

Recommendations for the management of the  
Lower Yarra and Maribyrnong Rivers<sup>1</sup>

Report to the  
Minister for Environment, Climate Change and Water  
prepared by the  
Lower Yarra River Use Future Directions Group



November 2015

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<sup>1</sup> This is a report prepared for the Lower Yarra River Use Future Directions Group and approved by the working group members for presentation to the State Government of Victoria. It has not been endorsed by government or any of its agencies at this time.

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## Summary of Recommendations

The Lower Yarra River Use Future Directions Group (LYRUFDDG) was established to provide recommendations in relation to a shared vision for the use of the river, improved governance arrangements, licensing policy in relation to berthing of commercial passenger boats, waterway management, event approvals and funding. The LYRUFDDG comprises representatives of key stakeholders (refer to the Terms of Reference in Attachment 1 for a list of the Group Members). The recommendations apply to on-river activities on the navigable waters of the Yarra River and Maribyrnong River. This is in essence upstream of the Port of Melbourne waters to the Canning Street Bridge on the Maribyrnong River and up to Dights Falls on the Yarra River.

### Shared vision

The LYRUFDDG recommends that the following Vision be adopted:

*The Lower Yarra is a central feature of one of the world's most liveable cities – Melbourne.  
The future development of its facilities, activities and natural values need to support  
Melbourne's role as a leading world city.*

### Governance

The major governance challenge is the large number of government agencies involved in overseeing activities on the water. No one agency is accountable for the vision and there is no overarching plan that will ensure the river complements Melbourne's status as a world leading city. To overcome this shortfall the LYRUFDDG was unanimous in recommending:

1. That a single entity be charged with implementing the vision for the Lower Yarra.
2. That a new Local Port be established and the Port Manager effectively becomes the single entity and it be directed to appoint a Management Committee.
3. The Management Committee be headed by an independent and influential Chair charged with implementing the Vision and working with all relevant agencies to generally oversee and coordinate management of all issues pertaining to the development and management of the two rivers.

There was much debate about the degree of autonomy granted to the Management Committee with the private sector wanting to maximise the autonomy but accepting continued involvement of Parks Victoria as an interim solution.

### Berthing arrangements

The LYRUFDDG recommends:

4. Transitioning to longer term leases (up to 20 years) for exclusive berths for the overnight berthing of commercial vessels.
5. Provision of exclusive commercial berths and 'quick stop' berths at an appropriate fee for service.

It is proposed to manage the oversupply of passenger seats on commercial boating operations and improve the standard of operations through capping the allocation of berths and through other conditions in the licences.

### Infrastructure creation, maintenance and operations

The LYRUFDDG recommends:

6. Additional back-of-house facilities be provided adjacent to the Yarra River to service commercial operations and to protect the natural environment.

7. Land be set aside now for these facilities.
8. Provision of a new floating berth at Southgate Wharf to improve visitor access and safety. The capital cost is estimated to be up to \$2.0 million.
9. Government funds be allocated to ensure berths, back-of house facilities and other assets are maintained and litter is managed on the Lower Yarra River.

### **Dredging needs and funding**

No dredging has been undertaken in recent years due to lack of funds. Dredging is required to maintain a navigable waterway and safe and reliable access for commercial and recreational use. The LYRUFDDG recommends:

10. Parks Victoria finalise a technical study by end October 2015 to determine the dredging needs.
11. The Government fund a dredging program using the outcomes from the technical study.

### **Event approvals**

The LYRUFDDG recommends that:

12. The government agencies design a streamlined approval process that encourages more events to be held on the river, improves the quality of event applications and that the Management Committee provide a one-stop shop for facilitating waterway event approvals.

### **Funding**

The LYRUFDDG estimates the funding required to deliver the recommendations in this report includes:

- Existing budgets of the government agencies which is around \$1.6 million and \$1.3 million per annum respectively for Parks Victoria and City of Melbourne waterway management, including revenues from berthing.
- Additional funding of at least \$650,000 per annum to remunerate the new Management Committee, and new management capabilities in integrated planning, marketing and activation of the waterways.
- Additional funding of up to \$2.0 million to develop a floating landing at Southgate Wharf. Part or all of this capital could be recouped from lease and/or licence rentals.
- Funding for a dredging program using the outcomes from the technical study.
- Additional funding where required for infrastructure and other management requirements will be identified in business cases to be prepared by the Management Committee.

