

13.2. MARINA WHARF PROJECT REPORT

REPORT INFORMATION	
Report Title	Lincoln Cove Marina Wharf Project Report
Records Reference	9.24.1.2 REP23111
Organisational Unit	Executive, Growth & Innovation
Responsible Officer	Manager Economic & Tourism Growth - Naomi Blacker
Report Attachment/s	Yes Attachment 15 N23742 Lincoln Cove Marina Wharf Project Report
REPORT PURPOSE	
This report provides Council with a recommendation to receive and note the Lincoln Cove Marina Wharf Project Report, which was commissioned as part of Goal 1 Economic Growth and Opportunity in the 2021-2030 Strategic Plan: 1.5 <i>“Resolve sustainable long -term arrangements for infrastructure and activities at the Port Lincoln marina Precinct to meet future commercial, tourism and recreational needs”</i>	
REPORT DECISION MAKING CONSIDERATIONS	
Council Role	Facilitate / Connect - Bringing together stakeholders, initiate or join with other parties to collectively pursue a shared interest or service or resolve an issue
Strategic Alignment	SDP GOAL: Goal 1: Economic Growth and Opportunity SDP ACTION: 1.5 Resolve sustainable long-term arrangements for infrastructure and activities at the Port Lincoln Marina Precinct to meet future commercial, tourism and recreational needs
Annual Business Plan	ABP INITIATIVE: Economic Development Strategy Implementation ABP PROJECT: Not Applicable
Legislation	Not Applicable
Policy	Not Applicable
Budget Implications	Not Applicable
Risk Implications	Low Risk
Resource Implications	Not Applicable
Public Consultation	Not Applicable
IAP2 Commitment	INFORM - We will keep you informed.
OFFICER’S RECOMMENDATION	
That Council receive and note the report.	

13.2 MARINA WHARF PROJECT REPORT

REPORT DETAIL

In March 2023, Council engaged three final year Business Students from UniSA, majoring in Supply Chain and Logistics, to undertake research into the uses and issues surrounding the Lincoln Cove Marina Wharf. This project was undertaken as part of Council's commitment to **Goal 1 Economic Growth and Opportunity** in the 2021-2030 Strategic Plan, specifically to:

1.5 Resolve sustainable long -term arrangements for infrastructure and activities at the Port Lincoln marina precinct to meet future commercial, tourism and recreational needs,

The objective of this project is to provide background information to the Department of Infrastructure and Transport (DIT), who own and manage the marina wharf. It is anticipated this work will feed into a larger study of the marina wharf to determine whether the wharf can realistically service the needs of a growing seafood and aquaculture sector, as well as increasing tourism and recreational usage. And if so, what level of investment would be required to renew and upgrade the infrastructure and facilities.

The project involved three major pieces of work undertaken by each intern over several months, namely:

- 1) A community and industry survey
- 2) Interviews with key stakeholders in the fishing and aquaculture industry
- 3) Case studies into other commercial wharves around Australia.

In addition to usage, the purpose of each component of the project was to broadly consider:

- **Facilities available:** ie fuel, loading, unloading, utilities
- **Safety issues:** for public, owners and staff using the area
- **Road traffic:** management and access, including parking
- **Management of the wharf**
- **The overall nature of the marina:** ie a commercial wharf versus a tourism precinct, versus a recreational vessel area.

The students commenced in March 2023 with the project completed by 30 June 2023, and were supervised by the Manager, Economic Development and Tourism Growth. The project included two visits by the students to Port Lincoln to undertake primary research in the form of face-to-face interviews with stakeholders, and an online community survey. This was combined with desktop research for the case studies and follow up online meetings. Their findings and recommendations are outlined in the attached report.

The outcomes from the primary market research (interviews and surveys) were consistent in their findings, with common themes identified by all users. The case studies provided useful insights into commercial port/wharf best practise, many of which could be considered for the Lincoln Cove Marina Wharf going forward.



City of Port Lincoln

Seafood Capital of Australia



ATTACHMENT 15

N23742

REPORT 13.2

LINCOLN COVE MARINA WHARF

PROJECT REPORT



LINCOLN COVE MARINA PROJECT REPORT

PRESENTED BY CITY OF PORT LINCOLN

2023

We acknowledge the **Barnarla People**, the traditional owners of the land on which the City of Port Lincoln rests and their continuing connection to land, sea, culture, and community. We pay our respects to Elders past, present and emerging, and we extend that respect to other Aboriginal and Torres Strait Islander people in our community.



EXECUTIVE SUMMARY

The Lincoln Cove marina wharf at Port Lincoln is the main general-purpose wharf/ boat ramp facility for commercial fishers, aquaculture operators, recreational vessel owners and government and non-government organisations. Built in 1985 originally as safe haven for the fishing fleet, it has become the preferred location for all wharf activities, with its protected all-weather waterway a key attraction to fishers for unloading/loading throughout the year.

Now in 2023, the fishing and aquaculture sector has grown significantly, with the marina wharf inadequate for the number and diversity of users and uses. Compounding this is a deteriorating sheet pile wharf, which has been assessed by engineers as likely to require load limits within five years without major renewal investment. The facilities available are also inadequate, including for example the recent removal of the fuel facility. This has impacted smaller vessels, in particular smaller fisheries such as lobster and recreational vessel owners who were the main users of the fuel facility.

On the back of concerns arising from the engineering assessments of the marina wharf in 2022, the City of Port Lincoln engaged three final year university students to conduct a research project into the marina wharf with a view to uncovering current usage scenarios and to identify issues and opportunities for the wharf moving forwards. The objective of this project is to provide informed background information to the Department of Infrastructure and Transport, who own and manage the marina wharf. It is hoped that this work could feed into a larger study of the marina wharf to determine whether the wharf can realistically service the needs of a growing seafood and aquaculture sector as well increasing tourism and recreational usage. If so, what level of investment would be required to renew and upgrade the infrastructure and facilities.

The students' work included stakeholder interviews, a community survey and the development of case studies of similar wharves and ports in Australia. The methodology, findings and recommendations for each component are outlined in detail in this report.

In summary, the findings and recommendations arising from the three pieces of student work are relatively consistent and can be summarised as follows:

- The marina wharf is seen as a key tourist attraction for industry, residents, and visitors alike with the ability to view the fishing industry in action highly regarded.
- The industry has outgrown the current facility. It works 'because we make it work'
- There are many inefficiencies with the current practices adopted by the fishing sector, with vessels waiting for hours to unload/load. Similarly, on land trucks and staff can wait hours for their vessel to unload.
- Inadequate parking, removal of the fuel facility, lack of basic amenities, lack of general wharf management and oversight, and lack of a maintenance program are serious concerns for many regular users.
- Safety is a key consideration with lack of traffic management and unrestricted pedestrian access to all areas of the working wharf presenting a significant risk.
- Wharves around Australia typically are purpose-built, dedicated facilities with well managed parking areas, a delineation between recreational and commercial activities, long term maintenance plans, booking systems, safety and security procedures, and formal management structures in place.

INTRODUCTION



The marina wharf at Lincoln Cove is Port Lincoln’s main commercial wharf facility that services at least seven fisheries including: tuna, kingfish, prawn, sardine, crayfish, trawlers, and mussels.

