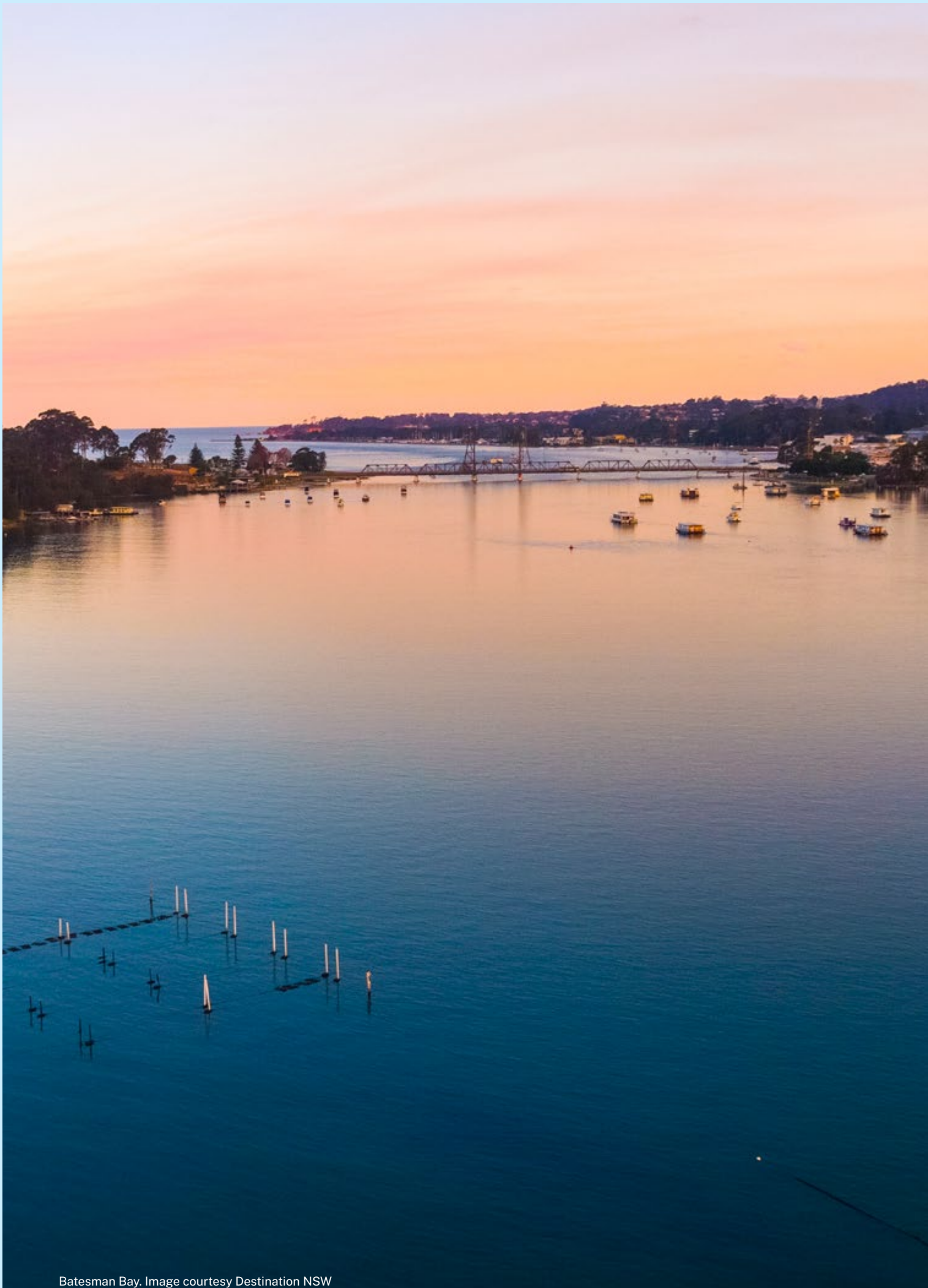


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# South Coast Boating Network Plan

[transport.nsw.gov.au](https://transport.nsw.gov.au)





Batesman Bay. Image courtesy Destination NSW

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## Acknowledgement of Country

Transport for NSW and each of its operating agencies, recognises Aboriginal and Torres Strait Islander peoples, as the First Peoples of Australia. Acknowledging their continuing spiritual, cultural, social and economic connection to our lands and many waterways.

