



BOATING INDUSTRY ASSOCIATION of SOUTH AUSTRALIA Inc

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Tony Sheehan,
Project Manager,
Automotive Waste Resources,
Environment Australia,
**GPO Box 787,
CANBERRA ACT 2601**

11 March 2003

Dear Tony,

Please accept our thanks for offering us the opportunity to make connection with Environment Australia and to confirm our expression of interest in participating in your "**Product Stewardship for Waste Oil**" programme.

It appears to my nationally scattered colleagues and I, that the thrust of your initiative; to improve the economic and/or environmental outcomes of waste oil collection, re-use and recycling, is highly commendable and timely, too, for the recreational boating industry in Australia, with its;

- over 600 000 craft
- over 400 marina/slipway and boat servicing operators

located across all States and the Northern Territory.

Whilst much of the published material that we have found appears to be centred on the use of road vehicles and on primary industries' interests, our concerns are centred on the (marine) craft and the industry groups that rely on the waters of Australia, those inland and along the coasts and within the estuaries.

Our interest may be summarised as:

We as the peak industry bodies in Australia for Recreational Boating and Marina/Slips Management, are seeking a form of "partnership", in Australia, with Environment Australia and its related agencies to assist us to manage our State and National responsibilities in areas of environmental care and environmental protection.

Product Stewardship for Waste Oil is of supreme interest.

The recreational boating industry provides vital economic sustenance to many Australian communities through its support of a wide range of tourism, leisure and recreational pursuits.

Holiday-makers and day-trippers, too, who seek “water based leisure opportunities” include those in pursuit of:

- recreational fishing,
- beach-going,
- sailing,
- cruising,
- diving,
- canoeing,
- surfing and
- swimming etc.

Participants are welcomed by coastal and inland communities (in particular rural communities) as significant contributors to aspects of commercial viability of such centres.

Unfortunately, with the significant commitments faced by my office, within and outside of Australia (particularly in New Zealand in pursuit of “Pacific Rim: Excellence in (marine) Environmental Standards) during January and February we have had little time to give the “Waste Oil Stewardship” initiative the in-depth consideration that it deserves.

It was the opinion of my State and National Boards that the most efficient approach, for us, would be to drop you a quick note, to act as a cover to our completed Application Form to precipitate some form of discussion when more time is available.

We would be pleased to assist you and your colleagues in your ongoing work.

We hope that the enclosures are of some interest.

With best regards,

Yours sincerely,

Glen Jones
General Manager
Boating Industry Association of SA Inc

General Manager
Marina Association of Australia Ltd

Chair
Spencer Gulf Marine Plan
Regional Consultative Committee

Member
Ramsar (Lower Lakes and Coorong)
Taskforce

Member
Community Reference Panel
Living Murray Programme
Murray Darling Basin Commission

Application Form

Project Title:

Involvement of Marina and Slipway operators of Australia in Waste Oil Stewardship Initiatives.

Executive Summary:

The Boating Industry Associations (BIAs) of Australia, all States and the Northern Territory (peak State bodies for light commercial and recreational boating) with the Marina Association of Australia (MAA) (the peak, national industry body representing marinas, slipways, boatyards, boat-building and boat maintenance/servicing facilities) (with members located in all States and the Northern Territory ...

Seek, in partnership with the appropriate State Agencies, to install capital equipment and to establish appropriate operating standards in our pursuit of ISO14001 accreditation for Marinas and associated industry groups.

Improvements in operating conditions and provision of essential infrastructure at such "marina" sites (*and to provide access to waste management services to other operators located "further up the catchments"*) will precipitate fundamentally required improvements to the environment.

Efficient/economic/effective collection and management/recycling of waste oils (and other related wastes) from the

- over 600 000 recreational craft operating in Australian waters
- over 400 marinas and associated sites operating in Australia

Will introduce significant improvements to existing practises.

As a first step (Stage 1) we plan to select sixty marine industry sites (inland, coastal and estuarine and/or within the catchments) and to install collection and recycling facilities.

Up to \$2 Million will be required to deliver Stage 1 during the coming financial year.

Applicant Details:

The Boating Industry Association of South Australia Inc (BIASA) this application (as representative of the BIAs of Australian States and the BIANT) in concert with the Marina Association of Australia Ltd.

