



Port of Port Fairy Delegated Committee Meeting

Agenda

Date Thursday 2 December 2021

3.00pm

Southcombe Lodge

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CONFIDENTIAL AGENDA ITEMS

7. Debtors/Finance Report

Committee Members

Cr Jim Doukas
Cr Jordan Lockett
Mr Daniel Hoey
Mr Rex Grady
Mr John Sproal
Mr Russell Allardice
Mr Garry Stewart
Mr Peter O'Keeffe

Officers (non-voting attendees)

Ms Edith Farrell – Director Infrastructure and Environment
Mr Robert Gibson – Manager Environment and Regulatory Services
Mr David Mattner – Port Coordinator
Ms Brett Anders – Personal Assistant I & E Directorate (Minutes)

Acknowledgment of Country

The Chair will read the following:

We begin by acknowledging the Traditional Custodians of the land on which we meet today and pay our respects to their Elders past and present. We extend that respect to Aboriginal and Torres Strait Islander peoples here today.

Declarations of Conflict Interest

Reference: Local Government Act 2020 – Sections 130 (1)(a) and 130(2) Disclosure of Conflict of Interest in respect of a matter to be considered at a Council Meeting

A relevant person who has a conflict of interest in respect of a matter must:

- a) disclose the conflict of interest in the manner required by the Council's Governance Rules [Refer to Governance Rules – Division 2 Councillor conflict of interest disclosures] and
- b) exclude themselves from the decision making process in relation to that matter, including any discussion or vote on the matter at any Council meeting or delegated committee, and any action in relation to the matter.

Members of Staff

If a member of Council staff has a conflict of interest in a matter in which they are providing advice to Council:

- a) if the advice is included in a report, the report must disclose the conflict of interest
- b) if the officer is speaking in the Council meeting, the officer must disclose the conflict of interest before speaking on the matter.

Confirmation of Minutes

Recommendation

That the Minutes and Confidential Minutes of the previous meeting held on 8 September 2021 be confirmed.

Attachment(s)

Attachment 1 – Minutes of 8 September 2021 PoPF Committee Meeting

Attachment 2 – **Confidential** Minutes of 8 September 2021 PoPF Committee Meeting



Port of Port Fairy Delegated Committee Meeting

Unconfirmed Minutes

Wednesday 8 September 2021

**Unconfirmed Minutes of the Port of Port Fairy Delegated
Committee Meeting
held on 8 September 2021, via zoom
Commencing at 3.00pm**

Committee Members in attendance

Cr Jim Doukas
Cr Jordan Lockett
Mr Rex Grady
Mr John Sproal
Mr Peter O’Keeffe
Mr Garry Stewart
Mr Daniel Hoey

Officers (non voting attendees)

Mr David Mattner – Port Coordinator
Ms Brett Anders – Personal Assistant I & E Directorate (Minutes)
Mr Robert Gibson – Manager Environment and Regulatory Services

Apologies

Ms Leah Johnston – Acting Director Infrastructure and Environment
Mr Russell Allardice

Acknowledgment of Country

The Chair read the following:

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- a) if the advice is included in a report, the report must disclose the conflict of interest
- b) if the officer is speaking in the Council meeting, the officer must disclose the conflict of interest before speaking on the matter.

No declarations made at this meeting

Confirmation of Minutes

Mr Grady moved, Mr Sproal seconded that the Minutes and confidential Minutes of the previous meeting held on 27 May 2021 be confirmed.

Motion carried 6:0

1. Business Arising from Previous Meeting

1a Port of Port Fairy Non Compliant Berthing Policy

Overview: Presentation of the Port of Port Fairy Non Compliant Berthing Policy

Mr Stewart, Mr Sproal that the Port of Port Fairy Delegated Committee adopt PoPF-01 Non Compliant Berthing Policy as presented.

Motion carried 6:0

2. Port of Port Fairy Annual Report

Overview: Presentation of the Port of Port Fairy Annual Report 2020-2021

Mr Grady moved, Mr O’Keeffe seconded that the Port of Port Fairy Delegated Committee adopt the 2020-2021 PoPF Annual Report as presented.

Motion carried 6:0

Cr Lockett arrived at 3.23pm

3. Port Quarterly Operations Report

Overview: This report contains information pertaining to the operation and management of the Port of Port Fairy for the period from May 2021 to August 2021.

Mr Stewart moved, Mr Hoey seconded that the Port of Port Fairy Delegated Committee note and receive the Port of Port Fairy Quarterly Operations Report as presented;

1. approve the disposal of the crane as surplus to requirements; and
2. approve additional life bouys at Martins Point and King George Square.

Motion carried 7:0

Council Officers investigate replacing the Red Buoy with a fixed marker including, comparison of cost and maintenance requirements - Report to be prepared and distributed to the board.

4. Correspondence In/Out

Mr O’Keeffe moved, Mr Sproal seconded that the Port of Port Fairy Delegated Committee note and receive the correspondence in and out as listed in the Agenda attachments

Motion carried 7:0

5. Fee Strategy for Port of Port Fairy

Overview: This report is provided in order for the Port of Port Fairy Delegated Committee to consider a strategy for increasing fees at the Port of Port Fairy.

