previously due to weathering concrete and cracking safety concerns. Following the visit, it is hoped internal and external laser scans can be completed to analyse reopening options and provide a baseline for future maintenance.



Parks Victoria's Heritage and Engineering teams disembark Sea Dragon to inspect South Channel Fort

Staff Safety and Wellbeing Program

For Parks Victoria employees to undertake their job in a safe and considered manner, the following mandatory training was delivered to all staff:

- Health, Safety and Environment Induction
- Your Privacy Responsibilities

- Asbestos Reporting & Management
- Your Freedom of Information Responsibilities
- Your Security Responsibilities
- Your Records Management Responsibilities
- Introduction to Parks Victoria (only new employees are required to self-enrol)
- Child Safety Training
- Job Safety Planning
- Procure-to-Pay
- Delegations Training
- Aboriginal Cultural Awareness
- Conflict of Interest

In addition to the above mandatory training, the following training was undertaken by Local Ports staff:

- Asset Management Information System (AMIS)
- Discrimination
- E-recruitment Platform Learning
- Hiring Employees
- Information Report Training
- Introduction to Government Relations
- LGBTI Awareness and Inclusion
- Managing Employees
- Managing Performance
- PEACE (Conflict Avoidance)
- Preparing documents for our Minister
- Transport Safety Officer Reappointment
- Welcome to Parks Victoria Induction
- Wellbeing, Injury and Fatigue Management
- Workplace Bullying
- Workplace Flexibility
- Workplace Gender Equality

In August 2022, the Southern and Maritime Region launched the Women Who Inspire - Support and Empowerment Initiative. The Initiative offers a one-on-one mentoring relationship based on encouragement, openness, mutual trust, respect, and a willingness to learn and share. We thank our eight mentees and seven mentors for participating in this Initiative and wish them every success.

Putting Safety First, the South Port Phillip team at Queenscliff conducted annual dive drills in November 2022, comprising first aid, diver rescue, and oxygen use. Drills are a vital measure to ensure safe operations and included practical demonstration on the 6-metre patrol boat *Sea Dragon*.

Challenges

Incidents and Near Misses

Health, safety, and environmental (HSE) incidents and near misses are recorded by staff for staff, contractor, and public wellbeing. Figure 5 highlights these reports for local port areas.¹³

Figure 5: Nyall Occupational, Health and Safety Register - Local Port Area Export - 2022-23

	Port Phillip	Western Port	Port Campbell	Total
General Incident	25	3	1	29
HSE Incident	7	2	-	9
HSE Hazard	5	1	3	9
Total	37	6	4	

Significant occurrences are highlighted:

- All port areas – Park visitor – At least 6 reported pier slips, trips, falls, and near misses.

Port Campbell

- New LED lighting on Port Campbell pier tripped a circuit breaker on multiple nights, resulted in no lighting on the pier overnight. Electrical contractor returned to rectify. June 2023.

Western Port

- Port of Hastings reported 60m of dredge pipe adrift. Likely the result of a boat colliding with permitted dredging at Hastings boat ramp by Mornington Peninsula Shire Council. Contractor and Parks Victoria attempted to locate prior to washing ashore on French Island.
- Warneet South Jetty deemed unsafe and closed. Installed fencing and locks cut at multiple points.
- Park visitor – 2 boys fishing fell off San Remo Pier, another male followed, all swept into the channel by the tidal current. A recreational boater rescued 2, the third made their own way ashore. Police air wing and Ambulance Victoria contribution.

Port Phillip

- A works exclusion zone at Patterson River rail bridge southern arch was tampered with by a recreational boater sometime before 07:00am. Signage, flashing yellow lights and buoys and floating rope were in place. A vessel was likely driven through the zone and cut the rope holding the buoys in place after becoming stuck. The dredging crew attended the site at 07:15. A Notice to Mariners was issued and contractors tasked to re-establish the zone. June 2022.
- Contractor – 4 new capping lights were stolen along Frankston Pier, exposing live electrical wires. Upon inspection, the safety switch had not tripped. Power was immediately disconnected to the capping lights.
- Park visitor – 7 vessels sunk/abandoned/drifted off moorings. A vehicle and trailer were swamped whilst launching at Patterson River.
- Park visitor – An illegal bonfire on the end of Queenscliff South Pier created a 1.5m hole and damaged 4 decking boards. A camper with cooking facilities on Frankston Pier was directed to move along, became abusive.
- Staff – Annual servicing of inflatable lifejackets identified none of suitable size for a staff member. One lifejacket was also found to be ineffective.
- Park visitor – 5.7m Haines Hunter with 4 males on board collided at high speed with a (functional) port marker leading into St. Kilda Marina. Damage to marker and extensive damage to vessel starboard bow. All passengers sustained pain/bruising, the Master suffered additional facial injuries and back pain. 3 taken to hospital. November 2022.
- A ferry struck the commercial pier at Portarlington Harbour sustaining bow damage and damaging a light pole.
- Queenscliff port lateral pile Q617 became non-operational after a public vessel likely collided. Pile loose, broken below the waterline. Lantern, ladder, and day mark missing. December 2022.