We recognise the Aboriginal cultural landscape values of waterways, the survival of freshwater and saltwater culture in NSW and the importance of waterways to the health and wellbeing of Aboriginal people.

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# Boating Network Plan

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## 1.1 The South Coast Region

Renowned for its high-quality marine environments and beautiful beaches, the South Coast of NSW is a tourist haven for visitors from across NSW, Australia and around the world. Spanning approximately 380km of coastline from Stanwell Tops to the NSW–Victorian border, the region includes several National and State Parks and the Jervis Bay Territory, as well as the Jervis Bay Marine Park and Batemans Marine Park.

The waterways on the South Coast provide significant tourism, recreational, environmental and economic benefit for the region, with most of them supporting a variety of boating and marine activities that attract boaters and non-boaters alike.

## 1.2 Strategic connections

The South Coast Marine Tourism Strategy was released by the Department of Regional NSW in 2019 and establishes a 20-year approach that seeks to realise the full tourism potential of the region's marine environments.

The development of the South Coast Boating Network Plan (the Plan) is an action under the South Coast Marine Tourism Strategy to coordinate opportunities across infrastructure and services that will support marine tourism in 17 primary waterway locations.

The Plan will complement Transport for NSW (Transport) Maritime Infrastructure Plan 2019–2024, which provides strategic direction on how the government is already prioritising investment in maritime infrastructure across NSW including the South Coast locations at Wollongong, Batemans Bay, Shoalhaven/Jervis Bay and Eden.

The Plan also aligns with other government initiatives such as the NSW Department of Industry Marine Estate Management Strategy 2018–2028, the Wollongong Harbour Master Plan Report (2020) and the Kiama Harbour Revitalisation Action Plan (2021).

## 1.3 Developing the Plan

In assessing the waterside and landside opportunities and constraints, Transport undertook extensive stakeholder engagement with local councils, government agencies, and the Boating Industry Association user groups and alliances. Transport also engaged with existing and potential operators across the region, such as marina operators, tours and charter services.

Additionally, we undertook a desktop study of existing local and state policies, strategies, plans and masterplans, reports and planning documents. An assessment of existing infrastructure at each primary waterway and the capacity of the waterway to support relevant marine tourism user groups was also completed.

Over two hundred potential opportunities to support marine tourism on the South Coast were identified. These opportunities were assessed and prioritised by scoring each against weighted criteria using a qualitative methodology. Top scoring opportunities were given further consideration to confirm alignment with existing strategic priorities at each location.

The highest scoring opportunities aligned to strategic priorities have been shortlisted for inclusion in this Plan. These opportunities still require more detailed assessment and are not funded, although they do create a network of infrastructure and services that best supports the marine tourism user groups on the South Coast.

## 1.4 Plan outcomes

The Plan identifies opportunities to expand on and maximise the economic and marine tourism potential of these investments along the South Coast. Its purpose is to:

- outline the current and planned boating infrastructure and services on the South Coast
- identify opportunities to improve boating infrastructure and amenities
- develop a network of activated waterways to support marine tourism.

### Opportunities

Significant infrastructure investment that supports marine tourism opportunities is already underway across the South Coast, including the delivery of Shellharbour Marina at Shell Cove Harbour and the Eden Safe Harbour project. The Boating Now Program and Maritime Infrastructure Stimulus Program are also facilitating significant investment in boating infrastructure to support marine tourism on the South Coast.

### Challenges

Due to land, planning, approval, funding and delivery constraints the aspirational network outlined in the Plan may not be fully realised in the short to medium term. Our goal is therefore to prioritise delivery of boating infrastructure, amenities and services at locations that provide the greatest benefits, and which are also the most likely to be realised.

## 1.5 Primary waterways on the South Coast

The analysis that informed the development of this Plan identified seventeen primary waterways as having the greatest potential for economic and marine tourism outcomes.