Mr Sproal moved, Mr Hoey seconded that the Port of Port Fairy Delegated Committee recommend to Council that when setting future budgets, Council:

1. Apply an annual increase to all bething fees applicable to the Port of Port Fairy by 10% per annum for 10 years commencing 1 July 2022;
2. Apply a 6% increase to the fee for slipping a vessel greater than 10m on the Port of Port Fairy small slipway in the 2022/23 financial year;
3. Apply a 6% increase to the fee for slipping vessels greater than 20m on the Port of Port Fairy large slipway each year for three years commencing 1 July 2022; and
4. Permanent berth holders that are registered as commercial vessels receive a 10% discount excluding itinerate berth holders.

Motion carried 7:0

Consultation process to be undertaken with berth holders prior to implementing any changes.

6. Port of Port Fairy Budget Update

Overview: Update of End of Financial Year Actual Budget 2020-2021 and Port of Port Fairy Budget for 2021-2022

Cr Lockett moved, Mr O’Keefe seconded that the Port Fairy Delegated Committee note and receive the end of financial year actual budget for 2020-2021 and the Port of Port Fairy budget for 2021-2022 as presented.

Carried 7:0

7. General Business

Mr Sproal queried progress on converting the Bait Shed to an audio visual display Department of Transport discussions indicate change use of facility required, letter to DOT drafted for approval, raised with acting Manager Tourism Eco Dev - Letter to be circulated. Approval from DOT required then next stage is exploring options for funding

Mr Hoey advised lights at boat ramp not working, advised to ring David Mattner for maintenance requests. Port Coordinator advised fuse box fault a safety issue. Letter to Powercor to be drafted advising the fix fuse box as safety hazzard.

Mr O’Keeffe queried revenue from Wharf Restaurant, advised not part of the Port revenue. DOT income supports Port operations. Discussion on whether part of the income from Wharf restaurant rent should be returned to the Port

4.24 Cr Lockett left meeting

Mr Stewart advised the fishing vessel Dacoma (built in Port Fairy) will be visiting February 2023, plans to visit in December have been rescheduled due to Covid.

Mr Sproal enquired about the process for grouping boats in the mariner. The Port Coordinator advised the reshuffle of boats in the marina grouped in areas for aesthetic reasons by the Port. The grouping of vessels proved to be successful and reflected in the number of positive comments received.

Closure of Open Meeting

4.28pm Mr Grady moved, Mr Hoey seconded that the open meeting be closed in order that the Confidential Agenda be considered.

Carried 6:0

Next Meeting: Thursday 18 November 2021

Meeting Closed 4.45pm

Confirmed this 18th day of November 2021

.....

Chair

1. Business Arising from Previous Meeting

- Prepare a report on replacing red buoy with a marker and circulate via email to the Board – completed see report below
- Consult with stakeholders on proposed fees and charges strategy – commenced
- Send letter to DoT requesting approval to change use of Bait Shed and cc Board – completed
- Write letter to Powercor regarding faulty lights near boat ramp – completed, note fault has been repaired.
- Obtain advice on whether Council should pay rent to Board for use of Wharf Restaurant site – completed advice is No
- Pursue outstanding debtors – commenced process
- Continue to work towards removal of Mary S from the Port. Owner has contacted David stating she has spoken with the Mayor and awaiting a response. David to email Robert details of phone call so it can be relayed to Cr Doukas for advice/update - ongoing

1a Replacement of Red Buoy with Fixed Marker

Presented to: Port of Port Fairy Delegated Committee

Report Author: Coordinator Port of Port Fairy

Officer's Recommendation

That the Port of Port Fairy Delegated Committee endorse the proposed replacement of the red buoy with a permanent marker as part of the 2022-2023 works program.

Background

The red buoy in Port Fairy Bay is a port lateral mark for vessels entering and exiting the Moyne River. Currently there is a yearly program to replace hardware and any worn components including black snake mooring lines, heavy duty shackles and swivels. Works can be partially done by Port staff but require professional divers' assistance with tethering.

Despite regular maintenance, the buoy recently broke away from its mooring during a storm event and washed onto East Beach.

Martin Symes (Local Historian) has been contacted and there is no known historic or cultural value of the red buoy.

The buoy is the responsibility of the Port of Port Fairy on behalf of the State

Option

Installing a fixed marker pole will potentially reduce long term maintenance costs and provide a safer and more visible aid to navigation for mariners. These markers are utilised in major channels throughout Australia and are the preference within shallow waterways less than 12m depth and provided the light configuration is not changed, no alteration to marine charts is required.

Design

The installation area has a sandy bottom with approximately 6m charted depth. The marker would be hammered into the sea bed to about 4 metres. The height

of marker will be calculated on ‘Storm wave heights’ from Bureau of Meteorology and will need to be calculated on final design.

A fixed marker would be designed to cope with adverse weather conditions, however avoidance of damage following impact with a vessel cannot be guaranteed. As with the current buoy, if a vessel ties up to the marker it places extra strain on the components. Under the Marine Safety Act, it is an offence to tie up to or interfere with a navigation marker.