The wharf is used by these fisheries and logistics companies to unload catch, refuel via fuel trucks, conduct vessel maintenance, load feed boats, and more. It is in high demand at times, often experiencing congestion which negatively impacts businesses financially, whilst also adding to safety concerns.

In addition to commercial fisheries, the marina wharf provides facilities for:

- Launching of SES (State Emergency Service) vessels
- Launching Dragonboats and other recreational craft
- Refuelling for commercial and recreational vessels
- Recreational land-based fishers fishing from the wharf area
- Tourists, as a key attraction to view the seafood sector at work



The marina, constructed in 1985, was intended to be a residential/recreational marina with the industrial fishing berths providing a safe haven for the vessels. However, this has evolved over time as the main commercial wharf for these fisheries with significant vessel and truck movements. This unintended industrial use combined with limited maintenance on the wharf over the years has resulted in a rebuild/repair estimate of some \$18–20million. Additionally, the aquaculture sector has grown significantly, with the aquaculture of mussels, kingfish and tuna in the bay becoming major industries since the marina was constructed.



The City of Port Lincoln is seeking to understand the usage of the wharf area, with a view to supporting a case for state and federal governments to provide funding for appropriate wharf facilities to support this significant industry sector. Accordingly, this study will be provided to the Department of Infrastructure and Transport to contribute to their strategic assessment of the future needs of the commercial fishing and aquaculture industry in Port Lincoln.

PURPOSE

To understand the complex issues around the use of the marina wharf, the City of Port Lincoln engaged three final year Business Students from UniSA who are majoring in Supply Chain and Logistics to undertake some preliminary research.

This has involved three major pieces of work (streams) undertaken by each intern over several months, namely:

1. A community and industry survey
2. Interviews with key stakeholders in the fishing and aquaculture industry
3. Case studies into other commercial wharves around Australia

In addition to usage, the purpose of each component of the project was to broadly consider:

- **Facilities available:** i.e., fuel, loading, unloading, utilities
- **Safety issues:** for public, owners and staff using the area
- **Road traffic:** management and access, including parking
- **Management of the wharf**
- **The overall nature of the marina:** i.e., a commercial wharf versus a tourism precinct, versus a recreational vessel area including compliance with operating guidelines, legislation and managing environmental impacts
- **Location:** is this the best location for a working commercial wharf?

The following pages outline the methodology for each piece of work undertaken by the students, their findings, and recommendations.



STREAM 1 – COMMUNITY AND INDUSTRY SURVEY



LED BY ABHISHEK VATS | This piece of work centred on a community and industry survey with the objective to collect data on the marina's facilities, safety, road traffic management, wharf management, the nature of the marina, and the location's suitability for a commercial working wharf. The approach I took included:

METHODOLOGY

Literature review

I conducted a thorough review of existing literature, including reports, studies, and articles, to gather background information on marina wharf usage, best practices, and relevant factors impacting perceptions.

Interviews

I attended semi-structured interviews with key parties, including representatives from the fishing and aquaculture industry, marina management, and recreational users. These interviews aimed to gather insights into their experiences, challenges, and perceptions related to the marina wharf.

Survey design

I designed a survey questionnaire to collect quantitative data on the general usage patterns, satisfaction levels, and perceptions of the marina wharf. The survey was distributed to a diverse range of users, including commercial fishers, recreational boat owners, local residents, and tourists.

The survey was distributed online between the days May 11th – 26th 2023.

Data analysis

Both qualitative data from the interviews and quantitative data from the surveys were analysed using appropriate techniques. The findings were used to identify common themes, patterns, and areas of improvement related to the general usage and perceptions of the Lincoln Cove marina wharf.

KEY THEMES IDENTIFIED

Tourism potential

The marina wharf is a significant component of Port Lincoln's tourism potential. Stakeholders and community members desire to retain and expand tourism, retail, and recreational activities in the region. Taking advantage of Port Lincoln's status as the "Seafood Capital of Australia," many have suggested creating a retail fishing/tourism district similar to Hobart or Fremantle.

Safe harbor

The marina wharf is preferred by fishing and aquaculture stakeholders due to its safe and protected waters, which permit loading and discharging in all weather conditions. Its proximity to berths, offices, and the fish factory district facilitates vessel and road access is also very attractive. The height of the wharf also accommodates smaller vessels that are unable to use the taller Flinders Ports wharf.

Vessel congestion

The wharf is deemed too small and congested, both on land and in the water, causing considerable difficulties for commercial fishing activities. When the wharf is congested, vessels frequently experience delays and must wait at times for hours, resulting in increased labour costs and logistical inefficiencies. Uncertainty regarding the wharf's availability exacerbates the difficulties confronted by fishers.

Land congestion

The removal of the fuel facility has led to an increase in fuel tanker traffic, aggravating an already congested land-side area. With numerous semi-trailers and forklifts loading and unloading, as well as resident and visitor vehicle traffic, the area becomes chaotic and potentially hazardous.

Boat launch

The presence of a boat ramp at the marina wharf increases the volume of traffic in the area. Diverse users, including abalone vessels, recreational vessels, dragon boats, and safety personnel, launch and retrieve their vessels from the working wharf, thereby aggravating the congestion. Inadequate parking facilities for trailers and vehicles near the pier presents an additional obstacle.

Safety

Numerous safety concerns exist at the marina wharf and neighbouring roadways. Frequently, pedestrians, vehicles, trucks, forklifts, and personnel coexist without adequate supervision or authorised safety measures. The lack of barriers and signage compounds the existing safety concerns.

Fuel

The availability of fuel is a major concern, particularly for smaller vessels and recreational boats unable to organise fuel truck deliveries. To remedy this issue, several survey respondents have advocated for the construction of a floating fuel pontoon.

General facilities

Participants in the survey expressed a need for improved or new facilities, including refuse disposal, toilets, waste disposal, better parking options, enhanced road safety management, and improved accessibility.

Competing users

Diverse stakeholders utilise the marina area, including commercial fishers, recreational vessel owners, dragon boat teams, and safety personnel. There is tolerance for recreational and tourism activities as long as they do not interfere with commercial fishing operations but balancing the needs of these various users can lead to conflicts.

Usage patterns

The general usage patterns of the marina wharf revealed a diverse range of activities, including

commercial fishing, aquaculture operations, recreational boating, land-based fishing, and tourism-related visits.

Positive perceptions

Overall, different parties expressed positive perceptions of the marina wharf, considering it a vital hub for the fishing and aquaculture industry. It was viewed as a significant economic contributor to the region and an attraction for tourists.

Strengths

The strengths identified included the presence of essential facilities such as loading/unloading areas, and maintenance services. The marina wharf was also praised for its scenic location and the opportunity it provided for visitors to witness the seafood industry in action.

Weaknesses

Several weaknesses were identified, including congestion issues leading to delays and safety concerns. Limited parking spaces, inadequate road access, and outdated infrastructure were also cited as challenges that impacted the overall usability and efficiency of the wharf.