Boating Industry Association of SA Inc ABN 62 826 936 075

Marina Association of Australia Ltd ACN 095 407 364

The Secretariat of the MAA is based, with the BIASA at:

318 Young Street

WAYVILLE SA 5034

PO Box 11

GOODWOOD SA 5034

Telephone **08 8373 0511**

Fax 08 8373 2169

e-mail **biasa@bigpond.com.au**

The networks, professionalism and experience of a cross section of our (over) 2000 members will be utilised to plan and to manage this project, to effect satisfactory and timely results.

Project Objectives:

To commence the orderly construction/implementation of necessary oil waste management services/facilities to Marina/Slip/Boat Construction/Service/ organisations located in the inland waters, estuaries and coastal environments in all States and the Northern Territory to recover and assist the recycling of waste oils and associated products to improve environmental conditions in Australia.

Project Outcomes:

The improvement of environmental conditions in Australian waterways through the introduction of measures to offer efficient waste oil collection (and the collection/management of associated wastes) will deliver substantial benefit to the environment, inland waters, coasts and in our estuaries. Significant improvements to public understanding/ awareness of initiatives to protect/improve the marine environment will be delivered as a result of the delivery of this

initiative. Separate initiatives will be taken to involve media at Local State and National levels. Local communities will be involved in the delivery of "local projects".

Project Description:

To install infrastructure and to improve present procedures/practises to a level of "Best Practise" in the areas of waste oil collection/management and in recycling of these (and associated products) as an essential step towards attainment of ISO 14001 standards, across Australian coastal, estuarine and inland waters' environments. Consideration will be given to the operation of up to 400 industry (marina/related industry operators) and 60 sites will be defined, on a priority basis for installation of oil waste collection/recycling facilities. Actions will then be put into place to install infrastructure and procedural activities. Should this application be successful, review activities will commence in June/July 2003 with a view to completing installation work by the end of 2004.

Estimated cost of the project:

Close consideration has been given to accurately cost all elements of the project, but without the conduct of the review of all sites (including topography and existing services etc) and the assessment of the needs/priorities of each to provide a short list of 60 (for this stage 1) final figures cannot be given. An outline of Cost Headings is given below:

- | | | |
|---|--|---|
| 1. Establish project office and resource centre | 6. Consideration of existence/placement of ongoing servicing | 10. Creation of documents/procedures |
| 2. Plan and (physically, on ground, nationally) conduct of Survey | 7. Consultation with Local, State and Federal Agencies | 11. Call and review tenders |
| 3. Collate and analyse results | 8. Acquisition of necessary development approvals | 12. Let tenders |
| 4. Establish listing of priority sites | 9. Prepare final construction plans | 13. Oversight of developments at 60 sites |
| 5. Determine capacity requirements | | 14. Final reports |
| | | 15. Demobilisation |

Total funding sought (Stage 1) \$1.86 Million (inc GST) Industry contributions will approximate \$200 000.

Referees:

Referees are available from Local, State and National Levels: for example
MLC Angus Redford, MLC Diana Laidlaw, Hon Joan Hall, all MPs Parliament of South Australia
Leith Bouilly, Chair Community Advisory Committee, Community Reference Panel, Murray Darling Basin Commission
Damian Moroney, Coast and Clean Seas South Australia
Mike Cooney, Executive Director Marine Facilities Advisory Committee Transport SA
Michael Geddes, Manager Infrastructure SA Tourism Commission

Statement:

Neither have: Proposals/similar applications been made to other Commonwealth Department or Authority, or have Funds been received for the same or related proposals.

Glen Jones
General Manager
Boating Industry Association of South Australia Inc
Marina Association of Australia Ltd

12 March 2003



Product Stewardship for Waste Oil

The recreational and light commercial boating industries are responsible for the generation (and through the network of boatyards, marinas, slipways and service centres) the collection of waste products. The industries needs (and wishes) to improve its operations to protect and enhance the environment.

The recreational and light commercial boating industry normally operates at the “end of the catchment” where it often has responsibility to clean up after others who are located or operate “further up the catchment”.

The recreational and light commercial boating industries provide vital economic support to most of the communities of Australia, through a wide range of commercial, leisure, tourism and recreational pursuits.

The recreational and light commercial boating industries of Australia need clean waters and clean precincts to maintain their viability and hence to continue to provide economic support to the communities.

The recreational and light commercial boating industries seek some form of “partnership” with Environment Australia and its related Agencies to assist us to manage our State and National responsibilities in areas of environmental care and environmental protection, particularly in areas of waste oil management.

