

South Australian Boating Facilities **Strategic Plan**



Contents

Introduction	5
Strategic Alignment	6
Existing Boating Facilities	9
Population, Boating Ownership and Licences	11
Marine Facilities Levy	13
Background	13
Works in Progress	13
Application	15
Actions.....	15
Strategic Priorities	16
Activating Key Boating Hubs.....	16
Connecting Key Boating Routes	17
Improving Safety Outcomes.....	17
The Strategy	18
Priorities	18
Facilities Level of Service	18
Examples	19
Safe Havens	19
Commercial Facilities.....	19
Houseboat Management.....	21
Conclusion	21
Appendix A – SA Boating Facilities	23
Appendix B – Previous Marine Facilities Fund Project Contributions	24
Appendix C - Boat Ramp Classification	37
Appendix D - Supporting Priorities	39
Appendix E – Maps	42

Introduction

Boating provides an important social and economic contribution to South Australia and can help define a state's character. The boating sector plays a particularly important role in the commercial and recreational fishing industries, and in tourism, which contribute to our economic prosperity, and our health and well-being through outdoor recreation. Marine related commercial activities and tourism are the economic lifeblood of many South Australian towns.

Registration data shows that there are approximately 60,000 registered vessels in South Australia, with close to 3,000 new vessels being registered in 2015-16. The number of people with boat licences is growing at a rate averaging just over 3% per annum.

As boat ownership and participation in boating in South Australia continue to grow, this plan will assist in ensuring that boating infrastructure and facilities meet the needs of the boating community. The plan will establish a strategic approach to facilities funding so that boating activities and related tourism can grow to support a vibrant state economy whilst responding to boaters' and the wider community's expressed needs.

In developing this plan an extensive consultation process was undertaken with stakeholders including other state agencies, councils, boating businesses and associations, boaters and the community.

Marine infrastructure is costly to build and maintain, and it is important that available funding is best directed to those sites of highest need. Need will vary but it is important that there is still equity of access for boaters. This may mean some locations will have minimal or no investment, whilst others are developed, expanded and improved.

The South Australian State Government has been collecting a facilities levy from boaters since 1996. The money collected has predominantly been used, in partnership with councils who co-contribute to the capital cost of marine infrastructure and maintain the infrastructure on a daily basis, to build and improve boating infrastructure across South Australia's waterways. The investment helps improve boating safety and access at ramps and wharves; provides navigation aids; and enables communications through the marine radio network.

The purpose of this plan is to set out strategies for the effective use of this levy funding.

Strategic Alignment

The Department for Planning, Transport and Infrastructure (DPTI) is progressing a number of key initiatives and reforms across its business and this initiative to develop a strategic plan for boating facilities is key to managing marine infrastructure within South Australia. Other departmental initiatives include the 50 Year Port Strategy, Integrated Transport and Land Use Plan, new transport and planning legislation, the update to the 30 Year Plan for Greater Adelaide, Operation Moving Traffic, heavy vehicle access reform, road pricing reform, level crossing, public transport and cycling strategies.

The aim of this plan is to guide strategic investment in boating infrastructure in order to improve the boating experience across the state, increase boating participation and safety, and in support of the following *South Australia's Strategic Plan* visions (<http://saplan.org.au/>):

- Our communities are vibrant places to live, work, play and visit;
- South Australia plans and delivers the right infrastructure;
- We value and protect our water resources;
- We are active in looking after our health;
- We have a skilled and sustainable workforce.

DPTI has developed its *Strategic Plan 2016-2020*, which provides the following strategic objectives in support of delivery of the state wide visions (<http://www.dpti.sa.gov.au/dpti-strategic-plan>):

- Growth and job creation;
- Enhanced liveability and connectivity between people and places, business and markets;
- Community focussed and customer focussed services;
- Maximise use and return on infrastructure;
- Optimise, safe and effective operations and workforce.

In response, the following levels of service have been developed for marine assets:

Category	Outcome	Service Statement
Efficient Operations	Marine infrastructure is managed in a way that optimises the use of available resources.	Value for Money: Investment in marine infrastructure is prioritised to maximise benefit and value add for the community.
Public Safety	Marine infrastructure shall be managed to achieve the vision for marine safety.	<p>Safer Marine Infrastructure: Marine infrastructure provides a safe environment for marine users.</p> <p>Safer Speeds on Water: Marine speed limits are consistent and appropriate for navigation.</p>
Reliable Transport	Marine infrastructure enables efficient movement of people and boats, with predictable and consistent travel times.	<p>Marine Resilience: Alternative marine infrastructure destinations are available throughout the State.</p> <p>Marine Accessibility: Options are available across the network to allow access for all marine users and vessel types.</p> <p>Marine Design: Marine infrastructure features are appropriate to the boating activities.</p> <p>Marine Infrastructure Efficiency: The flow of traffic at marine infrastructure is as expected given the time of day and location.</p>
Customer Experience	Marine infrastructure is maintained appropriately and marine infrastructure information is easily accessible.	<p>Marine Infrastructure Condition: Marine infrastructure is maintained to an appropriate standard for boating activities.</p> <p>Marine Facilities: Facilities and features around the marine infrastructure environment are appropriate to the boating activity.</p> <p>Marine Navigation: It is easy to navigate the waterway under all conditions.</p> <p>Marine Infrastructure Information: Information relating to marine infrastructure is available to help plan boating activity.</p>

Billy Lights Point - \$80,000 funding



Lake Bonney - \$150,000 funding



Existing Boating Facilities

South Australia provides a wealth of opportunities for boating enthusiasts. With more than 5000 km of coastline, vast gulfs, shallow inlets and inland rivers; the waterways of South Australia support a diverse range of recreational and commercial pursuits including fishing, blue water cruising, inshore water sports and big river tourism.

Boating provides an important contribution to the social and economic fabric of South Australia. The industry encompasses a broad range of activities that span the primary, secondary and service sectors of the economy. The recreational marine industry plays an important role in Australia's tourism and recreation, with boaters accounting for over 10% of Australia's overnight stays. Approximately 50% of the tourism and leisure benefit is delivered to communities along inland waterways, providing much needed accessibility and economic support to regional towns.

Commercial marine activities, particularly the \$0.5bn commercial fishing industry, also play a significant role in the state's economy and the relationships and synergies between recreational and commercial facilities need to be exploited.

Improving the quality and availability of infrastructure is the single biggest driver for increased boating participation. South Australia's boating population is growing and with it comes increased demand for modern and accessible boating facilities.

There is a wide range of marine infrastructure around the state, owned and operated by a combination of private and public (state and local government) organisations. These facilities include:

- Jetties
- Wharves
- Pontoons
- Marinas
- Slipways
- Cranes and Trolleys
- Waste Oil Stations
- Breakwaters
- Navigation Aids and Channels
- Boat Ramps
- Mooring Points

Berri Riverview Drive Marina - \$355,000 funding



Port Broughton - \$750,000 funding



Population, Boating Ownership and Licences

According to the Australian Bureau of Statistics, the estimated resident population of South Australia at 30 September 2016 was 1,710,800 people. This represents an annual growth rate of 0.6% which has been consistent over the last 25 years.

