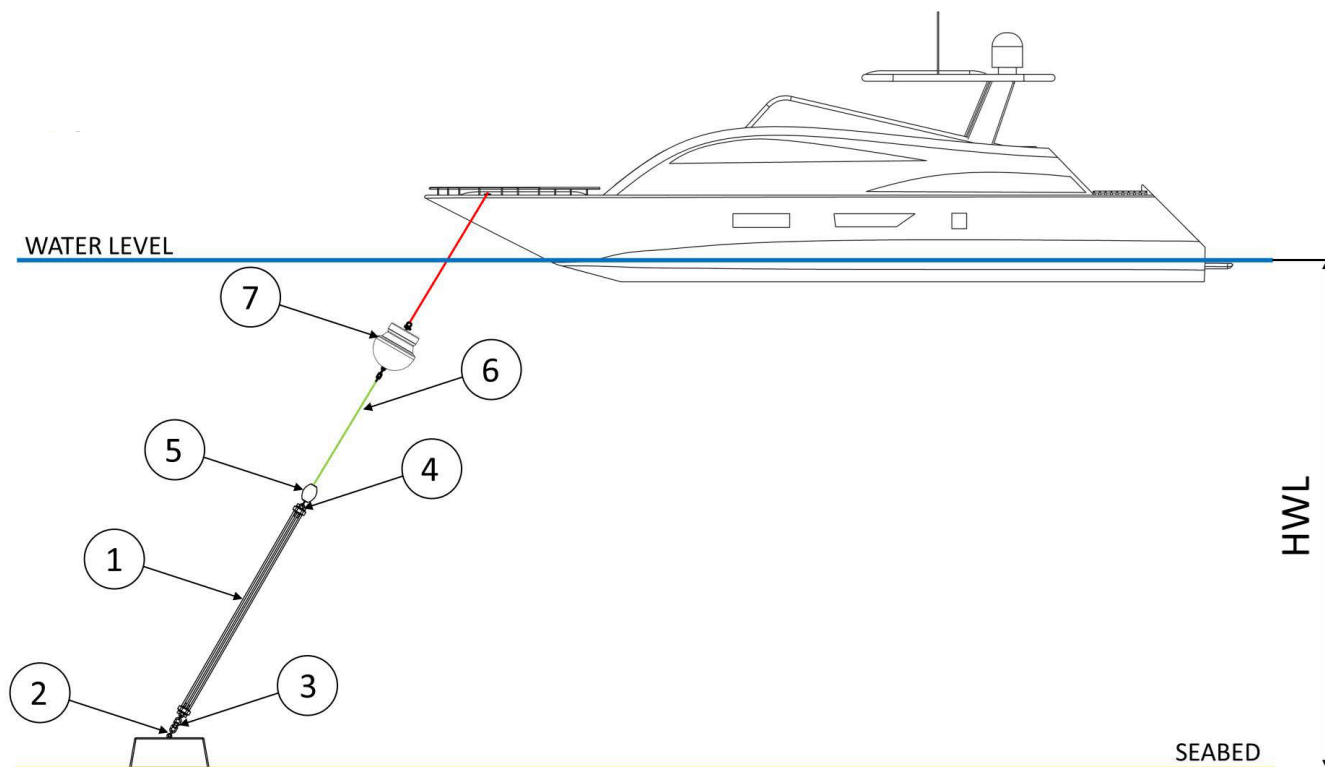


# The South Australian Marine Moorings Network (SAMMN)

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It has been 15 months since the formation of the South Australian Marine Moorings Network at a meeting at the Royal South Australian Yacht Squadron in May 2022. This meeting had representatives from nearly all the South Australian Yachting clubs and was a lobby group formed to establish a Marine Mooring Network around the South Australian Coastline like ALL other Australian states have.

South Australian boating registration fees levied on all boats in S.A. are split into two sections.

1. **Boat registration** (Example 13m yacht = \$265.00)
  2. **Facilities Levee** (Example 13m yacht = \$164.00)
- TOTAL = (\$429.00)

Official figures from the South Australian Boating Facilities Strategic Plan acknowledge that there are 1,887 Yachts classified as users of Harbour/Sea Facilities ([South Australian Boating Facilities Strategic Plan – Page 12](#))

Although our segment of the boating community is small (3.1%), our segment is clearly raising a very significant portion of the revenue (11.1%) administered by the **South Australian Boating Facilities Advisory Council (SABFAC)**. It is estimated that the “Blue Water” cruising yachting community (both Power and sail) has contributed some \$9,500,000 into this Facilities fund since 1996 of the \$85 million raised. The South Australian Boating Facilities Strategic Plan (2021-2022) show that none of this money has been invested back into our community in terms of facilities. ([Data from attached file SA Registration SA stats.xlsx](#))