Recommendations

The results indicate a pressing requirement for enhanced traffic management strategies, upgrades to infrastructure, and the establishment of dedicated zones for particular activities to mitigate congestion. Furthermore, it is advised to improve communication and foster collaboration in order to effectively address safety concerns. Although a few stakeholders have expressed apprehension about the size and congestion of the marina wharf, the majority firmly believe that it represents the optimal site for a functional commercial wharf in Port Lincoln due to its secure harbour, convenient berths, and close proximity to the fish factory precinct

RECOMMENDATIONS

Improve traffic management

In order to address the congestion issues and ensure a smooth flow of traffic, it is recommended to implement effective traffic management strategies at the Lincoln Cove marina wharf. This can be achieved by designating specific lanes for different types of vehicles, such as commercial fishing vessels, recreational boats, and tourist vehicles. Clear signage should be installed to guide users and indicate the appropriate routes and parking areas. By organizing and directing traffic effectively, the overall efficiency and safety of the wharf can be significantly improved.

Upgrade infrastructure

The existing infrastructure of the marina wharf needs to be upgraded

to meet the growing demands of the industry and enhance the user experience. Allocating funds for infrastructure improvements is crucial. The upgrades may include expanding the parking facilities to accommodate more vehicles, improving road access to the wharf, and modernizing the wharf infrastructure itself. Upgrading facilities such as fuel stations, loading/unloading areas, and utilities can also contribute to the overall functionality and efficiency of the wharf.

Enhance safety measures

The safety of all users, including fishers, aquaculture workers, recreational boaters, and tourists, should be a top priority at the marina wharf. To ensure a safe environment, it is recommended to develop and enforce strict safety protocols. This may involve providing safety barriers along the wharf, clear demarcations to separate different areas and activities, and sufficient lighting for enhanced visibility during all hours of the day. By implementing these safety measures, the risk of accidents and injuries can be minimized, creating a secure environment for everyone.

Stakeholder collaboration

Regular communication and collaboration among different parties are essential for the success of the marina wharf. It is important to foster a cooperative relationship between industry representatives, marina management, local authorities, and tourism organizations. This can be achieved through periodic meetings, workshops, and forums where parties

can discuss concerns, share insights, and coordinate activities. By working together, they can address common challenges, align their interests, and contribute to the sustainable development of the marina wharf.

Promote tourism aspect

The marina wharf can be leveraged as a tourism attraction by implementing initiatives that highlight the seafood sector and provide an enjoyable experience for visitors. One recommendation is to offer guided tours that allow tourists to observe and learn about the various activities taking place at the wharf, such as unloading catches, vessel maintenance, or aquaculture operations. Additionally, informative displays and interactive experiences can be set up to educate visitors about the seafood industry, its significance to the region, and the sustainable practices employed. By promoting the tourism aspect, the marina wharf can attract more visitors, generate additional revenue, and raise awareness about the local seafood sector.

Implementing these recommendations will help enhance the general usage and perception of the Lincoln Cove marina wharf. It will create a more organized, safe, and visitor-friendly environment, supporting the needs of the fishing and aquaculture industry while also contributing to the local economy and tourism sector.

STREAM 2 – FISHING AND AQUACULTURE INDUSTRY ENGAGEMENT

LED BY TAMSIN GERKE | The Port Lincoln marina wharf is a free facility and does not have a management structure in place, therefore, no current data on the usage of the wharf is collected. To understand the pressures on the facility, Council deemed this a key step in the project. A series of interviews were set up with relevant fisheries and stakeholders to gain an insight into the extent of the use by industry.



METHODOLOGY

Face-to-face meetings were held with identified stakeholders, the three interns, including myself, and a representative from the City of Port Lincoln. In addition to usage of the marina wharf, I developed a set of questions to seek industry perspectives on the wharf as it currently operates and to get their opinion on the future of their industry and the wharf.

Each meeting was consensually voice recorded for convenience and referencing purposes, with meeting notes also taken. Detailed notes were taken from the voice recordings and entered in a spreadsheet to allow comparisons to be made between each representative, gaining an insightful perspective from the main users of the marina wharf.

These meetings took place in Port Lincoln between the dates of 18–20th April.

KEY THEMES IDENTIFIED

In addition to representatives from the fishing industry, we also met with tourism operator, Calypso Star Charters, whose business resides directly in front of the marina wharf. Numerous similarities and differences were evident in the meetings.

The most consistent response in each interview with fishing representatives around the question of whether the current operations of the marina wharf work for their business was, “we make it work because we have no choice.” Many were quite adamant it is the best location.

However, as many in industry acknowledged, the marina wharf area is too small for the industry to operate effectively, both currently and with regard for future growth. Without expansion of the current space of the marina or relocation to another area, the projected growth of the fishing industry and businesses could be constrained.

Location

Many of the industry representatives would prefer their main wharf facility remain where it is at the marina wharf, rather than relocate to another area.

This is due to number of factors including:

- The sheltered water and wind conditions at the marina wharf, which it allows for smaller and larger vessels to load / unload at the wharf in most weather.
- The height of the marina wharf, which is ideal for the sardine and lobster fisheries, whose vessels are too small for the main town wharf.

Having said that, several issues were identified as impediments at the current location, including inadequate berthing space, and capacity, with many vessels having to wait for considerable amounts of time to load/unload at the main sheet pile wharf. This is particularly problematic for those vessels who moor in Stage 2 of the marina and therefore cannot unload at their marina berth. Rather they need to wait for the sheet pile wharf to become free.

Industry does a good job of 'guesstimating' when the sheet pile wharf might be free, however there is no guarantee, and this often results in hourly paid staff forced to wait on land (or on a vessel) for a berthed vessel to unload / load. This has obvious financial consequences when it comes to wages expenses and may have further impacts on the quality of product and shelf-life of the catch.

Safety and Traffic Management

Safety and traffic management within the marina wharf was a significant concern for many. There is no formal management body at the marina wharf. Such an entity could control traffic management during commercial operations. Currently, select industry members undertake their own traffic management at certain times, blocking off road access to the main road around the marina wharf with signage / cones to ensure the safety of pedestrians, visitors, and their own staff.

Industry noted the marina wharf is a popular tourism spectacle for many of Port Lincoln's visitors to observe fishing operations close hand. However due to limited foot and vehicle traffic management, tourists can interrupt operations and endanger not only themselves but industry workers. Many of the industry representatives welcomed and encouraged tourism but feel it should be done so in a safer manner with restrictions placed on access. It was suggested to utilise the fisherman's memorial located adjacent to the marina wharf to welcome visitors to

watch fishing operations up close and to provide an educational opportunity via signage etc.

Infrastructure

The loss of the fuel bowser at the sheet pile wharf has had a significant impact on the smaller fisheries, particularly the crayfish sector. Larger vessels can use commercial refuelling trucks to refuel their vessels on the marina wharf, as this makes economic sense for the big volumes of fuel they require. However, these additional fuel trucks impact on other businesses wishing to use the wharf, restricting their ability to unload / load, causing delays with the resultant congestion.

Finally, the wharf area was not originally built to be a commercial operating wharf and certainly not for the enormous growth in aquaculture businesses seen in recent decades, e.g., tuna, kingfish, and mussels, all of whom are big users of the wharf each day. Add recreational users accessing the boat ramp and the result is more traffic and congestion in this corner of the wharf. Some industry members suggested removing the boat ramp to create more berthing space against the sheet pile to accommodate more vessels.