Anyone who operates a recreational boat with an engine in South Australia, including a personal watercraft (PWC), is required to have a boat operator's licence. There are over 305,000 South Australian boat licence holders. From available data, approximately 87% show South Australia as their main residence, 3% Victoria, 2.2% Queensland and just over 1% New South Wales. The remainder are from other states, overseas or not specified; this last category may include other South Australian residents. The number of people with boat licences has grown at a rate averaging just over 3% p.a.

Registration data shows approximately 60,000 total registered boats, with growth of just over 1% p.a.

The key point is that both the number of boats registered and the number of licences is growing at a higher rate than the population, indicating the growing popularity of boating activity.

DPTI collects data from applicants when they are registering new or used boats for the first time or changing ownership. The information collected includes:

- Hull type, length and breadth of the boat;
- Construction material;
- What the boat is mainly used for e.g. fishing, cruising, towing activities;
- Where the boat is normally used, restricted to identifying the Murray River and Lakes, harbour / sea, other inland waters, and other.

Use type and location are provided in Table 1 below, which shows that by far the largest use is fishing at 56% of the total.

Table 1 – Analysis of boat use by location used for current boats. Publish date: 12/12/2016

Location Used	Cruising	Fishing	General	Hire	Other	Skiing	Unknown	Total
Harbour/Sea	1,887	26,312	2,177	33	697	520	8	31,634
Inland Lake	40	283	79	1	36	66	1	506
Other	115	1,666	356	9	9,887	152	2	12,187
Murray River	1,966	5,180	2,889	74	492	4,617	7	15,225
Unknown	1	33	7	0	1	6	11	59
TOTAL:	4,009	33,474	5,508	117	11,113	5,361	29	59,611
Percentage	6.73%	56.15%	9.24%	0.20%	18.64%	8.99%	0.05%	100.0%

Half cabin, open boats and runabouts together comprise over 43,000 or almost 73% of the total number of registered boats in South Australia. When the type of activity is added for these three groups of boats, fishing is identified as the primary activity for almost 31,000 of the 43,000 boats in these three groups alone, that is, almost 71% of half cabin, open boats and runabouts use their boats for fishing. Additionally, these three groups of boats comprise almost 92% of all boats that identify fishing as their primary activity.

Of the other identifiable activities, cruising and skiing (towing activities) together are identified as the primary activity by almost 16% of total registered boats, with towing activities comprising almost 9% of the total of identifiable activities.

Commercial boats are also an important category since as well as supporting the commercial fishing industry, they provide boating experiences for an ever-increasing numbers of boaters who do not own their own boats. These include:

- Houseboats (Hire and Drive);
- Other Hire and Drive boats such as ski, fishing and smaller boats (BBQ boats);
- Larger commercial vessels such as paddle steamers; and
- Commercial fishing vessels.

Point Turton - \$200,000 funding



Marine Facilities Levy

Background

Section 90A of the Harbors and Navigation Act 1993 provides for a facilities fund that consists of levies payable on the registration, inspection or survey of a vessel and income from investment of money belonging to the Fund. The levy was first introduced in 1996.

The fund is expended on establishing, maintaining and improving common-use boating facilities within South Australia and is administered by DPTI. The Harbors and Navigation Regulations 1994 also provided for the establishment of the SA Boating Facilities Advisory Committee (SABFAC) with members to be nominated by key boating and local government organisations, and appointed by the Minister. SABFAC currently assesses funding applications and recommends contributions from the fund towards boating infrastructure projects. The final approval of any funding is given by the Minister, who takes on board the advice and recommendations of SABFAC.

Although DPTI does have some marine infrastructure, most public boating facilities are built, owned and maintained by councils. This is the preferred model as councils have a local presence with which to maintain and monitor performance of the infrastructure. Councils also better understand the local needs of the area and can assist the department in identifying facilities needs and trends as they evolve over time. Councils can apply to SABFAC for funding to assist with the construction of new facilities such as boat ramps and pontoons.

The fund is also expended on the navigation aids safety program which is delivered by DPTI.

Since its inception, the Marine Facilities Fund has provided over \$24m in contributions towards boating facilities around the state. These projects are shown on the facilities map provided in Appendix A, and are listed in Appendix B.

Works in progress

Recent projects that have received funding approval and are currently underway (or were completed during 2016/17) are shown below. These projects are forecast to be completed during the 2017/18 financial year.

Project	Council	Project Description	Facilities Fund Contribution 2016/17 onwards
Ngaut Ngaut	Mid Murray	Moorings	\$19k
Mannum Wharf	Mid Murray	Wharf	\$127k
Wellington East	Coorong	New boat ramp	\$74k
Port Hughes	Copper Coast	Redevelopment of ramp - new ramp position, wharf	\$1,040k
Donovans Landing	Grant	Replace timber structure with pontoon system	\$61k

Project	Council	Project Description	Facilities Fund Contribution 2016/17 onwards
Baudin Beach	Kangaroo Island	Removal of offshore breakwater to restore beach profile	\$30k
Rilli Reserve	Loxton Waikerie	Installation of floating pontoons at boat ramp	\$18k
Cadell	Mid Murray	Extension of ramp, pontoon and resurfacing	\$90k
Weeroona Island	Mt Remarkable	Construction of boat ramp, fixed landings, manoeuvring areas	\$175k
Solomontown	Pt Pirie	Dredge waterways, new reclaimed land and ramp widening	\$571k
Encounter Bay	Victor Harbor	Car park extensions	\$224k
Beachport	Wattle Range	Sealing of car park hardstand area	\$25k
Marion Bay	Yorke Peninsula	Consultancy to evaluate options	\$50k
		Total	\$2.5m

Projects that were endorsed by SABFAC in 2016/17 that will be prioritised in light of this strategic plan for potential funding from 2018/19 onwards are shown below.

Project	Council	Total Project Cost	Facilities Fund Contribution
Morgan Boat Ramp	Mid Murray	\$380k	\$190k
Black Point Boat Ramp	Yorke Peninsula	\$368k	\$184k
Emu Bay Boat Ramp	Kangaroo Island	\$1,900k	\$950k
Berri Riverfront Wharf	Berri Barmera	\$1,199k	\$600k
Milich Landing	DC Loxton Waikerie	\$110k	\$55k
		Total	\$1.979m

Application

The operating protocols of SABFAC to date have generally applied a 50:50 funding ratio to applications for new infrastructure, and have considered each individual application on its own merit. Applicants can apply for funding as required, with no specific dates or cycles for applications, and there is no standard format for applications. The fund has only been applied to new infrastructure and has not been endorsed for day to day operations or maintenance. To date the fund has never been applied to a jetty project.

The 50:50 cost sharing approach was based on a rationale of equity across councils, and in order to ensure that councils were fully committed to the project, including upkeep and maintenance of the facility for its life.

Consideration of each application separately has worked well to date, but as the fund becomes more popular and applications increase in both number and dollar value, fund administrators will need a framework by which to prioritise applications against each other so that the fund can be best applied to deliver priorities across the state.