## The Case for Change

The current management of the Lower Yarra River<sup>2</sup> is not realising the potential it has to add to Melbourne's liveability and its role as a leading world city.

There has been no clear government direction, shared vision or strategy for the holistic management of the Lower Yarra River, Docklands and Maribyrnong River. Consequently development of tourism, commercial activities, recreational use and everyday activation on the Yarra River has not kept pace with development along the banks of the river.

Research by the City of Melbourne shows growth in employment and built space at Southbank and Docklands over the past decade. Since 2002 employment in Southbank has increased by 34.7 percent with significant growth in business services, accommodation, food and beverage services and manufacturing industries. Built space has increased by 71.1 percent and there has been an increase in the number of café/restaurant venues and associated numbers of indoor and outdoor seats. The waterfront has become a major attraction for Melbourne.

In contrast the commercial boating operations on the Lower Yarra are in decline and are not operating to capacity with poor demand for the service provided. Many of the commercial passenger boats are not of a standard envisaged for a world class city.

With the continuing development at Southbank and Docklands there are opportunities to improve the commercial boating and recreational operations and activate the waterways to contribute to the further growth of the Lower Yarra.

There are many government authorities with a role in managing on river activities, but no one agency has the responsibility for the vision, activation of the river and the economic growth that will deliver jobs and tourism value.

Through its Australia-wide business networks, the Yarra River Business Association and Docklands Chamber of Commerce are aware of very significant private equity available to invest in river operations, specifically in integrating land-based infrastructure with on-water activity. They are also aware that those interests will not consider investment in the waterway under the current governance regime.

Although many reports have been written, stakeholders are frustrated that successive Governments have failed to act and opportunities have been missed. However it is not too late to act. Adoption of the recommendations in this report, could in the immediate and longer term:

- Create an environment for private sector investment
- Jobs growth
- Increased tourism revenues for Melbourne
- Improved visual amenity
- Improved recreation facilities.

All consistent with complementing Melbourne's status as one of the world's most liveable cities.

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<sup>2</sup> The Lower Yarra River area broadly covers the navigable waters of the Yarra River and Maribyrnong River. This is in essence from Canning Street Bridge on the Maribyrnong River to the Port of Melbourne waters and up to Dights Falls on the Yarra River.

## Shared Vision

The LYRUFDG has produced the following shared vision for the on-river activities

**The Lower Yarra is a central feature of one of the world's most liveable cities – Melbourne.  
The future development of its facilities, activities and natural values need to support  
Melbourne's role as a leading world city.**

The outcomes the LYRUFDG expects this vision to deliver are:

- The governance of activities on the river will be clear and accessible to river stakeholders and decision making processes will be equitable, open, transparent and efficient
- There will be safe and equitable access for tourism and recreation activities both on the river and adjacent land
- The commercial operations on the River will be viable and vibrant and reflect Melbourne's status as a world class city
- The ecology of the river and its heritage and landscape values will be protected and enhanced
- There is adequate funding from government and the private sector for the building, maintenance and operations of riverside infrastructure, dredging and litter collection
- All of the above outcomes are complementary.

The LYRUFDG identified the following priorities for improving the management of the Lower Yarra River. Each of these priorities is described further in the following sections.

1. Improving the governance and coordination of river based activities.
2. Berthing arrangements for commercial vessels.
3. Infrastructure creation, maintenance and operations.
4. Determining the dredging needs and funding a dredging program.
5. Improving management of waterway events.

When standing in 2040 we could be seeing the Lower Yarra very differently

*Melbournians and visitors valuing and enjoying the river and waterfront for recreation, tourism, business, landscape, transport, environment and heritage*

*Commercial passenger boats and new business ventures bringing quality products, services and activities appealing to a broader market and adding to the vibrancy of the Lower Yarra*

*Management, planning and marketing delivering increased employment, efficiencies and visitation of the Lower Yarra*

## Improving governance and coordination of river based activities

A number of government agencies have a role in managing on-river activities but their efforts are not coordinated (Attachment 2). Consequently no one agency bears the responsibility to create and deliver a vision for the lower Yarra and the on-river amenity has failed to keep pace with the development along the banks of the river. The current governance arrangements are too difficult for the private sector to navigate and the river is failing to meet its potential tourism, heritage and

environmental values. In summary the river is falling well short of complementing Melbourne's status as one of the world's most liveable cities.