¹³ Parks Victoria, online portal safety system "Nyall", accessed 13/10/2023.

Public Vessel Incidents

The waters of Port Phillip and Western Port represent those most frequented by boaters in Victoria.

Victoria’s powered recreational boating fleet largely comprises vessels under 6-metres in length, 87% of the 203,062 registered.

105 serious recreational boating incidents occurred in Parks Victoria’s local ports during 2022-23, refer Figure 6, excluding disablement which is largely a maintenance or voyage planning issue. This data is also depicted as a map in Figure 7 to illustrate the fact that incidents and incident categories are not disproportionately aggregated.

In summary for Port Phillip there were: 6 vessels lost, 5 serious injuries and 1 fatal incident. For Western Port there were: 2 vessels lost, 1 serious injury and 1 fatal incident.

Figure 7: Map of Serious Recreational Boating Incidents 2022-23 in our Local Ports.¹⁴

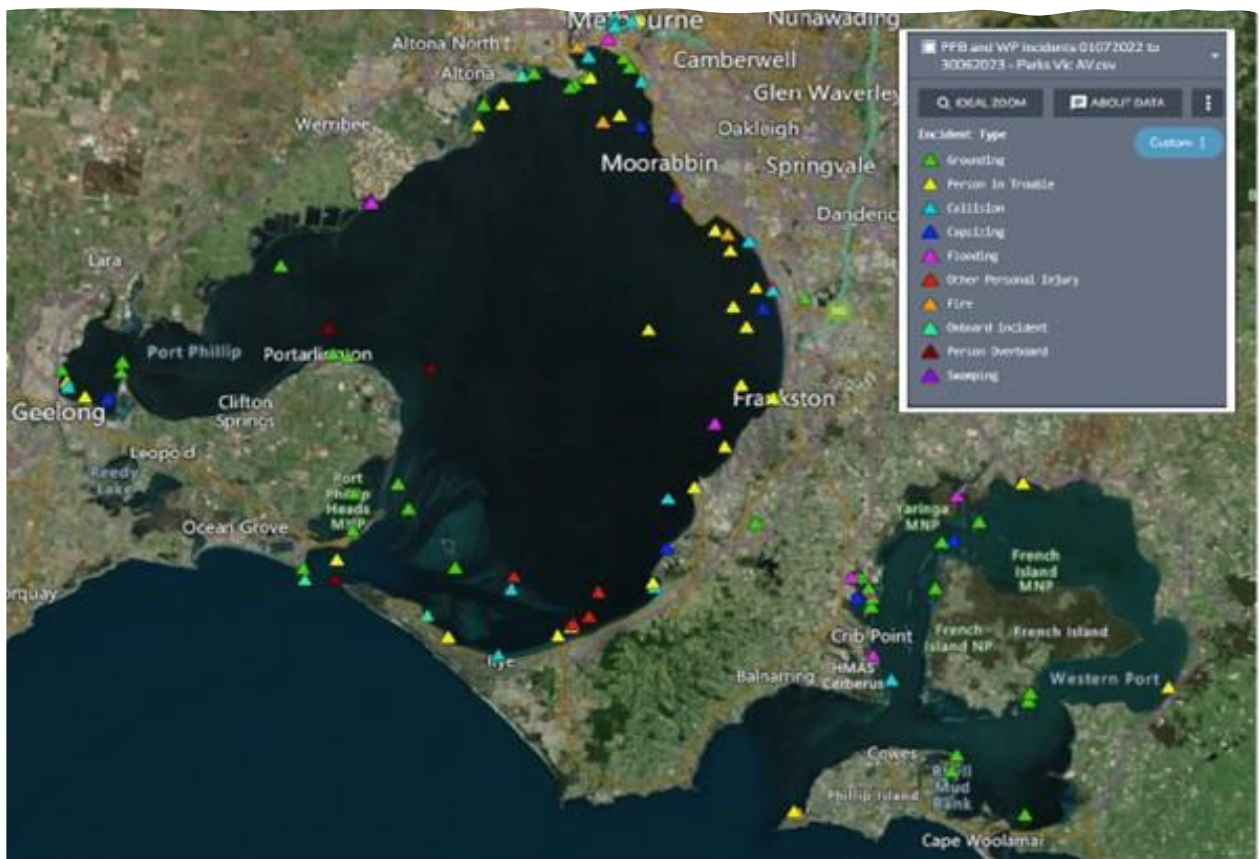


Figure 6: Serious Recreational Boating Incidents 2022-23 in our Local Ports.¹⁵

Incident Type	Port Phillip	Western Port	Total		
Grounding	24	◊	14	38	
Collision	9	xxx	1	10	
Fire	3	◊	1	4	
Swamping	1	-	-	1	
Flooding	3	◊	4	◊	7
Capsizing	7	◊◊	2	x	9
Person in Trouble	21	◊	3	◊†	24
Onboard Incident	3	x	-	-	3
Person Overboard	3	†	-	-	3
Other Personal Incident	6	x	-	-	6
	80		25		105