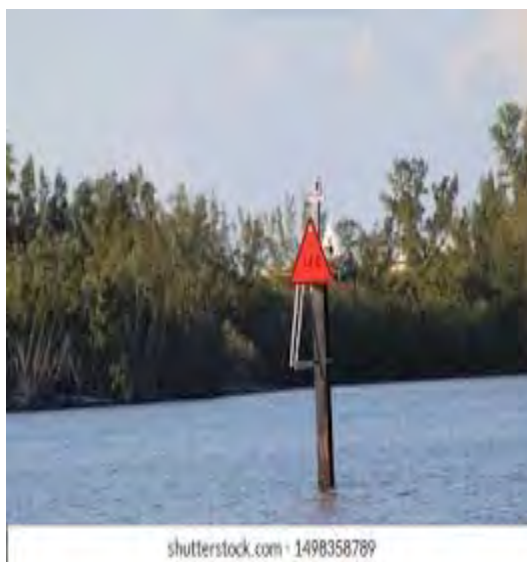
Design options will need to comply with IALA (International Association of Marine Aids to Navigation and Lighthouse Authorities) guidelines with top mark being coloured red, the day shape square and utilising the existing light on top of current buoy. Construction options include:

1. Steel I beam with 450 mm poly shroud and encased with concrete - lifespan of about 25 years + (preferred option).
2. Timber pylon 10 – 20 year + lifespan
3. Steel pile, galvanised 5 – 10 year lifespan

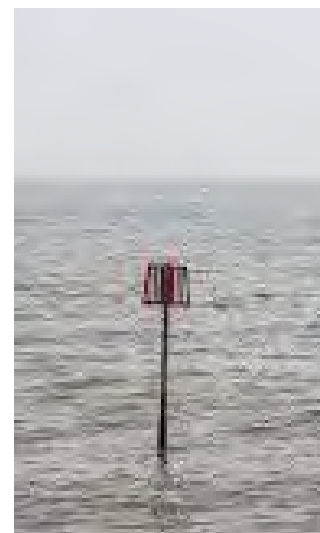
The images below are indicative of the three construction options



Option 1



Option 2



Option 3

Financial Implications

The recurring need to replace hardware and mooring lines using professional divers to search, relocate and attach the buoy typically costs in the order of \$4,000 per year.

Detailed costings for installation of a fixed marker will be obtained following a request for quote process. However, based on current information, the majority of costs will be associated with transporting the work platform to Port Fairy and coinciding works with suitable weather conditions. Option 1 will cost approximately \$35,000 and due to the comparatively high fixed costs associated with mobilisation, options 2 and 3 will be only slightly less.

Funding for navigation markers is via the State through the Port budget. AMSA is not responsible for this marker so expenditure will need to be provided through the Port budget. Figures may vary from estimates when competitive request for quote submissions are received.

Timeframe

New hardware, harness and mooring line have been purchased and fixed to the red buoy. The lifespan of the hardware is expected to be about 12 months for the shackles and 3 years for the black snakes.

It is recommended a budget allocation be provided in the 2022/23 budget to replace the red buoy with a permanent marker.

Weather wise, late October 2022 or March 2023 are expected to provide the greatest probability of suitable sea conditions.

2. Port Quarterly Operations Report

Overview: This report contains information pertaining to the operation and management of the Port of Port Fairy for the period from August 2021 to November 2021.

Officers' Recommendation

That the Port Board note and receive the Port of Port Fairy Quarterly Operations Report.

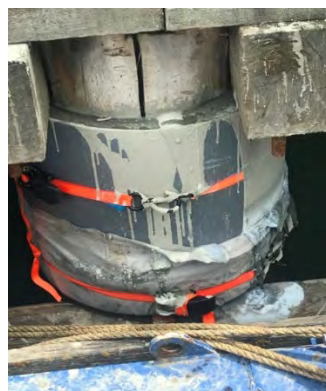
Works Program

Slipways

Minor restoration works are still to be done including replacement of some depleted bolts and minor repairs to wear points; this process has been again hampered by weather and visibility conditions as well as Covid restrictions on movement of commercial operators. This has also delayed getting the Nunn buoy back into position.

Pile Restorations

Pile refurbishment public tender received five submissions and successful contractor was Maintenance Concepts. Scheduling for this work is anticipated to commence early in the New Year.



Tele-handler

Telehandler has now been signed off by the Shire Risk and Assurance section for operation. It has been used for maintenance work around the Port and recently assisting the Historical society in lifting the Sir Fletcher Jones to conduct maintenance and Council Environmental section in clearing fencing and Piles from the beach at the old tip.

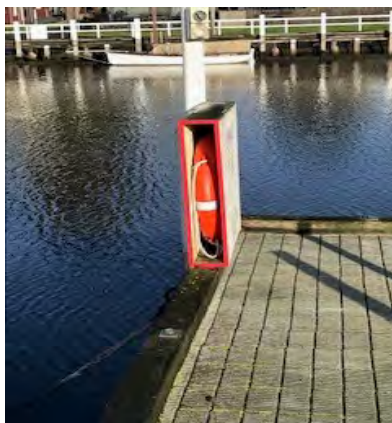


General Maintenance

Recently the Port has procured a zero turn ride on mower and this has enabled extra time to look after the surrounds of the Port especially with the current peak growing time. As well as extending additional maintenance to Battery Hill and the Yacht club / Marine Rescue grounds. The past couple of months we have been clearing walking paths around Battery Hill and reducing invasive weeds.

Life Buoys

Life buoy boxes have been painted on the sides to highlight their location. As per discussion from last meeting, MetalPro at Port Fairy have made up some very solid stainless steel brackets for exposed life buoys. These have been placed at Martins Point and near the loading dock of the main wharf giving high visibility in the case of emergency.