Actions

As a result of the feedback received during development of this plan, there is the opportunity for SABFAC to review its terms of reference and make some changes to how it operates.

- A review of the 50:50 approach will be undertaken. This will include consideration of councils with the highest need (e.g. regional councils with high tourist-use boating facilities but a low rate-payer base) being allocated more than the 50% funding; projects that are a lower priority when assessed against the plan objectives will be offered a lower amount or the funding offered may be pushed out well into the future; projects of high strategic state-wide importance could be awarded funding to a higher level or accelerated before other projects; some facilities deemed not to meet the priorities could be denied funding or recommended for decommissioning.
- A framework that identifies different classifications of infrastructure requirements will be implemented whereby if the need is identified as a Class 3 boat ramp but the proposal is for a Class 5, the 50% funding would be applied to the Class 3 cost only with the proponent funding any difference to raise the standard beyond the base requirement.
- An application submission portal will be set up in order to provide guidance and standardisation for applicants to make the process simpler and more streamlined.
- A professional pre-qualified panel will be set up whereby marine technical consultants that can provide design, supervision, project management and verification services to council, can be contacted and engaged by councils when required.
- A review of the funding applications cycle will be undertaken (e.g. consideration given to implementing an annual cycle consistent with this strategic plan and other forward plans, rather than applications being submitted throughout the year).

Strategic Priorities

We have consulted with stakeholders including councils, other state agencies, boating businesses, boaters and the community, to ensure a collaborative and balanced understanding of the needs of boaters. The feedback received during the engagement assisted in the analysis and development of this strategic plan. The full South Australian Boating Facilities Strategic Plan: Background report can be found on the DPTI Boating Facilities webpage at <http://www.dpti.sa.gov.au/recboatingfacilities/home>.

Based on the consultation, facilities funding will be allocated to achieve the goals of the plan in three key priority areas:

- Activating key boating hubs;
- Connecting key boating routes; and
- Improving safety outcomes.

These three key priorities are underpinned by three supporting priorities which, whilst not directly supported through the facilities fund, are important partners in delivery of the overall levels of service:

- Boating safety and regulatory frameworks;
- Delivery framework; and
- Boating information network.

These are further examined in Appendix D.

Activating Key Boating Hubs

Activating Key Boating Hubs involves identifying key strategic sites and projects for new investment that provide attractive destinations for boaters. This addresses DPTI service statements:

- Marine infrastructure enables the safe and efficient movement of people and boats, with predictable and consistent travel times; and
- Marine infrastructure is safe and appropriately maintained and marine infrastructure information is easily accessible.

Activation of sites within destination hubs will achieve better outcomes through co-investment by councils in supporting infrastructure and amenities such as toilet blocks, showers, parking areas, barbeques, waste receptacles, leisure and recreational areas. Co-investment makes the destinations more attractive and enjoyable for the community.

Focussing on providing marine infrastructure where users can disembark and make use of land-based facilities such as shops, restaurants and attractions is a key strategy to encourage tourism and bolster the local economy.

The Port River and Port Adelaide, including the Inner Harbor, offer outstanding destinations for boaters and boating stakeholders. This kind of project is not necessarily something that could be supported by the facilities fund as it would be part of a much larger urban renewal strategy, however it is an example of where the interaction between boating and land based destinations could be enhanced.

Increasing capacity at locations that are highly popular and experience user delays also fall under this objective.

Connecting Key Boating Routes

Connecting Key Boating Routes involves providing infrastructure to allow for longer and more enjoyable journeys, by connecting destinations. It meets the DPTI service statement:

- Marine infrastructure enables safe and efficient movement of people and boats, with predictable and consistent travel times.

Connecting places, in particular for cruising boats, yachts, fishing boats, and houseboats is a strongly desired enhancement. Safe havens, moorings at popular destinations, access to fishing grounds and the infrastructure to unload fishing catches are also a highlighted need. In assessing projects for funding, a key criteria will be filling gaps in SA boating facilities that address this objective.

Improving Safety Outcomes

Improving safety outcomes includes navigation aids such as buoys, beacons and markers, to assist boaters in identifying where they can safely navigate. Improving the condition of existing infrastructure where it is no longer providing suitable or safe access is also included in this objective.

The Strategy

Priorities

Funding applications will be assessed and prioritised against the following strategies:

1. The facility fills a gap in the objective of connecting key boating routes. This may be due to the lack of an existing facility entirely, a facility being better located than nearby facilities and therefore needing to be developed as a matter of precedence, or where the level of service needs to be increased on an existing facility.
2. The facility is located in a key regional or tourist destination e.g. Port Adelaide, Kingston, Berri etc. Priority is also given to those locations where council is proposing to provide extra amenity (e.g. car parking, toilets, lighting, fish cleaning, picnic area etc.) in addition to the boating facility in order to improve user experience and create a sense of “place”.
3. The facility experiences (or is forecast to experience) high numbers of users.
4. The proposal addresses a safety issue. This may overlap with strategy 1, and may also relate to improving the surface or condition of existing facilities.
5. Priority is given to maximising and maintaining the use of existing infrastructure before constructing new facilities.

Facilities Level of Service

The strategy provides for different categories of infrastructure to have a different level of service. In the same way as a motorway provides a higher level of service than a local access road (in terms of number of traffic lanes, volumes, speed limit, pavement condition etc.), marine infrastructure can also be designed to offer a different level of service depending upon volume of users, location, main user group etc.

An example of how this could be applied is shown in Appendix C, which categorises boat ramps from Class 1-5 depending on the level of service provided.

Examples

Founded upon the objectives of the plan and following assessment of the gaps between existing infrastructure and future requirements, three examples of infrastructure projects that could be assessed highly against the plan’s priorities are discussed below.

Safe Havens

It is recognised that the waters in and around the coastline of South Australia can be susceptible to sudden change, often making boating conditions hazardous. Subsequently, sufficient facilities need to be established to ensure that boating is relatively safe and as convenient as possible.

For example, a number of boat ramps appropriately spaced out around the State, should have sufficient weather protection and water depth in order to provide a series of facilities in each region that can offer shelter from extreme sea conditions.