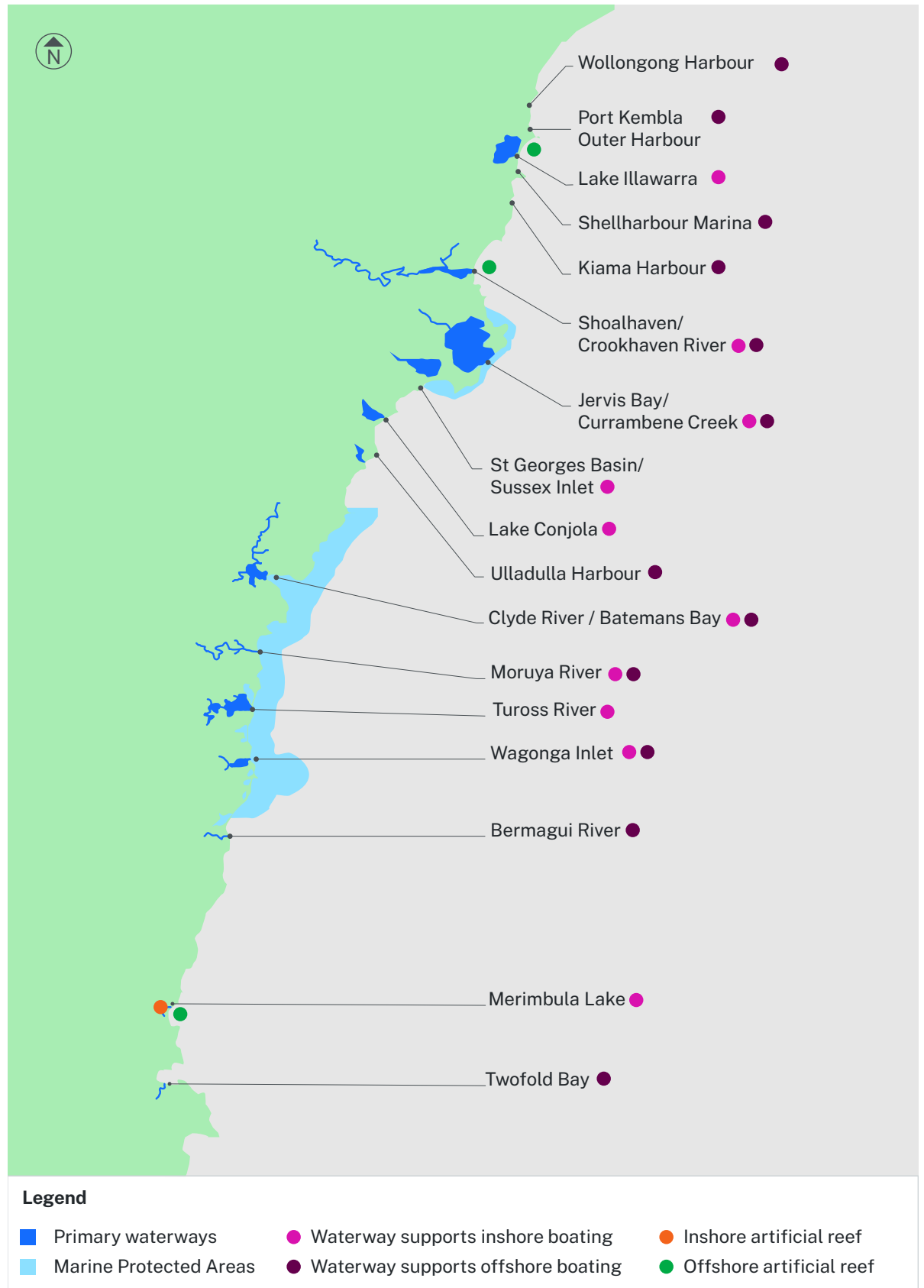
These are:

- Wollongong Harbour
- Port Kembla Outer Harbour
- Lake Illawarra
- Shell Cove Harbour (Shellharbour Marina)
- Kiama Harbour
- Shoalhaven/Crookhaven River
- Jervis Bay/Currumbene Creek
- St Georges Basin/Sussex Inlet
- Lake Conjola
- Ulladulla Harbour
- Batemans Bay/Clyde River
- Moruya River
- Tuross Lake and River
- Wagonga Inlet
- Bermagui River and Harbour
- Merimbula Channel and Lake
- Twofold Bay

Each waterway is unique, allowing boating on either enclosed/inshore waters, offshore waters or both. The map below presents the network of waterways that best support inshore\* and offshore boating.

\*For the purpose of this document inshore boating refers to boating on all waterways that are not offshore and include all enclosed and inland waterways.