Sustained growth in the recreational and light commercial boating industries will continue to provide additional employment opportunities, especially in the regions.

Glen Jones
General Manager
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of SA Inc

General Manager
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Spencer Gulf Marine Plan
Regional Consultative
Committee

Member
Ramsar (Lower Lakes and
Coorong) Taskforce

Member
Community Reference Panel
Living Murray Programme
Murray Darling Basin
Commission

The Boating Industry Association of South Australia Inc. (BIASA) is one of six stakeholders of the national bodies, the Australian Marine Industries Federation Ltd, and the Marina Association of Australia Ltd are the peak industry bodies in Australia for Recreational and Light Commercial Boating.

I write as General manager of the Boating Industry Association (2000 members nationwide) and the General Manager of the Marina Association (200 members nationwide).

All members are required to abide by a strict Code of Ethics.

The Code contains issues connected with commercial dealings and also in guaranteeing "best practice" in matters affecting the natural environment.

Our members are diverse in their interests:

- Boat and Engine Retailers and Service Agencies,
- Boat Builders,
- Industry Development,
- Industry Training,
- Naval Architects,
- Industry Environment Group,
- Sports Group,
- Charter/Hire Operators,
- Chandlery Suppliers,
- Rebuilders of Heritage/Historic
- Wooden Boats and constructors of replicas,
- Houseboat Hire,
- Marina Operators,
- Sail Industry,
- Technical Equipment Development.

The essential objective we have is to maintain/improve the sustainability of the Recreational and Light Commercial Boating Industry.

BIASA promotes holiday and recreational boating and related marine/riverine activities as safe, environmentally sound and responsible past-times for all members of the community.

In the conduct of its daily business, in SA, BIASA shares constructive relationships with organisations from all three levels of Government

BIASA has regular contact with organisations positioned within a wide range of portfolios.

- Aboriginal Affairs,
- Consumer Affairs,
- Environment and Heritage,
- Education,
- Emergency Services,
- Local Government,
- Police,
- Premier and Cabinet,
- Primary Industries,
- Recreation and Sport,
- Tourism,
- Treasury,
- Transport and
- Water Resources.

BIASA provides policy advice and consulting services to a number of these agencies.

In South Australia, the BIA serves a number of public and private sector working parties and policy groups including several tourism bodies at Local, State and National levels and a range of other policy groups that enfold:

- Ramsar,
- Regional Consultative Committees,
- Bureau of Meteorology Working Parties,
- National Marine Safety Commission,

- PWC (Jet Ski) Consultative Committees,
- Port and Harbours Committees,
- Murray Darling Basin Commission, Environmental Flows and Water Quality Programme CRP, and the
- Boating Facility Advisory Committee whose role is in planning and development of capital facilities/projects in inland and coastal waters.

THE BOATING INDUSTRY IN AUSTRALIA

Through the Australian Marine Industries Federation Ltd (AMIF) (and via the State BIAs) the peak body represents 2 000 companies across Australia.

Direct business turnover exceeds \$3.5 Billion annually.

There are 600 000 recreational craft operating in Australian waters.

The Marina Association of Australia Ltd (MAA) comprises the interests of 400 Marinas across Australia.

Both these groups have close ties with similar groups on a global basis, the International Marina Institute and the International Council of Marine Industry Associations and others.

HOLIDAYS AND RECREATION “on the water” IN SOUTH AUSTRALIA

To illustrate the impact that our activities have on the economy (and particularly Regional SA), PIRSA provides the following:

“A review of the impact of Recreational Fishing on South Australia: Paper No. 36 "South Australian Fisheries Management: Review of Recreational Fishing in South Australia: A Management Strategy For The Sustainable Development Of Recreational Fishing In South Australia".

Paper No. 36 provides an interesting set of statistics/ a profile of the recreational fishery in South Australia:

Number of Recreational Fishers over 5 years who fish at least once annually:	453 000
Number of fishers living in the metro area:	268 000
<i>Extrapolation #1: 185 000 fishers reside in country/regional areas</i>	
Proportion of metro based fishers who fish mainly in country regions:	68%
<i>Extrapolation #2: 182 200 metro based fishers fish in country regions</i>	
Proportion of country based fishers who fish mainly in the country:	93%
<i>Extrapolation #3: 7% of country based fishers fish in metro areas:</i>	12 950

This table suggests that over 180 000 metropolitan based fishers visit country venues and nearly 13 000 country based fishers visit metropolitan areas at least once each year in pursuit of their recreation.