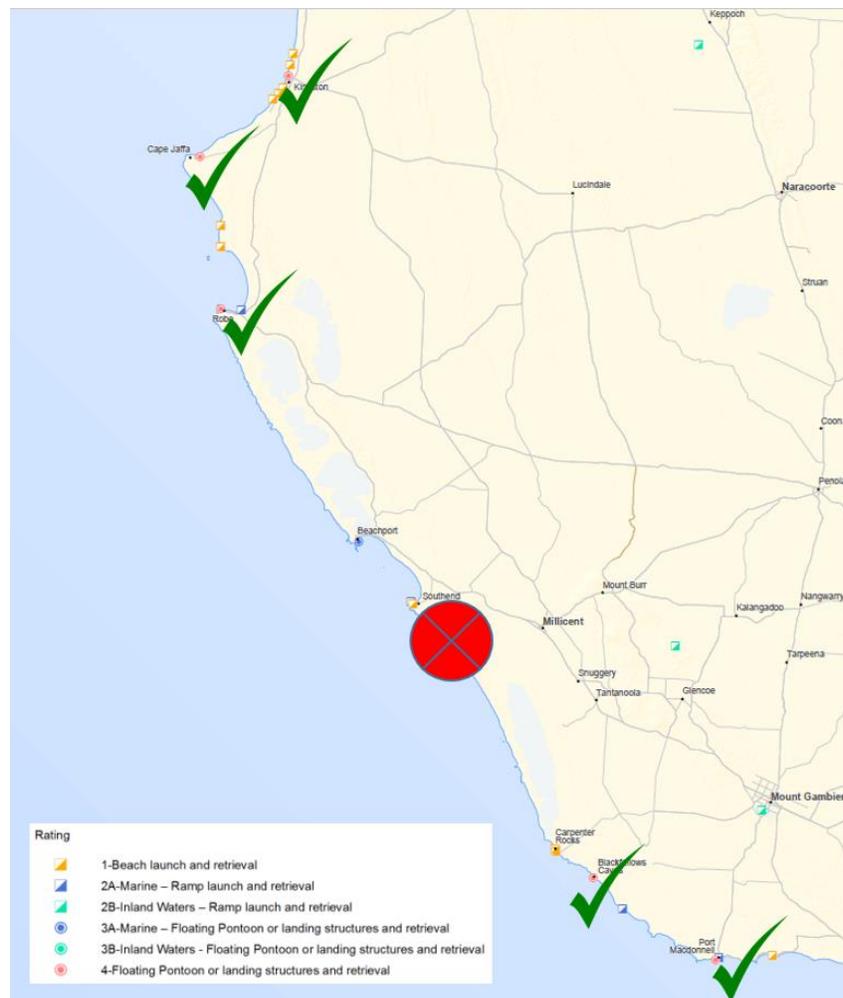
The above extract from the map provided in Appendix E, shows the base of the Yorke Peninsula. There are six category 4 facilities located around the peninsula, but nothing between Point Turton and Edithburgh. Therefore a proposal for a category 4 facility at Marion Bay, for example, could meet the objectives of filling a gap in safe havens, connecting routes and improving safety and upgrading an existing category 2 facility rather constructing new infrastructure.

Commercial Facilities

Commercial facilities encompass infrastructure for the commercial fishing industry (including marine scalefish, mollusc farming and rock lobster) and commercial trading vessels, such as hire drive yachts and River Murray houseboats.

Where recreational boating activities are generally seasonal, commercial fishing takes place all year round therefore the requirements for facilities may be more extensive in order that safe access is available in worse weather conditions.

Appropriate infrastructure and facilities are to be provided to ensure safe access on South Australian waters and to encourage economic development. Feedback from the commercial fishing industry placed a greater emphasis on the maintenance of existing facilities to standard sufficient to allow commercial fishers to operate safely and effectively rather than the provision of new infrastructure.



The above extract from the map provided in Appendix E, shows the South East region of SA. There are five category 4 facilities located spread though the region, but a clear gap emerges in high quality facilities between Robe and Blackfellows Cave. Therefore a proposal for an upgrade to the boat ramp or jetty at Southend, for example, or improved access for commercial fleets at Carpenter Rocks, could meet the objectives of maintaining the services provided to commercial fishers thus providing economic benefits, connecting fishing grounds with markets, improving safety and upgrading existing facilities rather constructing new infrastructure.

Houseboat Management

Houseboats are either privately owned or can be hired at several locations on the River Murray including Murray Bridge, Mannum, Blanchetown, Morgan, Waikerie, Berri, Renmark and Paringa. These houseboats are stored on the River Murray at commercial or council marinas, or at single moorings.

The number of private houseboats has increased in recent years. This has resulted in long term anchoring and permanent live-on arrangements along the River Murray. A proportion of these houseboats are of low standard and have not been maintained creating safety and environmental risks.

Houseboat cruising requires supporting infrastructure, such as power, refuelling, pump out facilities and water, as well as access to amenities including toilets, shopping and tourism facilities. Both limited supporting infrastructure and long term anchoring will need to be addressed.

The Jane Eliza master plan by Renmark Paringa Council is a good example of how councils are delivering strategies to both address issues with poor houseboat management and unregulated mooring, and delivering transformative development that delivers multiple land uses, creates boating destinations and involves input from both the public and private sectors.

A recent funding application from the Berri Barmera Council for houseboat facilities in Berri would also be considered favourably against this strategic plan in filling a gap, and providing infrastructure at a popular destination.



Conclusion

The marine facilities levy provides a key opportunity for strategic investment in boating facilities across South Australia in order to contribute towards the goals of the State Strategic Plan.

It is important that this investment is made in a way that acknowledges and prioritises those facilities that best meet the needs of the community, improve the recreational and commercial boating experience, provide connectivity and access to boating destinations, and enhances the safety and amenity of infrastructure.

In order to deliver this, the boating facilities strategic plan aims to provide a framework for assessment of funding applications based on extensive consultation with stakeholders including other state agencies, councils, boating businesses, commercial fishing groups, boaters and the wider community.