The LYRUFDG has created a shared vision supported by a broad outline of future passenger boat services, supporting infrastructure and ideal governance arrangements. A change in governance arrangements on the Lower Yarra is recommended to facilitate:

- More effective strategic planning and activation of activity on the rivers
- The right support for development of commercial opportunity and investment while ensuring continued access for recreation activities
- Improved co-ordination in the delivery of various Government functions and activities currently undertaken on the rivers.

Any future governance arrangements need to be guided by the following principles:

- An integrated approach to holistically manage the land and waterway across the Lower Yarra (i.e. both the berths and on-water activities)
- Simplified decision making and approval processes (A "one stop shop" was seen as very important to encourage investment in on-river activities)
- Clear responsibility and accountability
- Decision making processes that are equitable, open, transparent and efficient
- Opportunities for waterway users including commercial operators to influence decision making
- A conduit to private funding and investment
- A secure revenue stream to support infrastructure creation and maintenance.

The LYRUFDG was unanimous in recommending:

- That a single entity be created that is fully responsible for on-river activities and supporting infrastructure. In this regard it is proposed that a new local port and Port Manager be established covering the waters and gazetted lands (i.e. berths) of the Lower Yarra and Lower Maribyrnong Rivers. This new port could be created using existing legislative and administrative instruments. The Minister for Environment, Climate Change and Water could ask the Minister for Ports to recommend the Governor in Council appoint a new Port Manager and place certain obligations on that manager. It is proposed that a key obligation would be to establish a 'management committee' with the following functions for the Lower Yarra and Lower Maribyrnong Rivers:
  - Commence the implementation of the Vision for the Lower Yarra by coordinating the efforts of the existing agencies and provide a single point of contact for the private sector and waterway users
  - Develop a 'Yarra River Economic Development Strategy' in collaboration with stakeholders including updating the strategies for tourism, recreation and economic development activities on the Lower Yarra
  - Oversighting the tender process for the passenger boat berths
  - Finalise site selection for 'back-of-house' facilities and ensure this land is secured for development of the facilities
  - Provide a single point of contact for the private sector looking to invest in and use the Lower Yarra River

- Preparation of business cases for future investment and facilitate investment from the Government and the private sector to improve the amenity of on-water activities
- Coordination of marketing and promotional materials for the Lower Yarra
- Assist the Government in continuously improving the governance arrangements.
- That the Management Committee be headed up by a high profile influential and independent chairperson who has demonstrated capability to work across government and the private sector, a track record of achievement, commercial acumen, experience relevant to waterways management and passionate about the rivers. Other members of the Committee would have skills in economics, marketing and water safety.
- That any governance arrangement must be supported by a secure budget and revenue stream. This could be drawn from budgets currently used by government agencies plus additional funding on a business case basis. Refer to Attachment 3 for the current revenues and operating budgets for the City of Melbourne and Parks Victoria. Additional funding of at least \$650,000 per annum would be required to undertake functions described above and employ at least three new staff. Some marketing funds may be available from existing organisations, including Yarra River Business Association, Docklands Chamber of Commerce and Destination Docklands, to develop the brand of the new entity. The location of the new entity will need to be determined. One possibility is that it be located in the existing City of Melbourne offices at Docklands. These and other details can be determined through a collaborative approach to implementation.

The Group debated at length the role and degree of autonomy that the Management Committee would have:

- The private sector preference is that the new Port Manager and Management Committee effectively be a new entity which is independent and not under the auspices of any existing authority. They prefer that the new entity have its own budget, identity and branding. Their preference is that the Chair of the Committee be remunerated and that the Committee be supported by its own dedicated management team comprising a new CEO and Marketing Manager. They would like to see the management team draw on the maritime resources of the existing agencies. The private sector believes this level of autonomy is more likely to attract critical private investment and provide new momentum
- The other option is that Parks Victoria becomes the Port Manager and the Management Committee be under the auspices of Parks Victoria. Parks Victoria is an experienced Port Manager and is currently the local port manager in Port Phillip Bay and elsewhere. Under this model Parks Victoria would provide the management support and appoint a new general manager (or similar) to lead the work and a marketing manager to support the Management Committee.