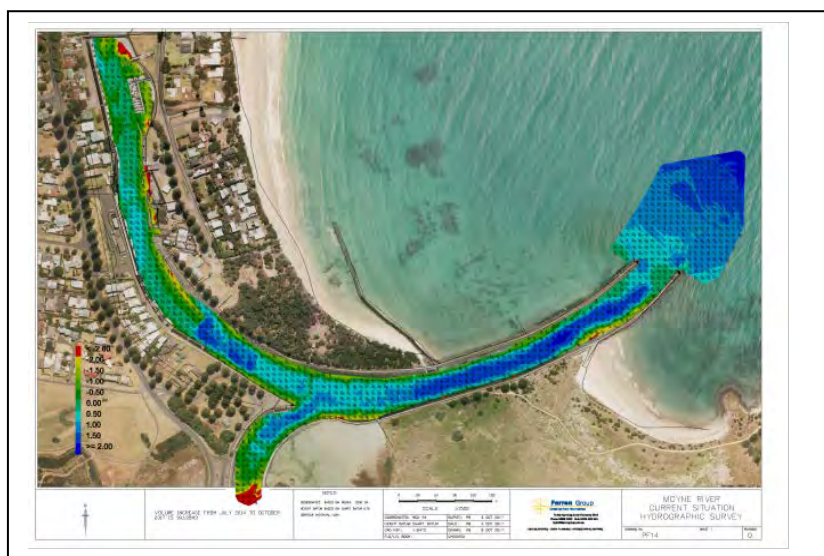
Dredging

Dredging has been delayed due to serious health issues with contractor. Owner of Slurry systems is currently in Qld and will be available from end of January 2022 onwards. Hydrographic survey was completed at the end of September and currently aside from the problematic area of lighthouse beach as the illustration below shows the targeted approach initiated is working well and depth is very stable. The build up calculations show that the entrance down to Haldanes landing has only built up by about 3000 cubic metres, which is constant with previous years. Proposal is to reschedule contractor between the middle of March and have it completed prior to Easter (April 15)

The areas that will be targeted will be the sand spit at Lighthouse beach junction and Upper area near yacht pens and north wharf will be addressed.



Current



Two years ago

Wharf cleaning

Areas around the Port that build up growth quickly have regular cleaning done with pressure cleaner this includes the fish cleaning areas and boat ramp along with some sections of the wharfs.

Slip

Large slip has been consistent but with only slightly lower than normal numbers throughout this period. Commercial use prior to fishing season remains the same.

Total number of vessels 17 with total of 79 days

Average days of usage 4.65

Visiting itinerant vessels

Only 3 vessels within this period with 2 nights stay per vessel.

Incidents

1. Located sheen from diesel extending from Martins Point to the river mouth. Estimated to be about 100-200ml. Using work boat and agitation over about an hour, this broke up sheen and through natural evaporation dissipated quickly with no further remediation required.
2. Electrical light at the fuel berth caught fire and safety switches all activated. Fire self extinguished once power was lost. Cost of replacement about \$500-
3. Vessel Chikara broke one of its mooring lines during storm event and caused damage to alongside yacht, "Running wild" (additional report below)

Vessel movement

- Marina
 - PFM1 vessel sold and has new owner.
 - New berth holder at PFM 2
 - New berth holder at PFM 3
 - New berth holder with yacht in berth PFM 16
- Alongside
 - New berth holder at PFA 3

- New berth holder in PFA35
- Old cray boat Barralee has been sold and replaced by Lady Laurel
- Reel Addiction” Alongside on the South wharf has been sold so looking at getting a new commercial operator into that spot. (Currently vacant) or option below.
- Toot, PFA 31 cream and green timber boat which was in very poor condition at the north wharf, has now been removed from the Port due to being in unseaworthy condition and been scrapped. Plan is for owners to get a new boat and submit application to refill the berth.

Berthing terms and conditions mail out.

Prior to meeting there were only 2 vessels still awaiting final completion of their BT&C, one awaiting sign off on insurance after inspection and second with outstanding fees which have now been rectified.

Strategic Management

Vessel Chikara

During recent storm event one its mooring lines broke and Chikara damaged alongside vessel ‘Running Wild’ owned by (BL), Chikara owned by (BM) has been ongoing process to rectify the matter with berth being cancelled, itinerant fees, debt collection and proceeding to writ of execution to claim vessel and dispose of it.

Under the BT&C section 4.3

PoPF is not responsible for any loss, damage or injury to persons or possessions, arising from use of the Port, except to the extent that the loss, damage, or injury is a result of negligence of the PoPF.

Vessels are moored here at the owners risk and hence the requirement for insurance on vessels.

However, this still does not assist at the moment and it is understandable that BL is upset and submitting claim against the Council.

Options are:

1. Leave where it is. Due to the condition it’s at least a bit hidden and not in a prominent position. Continue with current processes and once writ is obtained can auction off vessel and recover costs.
2. Move Mary S to Martins Point and Chikara to Depot wharf. Right opposite the main wharf and would be an eyesore.

3. Move up to Haldane or Newman's landing. Still will be more visible to the public.
4. Lift and remove from the water and take over to quarry at Walkers Lane. Extra costs for craning, transport on semi, building of hard stand frame for transport and likewise will be in excess of \$5000.

Vessel Uhuru

This is large fly bridge cruiser, which is alongside at the North wharf. Proposal is to move it down to end of the South wharf, vessel is not a commercial vessel which would be priority but aesthetically would be more balanced. Discussion.