Figure 1 – Map of the South Coast region with primary waterways, Marine Parks and National Parks.



The maps below highlight the current distribution of boat ramps, wharves/jetties, marine services and other maritime assets across the region.



Figure 2 – Map of the South Coast region with boating access and storage amenities at each waterway.

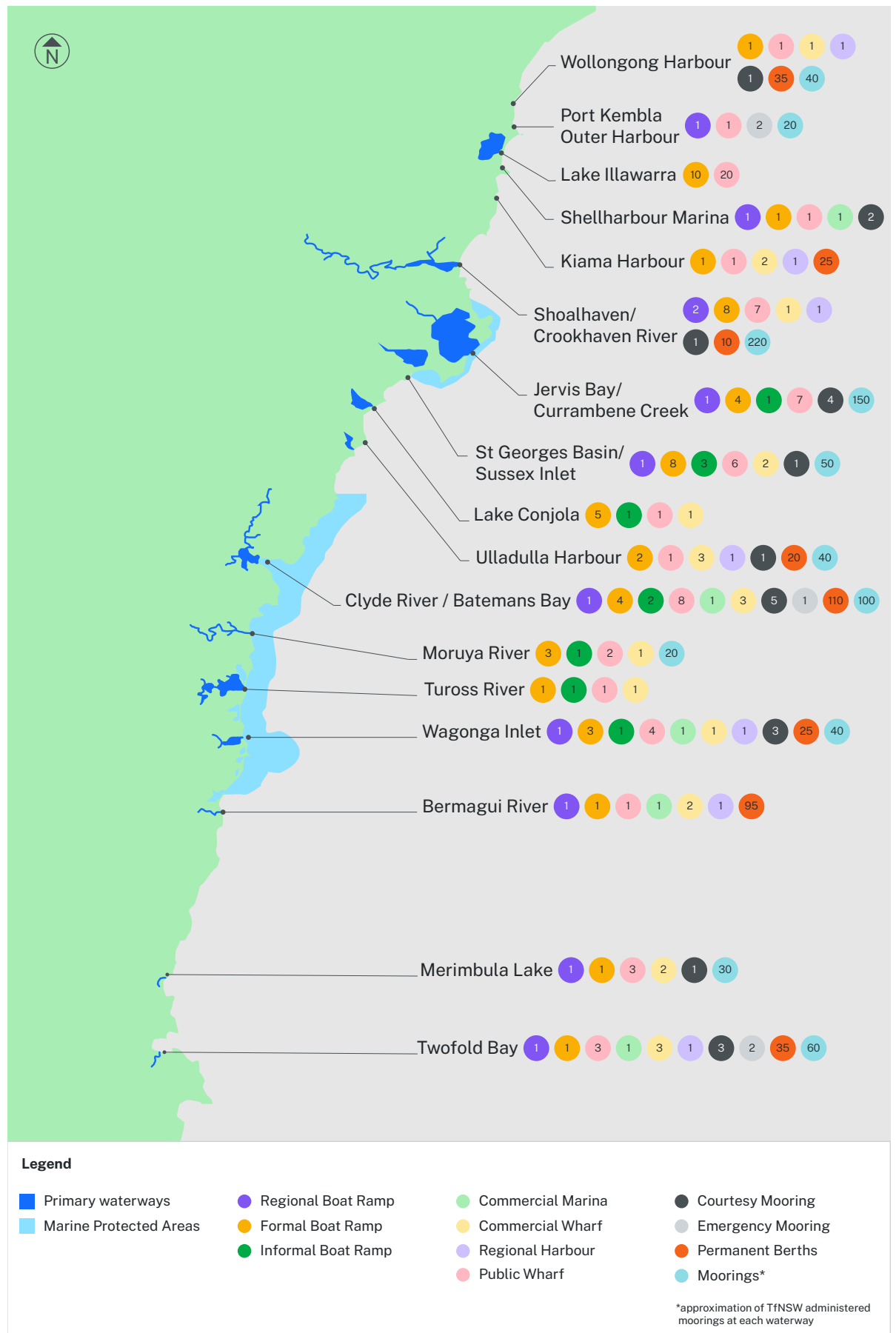
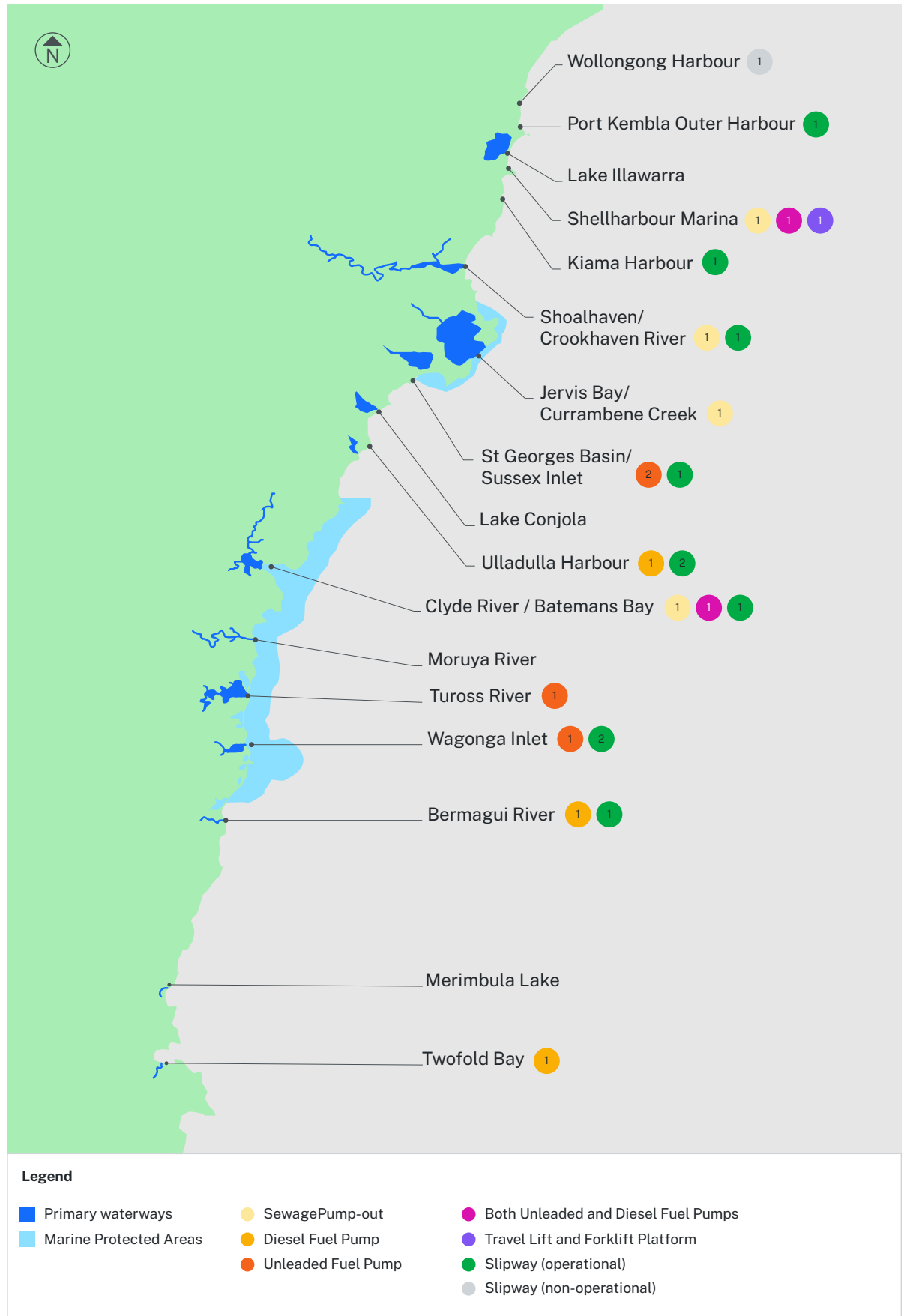