As a compromise the private sector has agreed to support the latter model with the following provisos:

- That the Management Committee members be entrepreneurial with the ability to attract private industry investment and the ability to enable activation of the river.
- The Management Committee should be distinct from Parks Victoria and known as the *Lower Yarra Port Board* or similar.
- That the Management Committee have a much higher status and greater influence than an advisory body. In this regard Parks Victoria should consider placing one of its Board members

on the Management Committee and commit to the following way of interacting with the Committee:

- Parks Victoria partner with the Committee in each aspect of decision making including the development of alternatives and the identification of preferred solutions.
- Parks Victoria will work together with the Committee to formulate solutions and incorporate the Committee's advice and recommendations into the decisions to the maximum extent possible.
- That the Management Committee provide six-monthly updates to the Minister for Environment, Climate Change and Water and the Minister for Ports and meet to discuss issues when needed.
- That the chair of the Management Committee be part of the interview panel for appointment of the supporting new management team, noting that the management team will be employees of Parks Victoria.
- While the management support staff will be employees of Parks Victoria, they should report in a matrix arrangement to Parks Victoria line management and to the Chair of the Management Committee.
- That the arrangements are deemed as interim and subject to a Ministerial review in 18 months and the option of creating a fully autonomous entity remain on the table.
- That day to day operational activities stay with Parks Victoria and other agencies to ensure the Management Committee concentrates on the strategic issues and the responsibilities outlined above.

### **Berthing arrangements for commercial berths**

The berthing policy and new berthing leases and licences need to complement the shared vision produced by the LYRUFDG and take into account the proposed new back-of-house facilities, new floating wharf at Southgate and other infrastructure.

The LYRUFDG consider that commercial berthing policy should promote economic development, help the industry evolve to a higher standard of passenger service and address the current oversupply of passenger seats (demand is around 25 percent of total capacity).

Commercial boating operators require a berth to dock vessels overnight and to operate from during the day. Overnight berthing of commercial vessels operating on the Yarra River is primarily envisioned downstream of Charles Grimes Bridge at the development of the North Bank (downstream of Collins Landing), the World Trade Centre and Victoria Harbour. Due to the height of some bridges over the Yarra River restricting access at high water levels, the continuation of overnight berthing upstream of Charles Grimes Bridge will also need to be considered. The berths for daytime commercial passenger boat include the North Bank, the World Trade Centre, Southgate, Federation Wharf, Banana Alley and Victoria Harbour.

The LYRUFDG recommends:

- Transitioning to longer term leases (up to 20 years) for exclusive berths for the overnight berthing of commercial vessels.
- Providing licences of up to 10 years for exclusive commercial berths that do not have significant private investment in public land infrastructure.

- Continuing to provide 'quick stop' berths at Southgate Wharf, Federation Wharf and Banana Alley at an appropriate fee for service.
- The preferred approach to financing the floating berth is for government to develop the infrastructure and recover all or part of the capital from lease rentals and/or licence fees.

Managing demand and improving the standard of commercial boating operations was identified as an issue. The LYRUFDD canvassed options of voluntary industry standards, however, the commercial operators do not support further regulation including self-regulation. Other potential approaches to address these issues include managing supply by capping the number of licences available and improving the standard of operations through the allocation and through licence conditions.

The LYRUFDD recommendations for the allocation and pricing of commercial berths include:

- The criteria for allocation, licence conditions and pricing of berths should facilitate improved levels of passenger boat services
- The allocation process be open and transparent
- The market should set the price of berths
- A competitive allocation method be utilised to determine berth allocation
- An independent probity officer should be appointed for the allocation process. The LYRUFDD notes the reserve price and valuation is independently determined by the Valuer General Victoria and that the Valuer General is likely to utilise marine expertise in this process
- Aligning the allocation of berths at the same time would aid the administrative costs, process, competitiveness and opportunity for the commercial operators
- The proposed Management Committee have a role in the allocation of the commercial berths
- The rental from berthing licences be used to maintain and improve berthing facilities.

Other items from previous consultation on licensing of the commercial berths that is relevant to the proposed berthing arrangements include:

- Operators be permitted to sub-let or share their berths subject to terms and conditions
- Ticket booths can be traded separately to berths
- Berths to be offered on an exclusive basis, with the option for operators to put in offers to share berths on an exclusive basis
- No restrictions on the transferability of licences other than those pertaining to the original use, demonstrated use of the licence and to avoid the monopolisation of berths
- The lease or licence outline the obligations of both parties
- The lease or licence specify what action can be taken by each of the parties if obligations are not met
- The conditions for removal of the lease or licence be made explicit
- The terms, conditions and restrictions within the licence be directly related to the activities of berthing.