3. Correspondence In/Out

Recommendation

That the Port Board note and receive the correspondence in and correspondence out.

Attachment(s)

Attachment 1 – Letter DOT Bait Shed

Attachment 2 – Letter of response DOT Bait Shed

Attachment 3 – Proposed changes to Fees letter to Port Users

Attachment 4 – Response proposed changes to Fees

Attachment 5 – **CONFIDENTIAL** Legal advice for removal of a vessel from the Port of Port Fairy



10 September 2021

Lynn Kisler
Manager Local Ports, Freight Victoria
Department of Transport
Level 19, 1 Spring Street
MELBOURNE VIC 3000

Dear Lynn

Port of Port Fairy Bait Shed - Proposed Change of Use

The Port of Port Fairy Delegated Committee (Port Board) has identified an opportunity to use the Bait Shed for a community based tourism venture aimed at promoting Port Fairy's historic links to commercial fishing.

The facility is no longer used for storage of catch by local commercial fishing operators and consultation with local commercial operators in 2019 confirmed the facility no longer meets their requirements.

Presently, the shed is used to store supplies for the adjacent Wharf Restaurant and fishing equipment for a commercial fishing operator. In an effort to support these two local, port based businesses, neither occupier is currently being charged for use of the facility. However, as a visitor attraction, it is expected to generate modest revenue through entry fees, encourage more visitation to the port precinct and increase patronage at the adjacent restaurant. Increased activation of this space will improve linkages between the port and the town centre and encourage visitors to explore the port precinct.

As the development and operation of the venture does not correspond with the conditions of funding detailed within the Port of Port Fairy Management Agreement, this proposal will only proceed if all costs associated with the redevelopment and its operation are met by Council and / or external funding sources. Furthermore, there is potential for Council to contribute towards maintenance of the building, alleviating some of the financial pressure on the port budget to maintain this asset.

In accordance with clause 4.4 of the Port of Port Fairy Management Agreement, the Board is seeking written approval from the Department of Transport to proceed with a change of use from storage facility to community interpretation centre where visitors can become acquainted with Port Fairy's fishing history.

You are welcome to contact me by email rgibson@moyne.vic.gov.au or phone on 0409 073 796 if you would like to discuss this proposal in more detail.

Yours sincerely

A handwritten signature in black ink, appearing to read "Robert Gibson".

Robert Gibson
Manager Environment & Regulatory Services

Cc: Port of Port Fairy Delegated Committee



Department of Transport

Ref: COR/21/329924

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

Mr Robert Gibson
Manager Environment & Regulatory Services
Moyne Shire Council
PO Box 51
PORT FAIRY VIC 3284

Dear Mr Gibson

Thank you for your letter dated 10 September 2021 regarding Moyne Shire's (Shire) proposed change to the use of the Port Fairy Bait Shed.

The Department of Transport (DoT) supports the Shire's proposal to refurbish the Bait Shed to deliver a community-based tourism initiative and increase visitation to the port.

As the Shire has proposed, and consistent with the Management Agreement, funding provided through the Local Ports Program should be used only for port management and administration purposes. Hence, costs associated with the refurbishment and operation of the Bait Shed will be incurred by the Shire as the public land manager, rather than the port manager.

Once you have finalised your development proposal, please confirm to DoT that the Bait Shed can be removed from the Management Agreement. Removing the Bait Shed from the Management Agreement will confirm that the Bait Shed is no longer being managed as a port asset and cause DoT's insurers to remove the Bait Shed from the local port property and public liability insurance policies.

If you have any further queries, please contact Ms Lynn Kisler, Manager Local Ports on telephone 8392 6468.

Yours sincerely

A handwritten signature in blue ink that reads "Praveen Reddy".

Praveen Reddy
Executive Director, Freight Victoria

25/10/2021



18 October 2021

To Port of Port Fairy User

Dear Sir/Madam

Proposed Changes to Port of Port Fairy User Fees

The Port of Port Fairy Delegated Committee (Port Board) is responsible for the management and maintenance of the Port of Port Fairy. As part of this obligation, it is necessary for the Board to ensure it generates adequate revenue to maintain assets throughout the port to a safe and functional standard.

Asset assessment work undertaken throughout the port is identifying the need for maintenance works that will require significant financial resourcing. This includes maintenance works to jetty pylons exceeding \$1million in addition to maintenance of buildings, slipways, jetty decks and the Moyne River training walls.

The majority of funding for the Port of Port Fairy is derived from the Department of Transport as part of the formal management agreement between the Department and Moyne Shire Council. However, the Department of Transport expects the Port to generate approximately one third of its annual budget from fees and charges. Currently the port accrues 19% of its revenue from fees and charges.

Analysis of data provided by the Department of Transport indicates that berthing fees charged by Port of Port Fairy are approximately half of the average fees charged by other local ports in Victoria. As berthing fees account for 80% of the Port's internal revenue, changes to berthing fees will have a notable impact on the Port's operational budget.

Slipway fees account for the remaining 20% of internal revenue so adjustments to slipway fees have less impact on the overall budget. Nonetheless, fees charged for slipping vessels greater than 10m in length are lower at the Port of Port Fairy than fees charged for use of comparative slipways.

In response to this situation, the Port of Port Fairy Delegated Committee is considering adopting a ten year plan to align berthing fees at the Port of Port Fairy with the average berthing fees charged by local ports in Victoria. In doing so, it is also expected that by year 10, the Port will generate one third of its annual budget through user fees.