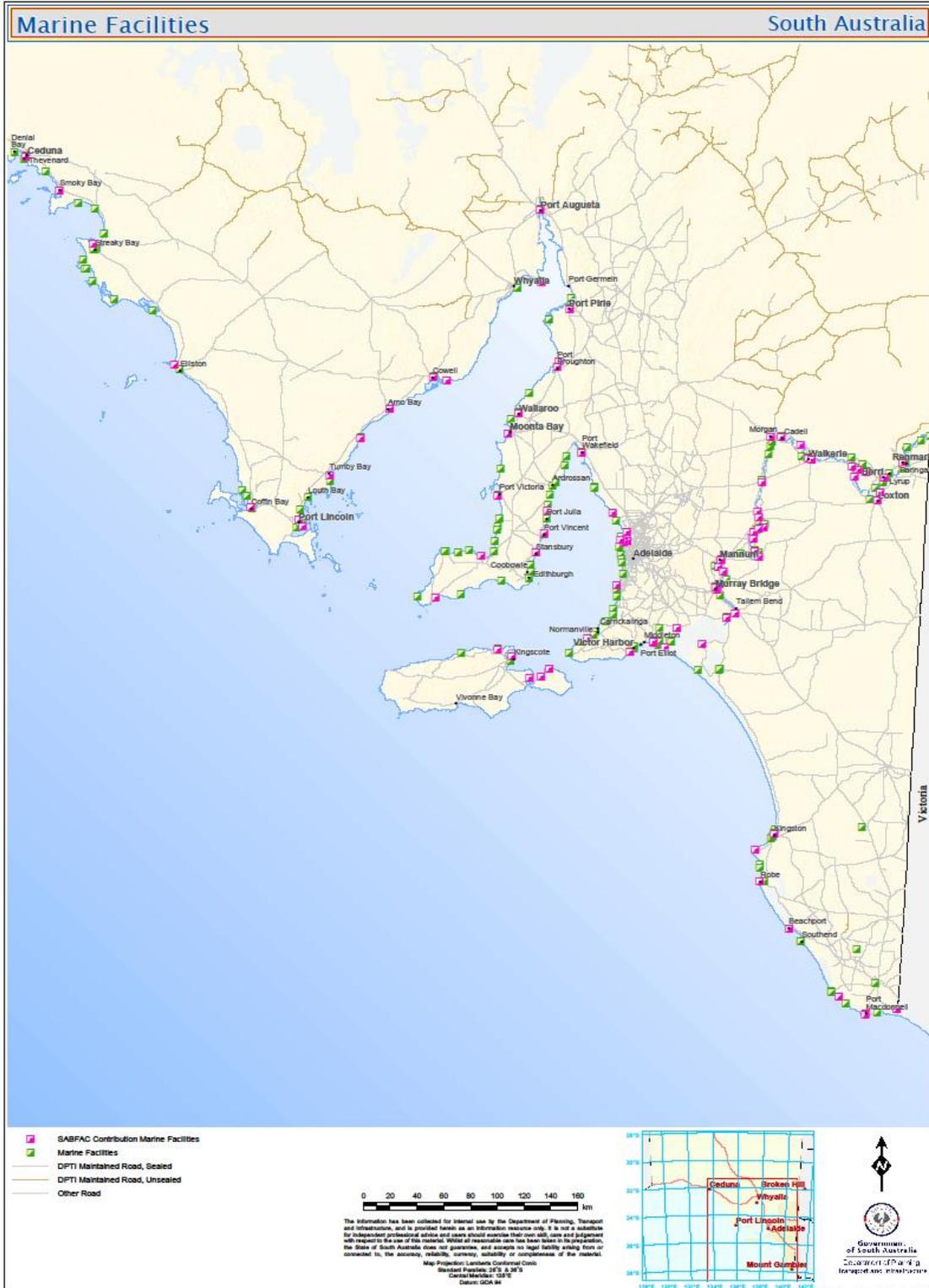
Based on the consultation, facilities funding will be allocated to achieve the goals of the plan in three key priority areas:

- Activating key boating hubs;
- Connecting key boating routes; and
- Improving safety outcomes.

As boat ownership and participation in boating in South Australia continue to grow, it is the intention that this strategy contributes towards increased participation in boating activities and the wider economic and social benefits that these activities bring.

Appendix A – SA Boating Facilities

To view the full size map please see the online version of this plan on the DPTI Boating Facilities webpage at <http://www.dpti.sa.gov.au/recoatingfacilities/home>



Appendix B – Previous Marine Facilities Fund Project Contributions

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
American River	Upgrade hinges on damaged pontoons	KI	KI	26,800	3A
American River	Major upgrade of existing boat ramp	KI		325,000	3A
American River Boat Ramp	Major upgrade of existing facility	KI	KI	142,000	3A
Anxious Bay		Elliston	Eyre Peninsular	180,000	2A
Arno Bay	Small craft landing	Cleve	Eyre Peninsular	12,500	4
Avoca Dell (Murray Bridge)	Upgrade of boat ramp	Murray Bridge	River Murray	69,635	2B
Axel Stenross	Redevelopment of existing launching facility	Lower Eyre	Eyre Peninsular	772,765	4
Balgowan	Ramp construction and associated armouring	Yorke Peninsula	Yorke Peninsular	25,000	3A
Barmera (adjacent Yacht Club)	Low water level modifications to ramp adjacent yacht club	Berri Barmera	River Murray	20,000	2B
Baudin Beach	Removal of offshore breakwater to restore beach profile	KI	KI	30,000	2A
Baudin Beach	Upgrade existing car and trailer parking and manoeuvring area at the Baudin Beach boat ramp	KI	KI	16,000	2A
Beachport	Sealing of car park hardstand area	Wattle Range	South East	100,000	3A
Beachport	Extension of rock breakwater	Wattle Range	South East	350,000	3A

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Beachport	Beachport boat ramp groyne	Wattle Range	South East	4,745	3A
Beachport	New Boat ramp facility	Wattle Range	South East	497,000	3A
Berri (Riverview Drive Marina)	Upgrade boat launching facility	Berri Barmera	River Murray	320,000	3B
Berri Houseboat Wharf and Moorings	Construct 120+60+80m (280m over 3 years) of vertical wharf in front of Berri river bank	Berri Barmera	River Murray	356,406	3B
Berri Riverfront Wharf	Revamp of wharf	Berri Barmera	River Murray	600,000	3B
Billy Lights Point	Replace existing pontoon systems	Pt Lincoln	Eyre Peninsular	80,000	4
Billy Lights Point	Stage 2: Installation of second loading pontoon at the boat ramp	Pt Lincoln	Eyre Peninsular	40,000	4
Billy Lights Point		Pt Lincoln	Eyre Peninsular	30,860	4
Black Point	Major redevelopment of launching facility	Yorke Peninsula	Yorke Peninsular	424,000	2B
Black Point	Boat Ramp	Yorke Peninsula	Yorke Peninsular	184,000	2B
Black Point	Installation of fixed landing structures along each ramp edge	Yorke Peninsula	Yorke Peninsular		2B
Blackfellows Caves	Small craft landing adjacent existing boat ramp			20,000	4
Blackfellows Caves	Boat Ramp	Grant	South East	258,000	4
Blanchetown	Investigating 3 sites	Mid Murray	River Murray	154,200	
Blanchetown (McPhee Avenue)		Mid Murray	River Murray	12,500	2B
Bowhill		Mid Murray	River Murray	12,500	2B

South Australian Boating Facilities Strategic Plan

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Bowhill (wharf)	Removal of existing unsafe wharf structure and replace it with a new wharf and construct an upgraded walkway for improved access	Mid Murray	River Murray	75,285	4
Bruno Bay (Cobdogla)	Upgrade of existing facilities at Bruno Bay	Berri Barmera	River Murray	120,000	4
Cadell	Extension of ramp, pontoon and resurfacing	Mid Murray	River Murray	90,000	2B
Caloote	Extend ramp, floating pontoon and sealed parking area	Mid Murray	River Murray	129,000	2B
Cape Jaffa (Anchorage development)	Construction of a publicly available recreational boat launching facility incorporated into the "Cape Jaffa Anchorage" marina development.	Kingston	South East	650,000	4
Cape Jervis	Boat Ramp upgrade:	Yankalilla	Fleurieu Peninsula	25,000	4
Carpenters Landing (Port Augusta west side)	Boat launching facility upgrade	Pt Augusta	Mid North	235,000	3A
Carpenters Landing (Port Augusta west side)		Pt Augusta	Mid North		3A
Caurnamont	Boat Ramp	Mid Murray	River Murray	47,500	2B
Christmas Cove (Penneshaw)	Installation of 20 berth pontoon system at boat ramp	KI	KI	120,000	4
Christmas Cove (Penneshaw)	2 Solar lanterns at boat harbour	KI	KI	6,800	4
Christmas Cove (Penneshaw)		KI	KI	410,800	4

