

Glenn Snow  
Director, Transport Assessments  
Department of Planning, Industry and Environment  
4 Parramatta Square, 12 Darcy Street  
Parramatta NSW 2150

**Attention:** Fadi Shakir ([fadi.shakir@planning.nsw.gov.au](mailto:fadi.shakir@planning.nsw.gov.au))

Dear Mr Snow,

### **State Significant Infrastructure (SSI-10049) – Kamay Ferry Wharf Project**

Thank you for providing Port Authority of New South Wales (**Port Authority**) with the opportunity to review and comment on the Environmental Impact Statement (**EIS**) for the Kamay Ferry Wharf Project (SSI-10049).

Port Authority is responsible for navigation, security and operational safety needs of commercial shipping in Port Botany. This includes safe navigation of shipping movements within the port, pilotage, emergency response including marine spill response, and dangerous goods. In this regard, and after reviewing the EIS, and also in reference to our submission made on the original request for Secretary's Environmental Assessment Requirements (**SEARs**) for the Project, dated 9 June 2020, Port Authority provides the following comments and advice on recommended conditions.

#### **Maritime Risk Management Plan\***

1. Port Authority recommends a condition of consent requiring that the Applicant, prior to the commencement of works, prepare a Construction Maritime Risk Management Plan (**CMRMP**). The CMRMP should be prepared by a suitably qualified person, in consultation with and to the satisfaction of, the Harbour Master. The CMRMP should, at a minimum, include the management and mitigation measures and recommendations outlined in the Navigation Safety Assessment prepared by Thompson Clarke Shipping, dated September 2021.
2. Port Authority recommends a condition of consent requiring that the Applicant, prior to the commencement of operations, prepare an Operational Maritime Risk Management Plan (**OMRMP**). The OMRMP should be prepared by a suitably qualified person, in consultation with and to the satisfaction of, the Harbour Master, and must demonstrate how vessel movements associated with Kamay Ferry Wharf Project will not impact on commercial shipping movements in Port Botany.

#### **Harbour Master Approval**

3. Written approval from the Harbour Master (**Approval**) is required for any proposed works that will disturb the bed of a port, in accordance with clause 67ZN of the *Ports and Maritime Administration Regulation 2012*.

\*Previously known as a Vessel Traffic Management Plan

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The Approval process requires providing the Harbour Master with all final documentation (including assessment reports and plans) for review, together with a completed Harbour Master Approval Form, which is available on Port Authority's website.

The Harbour Master may impose conditions on any approval to disturb the bed of the port.

#### **Aids to Navigation**

4. Consideration should be given to lighting and Aids to Navigation (**AtoN**) in the wharf and jetty design. The ends and edges of wharves and jetties should be illuminated for navigation safety purposes. It is important to consider that the wharves and jetties do not create excessive back scatter light, which could impact on pilots' night vision and the pilotage of vessels at night.

Should you require any further detail on the matters raised in this letter, please do not hesitate to contact Jag Shergill, Environmental Planner at [jshergill@portauthoritynsw.com.au](mailto:jshergill@portauthoritynsw.com.au), or Joakim Trygg Mansson, Deputy Harbour Master at [JTryggMansson@portauthoritynsw.com.au](mailto:JTryggMansson@portauthoritynsw.com.au).

Yours sincerely,

p.p. 

**Ryan Bennett**

Senior Planning and Sustainability Manager

16 August 2021