Consequently, the Board is proposing to:

1. Apply an annual increase to all berthing fees applicable to the Port of Port Fairy by 10% per annum for 10 years commencing 1 July 2022
2. Apply a 6% increase to the fee for slipping a vessel greater than 10m on the Port of Port Fairy slipway in the 2022/23 financial year, and
3. Apply a 6% increase to the fee for slipping vessels greater than 20m on the Port of Port Fairy slipway each year for three years commencing 1 July 2022.

It is expected that by taking a 10 year approach, the impact on port users is minimised over time while also ensuring the Port of Port Fairy remains viable and continues to provide berthing and maritime services to the community into the future.

Prior to making a final decision on future fees, the Board is inviting stakeholders to provide submissions in response this proposal. Submissions clearly titled "**Port of Port Fairy Fee Proposal**" may be submitted to:

Cr Jim Doukas
Chair Port of Port Fairy Delegated Committee
PO Box 51
Port Fairy Vic 3284

Or by email
moyne@moyne.vic.gov.au

by close of business on Monday 15 November 2021.

Yours sincerely

A handwritten signature in black ink, appearing to read "J. Doukas".

Cr Jim Doukas
Chair-Port of Port Fairy Delegated Committee

From: M Raetz
Sent: Tuesday, 19 October 2021

Subject: Re: Port of Port Fairy Fees

Please pass on my comments.

As a Wharf user having a wooden sailing boat and a retired person I make the following observation.

The proposal is to double the recreation berthing fees over 10 years. A 100% increase (or much more if 10% PA is compounding?) and only an 18% increase on large commercial slipping costs.

Something similar happened at Queenscliff. As a result all the pretty couta sailing boats disappeared and the Marina became a rich mans boat park. All plastic motor cruisers. Ditto Blairgowrie and the newer Marina at Williamstown.

This is contrary to the heritage marine attraction of our port. Such a change is not helpful to our tourism and goes against the years of effort by the Heritage Boat group of which I am a member.

My guess is that many of the retirees, owners of wooden keel boats won't be able to afford to stay. I wont be staying.

Pity, as we just survived much drama at the sailing club and one of the positive changes has been to add a new competition for Couta boats and smaller yachts to race. I'm one of those.

I could personally manage a 30% increase over three to five years but not one that just keeps going up.

We thought the Wharf rental was supposed to raise \$120,000 a year? That facility was largely paid for by slipping fees saved over many years from the small boats. At least that is my understanding. There is a million dollars over 10 years.

Whatever happens the Heritage character of the port must be preserved. This is about more than simply balancing a budget.

The proposal seems hasty and not well thought out.

Respectfully yours,

M Raetz
Berth User

Attachment 4 – Response proposed changes to Fees, Page 2 of 2

Sent: Tuesday, 9 November 2021 2:20 PM

Subject: Port of Port Fairy Fee Proposal

From B Rae, berth users of the Port of Port Fairy.
Regarding your letter/email of the 18th Oct 2021 .

In response I would like to make the following points: there is no doubt that the Marina and port filled with fishing boats and yachts is a major and important part of the tourism and enjoyment of Port Fairy. The effect of removal of some boats because of excessive fees should be carefully considered. An empty port is not a port at all.

Consultation needs to be discussed openly at a port users meeting prior to any decisions made.

I don't believe that the revenue raised by these fees would ever cover the upkeep of the port assets. They are in a very dilapidated state as noted in the recent underwater survey. To expect boat owners to take the bill for existing infrastructure maintenance and repair when the council and Department of Transport have obviously neglected to budget in prior years for the upkeep, improvement and maintenance of the facilities. Councillor Jim Doukas has stated that no further benefits will be added but it will bring us in line with other port/marina fees. Why is it we see many vacant berths along the wharf? Why has the supposed waiting list for berths not been used? We are advised it is difficult to obtain a berth however I personally know of skippers being told to try again in 3 years.

You cannot align all ports berthing fees as all ports offer differing benefits and services to users. Slipways are usually able to cater for hardstand where a vessel can be cradled for longer periods while still using the slipway. Other modern amenities, professionals for chandlery, mechanics, sailmakers, maintenance and proximity to large cities like Melbourne and Geelong are attractive. Bays are more attractive for all year activities. Our weather and sea state certainly makes for difficult all year sailing or fishing. There are many more Marine Weather Warnings in this area than others. All these considerations need to be taken into the equation. Hundreds of trailer boats take advantage of the boat ramp each month, from all across the state and not one cent is returned to the port. Also wash from their wake is a larger part of rock wall deterioration.

We have a navigation aid, a buoy, at the river mouth which washed ashore some months ago. Why has this essential safety feature not returned. The temporary little buoy is difficult to see in slightly rough conditions let alone if there was a sea fog. The council certainly doesn't need any litigation from any mishaps which could be avoided.

Let's see some commitment from the council and DOT and fill all the berths, charge boat ramp usage and genuinely try to keep boats in the port before we increase fees.

We are against any future fee increase and happy to discuss these proposals at a future port users forum.

4. Fee Strategy for Port of Port Fairy

Note: Letters were sent to Port users advising of a proposed fee strategy.

(See Attachment 3 – Proposed changes to fees letter to Port users – Item 3. Correspondence In/Out).

To date two submissions have been received

(See Attachment 4 – Response proposed changes to Fees – Item 3. Correspondence In/Out).