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Christmas Cove (Penneshaw)	DDA facilities, drainage works and a manoeuvring area upgrade	KI	KI	200,000	4
Coffin Bay	Installation of 2 floating pontoon landings at the Coffin Bay Boat Ramp			120,000	4
Coffin Bay	Boat Ramp car park upgrade	Lower Eyre	Eyre Peninsula	25,000	1
Coffin Bay (adjacent Esplanade)		Lower Eyre	Eyre Peninsula	233,450	4
Cowell (south side of jetty reserve)	Upgrade of ramp access/parking	Franklin Harbour	Eyre Peninsula	25,000	2A
Currency Creek, Dunn's Lagoon		Alexandrina	River Murray	35,305	2B
Daphne Rock			-	14,500	
Donovans Landing	Replace timber structure with pontoon system	Grant	South East	61,000	3B
Donovans Landing	Boat Ramp	Grant	South East	10,000	3B
Donovans Landing	Construction of boat launching facility		-	9,000	3B
Edithburgh	Upgrade Boat ramp			3,565	4
Emu Bay	Upgrade the existing boat ramp	KI	KI	950,000	2A
Emu Bay	Upgrade existing facility with a fair weather launch and retrieval facility	KI	KI		2A
Emu Bay	Storm damage emergency repairs	KI	KI	50,000	2A
Emu Bay	New ramp with edge landings and wave screen	KI	KI		2A
Emu Bay	Storm damage emergency repairs	KI	KI	30,000	2A
Encounter Bay	Car park extensions	Victor Harbor	Fleurieu Peninsula	224,000	4

South Australian Boating Facilities Strategic Plan

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Encounter Bay	Lay by berth	Victor Harbor	Fleurieu Peninsula	50,650	4
Encounter Bay	Installation of vessel holding area	Victor Harbor	Fleurieu Peninsula	32,500	4
Encounter Bay Boat Ramp	Stage 2- Breakwater and car parking			293,000	4
Encounter Bay Boat Ramp	Stage 1- Upgrade of existing facility	Victor Harbor	Fleurieu Peninsula	450,000	4
Fisherman's Bay	Upgrade of existing ramp		-	21,750	3A
Foul Bay	Local Boat Ramp Improvement	Yorke Peninsula	Yorke Peninsula	1,207	2A
Garden Island	Replace existing boat ramp	Pt Adelaide Enfield	Metro	81,000	4
Goolwa (boat ramp adjacent Aquatic Club)	Low water level modifications to ramp adjacent aquatic club	Alexandrina	River Murray	80,000	3B
Goolwa (wharf)		Alexandrina	River Murray	747,266	4
Goolwa (wharf)	Recreational Mooring Facilities Stage 2	Alexandrina	River Murray	180,000	4
Goolwa (wharf)	Recreational Mooring Facilities Stage 1	Alexandrina	River Murray	200,000	4
Goolwa Yacht Club Extensions	Jetty and boat ramp upgrade			20,000	3B
Hermann's Landing (Nildottie)	Install sheet pile wall to develop wharf for house boat moorings	Mid Murray	River Murray	32,500	2B
Hindmarsh Island, Mundoo Channel		Alexandrina	River Murray	56,750	2B
Hobart Buoy		Yankalilla	Fleurieu Peninsula	20,100	

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Holmes Creek Boating Destination	New destination point for vessels cruising the Murray lakes			21,400	
Kingston-on-Murray		Loxton Waikerie	River Murray	21,000	2B
Lake Bonney (Barmera)	Boat Ramp	Berri Barmera	River Murray	150,000	4
Lake Butler (Robe)	Upgrade of wash-down facility	Robe	South East	9,500	4
Lake Butler (Robe)	Remediation of western face of breakwater	Robe	South East	68,750	4
Lake Butler (Robe)		Robe	South East	82,280	4
Largs North (marine precinct boat ramp)	Boat ramp with new precinct	Pt Adelaide Enfield	Metro	550,000	2B
Lead-in hazard markers for training spurs - BIASA		General River Murray	River Murray	119,680	
Lock holding points		General River Murray	River Murray	5,500	
Loxton (floating wharf and walkway)	New pontoon wharf and link walkway	Loxton Waikerie	River Murray	121,000	4
Loxton Town Boat ramp	Upgrade of existing outdated facilities	Loxton Waikerie	River Murray	106,000	3B
Lucky Bay		Franklin Harbour	Eyre Peninsula	10,313	2A
Mannum Riverbank (adj bowling club)	Demolish concrete wharf and replace with timber wharf and fendering	Mid Murray	River Murray	127,000	
Maria Creek, SE		Kingston	South East	42,550	4
Marion Bay	Consultancy to evaluate options	Yorke Peninsula	Yorke Peninsula	50,000	2A
Mary Ann Reserve (Mannum, Boat ramp)	Replace slab and add pontoons - Stages 1 to 3	Mid Murray	River Murray	439,000	2B

South Australian Boating Facilities Strategic Plan

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Mary Ann Reserve (Mannum, houseboat moorings)	Install sheet pile wall along bank with house boat moorings (160m)	Mid Murray	River Murray	100,000	2B
Mid Murray (Punyeroo, Bowhill, Blanchetown, Wongulla)	Low water level modifications to 4 x ramps	Mid Murray	River Murray	50,000	
Middle Beach Boat Ramp (Stage 1)	New ramp, car & trailer parking area	Mallala	Mid North	275,000	3B
Milang (foreshore, adjacent jetty)	Boat Ramp	Alexandrina	River Murray	30,000	2B
Milich	Replace the existing concrete boat ramp with a floating pontoon and construct appropriate car and trailer parking facilities.	Loxton Waikerie	River Murray	19,000	
Moore's Landing (Streaky Bay)	Upgrade of Landing Ramp.	Streaky Bay	Eyre Peninsula	95,025	4
Moorook Riverfront	Additional works to boating facilities (Stage 2)	Loxton Waikerie	River Murray	50,000	3B
Moorook Riverfront	Remediate river bank	Loxton Waikerie	River Murray	70,000	3B
Morgan	Extension of boat ramp a further 10m, installation of two floating pontoons, sealing roadways, car park, rigging and a manoeuvring area with bitumen hot mix.	Mid Murray	River Murray	190,000	2B
Mundoo Channel Ramp	Development of boat launching facility				2B
Murkbo	Replace ramp, floating pontoon and sealed parking	Mid Murray	River Murray	125,000	1