That is; a total of nearly 200 000 recreational fishers "take a "short/s" holiday (to adopt SA Tourism Commission nomenclature) annually. The largest proportion of these 180 000 (90%) are annual visitors to country localities. In SA, from our own (limited) research, we believe that the direct, positive economic impact delivered to country communities in South Australia is measured in the \$100s of millions annually.

The economic impact of these "holidays" in South Australia is enormous: probably the essential sustenance for many Coastal/River/Lakes communities.

In the Murray Darling Basin, the value of agricultural production now exceeds \$10 billion, mining \$3 billion, tourism and leisure around \$6.5 billion, electricity \$0.3 billion and commercial fishing and other industries \$2.5 billion.

In SA, on the River and Lakes we see, from a boating and recreational perspective, 1 Million-holiday days taken annually.

We need good environmental conditions to support the industry, and we, as a group, will take the steps that we can to get our backyard in order.

The largest and most progressive elements of the BIASA belong to the "Boating Industry Environment Group" and the "On Water Tourism Division".

The objectives and the work of these two groups closely mirrors those of a number of vital Ministries/Agencies:

- Environment,
- Tourism,
- Recreation,
- Economic Development,
- Emergency Services,
- Transport,
- Regional Affairs,
- Local Government and
- Small Business.

Of all the issues of interest to the BIASA and its sister organisations

We confirm that the first and most essentials is the health of Australia's Inland, Estuarine and Coastal Waters.

We have a number of priority needs: our "a to z" of Recreational Boating/Water Quality/Natural Resource Issues:

- a. Enhancement of Black Water Management/Containment Systems,
- b. Enhancement of waste oil/bilge/hard waste collection and recycling,
- c. Establishment of Additional Blackwater Pumpout/General Waste Facilities,
- d. Enhancement of Grey Water Management/Containment/Treatment Systems,
- e. Investigation of the management systems of existing marinas and mooring sites,
- f. Survey the "appropriateness" of slipway and other boat construction, maintenance and service sites,
- g. Develop management policies and procedures and draft appropriate guidelines for "official" sites, in line with ISO 14001 standards,
- h. Review existing Regulations and By Laws of Local Government Agencies and Acts and Regulations of the State Government Authorities as they relate to Recreational Boating/Moorings/Marinas/Servicing, Waste Management and the like,
- i. Survey the appropriateness of organisations/systems supplying fossil fuels including petrol and diesel, products and LPG,
- j. Acceptance of Codes of Practice and training systems for those organisations of the Recreation, Leisure and Tourism Sectors which are reliant on the waters for their livelihood,
- k. Acceptance of Codes of Practice and Procedures for recreational users of our waters,
- l. Conduct of Surveys of all Recreational Craft offering Galley Services and/or Overnight Accommodation,
- m. Establish regulations/specifications for the construction of craft,
- n. Rationalisation of commercial marinas/mooring/servicing sites,
- o. Review stability of beaches and banks, particularly in regard to mooring sites,
- p. Review "condition" of camping and recreation sites (formal and informal) and the services provided or required to be provided at such sites,
- q. Report on "environmental" values existing at such sites,
- r. Review points of "source" pollution, obvious "from the water" etc,
- s. Review the extent and location of willow infestation and other pest plants,
- t. Review opportunities for planting of native species,
- u. Report on recreational boating hazards,
- v. Report on emergency management systems,

- w. Development of improved Maps and Navigation Charts to (further) improve Emergency Management Procedures,
- x. Improvements to Navigation/Safety Aids,
- y. Improvements to Radio Communications Systems, boat users,
- z. Explore the requirements for and the means of distributing additional portable Emergency/Accidental Spill Mop Up Kits,

We have got our problems as shown in our "a through z" and we seek discussions with the appropriate Environment Australia Officers to allow us to make a difference, on a national basis.

We are extremely envious of close relationships (between boating industry organisations and Government Agencies) which operate highly successfully in North America and in a number of countries in Western Europe and in the Mediterranean Regions.

We seek an understanding of the means by which we can cooperate with Government at all three levels but we seem to be retarded in our approach due to matters of jurisdiction.

I hope that you can find your way through these notes and will then find five minutes to give me call.

With best wishes,

Yours sincerely,

Glen Jones
General Manager
Boating Industry Association of SA Inc

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