RECOMMENDATIONS

Safety and Traffic Management

Safety and traffic management in and around the marina wharf was a key concern for almost all stakeholders. The vehicle and foot traffic around the marina wharf is a significant concern as the wharf attracts visitors interested in the fishing industry, as

well as customers of Calypso Star Charters.

Whilst industry acknowledged there had been no incidents or accidents so far, the risk of such is high.

Industry was supportive of a traffic management plan, and they would be willing to work with the appropriate authorities to initiate a plan.

Infrastructure and Amenities

The Department of Infrastructure and Transport (DIT) has estimated the aging sheet pile wharf has a potential time limit of 5 years before load limits are imposed, which would of course negatively impact fishing operations. A further consideration is where would the industry operate from temporarily whilst the wharf is rebuilt/ repaired?

The removal of the fuel bowzers in the wharf marina has further impacted the smaller vessel fisheries, i.e., cray boats. At times it can be two or three days before a fuel truck can service these smaller vessels, particularly during grain harvest. Wait times like this has forced these vessels to refuel at locations like Kangaroo Island, where refuelling facilities are more accessible. One remedy suggested for this was a floating fuel pontoon around the marina wharf area.

Area and Location

Industry acknowledged the marina wharf was too small and unable to accommodate future growth. Suggestions were made that the berths in the South Quay currently owned by members of industry be bought back and made available for general industry to load/unload,

alleviating congestion from the current main sheet pile wharf area.

A suggestion was made to relocate all offices currently located on the South Quay boulevard to allow the land to be solely used for commercial wharf activities. This obviously has many considerations to work through.

Car parking was another oft mentioned issue. Land owned by Calypso Star Charters and adjacent the memorial is regularly used by industry, not only for carparking, but for trucks and forklifts. Both pieces of land are privately owned with the land adjacent the memorial earmarked for new apartment block.

Some suggested the vacant carparking space located behind the Leisure Centre should be used by workers on the wharf, thus freeing congestion in the South Quay wharf area and allowing operations to operate more smoothly.

Relocating the entire wharf to a new area was not a preferred option by most, although industry is aware the location currently is inadequate for their existing operations and future growth. However, if a new location was to be proposed, a number felt the former BHP site located on the south edge of Port Lincoln was the most likely choice. In converting this site, industry would have their own separate location to run operations without the concerns of public safety and allow for a purpose-built commercial wharf.

Another suggestion was to utilise the space located between the main wharf (Brennans Jetty) and the Kirton Point oil jetty. However, there may be weather issues with this site.

Tourism

Tourism is a large contributor to the City of Port Lincoln and the fishing industry is one of the attractions that brings visitors to the city. The

interest from tourists is welcomed by many fisheries, and several skippers are happy to share information about their operations and their vessels when docked at the wharf / berths. However, the lack of safety and regulation surrounding the wharf due to the absence of wharf management, and the possibility of an accident is very real and understood by all.

It was suggested that the memorial located adjacent to the marina wharf was an appropriate location for a visitor deck/viewing platform to safely observe the fishers go about their business. It could combine the memorial with signage and education material telling the story of the fishing industry.



STREAM 3 – CASE STUDIES FOR COMPARISON



NGUYEN THUY DUONG | This component involved conducting case studies on similar commercial wharf facilities in Australia to gather insights and best practices. The methodology for this component included the following steps:

METHODOLOGY

Selection of Case Study Sites

I identified several commercial Ports across Australia that were similar in nature or faced comparable challenges to the Lincoln Cove marina wharf. The selection considered factors such as industry focus, geographic location, size, and infrastructure.

Data Collection

I collected fixed data on each selected case study site, including information on geographic conditions, facilities available, safety measures, road traffic management, wharf management practices, and the overall balance between commercial and recreational aspects.

Comparative Analysis

A comparative analysis was conducted to identify similarities and differences between the case study sites and the Lincoln Cove marina wharf. The analysis focused on identifying successful practices, innovative solutions, and lessons learned from these facilities that could be applied to enhance the Lincoln Cove marina wharf.

KEY THEMES IDENTIFIED

Best Practices

The case studies highlighted various best practices employed by similar commercial wharf facilities. These included effective traffic management strategies with specific well-managed parking areas for workers, vessel owners, or visitors, separate from the working areas of vessels. Moreover, other ports have clear organization between commercial and recreational areas to ensure safety, including discrete terminal gates for different docking of trading, fisheries industry vessels, cruise ships, and other recreational vessels. Other than that, each gate includes different requirements in the infrastructure and proactive maintenance programs which will assure the efficiency of activities. They also have their own tracking booking and vessel schedules system via a general website or 24/7 CCTV for transparency and security purposes.

Successful Integration

The case studies revealed successful examples of integrating commercial

activities, recreational use, and tourist attractions within a single marina complex.

These facilities managed to balance the needs of different user groups and enhance the overall experience and safety for both workers at wharves, and visitors.

Lessons Learned

The case studies provided valuable lessons learned, such as the importance of long-term maintenance plans, continuous stakeholder engagement, and adaptability to changing industry requirements. They emphasized the need for regular monitoring and upgrading of facilities, and the necessity of the management department to ensure optimal functionality.

Transferability

The findings indicated that certain practices observed in the case studies could apply to the Lincoln Cove marina wharf. These included implementing effective signage and wayfinding systems, creating designated areas for different activities, and exploring innovative solutions.

RECOMMENDATIONS

Traffic Management Solutions

Implement effective traffic management solutions observed in the case studies, such as separate parking lots for trucks, heavy vehicles, and cars, designated lanes, and clear signage, to enhance safety and alleviate congestion issues.

Separation of Activities

Despite the size of the port, consider whether adopting a clear separation between commercial, recreational, and tourism-related activities within the marina complex is necessary. This can help optimize the streamline operations and ensure a harmonious coexistence of different user groups.

Long-Term Maintenance Plans

Develop and implement long-term maintenance plans, including regular inspections, repairs, and upgrades, to ensure the sustainability and functionality of the marina wharf over time. This will help avoid costly reconstruction projects in the future.

Stakeholder Engagement

Engage with stakeholders from similar facilities to exchange knowledge, experiences, and best practices. Foster ongoing communication to stay updated on industry trends, emerging technologies, and innovative solutions that can be applied to enhance the Lincoln Cove marina wharf.

Tracking for transparency

To ensure transparency and security for industries and stakeholders, tracking devices such as CCTV or following up systems or websites is a requirement. This will also help industries and stakeholders follow up and organize future shipping plans.

Ensuring security

Besides having separate gates for commercial and recreational activities, all visitors, including commercial or non-commercial purposes, are required to carry at least an ID card or security identification card while accessing the wharf for tracking identity and assure safety.



CITY OF PORT LINCOLN FINDINGS



SUMMARY OF FINDINGS

Tourism potential

It is clear from the interviews with stakeholders and respondents in the community survey that the marina wharf area is regarded as a fascinating part of the Port Lincoln tourism story and many wish to see that retained. Growth in tourism, retail, and recreational activities were nominated as future opportunities for the area. Known as the 'Seafood Capital of Australia,' many believe the marina delivers on that promise and could be expanded, with development of a retail fishing/ tourism precinct similar to Hobart or Fremantle.