Submissions in response to the letter close on Monday 15 November.

A report and any additional submissions received will be circulated to the Board after the closing date and prior to the meeting.

5. Port of Port Fairy Budget Update

Overview: Update of Port of Port Fairy Budget for 2021-2022

Recommendation

That the Port Board note and receive the Port of Port Fairy budget update for October 2021

Attachment(s)

Attachment – Port of Port Fairy Budget Update October 2021

**Natural Account Details
For Period October 2021**

Natural Account	2021/22 Budget Adopted	2021/22 YTD Budget Update	2021/22 YTD Actuals	YTD Variance
1035 Port of Port Fairy Operations				
1330 Consultants	40,000	40,000	0	40,000
1440 Registration	0	0	2,297	(2,297)
1529 Insurance	6,195	6,195	1,964	4,231
1910 Bad and Doubtful Debts	15,000	15,000	0	15,000
2655 Port - Mooring Fees	(110,000)	(110,000)	(54,864)	(55,136)
2660 Port - Slipway Fees	(26,000)	(26,000)	(11,163)	(14,837)
2665 Port - Leases/Rental	(4,000)	(4,000)	0	(4,000)
2846 Government Grants - Operating State Gov	(326,000)	(326,000)	(325,760)	(240)
Total 1035 Port of Port Fairy Operations	(404,805)	(404,805)	(387,526)	(17,279)
1043 Port Management/Supervision				
1101 Ordinary Pay	233,859	233,859	30,318	203,541
1103 Overtime Pay	0	0	0	0
1123 Allowances other	0	0	3,080	(3,080)
1125 Annual Leave	22,850	22,850	7,031	15,819
1127 Sick Leave	0	0	1,322	(1,322)
1129 Public Holidays	0	0	912	(912)
1143 Superannuation - Lasplan	26,337	26,337	8,536	17,801
1145 Workcover Premiums	5,066	5,066	5,069	(3)
1149 LSL Provision	6,418	6,418	1,975	4,443
1161 Training	0	0	98	(98)
1167 Union/Staff Meetings	0	0	1,106	(1,106)
1315 Legal Fees	5,000	5,000	4,815	185
1325 Cleaning Offices	5,600	5,600	1,802	3,798
1331 Printing	0	0	0	0
1393 Ancillary Road Supplies	0	0	0	0
1399 External Contractor	0	0	0	0
1515 Bank Charges	600	600	180	420
1520 Catering	0	0	31	(31)
1530 Consumables	1,000	1,000	362	638
1535 Computer Costs-Internet	1,000	1,000	120	880
1549 Minor Equipment Purchases	5,000	5,000	179	4,821
1620 Telephone	1,800	1,800	474	1,326
1710 Photocopying and Printer Expenses	0	0	191	(191)
1715 Stationery	0	0	0	0
1775 Protective Clothing	1,000	1,000	516	484
8020 Plant Hire Expense	4,036	4,036	1,009	3,027
8025 IT Support Overhead Expense	5,818	5,818	1,939	3,878
8030 HR/Payroll Support Overhead Expense	16,126	16,126	5,375	10,750

8031 Finance Overhead Expense	14,416	14,416	4,805	9,611
8045 General Office Overhead Expense	14,327	14,327	4,822	9,505
Total 1043 Port Management/Supervision	370,252	370,252	86,068	284,184
1044 Dredging and Channel Maintenance				
1101 Ordinary Pay	0	0	0	0
1123 Allowances other	0	0	0	0
1357 Dredging	40,000	40,000	0	40,000
1399 External Contractor	10,000	10,000	2,445	7,555
1420 Fuel	2,000	2,000	0	2,000
1620 Telephone	0	0	24	(24)
Total 1044 Dredging and Channel Maintenance	52,000	52,000	2,469	49,531
1045 Navigational Aids Maintenance				
1101 Ordinary Pay	0	0	51	(51)
1399 External Contractor	5,000	5,000	3,990	1,010
1705 Operating Expenses	0	0	0	0
1770 Plant and Equipment Maintenance	500	500	1,363	(863)
Total 1045 Navigational Aids Maintenance	5,500	5,500	5,404	96
1046 Rock Training Walls Maintenance				
1101 Ordinary Pay	0	0	0	0
Total 1046 Rock Training Walls Maintenance	0	0	0	0
1047 Dredge and Pipeline Maintenance				
1101 Ordinary Pay	0	0	1,104	(1,104)
1123 Allowances other	0	0	41	(41)
1420 Fuel	0	0	0	0
Total 1047 Dredge and Pipeline Maintenance	0	0	1,145	(1,145)
1048 Marina Maintenance				
1101 Ordinary Pay	0	0	0	0
1123 Allowances other	0	0	0	0
1399 External Contractor	25,000	25,000	0	25,000
Total 1048 Marina Maintenance	25,000	25,000	0	25,000
1049 Wharf Maintenance				
1101 Ordinary Pay	0	0	28,353	(28,353)
1123 Allowances other	0	0	773	(773)
1395 Building Supplies	0	0	4,100	(4,100)
1399 External Contractor	25,000	25,000	0	25,000
1605 Electricity	4,000	4,000	1,212	2,788
Total 1049 Wharf Maintenance	29,000	29,000	34,437	(5,438)