Figure 3 – Map of the South Coast region with sewage, fuel and vessel maintenance facilities.





Blowhole Point, Kiama.  
Image courtesy Dee Kramer

## 1.6 Supporting marine tourism

The NSW Maritime Infrastructure Plan 2019–2024 broadly categorises boaters into recreational, commercial fishing and aquaculture, and tourism groups. While they are different they do share many of the same infrastructure and service needs. All boaters are important in terms of marine tourism, however this Plan focuses on the tourism user group as a priority.

For the purpose of this document, there are six sub-groups within this marine tourism user group: cruising yachts, charter operators, recreational trailer vessels, non-powered craft, recreational vessels stored on the water and foreshore precinct users.

The table below identifies the waterway access, infrastructure, service and amenity requirements to support each of the six maritime tourism sub-groups. Taking into consideration the physical constraints of waterway capacity and existing infrastructure, in addition to the environmental, planning and governance-related opportunities and constraints, we have identified the primary waterways nominated to support each sub-group.

These combined infrastructure, service and amenity requirements make up the optimal South Coast Marine Tourism Network.

**Table 1 – Key requirements to support marine tourism sub-groups**

Marine tourism sub-group	Requirement 1 Waterway characteristics	Requirement 2 Infrastructure	Requirement 3 Amenities and services	Primary waterways expected to support user group*
Cruising yachts**	Good ocean access and navigable channels. Cruising distance from adjacent offshore boating waterway. Superyachts, which are considered cruising yachts in this Plan, require wider and deeper navigation channels and entrances.	Permanent berths, readily available casual overnight berths, courtesy moorings. Suitable public wharves and/or pontoons to pick up passengers and supplies if berths are not available.	Maintenance facilities, fuel, sewage pump-out facility, waste oil reception facilities, electricity, chandlery, toilets, showers, fresh water, laundry, shops, retail, bins.	<b>Wollongong Harbour, Shellharbour Marina, Kiama Harbour, Shoalhaven/Crookhaven, Jervis Bay, Ulladulla Harbour, Batemans Bay, Wagonga Inlet, Bermagui Harbour, Twofold Bay.</b>
Charter operators (offshore or inshore waterways)	Good ocean access for offshore boating and/or navigable channels for inshore boating.	Permanent commercial berths, public wharves for passenger pickup, nearby car parking.	Maintenance facilities, fuel, sewage pump-outs, waste oils reception facilities, chandlery, power, toilets, transport connections, accommodation, retail, bins, activated foreshore precinct to attract customers.	Wollongong Harbour, Shellharbour Marina, Kiama Harbour, Shoalhaven/Crookhaven, Jervis Bay, Ulladulla, Batemans Bay, Wagonga Inlet, Bermagui Harbour, Merimbula Lake, Twofold Bay.

Marine tourism sub-group	Requirement 1 Waterway characteristics	Requirement 2 Infrastructure	Requirement 3 Amenities and services	Primary waterways expected to support user group*
Recreational trailer vessels	Good ocean access for offshore boating and/or accessible enclosed waterways to undertake the boating activity (waterskiing, fishing, general boating).	Boat ramps in convenient, easily accessible and protected locations (including road networks, public wharves, pontoons, car and trailer parking and where possible vessel/trailer storage). Such facilities should also provide for disabled access.	Chandlery, toilets, fish cleaning tables, lighting, BBQs, bins.	All primary waterways to varying degrees.
Non-powered craft	Accessible waterways that suits type of craft and experience of operator.	Dedicated launching ramps (e.g. kayak launching ramps) or beaches in convenient locations, pontoons, car parking.	Toilets, showers, lighting, bins.	All primary waterways to varying degrees.
Recreational vessels stored on-water	Good ocean access and/or navigable channels for inshore boating.	Public wharves, pontoons, car parking, tender storage on the foreshore.	Maintenance, fuel, sewage pump-outs, chandlery, toilets, fish clean, lighting, BBQs, bins.	Port Kembla, Shellharbour Marina, Shoalhaven/Crookhaven River, Jervis Bay, Ulladulla Harbour, Batemans Bay/Clyde River, Wagonga Inlet, Bermagui Harbour, Twofold Bay.
Foreshore precinct users	Activated foreshore precinct with public access and attractions.	Boardwalks, parks, foreshore promenade, lookouts/viewing platforms, seats and picnic tables.	Retail outlets, restaurants/cafes, local produce, cultural centre/information, toilets, transport connections, accommodation, BBQ, lighting, bins.	Wollongong Harbour, Port Kembla, Shellharbour Marina, Kiama Harbour, Ulladulla Harbour, Batemans Bay/Clyde River, Wagonga Inlet, Bermagui Harbour, Twofold Bay

\* Not all waterways can support all infrastructure, amenity and service requirements due to planning, approval, funding and delivery constraints.