A safe harbour

The fishing and aquaculture stakeholders would prefer to keep the marina wharf as their main wharf facility due to its safe and sheltered waters, which allow for loading and unloading in almost any weather. Importantly, the proximity of the wharf to their berths, offices and the relatively short route to the fish factory precinct is convenient for both road and vessel access. Having to steam to the Flinders Ports wharf to unload and then back to the marina to berth is a fuel expense most fishers

would prefer to avoid. Lastly, the height of the marina wharf is suitable for smaller vessels who are unable to use the Flinders Ports wharf due to its height.

Vessel congestion

It is also clear the wharf is regarded as too small, congested (both in the water and on land) and inadequate for all the commercial fishing activities taking place. Vessels can wait for hours at a time when the sheet pile wharf is busy, resulting in a significant wage cost for both the vessel owner and for factory staff, with trucks waiting on land to collect the catch. Fishers reported having to 'guesstimate' when the sheet pile wharf might be free to time their arrival for unloading their catch with minimum wait times. There are no guarantees they will time it correctly.

Whilst prawn boats only fish a limited number of days per year, the unloading and sorting of the catch in front of the South Quay berths can take up to four days per trip. And as not all prawn vessels are berthed at South Quay, several prawn companies still need to use the main marina wharf to unload. The area required for this activity impacts on the main road to the marina wharf,

particularly when logistics staff put up traffic restrictions during unloading.

Land congestion

With the removal of the fuel facility on the wharf, fuel truck activity has increased, adding to the already congested landside area. There can be up to 5-6 semi-trailers at any one time, plus forklifts all busily loading and unloading at the marina wharf. Add to this resident and visitor vehicle traffic traversing the working wharf precinct, and it becomes a very busy area with significant WH&S risks.

Boat ramp

The marina wharf boat ramp is another contributor to the traffic in the area, with crews attempting to launch abalone vessels, recreational craft, dragon boats and safety craft from a busy working wharf. This is further compounded by the lack of parking facilities for cars and trailers in the immediate area. Parking is already at a premium with fishing and aquaculture staff, let alone provide for vehicles/trailers from recreational vessels.

Safety

There are many safety issues at the marina wharf and associated roadways. Pedestrian traffic, local resident traffic, trucks, forklifts, and

staff all intermingle without any authorised, formal supervision along the marina wharf. There are no barriers or signage around safety in the area.

Fuel

The lack of a fuel bowser is also a significant issue, particularly with smaller vessels and recreational boats who cannot justify/afford to engage a fuel truck to the wharf to fill up their vessel. A considerable number of survey respondents called for a floating fuel pontoon.

General facilities

Stakeholders and community requested better or new facilities including bins, toilets, and proper

waste disposal facilities. This is in addition to more parking, better road safety management and improved accessibility.

Conflicting users

The marina area is used by a variety of users: commercial fishers, recreational vessel owners, Dragonboat teams, and safety crews, with the comment often made that the requirements of each of these users is in conflict at times. The survey revealed the area is seen primarily as a commercial wharf. There is a tolerance for other uses (recreational/tourism) providing it is done safely and without impact on the commercial fishing fleet.

Alternative?

On the question of whether it is the best location, the marina wharf is valued by commercial fishers for its safe harbour, convenience to berths and route to factory precinct. Accordingly, most cannot see an alternative.



APPENDICES

Summary of community survey questions

Q1 Please choose the description that best fits you.

The survey was completed by a variety of stakeholders, the main participants being:

- 19% Fishers and aquaculture employees
- 11% Logistics, fuel, transport companies
- 10% Recreational boat users
- 9% Visitors
- 43% Local residents

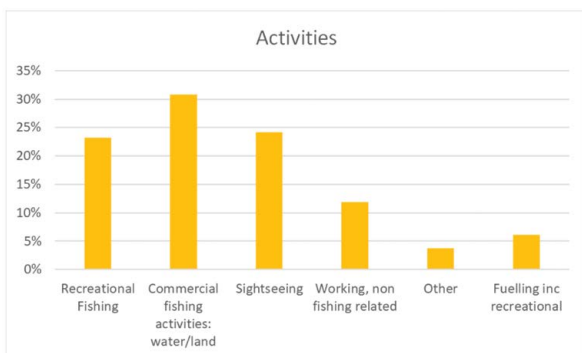
Note: despite being asked to nominate one category, several respondents chose multiple descriptions.

Q2 How frequently do you visit the Port Lincoln marina wharf?

Most respondents frequented the marina less than several times a week – 59% with 25% nominating several times a week.

Q3 What activities do you typically engage in while visiting the wharf?

The majority of activities typically undertaken are commercial fishing activities followed by recreational activities, as depicted in the chart below.



Q4 Satisfaction with the facilities and amenities at the wharf:

- 47% unsatisfied range
- 25% neither satisfied or unsatisfied
- 28% satisfied.

Q5 Have you ever experienced any safety issues at the Port Lincoln marina wharf?

On the question of whether the respondent had experienced any safety issues at the wharf

- 60% No
- 32% Yes

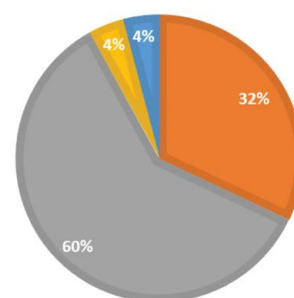
When it came to the 'other' category the following issues were identified: Congestion, WH&S, traffic issues, access issues and fuel.

Comments

Comments included: "Members of the public in the way of vehicles whilst unloading. Members of the public fishing on the wharf. High risk work such as forklift and crane operation happening on the wharf nearby."

EXPERIENCED ANY SAFETY ISSUES

Yes No Not willing to say Other



Q6 Satisfaction with lighting

- 43% unsatisfied
- 30% neither satisfied nor unsatisfied
- 27% satisfied

Q7 Satisfaction with signage

- 39% unsatisfied
- 33% neither satisfied nor unsatisfied
- 28% satisfied

Q8 Satisfaction with barriers

- 45% unsatisfied
- 27% neither satisfied nor unsatisfied
- 28% satisfied

Q9 Satisfaction with environmental management practises in marina and waterways

- 33% unsatisfied
- 38% neither satisfied nor unsatisfied
- 29% satisfied

Q10 Satisfaction with road traffic management and access at the marina wharf

- 40% unsatisfied
- 31% neither satisfied nor unsatisfied
- 29% satisfied

Q11 Have you ever experienced any issues with accessing the road near the Port Lincoln marina wharf?

- Yes 42%
- No 51%
- Unable to comment 7%

Comments

Comments were consistently about congestion, issues with trucks (parking and blocking roadways), vessels taking up more berth space than is regarded reasonable, issues when prawn boats are in, difficulty with Dragonboat crew launching and retrieving their vessel with trucks in the area.

"The road is frequently blocked by the boat unloading activities and sometimes 5-6 semi-trailers parked on the roadway, traffic then diverts over private land."

Q12 Are you aware of the current management arrangements at the wharf and do you know who is responsible for the marina wharf?

The majority of respondents are unclear on who is responsible for the wharf area.