1050 Jetty Maintenance				
1101 Ordinary Pay	0	0	536	(536)
1395 Building Supplies	0	0	0	0
1519 Facilities & Equipment Hire	16,024	16,024	0	16,024
Total 1050 Jetty Maintenance	16,024	16,024	536	15,488
1051 Boat Ramp Maintenance				
1101 Ordinary Pay	0	0	0	0
1123 Allowances other	0	0	0	0
1395 Building Supplies	0	0	0	0
1399 External Contractor	0	0	0	0
Total 1051 Boat Ramp Maintenance	0	0	0	0
1052 Lg Slipway Mtce				
1101 Ordinary Pay	0	0	810	(810)
1123 Allowances other	0	0	0	0
1395 Building Supplies	0	0	68	(68)
1399 External Contractor	6,000	6,000	0	6,000
Total 1052 Lg Slipway Mtce	6,000	6,000	879	5,121
1053 Sml Slipway Mtce				
1101 Ordinary Pay	0	0	276	(276)
1123 Allowances other	0	0	0	0
1395 Building Supplies	0	0	0	0
1399 External Contractor	4,000	4,000	273	3,727
Total 1053 Sml Slipway Mtce	4,000	4,000	549	3,451
1054 Lg Slipway Operations				
1101 Ordinary Pay	0	0	1,103	(1,103)
1123 Allowances other	0	0	0	0
1549 Minor Equipment Purchases	0	0	0	0
Total 1054 Lg Slipway Operations	0	0	1,103	(1,103)
1055 Sml Slipway Operations				
1101 Ordinary Pay	0	0	179	(179)
1395 Building Supplies	0	0	20	(20)
Total 1055 Sml Slipway Operations	0	0	199	(199)
1056 Port Parks Maintenance				
1101 Ordinary Pay	0	0	5,656	(5,656)
1123 Allowances other	0	0	163	(163)
1395 Building Supplies	0	0	0	0
1399 External Contractor	1,000	1,000	0	1,000
Total 1056 Port Parks Maintenance	1,000	1,000	5,818	(4,818)

1057 Port Garbage and Waste Collection				
1349 Site Maintenance	0	0	2,460	(2,460)
1399 External Contractor	8,000	8,000	0	8,000
Total 1057 Port Garbage and Waste Collection	8,000	8,000	2,460	5,540
1058 Port Depot Maintenance				
1101 Ordinary Pay	0	0	668	(668)
1117 Protective Clothing	0	0	0	0
1123 Allowances other	0	0	0	0
1395 Building Supplies	2,500	2,500	0	2,500
1530 Consumables	1,000	1,000	0	1,000
1605 Electricity	4,400	4,400	1,196	3,204
1615 Water & Sewerage	1,400	1,400	877	523
1770 Plant and Equipment Maintenance	0	0	178	(178)
Total 1058 Port Depot Maintenance	9,300	9,300	2,919	6,381
1059 Port Plant and Equipment Maintenance				
1101 Ordinary Pay	0	0	834	(834)
1123 Allowances other	0	0	0	0
1399 External Contractor	0	0	1,985	(1,985)
1420 Fuel	5,000	5,000	929	4,071
1430 Parts	0	0	0	0
1440 Registration	0	0	61	(61)
1445 Servicing	0	0	3,926	(3,926)
1530 Consumables	1,000	1,000	83	917
1549 Minor Equipment Purchases	1,000	1,000	210	790
1769 Port Plant & Equipment Purchases	0	0	245	(245)
1770 Plant and Equipment Maintenance	4,000	4,000	617	3,383
Total 1059 Port Plant and Equipment Maintenance	11,000	11,000	8,890	2,110
1068 Port Plant and Equipment Purchases				
1516 Lease Payments	0	0	3,131	(3,131)
1769 Port Plant & Equipment Purchases	10,176	10,176	0	10,176
Total 1068 Port Plant and Equipment Purchases	10,176	10,176	3,131	7,045
3430 Port - Asset Maintenance				
1399 External Contractor	0	15,484	150	15,334
1770 Plant and Equipment Maintenance	0	0	389	(389)
2846 Government Grants - Operating State Gov	(133,758)	(133,758)	(133,998)	240
Total 3430 Port - Asset Maintenance	(133,758)	(118,274)	(133,460)	15,186
3917 Port Refuelling Facility				
1420 Fuel	80,000	80,000	27,078	52,922

1515 Bank Charges	0	0	1,145	(1,145)
2790 Sales Other	(88,000)	(88,000)	(22,347)	(65,653)
Total 3917 Port Refuelling Facility	(8,000)	(8,000)	5,877	(13,877)
4540 Fuel Jetty Refurbishment				
1399 External Contractor	0	0	0	0
Total 4540 Fuel Jetty Refurbishment	0	0	0	0
4877 Fuel Bowser Upgrade				
1101 Ordinary Pay	0	0	105	(105)
1103 Overtime Pay	0	0	0	0
1123 Allowances other	0	0	0	0
Total 4877 Fuel Bowser Upgrade	0	0	105	(105)
5140 South Wharf Pile Repairs				
1399 External Contractor	0	168,610	0	168,610
2846 Government Grants - Operating State Gov	0	0	0	0
Total 5140 South Wharf Pile Repairs	0	168,610	0	168,610
5171 Rocket House Rising Damp				
1399 External Contractor	0	0	0	0
Total 5171 Rocket House Rising Damp	0	0	0	0
Grand Total	689	184,783	(358,995)	543,778

6. General Business

Next Meeting

Thursday 17 February 2022