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Murray Bridge (Hume Reserve)		Murray Bridge	River Murray	3,000	2B
Murray Bridge (Long Island Reserve)		Murray Bridge	River Murray	3,000	2B
Murray Bridge (Long Island Reserve)	Lowering river water levels	Murray Bridge	River Murray	80,000	2B
Murray Bridge (Sturt Reserve)		Murray Bridge	River Murray	3,000	2B
Murray bridge recmoorings	Construction of recreational mooring wharf	Murray Bridge		143,500	
Mypolonga (Woodlane Reserve)		Murray Bridge	River Murray	3,000	2B
Narrung (landing)	Upgrade existing ferry landing adj Ferry	Coorong	River Murray	16,250	3B
Ngaut Ngaut	Natural log bank with houseboat mooring points	Mid Murray	River Murray	19,000	3B
Normanville	Boat ramp construction	Yankalilla	Fleurieu Peninsula	340	1
North Haven	Extension of inner rock breakwater	Pt Adelaide Enfield	Metro		4
North Haven	North Haven (boat ramp & emergency services pontoons adjacent CYC)	Pt Adelaide Enfield	Metro	205,233	4
O'Sullivan Beach	Upgrade of existing lighting system	Onkaparinga	Metro	97,750	4
O'Sullivan Beach	Widening of the ramp and incorporate landing pontoon for sea rescue	Onkaparinga	Metro		4
Point Lowly		Whyalla	Mid North	87,000	3A
Point Turton	Dredging at boat ramp 'once-off'	Yorke Peninsula	Yorke Peninsula	200,000	4
Point Turton		Yorke Peninsula	Yorke Peninsula	450,000	4

South Australian Boating Facilities Strategic Plan

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Port Augusta (yacht club)		Pt Augusta	Mid North	22,436	2A
Port Augusta West	New Boat Ramp Additions-Landing, Car/Trailer Park, Lighting and Bank Protection	Pt Augusta	Mid North	47,000	3A
Port Broughton	Port Broughton: Laying concrete block pads, resurfacing the eastern ramp, excavation and seaweed removal, car park upgrade. Fishermans Bay: Laying concrete sleepers, extensive concrete ramp patching, fence construction, car park upgrade.	Barunga West	Mid North	12,000	4
Port Broughton	Redevelopment of the existing ramp in an all-weather, all tidal facility	Barunga West	Mid North	750,000	4
Port Broughton Jetty pontoon		Barunga West	Mid North	85,000	4
Port Hughes	Redevelopment of ramp - new ramp position, wharf	Copper Coast	Mid North	1,040,000	3A
Port Hughes	Installation of a second pontoon landing to augment the existing pontoon landing	Copper Coast	Mid North	30,000	3A
Port MacDonnell (west of jetty & wash-down facility)	Redevelopment of ramp - new ramp and wharf	Grant	South East	1,875,000	5
Port MacDonnell (west of jetty & wash-down facility)	Wash-down Facility		-	30,000	5
Port Neill	Seal & kerb car/trailer park; install stormwater system and environmental controls.	Tumby Bay	Eyre Peninsula	112,500	4

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Port Pirie Boat Ramp and Haven	Redevelopment of the existing Port Pirie Regional Boat Ramp, Pontoon installation and dredging of the surrounding area	Pt Pirie	Mid North	195,000	4
Port Victoria	Boat ramp solar lighting	Yorke Peninsula	Yorke Peninsula	7,500	4
Port Victoria	Boat Ramp breakwater extension		-	26,000	4
Port Vincent Marina		Yorke Peninsula	Yorke Peninsula	25,000	
Port Wakefield (channel dredging)		Wakefield	Mid North	148,750	
Port Wakefield Boat Ramp Upgrade	Duplication of boat ramp facility and improved parking area.	Wakefield	Mid North	9,850	3B
Puckridge, Murat Bay	Upgrade and redevelopment of existing boat ramp	Ceduna	Eyre Peninsula	285,000	4
Punyelroo		Mid Murray	River Murray	12,500	2B
Punyelroo	Replace ramp, floating pontoon and sealed parking area	Mid Murray	River Murray	125,000	2B
Qualco	Upgrade of boat ramp	Loxton Waikerie	River Murray	20,000	1
Renmark (adjacent Caravan Park)	Retaining wall, access ramp, buffering and tie up bollards	Renmark Paringa	River Murray	82,500	4
Renmark Mooring Facilities (Murray Avenue)		Renmark Paringa	River Murray	125,000	4
Rilli Reserve	Installation of floating pontoons at boat ramp	Loxton Waikerie	River Murray	18,000	2B
Rilli Reserve	Upgrade of boat ramp	Loxton Waikerie	River Murray	38,000	2B
Rilli Reserve	Installation of a floating pontoon	Loxton Waikerie	River Murray		2B

South Australian Boating Facilities Strategic Plan

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
River Murray - BIASA	Modifications to Lock Holding Points	General River Murray		5,500	
River Murray (Mooring Replacements)	Mooring replacements to floating kilometre markers between Lock 1 and Blanchetown - BIASA	General River Murray	River Murray	11,000	
River Murray (Snag markers and hazard buoys)	Snag markers and hazard buoys downstream from Blanchetown to Wellington	General River Murray	River Murray	20,000	
River Murray Channel Improvements - BIASA		General River Murray	River Murray	12,670	
River Murray Navaid - BIASA	Existing Navaid enhancements on Murray	General River Murray		34,980	
River Murray Navaid - BIASA	Training Spur Hazard Markers	General River Murray		119,860	
Robe Boat Ramp	Extending the length of 3 pontoon landings	Robe	South East	4,530	4
Shoal Bay	Boat ramp and breakwater	KI	KI	55,000	4
Shoal Bay	Boat ramp upgrade	KI	KI	25,000	4
Shoal Bay	Major upgrade of existing boat ramp	KI	KI	325,000	4
Smoky Bay	Replacement of pontoons with Bellingham (more robust)	Ceduna	Eyre Peninsula	77,490	4
Smoky Bay (south of jetty)		Ceduna	Eyre Peninsula	51,150	4
Solomontown	Dredge waterways, new reclaimed land and ramp widening	Pt Pirie	Mid North	571,000	4
Solomontown	Duplication of ramp - add extra lane and pontoon	Pt Pirie	Mid North	178,000	4

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Solomontown			-	12,500	
St Kilda	Improve traffic management and security at boating facility	Salisbury	Metro	31,100	4
Stansbury	Upgrade of existing boat ramp to 3 lanes; 2 floating pontoon landings and construction of northern breakwater.	Yorke Peninsula	Yorke Peninsula	293,750	4
Swan Reach	Replace slab, new central pontoon and car parking (3 stages)	Mid Murray	River Murray	186,900	2B
Swan Reach Redevelopment	Removal of old decaying wharf and reinstatement of bank with grass area	Mid Murray	River Murray		2B
Tailem Bend (Fred's Landing)		Coorong	River Murray	30,000	3B
Thiele Reserve (Murray Bridge)	Create boat ramp, parking, houseboat mooring, extension of reserve, landscaping and stormwater treatment	Mid Murray	River Murray	43,000	2B
Tumby Bay (Marina complex)	Installation of 2nd pontoon landing on western side of ramp	Tumby Bay	Eyre Peninsula	194,500	4
Tumby Bay Boat Ramp	Widen existing ramp- install new pontoon landing	Tumby Bay	Eyre Peninsula	46,500	
Waikerie (adjacent oval)	Upgrade of existing boat ramp	Loxton Waikerie	River Murray	63,250	2B
Waikerie (Holder Bend)	Upgrade of existing boat ramp	Loxton Waikerie	River Murray	63,250	2B
Waikerie Stop & Shop Jetty/Landing	Construction of boat landing/jetty	Loxton Waikerie	River Murray	10,300	
Walker Flat (boat ramp)	Upgrade of existing facility	Mid Murray	River Murray	80,000	3B
Walker Flat (riverfront mooring area)		Mid Murray	River Murray	19,193	3B