The commercial berth licences at Southgate, Federation Wharf and Banana Alley expire in May 2016. It is recommended that these current licences be extended for around 12 months to provide time for the proposed Management Committee to have a role in finalising the berthing policy and tendering process for the new berthing licences.

## Infrastructure creation, maintenance and operations

Using the Shared Vision the LYRUFDG have developed a complementary infrastructure priority plan. See Attachment 4.

The infrastructure priorities are:

- Provision of back-of-house facilities that will help to reduce environmental impacts and support the shared vision and the associated outcomes
- Provision of a floating berth at Southgate to improve visitor access and safety
- Ongoing maintenance of assets and management of litter
- Subject to a business case the creation of a terminus at Docklands.

Currently there are inadequate back-of-house facilities for commercial operators on the Yarra River leaving some operators to refuel vessels using jerry cans and repair boats at passenger berths on the river. Back-of-house facilities are required for refuelling vessels, pump-out of toilets, supply deliveries, provisioning of vessels (e.g. cleaning, servicing and repairing vessels), boat storage (e.g. dry stacking), heavy lifting, slipping, emergency management and waterfront staging area for on-water events. A small vessel access ramp is also required and included on the attached plan.

Back-of-house facilities are identified on the attached plan at the Marine Precinct on the southern banks of the Yarra River near the Bolte Bridge. Although these facilities were recommended in the *Docklands Waterways Strategic Plan 2009-2018* by the City of Melbourne, VicUrban (now Places Victoria) and Parks Victoria the facilities have not been developed. The land at the Marine Precinct needs to be secured for the development of these back-of-house facilities.

There is concern that there is diminishing land available for these back-of-house facilities. Forward planning needs to consider both the use of waterway and adjacent land to avoid creating potentially conflicting uses and to ensure the land required for waterway infrastructure in the future is set aside now.

Southgate Wharf is a key site for visitors to access commercial passenger boats. Due to the height of the concrete berths and fluctuations in water levels, a floating berth at Southgate Wharf would improve passenger access, safety and docking of vessels at this site.

The feasibility of a passenger terminal, seaport, ferry service and heritage cluster has not been determined and is a key priority for the proposed Management Committee.

The LYRUFDG recommends:

- Providing back-of-house facilities on the Yarra River is a priority to help reduce environmental impacts of commercial operations and to provide commercial operators with an area for septage pump outs, refuelling, routine maintenance and other activities that are inappropriate at passenger berths.
- Land needs to be secured for development of these facilities. Suitable land has been identified at the Marine Precinct near the Bolte Bridge. A key focus of the proposed Management Committee is to identify the costs and prepare a case to government for investment in the facilities.
- The development of a floating landing at Southgate to improve visitor access and safety is estimated to cost up to \$2.0 million.

- The maintenance of assets (berths, back-of-house facilities and other assets) and litter management is an ongoing priority.

### **Dredging needs and funding**

Investment in dredging of the Yarra River is required to enable continued commercial and recreational boating and other use of the waterway into the future.

Over the past eighteen years a minimal dredging approach has been adopted for the Yarra River and Maribyrnong River primarily due to environmental and operational constraints and a lack of funds. The limited investment in dredging has seen the progressive build-up of silt on these rivers, which reduces the width and/or depth of the river.

The LYRUFDG recommends:

- Parks Victoria finalise a technical study by end October 2015 to determine the dredging needs.
- The Government fund a dredging program using the outcomes from the technical study.

### **Management of waterway events**

The Future Directions Group's work program includes providing advice on approaches to streamline approvals for events. The LYRUFDG noted the complexity of the event approvals process, the number of agencies involved and that some event applications contain insufficient information for approval.

The event approvals process could be improved by the government agencies working together to increase the proponents understanding of the process and information required in the event applications.

The LYRUFDG recommends:

- That the government agencies design a streamlined approval process that encourages more events to be held on the river, improves the quality of event applications and that the proposed Management Committee provide a one-stop shop for facilitating waterway event approvals.

## **Attachment 1 Lower Yarra River Use Future Directions Group Terms of Reference**

### **1. Background**

The review of the policy framework for licensing of commercial berths on the lower Yarra River identified a range of issues relating to the management of the use and governance of the lower Yarra River.

These strategic and operational issues include the licensing of commercial berths, approval of events, funding of dredging, management of waterway assets, activation, promotion and strategic planning of the use of the lower Yarra River.