- 67% No
- 22% Unsure
- 10% Yes

Q13 Satisfaction with current management at the marina wharf

- 39% unsatisfied
- 42% neither satisfied nor unsatisfied
- 19% satisfied

Q14 Satisfaction with current access arrangements at the marina wharf

- 40% unsatisfied
- 33% neither satisfied nor unsatisfied
- 13% satisfied

Q15 In your opinion, what is the overall nature of the marina wharf?

- Commercial wharf 55%
- Tourism precinct 9%
- Recreational vessel area 13%
- All of the above 47%

Q16 Do you believe this is the best location for a working commercial wharf in Port Lincoln?

- Yes 53%
- No 24%
- Unsure 22%

Comments:

- No other alternatives
- Outgrown it, not big enough, too many users
- Inappropriate users: not suitable for Dragonboat users, not suitable for recreational land fishers, tourist accommodation should not be permitted around the working wharf
- Conflicting users
- Not suitable for larger vessels
- Great tourist attraction
- Fuel issues

"If used as a commercial wharf it is too congested. This could easily be solved by moving mussel and prawn boats to park in stage 2 berths, which would double the wharf space. Unloading of prawn boats need to become more efficient. Currently boxes come off the boats and are sorted on the wharf into various sizes. This means 6-7 pallets are spread out on the wharf taking up space and it also leads to the frozen product being off a freezer for up to a couple of hours. Boxes should come off the prawn boats, straight into small trucks and taken to a shed/yard/refrigerated facility elsewhere for sorting/palletising for transport."

Q17 What are the current strengths of the marina wharf?

Overwhelmingly the response was 'location, with accessibility and sheltered waters' followed by the fact the working commercial wharf was accessible and visible for residents and visitors alike, making it a valued tourist attraction.

"It is a sheltered waterway that provides berth facility for nearly 90% of the fleet. So, it makes sense it remains for unloading and servicing the fleet."

"Location to the marina entrance, I think it's great for diners at the Marina Hotel to watch while eating. It really showcases Port Lincoln's history and industry."

"Users ought to be congratulated for doing so much GDP over 70m of wharf space. It is highly congested, and yet everyone seems to work with each other to 'make it work'."

Q18 What do you think are the current weaknesses or areas for improvement at the marina wharf?

Overwhelmingly 'size' i.e., too small, lack of fuel facilities, and lack of foot and traffic management were the main perceived weaknesses, followed by poor waste disposal, lack of facilities (toilets, bins), lack of signage, and conflicting uses.

"It was never originally designed for so many commercial vessels to be using it. It is not big enough to cope with the last 40 years of growth in the commercial fleet. It is too small for today's usage. It would be hard to increase the current size of the wharf and that is what is needed."

Q19 What opportunities do you see for the marina wharf in the future?

The majority of respondents nominated tourism/recreational and retail opportunities as the future for the marina wharf; followed by fuelling facilities. Parking/signage and safety, better public amenities (toilets) and facilities (bins) were nominated frequently.

"Opportunity to showcase fishing industry and acquire more land for car parking expansion if there was an appetite. Opportunity to make safer, alter traffic flow to one way and perhaps restrict traffic at particular times. Create areas that are not for public but only commercial vessels."

"Revamp/revitalise with fuel access and crane with a decrease in high tonnage industries. This will keep it a working wharf with tourism/sightseeing opportunities."

"Increased use for commercial vessels, interpretive signs explaining use and history for tourist in a safe area. Delineated walkways might be appropriate."

Case study spreadsheets

PORT DEMOGRAPHIC INFORMATION	Geraldton	Fremantle	Albany	Flinders Ports	Geelong	Hobart	
Location of the Port / Facility	<p>Located 420km north of Perth</p> <p>The gateway to northern Western Australia</p> <p>Geraldton is the largest town north of Perth</p>	<p>Western Australia/ Perth Fremantle, in the Perth metropolitan region</p>	<p>The Port of Albany is located 400kms south of Perth, Western Australia and is home to more than 30,000 inhabitants.</p>	<p>Port Lincoln: Situated on the south-east coast of the Eyre Peninsula, 682 kilometres by road from Adelaide, Port Lincoln is a natural deep water harbour.</p> <p>The Port of Thevenard is 793 kilometres west of Adelaide and 3 kilometres from the centre of Ceduna, a town with a population of over 4,000 people.</p> <p>Wallaroo is located on the eastern side of Spencer Gulf, 158 kilometres north-west of Adelaide and has a population of around 2,500 people</p>	<p>Situated on Corio Bay, GeelongPort is located 75 kilometres southwest of Melbourne in Geelong, Victoria.</p> <p>GeelongPort is Victoria's second largest port located within Victoria's largest regional city, Geelong.</p>	<p>The Port of Hobart is Australia's second oldest port, and the birthplace of modern Tasmania</p>	
Management Authority / Model	Mid West Ports Authority	Government of Western Australia - Department of Transport (DOT) The Port of Fremantle	Southern Ports Authority	Flinders Port Holdings	Regional Channels Authority (VRCA)	Tasmanian Ports Corporation Pty Limited	
Which Industries are serviced by the Port	<p>Import/export: exports of grains, minerals and livestock, and imports of fertiliser, mineral sands, project/general cargo and fuel</p> <p>Tourism: Cruises</p> <p>Fisheries : Western Rock Lobster</p> <p>Commercial : trading</p> <p>Mining</p>	<p>Tourist: cruise ships, fishing, restaurants, bars, entertainment and cultural experiences for locals and tourists</p> <p>Recreation: recreational vessels with service jetties and wharves</p> <p>Fisheries: Sadine</p> <p>Trading</p> <p>imports/ exports: non-containerised cargo such as machinery, steel, heavy equipment, livestock and scrap metal</p>	<p>Import/export: Fertiliser, petroleum products, Various grains, silica sand, woodchips.</p> <p>Tourist: cruise ships</p> <p>Recreation: fishing</p>	<p>Trading</p> <p>Import/export</p>	<p>agriculture, construction, energy and tourism sectors</p>	<p>Recreation</p> <p>Commercial</p>	
Which fisheries use the Port:	<p>Geraldton Fishermen's Co-operative Western Rock Lobster</p> <p>Located in Geraldton's West End within the city's Fishing Boat Harbour, Fishermen's Wharf is a working wharf where you can buy fresh seafood straight off the back of the boat, sit back and enjoy a seafood meal, or set off on an Abrolhos Islands, fishing or lobster pot-pulling adventure.</p>	Sadine	Rock Lobster, Abalone, Marron, Freshwater angling	not mention	Not mention	Commercial fisheries in Tasmania: Abalone, Rock Lobster, Scallofish, Scallop, Dive, Giant Crab, Marine Plant, Shellfish	
Usage	<p>To provide a sustainable gateway for trade and tourism.</p> <p>The FBH comprises of boat pens and a significant landholding with sites leased principally to businesses that support the local fishing and mining industry. The harbour also supports tourist-based operations</p>	<p>Inner Harbour: handles a large volume of sea containers, vehicle imports and livestock exports, cruise shipping and naval visits.</p> <p>Outer Harbour: handles bulk cargo ports, grain, petroleum, liquefied petroleum gas, alumina, mineral sands, fertilisers, sulphur and other bulk commodities.</p>	<p>Export: minerals, grains, wood products</p> <p>Fishing</p>	<p>Port Lincoln: Grains and seeds, Petroleum products, Fertilisers</p> <p>Thevenard: Gypsum, Grains and seeds, Salt, Mineral Sands</p> <p>Wallaroo: Grains, seeds</p>	<p>Corio Quay North: Primary cargo: Break bulk cargo (paper, steel, timber), livestock, project cargo, woodchips</p> <p>Lascelles Precinct: Bulk clinker, sulphuric acid and fertiliser, Fertiliser and phosphate rock, Calcite, fertiliser, livestock, grain and project cargo, Bulk materials</p>	<p>The Port of Hobart is a major Tasmanian deep-water port that supports a variety of industries, including bulk log exports, container exports, bulk fuel imports commercial fishing, Antarctic exploration and cruise ships.</p>	