Key:

- ◊ = Loss of vessel,
- x = Serious Injury,
- † = Fatal incident

¹⁴ Nil for Port Campbell. Maritime Safety Victoria data, 12/10/2023.

¹⁵ Ibid.

SEMP Key Performance Indicators

The SEMP Key Performance Indicators are tabled below and maintained in accordance with SEMP planning objectives under the Port Management Act 1995, s. 91CA. These indicators provide specific measures to ensure port management activities within the control of Parks Victoria are environmentally sustainable, promote continuous safety improvement as far as is reasonably practicable, recognise best practice standards, and act in accordance with other Victorian Local Port entities.

Target met	✓	Target has been met or exceeded within agreed timeframes
Target not met	X	Target has not been met – exceeds 5% variance
	(X)	Target has not been met – within 5% variance
No result	◆	Recorded as N/M = Not measured

Performance indicator	2022-23 target	2022-23 actual	Year-end status
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Objective (a) Promoting improvements in safety and environmental outcomes at Victoria’s ports.

- | | | | |
|--|------|---|---|
| 1 Induction of contractors undertaking work within local ports includes safety and environmental considerations | 100% | ◆ | ◆ |
|--|------|---|---|

This measure is determined by the percentage of Parks Victoria contractors completing the Parks Victoria induction process.

Note: Parks Victoria has implemented an online contractor induction module. There were 127 online contractor inductions recorded in the system representing 47 businesses that undertook works within the local ports. In addition, local inductions were also undertaken and recorded at work centres. A methodology for the consistent analysis of this data has not been developed for the 2022-23 reporting year and as such the KPI 1 has been recorded as Not Measured.

Objective (b) Improvement of stakeholders, tenants, licensees, and service providers’ understanding of environment and safety best practices within the local port.

- | | | | |
|--|---|---|---|
| 2 Maintain a local port stakeholder database inclusive of tenants, partner organisation and authorities, councils, major pressure groups and individuals contributing to local port discussions | 1 | 1 | ✓ |
|--|---|---|---|

A stakeholder database continues to be maintained via Park Connect system.

- | | | | |
|---|----|-----|---|
| 3 Digital publication of annual local ports e-newsletter | 50 | 890 | ✓ |
|---|----|-----|---|
- This measure is determined by the number of page hits and download of e-newsletter which advise of any changes in port management practices and provide relevant guides to best practice.¹⁶ The e-newsletter is emailed to stakeholders and tenants and made available on Parks Victoria’s website.

¹⁶ Data sourced from Campaign Monitor – Local Ports Update 7th Edition.

Objective (c) Promoting an integrated and systematic approach to risk management in relation to the operation of the port.

- 4 Inclusion of local port risk issues and SEMP KPIs as a standard agenda item in District Management Team meetings** 3 3 ✓

This measure is determined by the number of agenda-based risk discussions in Regional Management Team meetings.

- 5 Facilitate and document local ports risk workshop to review existing risks and priorities and document and prioritise arising risks. Incorporates internal and external incident report data** 1 1 ✓

Local ports risk workshop approach has now evolved into targeting risk priorities within smaller groups, risk registers upon project commencement, and collaborating with local port stakeholders.

- 6 Conduct SEMP Steering Committee meetings** 3 3 ✓

This measure is determined by the number of meetings each year to review/modify/endorse prioritisations of existing and arising risks. Internal governance of SEMP publication and document control.

Note: It has been recognised that the monitoring of priority risks is best suited to Regional Management Team meetings, therefore reducing the need for Steering Committee meetings. Furthermore, several staff vacancies reduced the number of persons required for consultation.

- 7 Reliable operation of Aids to Navigation in Parks Victoria’s local ports** 100% 99.47% (X)

Category	MSV Standard	2022-23
1-Vital	At least 99.8%	99.37%
2-Important	At least 99%	99.81%
3-Necessary	At least 97%	99.23%

The reliability standards are provided by MSV which Parks Victoria aims to achieve.

The performance of Categories 2 and 3 were met over the period, although Category 1 fell short of MSV standards. Reasons for failure include response delays caused by weather conditions and staff or contractor availability. Notice to Mariners were issued to communicate failures, reducing the risk to vessel operators.