The Lower Yarra River Use Future Directions Group has been established to bring together key government agencies and stakeholders to work together to identify approaches to improve management of these strategic and operational issues in the short term within the existing governance arrangements. The group will also consider governance options for future management of the waterway, including whether there is a need for an ongoing cross-agency coordinating group.

### **2. Work program**

The Future Directions Group is to:

- develop a strategy and identify a shared vision for coordinated management, use and activation of the lower Yarra River;
- provide advice to Department of Environment, Land, Water and Planning on the policy framework for licensing of Yarra berths;
- provide advice on waterway management and future funding requirements (e.g. dredging) to represented agencies;
- provide advice on approaches to streamline approvals for events; and
- provide advice on governance options for future management of the waterway, including whether there is a need for an ongoing cross-agency coordinating group.

### **3. Membership**

The Future Directions Group comprises:

- representatives from key government agencies responsible for the issues with management of the use of the Lower Yarra River and adjacent public land;
- representatives from businesses operating on and adjacent to the waterway; and
- an independent chairperson.

The Future Directions Group members are:

- an independent chairperson – Mr Tony Kelly;
- Parks Victoria – Mr Chris Hardman, Regional Director Melbourne;
- City of Melbourne - Professor Rob Adams, Director City Design;
- Yarra River Business Association – Mr John Ahern, Chair;
- Melbourne Passenger Boating Association – Mr Jeff Gordon;
- Melbourne Convention and Exhibition Centre – Mr Leighton Wood, Chief Operating Officer;
- Department of Economic Development, Jobs, Transport and Resources - Mr Andrew Newman, Acting Director Transport Network Development Ports and Network Integration;
- and

- Department of Environment, Land, Water and Planning - Mr Will Guthrie, Director Land Policy.

The Chairperson may invite any person who is not appointed as a member to attend meetings, or part of a meeting, as an observer and participate in discussions. Observers may include for example a member's support staff and stakeholders or other agencies such as Maritime Safety Victoria and the Port of Melbourne Authority.

The Group is established for a period of six months and at which time the need for an ongoing group would be confirmed.

#### **4. Meetings**

The Chairperson may convene a meeting of the Group at any time, however, meetings will be scheduled at an appropriate frequency (e.g. monthly) to deal with specific tasks.

Agenda and meeting papers will be distributed to members at least one week before each meeting.

Members are expected to disclose all interests that might possibly be construed as being in conflict with their responsibilities as group members. The Chairperson may request that the member not participate in discussions or be absent from that part of the meeting.

Each member will be expected to provide their own skills and expertise as well as representing their agency or stakeholders' interests. They will provide strategic direction and act as a conduit for sharing information with key stakeholders as needed.

As required, members and observers will be expected to respect the confidentiality of group deliberations and any working documents that the group determines are not yet fit for wider circulation.

#### **5. Reporting**

The Group will report through its Chairperson to the Minister for Environment, Climate Change and Water.

The Group shall keep minutes of its meetings.

The Department of Environment, Land, Water and Planning will provide administrative/secretariat support for the Group.