PORT DEMOGRAPHIC INFORMATION	Geraldton	Fremantle	Albany	Flinders Ports	Geelong	Hobart	
Destination	Geraldton Located 420km north of Perth The gateway to northern Western Australia Geraldton is the largest town north of Perth Mid West Ports Authority Geraldton Port (Mid West Ports Authority) is located at 298 Marine Terrace, Geraldton, 6530	Inner Harbour: Fremantle: situated on the mouth of the Swan River Outer Harbour: Kwinana: 20 km (12 mi) south at Kwinana in Cockburn Sound. The Fremantle Outer Harbour consist of, from north to south, the Alcoa Jetty, the Kwinana Bulk Terminal, the BP Oil Refinery Jetty, the Kwinana Bulk Jetty and the CBH Grain Jetty.	85 Brunswick Road, Albany WA 6330	Port Lincoln: Situated on the south-east coast of the Eyre Peninsula, 682 kilometres by road from Adelaide , Port Lincoln is a natural deep water harbour. The Port of Thevenard is 793 kilometres west of Adelaide and 3 kilometres from the centre of Ceduna, a town with a population of over 4,000 people. Wallaroo is located on the eastern side of Spencer Gulf, 158 kilometres north-west of Adelaide and has a population of around 2,500 people	138/140 Corio Quay Rd, North Geelong VIC 3215	Hobart in Southern Tasmania and the Port of Burnie on Tasmania's North-West Coast, along with Coles Bay, Port Arthur and the Port of Bell Bay. Located within 800m of Hobart's CBD	
Size of port	83 hectares of land within the Geraldton Port boundary and an additional 6.9 hectares made up of leases to the south of Marine Terrace.	sea containers, vehicle imports and livestock exports, cruise shipping and naval visits. Outer Harbour: handles bulk cargo ports, grain, petroleum, liquefied petroleum gas, alumina, mineral sands, fertilisers, sulphur and other bulk commodities. Inner Harbour: Fremantle: situated on the mouth of the Swan River Outer Harbour: Kwinana: 20 km (12 mi) south at Kwinana in Cockburn Sound. The Fremantle Outer Harbour consist of, from north to south, the Alcoa Jetty, the Kwinana Bulk Terminal, the BP Oil Refinery Jetty, the Kwinana Bulk Jetty and the CBH Grain Jetty. Fremantle Port: https://www.fremantleports.com.au/the-port/port-map https://kids.kiddle.co/Fremantle_Harbour	The Port of Albany takes up a land area of 80 hectares	Operating over 90 hectares of land and comprising of 15 berths over two primary precincts, Corio Quay and Lascelles			
Size of Wharf	not mention	There are three services wharves: Sardine Wharf on Mews Road, Land-backed Wharf on Capo D'Orlando Drive and the refuelling wharf, Molfetta Quay. The Inner Harbour includes northern and southern wharves (berths) named North Quay and Victoria Quay respectively (for trading). http://fremantlepiLOTS.com.au/wp-content/uploads/2014/09/Berth-information-for-Website.pdf	Berths: Princess Royal Harbour Berth No. 1 Land backed berth, 210 m long & depth 10.5 m; Berth No. 2 Land backed berth, 172 m long & depth 10.5 m; Berth No. 3 Land backed berth, 227 m long & depth 12.2 m; Berth No. 6 Dolphin (7) berth, 216 m long & depth 12.2 m.	Port Lincoln: https://www.flindersports.com.au/port-lincoln/ maintained depth of 14.6 metres and the South Channel which is 8.5 metres deep. Thevenard: https://www.flindersports.com.au/thevenard/ The berth jetty at Thevenard is 198 metres in length depth in approaches – 8.2 metres Wallaroo: https://www.flindersports.com.au/wallaroo/ Maximum vessel length overall 230 metres Maximum vessel beam 32 metres Maintained depth in channel and approaches 8.4 metres	https://geelongport.com.au/port-operations/corio-quay-precinct/ https://geelongport.com.au/port-operations/lascelles-precinct/	Macquarie Wharf 1: Length 169m; width 9.1m (apron), Height: 3.1m - 4.01m Macquarie Wharf 2: 154m; width 15.2m (apron), 4.01m (Cruise Terminal) Macquarie Wharf 3: 174.5m; width 23m (apron), 4.01m Macquarie Wharf 4: 244.2m; width 22.9m, 4.01 to 2.79m Macquarie Wharf 5: 135m; width 22.9m (apron), 2.79m Macquarie Wharf 6: 189m; width 43.6m (apron), 2.79m to 3.2m Princes Wharf 1: 138m; w 12.2m Princes Wharf 2: 100m; w 7.6m Depth Alongside: Refer to Harbour Master's Instructions	