South Australian Boating Facilities Strategic Plan

Project Name (boat ramps unless otherwise stated)	Project Description	Council	Region	Fund contribution	Facility Service Level
Wallaroo (Copper Cove Marina)		Copper Coast	Mid North	110,000	4
Weeroona Island	Construction of boat ramp, fixed landings, manoeuvring areas	Mt Remarkable	Mid North	355,000	4
Wellington (Baker Reserve)		Coorong	River Murray	3,000	
Wellington East	New boat ramp	Coorong	River Murray	150,000	3B
Wirrina Cove Marina	Ramp lighting - Sea Rescue	Yankalilla	Fleurieu Peninsula	10,455	3A
Wongulla		Mid Murray	River Murray	36,706	3B
Wongulla Boat Ramp	Upgrade of facility - install landing jetty and bank stabilisation	Mid Murray	River Murray	24,206	3B
Zadows Landing	Existing rubble ramp to be upgraded	Mid Murray	River Murray	125,000	1

Total Approved 23,971,735

Beachport - \$350,000 funding



Appendix C – Boat Ramp Classification

Classification		Service Level
1	Beach launch and retrieval	 <ul style="list-style-type: none"> • Safe vehicle access • Unsealed ramp or sound sand foundation • Tidal access only • Limited manoeuvring capabilities • Limited protection from sea conditions (use by experienced mariners only) <p>Examples: Farm Beach, Hardwicke Bay.</p>
2A Marine	Ramp launch and retrieval	 <ul style="list-style-type: none"> • Safe vehicle access • Sealed ramp (concrete) • Tidal access only • Appropriate manoeuvring area • Limited rigging/de-rigging and parking facilities • Limited protection from sea conditions <p>Examples: Emu Bay, Anxious Bay, Southend.</p>
2B Inland Waters	Ramp launch and retrieval	 <ul style="list-style-type: none"> • Safe vehicle access • Sealed ramp (concrete) • Access to river pool level • Appropriate manoeuvring area • Limited rigging/de-rigging and parking facilities <p>Examples: Qualco, Rilli, Greenways Landing</p>

<p>3A Marine</p>		<ul style="list-style-type: none"> • Safe vehicle access • Sealed ramp (concrete) • Tidal access only • Limited manoeuvring area • Limited rigging/de-rigging and parking • Limited protection from sea conditions • Safe launch and retrieval of boats • Example: Blackfellows Caves
<p>3B Inland Waters</p>		<ul style="list-style-type: none"> • Safe vehicle access • Sealed ramp (concrete) • Access to river pool level • Limited manoeuvring area • Limited rigging/de-rigging and parking • Safe launch and retrieval of boats (pontoon or fixed landings) <p>Example: Bruno Bay (Cobdogla)</p>
<p>4</p>		<ul style="list-style-type: none"> • Safe vehicle access • Sealed ramp (concrete) • All-weather, all tide ramp with weather protection • Manoeuvring area • Rigging/de-rigging and parking facilities • Safe launch and retrieval of boats (pontoon or fixed landings) <p>Example: O'Sullivan's Beach</p>
<p>5</p>		<ul style="list-style-type: none"> • Safe vehicle access • Sealed ramp (concrete) • All-weather, all tide concrete ramp with weather protection • Manoeuvring area • Rigging/de-rigging and parking facilities • Safe launch and retrieval of boats (pontoon or fixed landings) • Servicing of boats available (refuelling) <p>Example: Port MacDonnell</p>

Appendix D - Supporting Priorities

As a result of the feedback from the consultation, the background report identified three non-infrastructure areas of related work:

- Boating safety and regulatory frameworks;
- Delivery framework; and
- Boating information network.

The following suggestions will be passed on for consideration by relevant agencies.

Boating safety and regulatory frameworks

Specific initiatives could include:

Safety and Education

- Revising current safety regulations to encourage life jacket wear;
- Developing an education campaign for boaters, to be delivered off-water at access points, to cover speed, safe boating behaviour and life jacket wear, in consultation with councils and boating stakeholders; and
- Preference for resources to be applied to education at the ramp, rather than on-water compliance patrols.

Regulatory Framework

- The potential to establish a single River Murray Authority to address any planning related matters such as strategic planning, land use controls, development opportunities, appropriate development related policies, infrastructure and services provision, may be achieved under the State Government's current planning reforms which facilitate, among other things, the establishment of 'joint planning boards'. The combination of a joint planning board and local area planning would allow for a better integrated and coordinated approach to planning and boating issues. With the introduction of the Act, South Australia's planning system will be vastly modernised. For more information on the planning reforms please visit www.saplanningportal.sa.gov.au
- Poorly maintained boats on the River Murray have become a problem in recent years and there is a need to review legislation and regulations concerning houseboats on the River Murray to improve standards and safety.

Delivery Framework

Support for the Marine Facilities Fund remains solid, with large numbers of projects funded since its inception. Updating the process through alignment with the plan, ensures that funding is considered within a framework of long-term strategic considerations. As well as reviewing the SABFAC terms of reference and administrative arrangements as described in the plan, further improvements to project governance could see the introduction of:

- Prequalified panel consultants engaged as part of project delivery to provide specialist design and construction verification, and provide guidance on costs and maximising synergies;
- Service Levels, standards and guidelines for infrastructure design that consolidate engineering standards for boating infrastructure including boat ramps, jetties and pontoons; and
- Closer integration with other agencies at the State and Federal level to align funding for strategic projects, including Regional Development Australia (RDA) Local Government, and the Department of Environment, Water and Natural Resources (DEWNR).

Boating information network

Boaters, boating businesses and other stakeholders highlighted the need for accurate and timely information as a key factor for improving the boating experience and increasing boating participation.

DPTI currently maintains an information hub for boaters on its website, which includes the “OnDeck” page, and the *South Australian Recreational Boating Handbook*. Stakeholders would like to see the information expanded to include information that is essential for safety, such as navigation maps, available electronically as well as hard copies.

Specific initiatives could include:

Safety Information

- Developing information including navigation maps to assist boaters
- Investigating opportunities to develop or use existing technology including apps to assist boaters
- Working with emergency groups and the boating industry to promote the radio network and encourage log-on / log-off practices by all boaters

Signage

- Working with Councils and agencies to provide consistent signage at boat ramps and other boating infrastructure

Technical Information

- Publishing regular information about the boating sector and investigating the cost of allowing boaters to update non-critical information about their boats, where they go boating and where boats are primarily stored, to inform forward planning

Profile-Raising Information

- Working with Council and local tourism groups to develop material about boating in the region
- Education materials targeted to specific issues and delivered at popular access points.
- Investigating opportunities to improve promotion of cruising routes and the development of promotional material for key cruising areas for the State.

Appendix E – Maps

To view the full size maps please see the online version of this plan on the DPTI Boating Facilities webpage at <http://www.dpti.sa.gov.au/recboatingfacilities/home>.