## Attachment 2 – Governance of use of the Lower Yarra River

Entity	Function	Legislation	Minister
<b>Waterway use</b>			
1. Parks Victoria	<ul style="list-style-type: none"> <li>management of recreation, leisure, tourism and water transport for all waterways under the Water Industry Act</li> <li>waterway manager under the <i>Marine Safety Act 2010</i></li> <li>vision / strategy</li> <li>activation / advocacy</li> <li>management of berths on the Yarra River and Maribyrnong River (delivery function)</li> </ul>	<ul style="list-style-type: none"> <li><i>Water Industry Act 1994</i></li> <li>Relevant land act for the management of the Crown land e.g. Crown Land (Reserves) Act, Water Industry Act</li> <li><i>Marine Safety Act 2010</i></li> <li><i>Port Management Act 1995</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for the Environment, Climate Change and Water</li> <li>Minister for Ports (re Marine Safety Act and Port Management Act)</li> </ul>
2. City of Melbourne	<ul style="list-style-type: none"> <li>management of berths at Docklands (policy &amp; delivery function)</li> <li>waterway management at Docklands</li> <li>vision / strategy</li> <li>activation / advocacy</li> </ul>	<ul style="list-style-type: none"> <li>Relevant land act for the management of the Crown land e.g. Crown Land (Reserves) Act</li> <li><i>Local Government Act 1989</i></li> <li><i>City of Melbourne Act 2001</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for the Environment, Climate Change and Water (re Crown land managed as a committee of management)</li> <li>Minister for Local Government</li> </ul>
3. Other municipalities <ul style="list-style-type: none"> <li>Stonnington</li> <li>Boroondarra</li> <li>Yarra</li> <li>Maribyrnong</li> <li>Moonee Valley</li> </ul>	<ul style="list-style-type: none"> <li>vision / strategy</li> <li>activation / advocacy</li> </ul>	<ul style="list-style-type: none"> <li>Relevant land act for the management of the Crown land e.g. Crown Land (Reserves) Act</li> <li><i>Local Government Act 1989</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for the Environment, Climate Change and Water (re Crown land managed as a committee of management)</li> <li>Minister for Local Government</li> </ul>
4. Department of Environment, Land, Water & Planning	<ul style="list-style-type: none"> <li>development of policy and legislation advice relating to the management of public land and water</li> <li>Berths: policy function</li> </ul>	<ul style="list-style-type: none"> <li>Relevant land act for the management of the Crown land e.g. Crown Land (Reserves) Act, Water Industry Act</li> </ul>	<ul style="list-style-type: none"> <li>Minister for the Environment, Climate Change and Water</li> </ul>
5. Department of Economic Development, Jobs, Transport, Planning and Resources	<ul style="list-style-type: none"> <li>development of policy and legislation advice relating to maritime safety and ports</li> </ul>	<ul style="list-style-type: none"> <li><i>Marine Safety Act 2010</i></li> <li><i>Port Management Act 1995</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for Ports</li> </ul>

Entity	Function	Legislation	Minister
6. Maritime Safety Victoria	<ul style="list-style-type: none"> <li>regulator of maritime safety</li> <li>determining standards and procedures for navigation and maritime safety on state waters</li> </ul>	<ul style="list-style-type: none"> <li><i>Marine Safety Act 2010</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for Ports</li> </ul>
7. Water Police	<ul style="list-style-type: none"> <li>law enforcement on the water</li> <li>search and rescue</li> <li>coordinating all marine incidents involving recreational vessels, yachts, fishing vessels and commercial vessels in port</li> </ul>	<ul style="list-style-type: none"> <li><i>Marine Safety Act 2010</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for Police</li> </ul>
8. Yarra River Business Association 9. Docklands Chamber of Commerce 10. Destination Docklands	<ul style="list-style-type: none"> <li>advocacy for local business</li> </ul>		
11. Places Victoria	<ul style="list-style-type: none"> <li>Victorian Government property development agency</li> <li>development of Docklands, Fishermans Bend and Maribyrnong Defence Site</li> </ul>	<ul style="list-style-type: none"> <li><i>Urban Renewal Authority Victoria Act 2003</i></li> <li><i>Docklands Act 1991</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for Planning</li> </ul>
12. Port of Melbourne Corporation	<ul style="list-style-type: none"> <li>management and development of the Port of Melbourne</li> </ul>	<ul style="list-style-type: none"> <li><i>Transport Integration Act 2010</i></li> <li><i>Port Management Act 1995</i></li> <li><i>Marine Safety Act 2010</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for Ports</li> </ul>
<b>Non waterway use e.g. water quality</b>			
13. Environment Protection Authority	<ul style="list-style-type: none"> <li>environment regulator of pollution</li> <li>independent assessment, reporting and advice about water quality issues</li> </ul>	<ul style="list-style-type: none"> <li><i>Environment Protection Act 1970</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for the Environment, Climate Change and Water</li> </ul>
14. Melbourne Water	<ul style="list-style-type: none"> <li>lead and coordinate water quality management for the Yarra River</li> </ul>	<ul style="list-style-type: none"> <li><i>Water Act 1989</i></li> </ul>	<ul style="list-style-type: none"> <li>Minister for the Environment, Climate Change and Water</li> </ul>

### **Attachment 3 – Current funding**

Existing funding for the waterway management is around \$1.6 million and \$1.3 million per annum respectively for Parks Victoria and City of Melbourne waterway management. This includes revenues from berthing and operating budgets for the City of Melbourne and Parks Victoria. Additional funding of at least \$650,000 per annum would be required to undertake the Management Committee functions described above and employ at least three new staff.

# Attachment 4 – Plan of infrastructure aspirations