PORT DEMOGRAPHIC INFORMATION	Geraldton	Fremantle	Albany	Flinders Ports	Geelong	Hobart	
Maximum vessel size	Traffic figures: Approx 330 vessels and 6.435.000t of cargo handled annually. Max draft: 12.8 m Max beam: 32.5m Max LOA: 225m (vessel dimension) Max DWT: 80,000	https://www.fremantleports.com.au/the-port/port-facilities#:~:text=The%20berths%20can%20accommodate%20vessels,user%20pipeline%20on%20the%20facility.The%20Inner Harbour three services wharves: picture	Maximum Laden Draft: No. 1 and No. 2 berths = 9.8 m. No. 3 berth = 11.5 m (approval required for up to 11.7m) No. 6 berth = 11.5 m (approval required for up to 11.7m)		The maximum length of the vessels recorded to having entered this port is 252 meters. The maximum draught is 11.8 meters. The maximum Deadweight is 116337t.	maximum length of the vessels recorded to having entered this port is 348 meters. The maximum draught is 9 meters. The maximum Deadweight is 35742t	
PORT FACILITIES: the provision of berthing	facilities, wharf assets (jetties, walkways and toilets), maintenance, waste disposal, utility services and security.	There is diesel and unleaded petrol fuelling facility available on the nearby Molfetta Quay. This service is provided by Baileys Marine Fuels Australia and a fuel card is required. Phone: 1300 224 539 Email: baileys@ampol.com.au Fuel: included in berth hire charges	Towage, storage, cranes, water, bulk, tankers, bunkers, maintenance, forklift		Have to be asked for services	Pilotage, Towage, water, electricity, clean up, tonnage, wharves, slipways, fuel, etc	
Refuelling	Fuel: per tonne \$0.2284 Inc GST \$ \$0.2077 ex GST		Not mention	not mention	Not mention	Fuel in drums: per 200 litres 2.58\$ exgst	
Maintenance Facilities (eg Dry dock, slipway)	not mention	Boat lifting and boat stacking: A professional boat lifting and maintenance service is operated by Blue HQ Fremantle Boat Lifters, located on Mews Road. An outdoor dry boat stack operation for vessels up to 12m in length is operated by Blue HQ Boat Park. A premium indoor dry boat storage facility for vessels up to 10.36m in length is operated by The Boathouse.	Slipway for maximum 40 MT vessels at Emu Point slipway services. Small repairs only are dealt with by local engineering workshops. Hold cleaning is done by contractors. Contact local or ship's agent for further details.	not mention	not mention	Slipway	
Services (power, water, etc)	Towage Bunkering Stevedores Pilotage water: \$3.89 per kilolitre (ex GSt)	Stevedores Pilotage Bunkering Flare disposal Flare disposal is available nearby at the DoT Marine Operations Centre, 14 Capo D'Orlando Drive, South Fremantle. Find out more about flare disposal locations. Waterway , harbour basin and entrance channel Entrance channel has a minimum depth of 3.6 metres. Latitude: -32.062 S Longitude: 115.742 E Water : per kilolitre 20' full container (includes Port Security charges) each 88.8392\$ (in gst) 80.7629\$(ex gst) 40' full container (includes Port Security charges) each 177.6785\$ (in gst) 161.5260\$(ex gst)	Fresh water is available at all berths, 60 tonnes per hour: \$8.068 per kilolitre (ex gst) TOWAGE: The port uses the services of SVITZER Australia Pty Limited for its operations and they presently provide two Z-Peller tugs "KOONA" and "KAROO" which have: 50 MT Bollard pull over the stern - 3600HP - 2685 kW 50 MT Bollard pull over the stern - 3600HP - 2685kW CRANES: One 15 tonne mobile crane available on wharf. FORKLIFTS: Two 2.5 Tonne capacity, and One 4.5 Tonne capacity.		Electricity: BERTHING LIGHTS Ships berthing or sailing between the hours of 08:00-17:00 (Monday to Friday) – No charge for service. Pilotage Moorings Water: Water connection without notification 500AUD (ex GSt) 550 AUD (in GSt) Per kilolitre 5.39AUD Garbage Disposal: ACCESS CHARGE (cost of power included) Charge for the use of power boxes at wharf's edge (covers up to 2 power boxes at any one time) \$513.31 per vessel Water: Service charge	Electricity: BERTHING LIGHTS Ships berthing or sailing between the hours of 08:00-17:00 (Monday to Friday) – No charge for service. Pilotage Moorings Water: Water connection without notification 500AUD (ex GSt) 550 AUD (in GSt) Per kilolitre 5.39AUD Garbage Disposal: ACCESS CHARGE (cost of power included) Charge for the use of power boxes at wharf's edge (covers up to 2 power boxes at any one time) \$513.31 per vessel Water: Service charge	Pilotage: Pilotage services at Tasmanian ports are provided 24 hours a day, every day of the year. Pilotage is compulsory for all ships of 35 metres Length Over All (LOA), or greater, unless a valid pilotage exemption certificate is held by the Ship's Master. Towage: TasPorts manages and operates 9 harbour tugs, which are available to provide towage services to most Tasmanian ports. TasPorts Towage offers a range of services, including harbour towage, emergency towage and contract towage for specialist jobs. Water: Connection / disconnection fee: per connection/disconnection 180\$ ex GST – Supply: 2.03\$ per kilolitre ex GST Clean up: Per plant and equipment hire if utilised. If contractor call out required, contractor charges will apply plus TasPorts...administration fee...per sailing
PORT ACCESS ARRANGEMENTS:							
Booking to access the facilities	Forms + email/ online	Fill booking form online -> contacted/confirmed by Harbour Officers through email -> fill Waitlist/ Vessel accommodation forms resubmit	Filling forms	Contact via phone/ book online	Contact via phone/ email	Contact via phone/ form/ email	

PORT DEMOGRAPHIC INFORMATION	Geraldton	Fremantle	Albany	Flinders Ports	Geelong	Hobart
Fees for using the facilities	Facilities included in Booking (water/electricity) https://www.midwestports.com.au/Profiles/midwestports/Assets/ClientData/Documents/General/Commercial_Port_Fees_-_Charges_2022-23-1.pdf	Fill booking form online -> contacted/confirmed by Harbour Officers through email -> fill Waitlist/Vessel accommodation forms resubmit Pens/ facilities (water/electricity, etc); per meters/ lengths of the pen https://www.fremantleports.com.au/docs/default-source/trade-business/ship-and-cargo-charges-from-1-july-2022.pdf?stvrsh=470557f_0	https://www.southernports.com.au/sites/default/files/2022-05/Southern%20Ports%20Schedule%20of%20Port%20Charges%201%20July%202022.pdf water.fits.free	https://www.flindersportholdings.com.au/wp-content/uploads/2023/04/Port-Charges-and-Pricing-Kit-from-1-JUL-2022-to-30-JUN-2023-Version9.pdf - Fees & Charges - for Flinders https://www.flindersportholdings.com.au/wp-content/uploads/2022/06/GeelongPort-Schedule-of-Port-Charges-effective-1-July-2022.pdf	https://www.tasports.com.au/volumes/documents/Marine/TasPorts-Schedule-of-Port-Charges-2022-2023.pdf	
Fees for parking / free parking	not mention	Fees There is paid parking available managed by the City of Fremantle, as well 273 free bays on Capo D'Orlando Drive for the use of penholders,	Not mention	not mention	not mention	asking for parking permission Macquarie Point: per month or part thereof: 205\$ EX GST Daily: 45\$ ex gst
Secure access (public access or secure access)	Must have current MSC (Maritime Security Identification Card)	The Maritime Security Identification Card (MSIC)	Need A Maritime Security Identification Card (MSIC) Any person who requires unescorted access to the Port of Albany for operational purposes, must apply for a Maritime Security Identity Card (MSIC) and successfully complete an online induction.	Need A Maritime Security Identification Card (MSIC)	Companies: contact GeelongPort Security via phone/ email for permission Individual: ConTrac platform required for daily workers,	Port Users must hold a TasPorts' Maritime Security Identification Card (MSIC) printed on a TasPorts' access card.
Tourist / Visitor Access	Fixed timing	Cruises: at the Fremantle Passenger Terminal	If you're looking to visit the Port but are not planning to work or conduct business with us, you will need to be supervised by an authorised MSIC holder at all times. You will also be taken through a hard copy pamphlet outlining key HSES information relevant to the Port by a qualified member of staff.		visitor required in-date GeelongPort ID card. Use Ports Crew Bus to travel around (no walking)	not mention
Is there live tracking / facility / bookings availability?	Not mention/ all queries need to contact through email or contact the managers	Harbourcams Deckee tracking app	Website	Website	Camera Website	Website





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