It acknowledged that the major segment of the S.A. boating community is “half cabin, open boats and runabouts” ([Page 12 Strategic plan](#)) It is also clear that the \$9.5 million levied against the cruising yacht community has gone solely into providing facilities for the runabout / fishing community. It would be fair to say that the blue water yachting community acknowledge that this section of the South Australian boating community has been acknowledged as a priority and it is certainly our firm view that **IT IS OUR TIME NOW**.

### **SAMMN’s concerns going forward are twofold.**

- 1 That the South Australian sailing/cruising/blue water boating community has no representation on the eight (8) member SABFAC committee.**
- 2 In the 28 years of SABFAC’s operation the provision of providing a safe courtesy S.A. mooring network has not been considered or funded, putting S.A. as the only state in Australia without such a network. This, we think is untenable.**

## South Australian Boating Facilities Advisory Committee:

The information below is from publicly accessible data and the Department of Infrastructure and Transport (DIT) websites.

*“The South Australian Boating Facility Advisory Committee (SABFAC) is responsible for making recommendations to the Minister for Transport on the appropriate use and distribution of Boating Facility Levy Funds. Specifically, it is tasked with:*

- *the basis and quantum of the Facilities Levy.*
- *the strategic direction, in consultation with local councils, for the provision of boating facilities across the State; and*
- *proposals for expenditure of funds from the Facilities Fund based on strategic needs, or at the request of the Minister or DTI.”*

It is difficult for us to reconcile that although our group is providing an extremely significant percentage (11%) of the income @ \$367,000 per annum, why is our sector of the community not represented by the committee that allocates funding for projects.

*The current representative structure of SABFAC is as below.*

*“SABFAC consists of a maximum of eight members of whom one must be nominated by the:*

- *[Boating Industry Association of South Australia Inc;](#)*
- *[South Australian Recreational Boating Council Inc;](#) (cannot be contacted website link is invalid)*
- *[South Australian Recreational Fishing Advisory Council Inc;](#)*
- *[Local Government Association of South Australia,](#) and*
- *two persons who have experience in the operation of commercial vessels (with at least one having experience in the commercial fishing industry)”*

**It would be our expectation that a position on SABFAC be made available for the South Australian Yachting/Cruising community ASAP.**

## The 2021-22 Strategic Plan:

The comprehensive 44 page [“South Australian Boating Facilities STRATEGIC PLAN”](#) is essentially a strategic plan for the South Australian boat ramp community. Although we are indeed part of that community as nearly all of us pay a **SECOND registration for our yacht tenders** most boat ramps are not designed for tenders to be safely moored while we go ashore for a walk, provisions, meals, or fuel. This is not acceptable if our state is trying to attract the large and ever-growing lucrative interstate and international cruising community. **Provision of such facilities (e.g., Bay of Shoals) should be mandatory for all future installations of boat ramps.**

There are some notable and important statements in the Strategic Plan.

1. *“Marine related commercial activities and tourism are the economic lifeblood of many South Australian towns.”* (Strategic Plan page 5)
2. *“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.”*
3. *“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”.*

**We unfortunately must take serious issue with both number 2 and 3 of the above statements as this has not been the case.** (Strategic Plan page 5)

4. *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. (Strategic Plan page 16)*
5. *“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 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”. (Strategic Plan page 17)*

The plan also makes mention of providing a network of “SAFE HAVENS” (Strategic Plan page 19) which is an excellent and laudable concept but, the plan appears to be only for boaters who have the ability to use boat ramps.

In general, the [“South Australian Boating Facilities Strategic Plan”](#) makes for disappointing reading for our sector.

The emphasis on boat ramps is overwhelming but is understandable due to the ready access to funds from local councils. Our community is not represented by local councils hence the significant problem for our community.

**The word MOORINGS appears in the 44-page Strategic plan on five (5) occasions.**

Unfortunately 3 of the 5 references refer to River Murray moorings.

Page 28 (Goolwa)

Page 30 (Mannum)

Page 31 (Mid Murray)

The word MOORING is also on page 9 of the document but is unfortunately just a dot point.

The only significant use of the word is on page 17 which is exciting for us as it is used exactly in the context we are seeking. Again, unfortunately the word is only used once and there is no strategy or plan to implement the forward-thinking views required by our community.