\*\*In the case of the cruising yacht sub-group the Plan aims to deliver relevant boating infrastructure, amenity and services within a day's voyage. On this basis, each of these requirements should, where possible, be met within a day's voyage from Wollongong/Shellharbour Marina, Batemans Bay and Twofold Bay.

The bold locations indicate the central locations around which each requirement should be met within a day's voyage.

Table 2 provides further details on which waterway supports which user group.

**Table 2 – Alignment of primary waterways with the marine tourism sub-groups needs and the inshore and offshore boating networks**

Primary waterway	Cruising yachts	Charter operators	Trailer/ non-powered	Vessels stored on water	Foreshore precinct users	Inshore network	Offshore network
Wollongong Harbour	✓	✓		✓	✓		
Port Kembla Outer Harbour			✓	✓	✓		
Lake Illawarra			✓				
Shellharbour Marina	✓	✓	✓	✓	✓		
Kiama Harbour	✓	✓	✓		✓		
Shoalhaven/Crookhaven River	✓	✓	✓	✓			
Jervis Bay/Currumbene Creek	✓	✓	✓				
St Georges Basin/Sussex Inlet			✓				
Lake Conjola			✓				
Ulladulla Harbour	✓	✓	✓	✓	✓		
Clyde River/Batemans Bay	✓	✓	✓	✓	✓		
Moruya River			✓				
Tuross Lake and River			✓				
Wagonga Inlet	✓	✓	✓	✓	✓		
Bermagui Harbour and River	✓	✓	✓	✓	✓		
Merimbula Lake			✓				
Twofold Bay	✓	✓	✓	✓	✓		

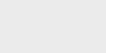
**Alignment or benefit description**

**Legend**

User group would benefit from investment in respective waterway



User group would see limited benefit from investment in respective waterway



Waterway supports the inshore or offshore boating network



Waterway does not support the inshore or offshore boating network



Waterway supports cruising yachts including superyachts



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# Marine tourism opportunities

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The identified opportunities within the Plan will help to create a network of infrastructure and services that best supports the marine tourism user groups on the South Coast. Each of these opportunities have been categorised as either:

- general opportunities
- boating access improvement opportunities
- tourism driven opportunities.

## 2.1 General opportunities

This section addresses constraints or challenges that were consistently raised during stakeholder engagement including those that can enhance marine tourism along the entire South Coast.

**Table 3 – General constraints or challenges consistently raised during stakeholder engagement and associated opportunity**

Constraint/challenge	Opportunity
The need for regular dredging was consistently raised as an opportunity to encourage investment and support marine tourism on the South Coast.	Introduce a long-term committed funding program for dredging in NSW.
The inconsistent approach to investing in and maintaining coastal protection assets can create uncertainty and impact on marine tourism opportunities.	Introduce an ongoing funded program of works for the maintenance and upgrade of existing breakwater and training wall assets. This may include consideration of the functionality of these assets by improving waterway entrances or navigation channels where benefits can justify costs.
Limited available protected enclosed waters suitable for on-water storage due to increased demand from numerous user groups and the increased size of vessels. This limits the opportunity to invest in on-water storage and other improvements to waterway access and maritime services.	Projects such as the Eden Safe Harbour Project and Shellharbour Marina will go a long way towards increasing the area of protected, enclosed waters. While recognising the planning and funding constraints, similar opportunities to improve on-water storage should be considered including reconfiguring existing on-water storage. These opportunities should only be considered in locations where unmet demand for on-water storage has been demonstrated and the benefits can justify the cost.
Lack of, or limited usability of, existing digital resources to locate and provide details on boating access infrastructure, amenities, services and attractions that support both local recreational boating and marine tourism opportunities.	Explore opportunities to develop a digital tool/platform that clearly and readily identifies infrastructure, amenities, services and attractions that support both local recreational boaters and the relevant marine tourism user groups at each waterway. This tool could update and build on the existing digital Boat Ramp Locator map. The slides for each primary waterway at Appendix A provide the baseline information which can be incorporated into an online digital resource that can be readily accessed.



Constraint/challenge	Opportunity
Unmet demand for cultural marine tourism experiences.	<p>Explore opportunities to develop and promote indigenous cultural marine tourism experiences.</p> <p>There is an opportunity to enhance experiential marine tourism operations on the South Coast by facilitating partnerships with Aboriginal providers who can provide cultural interpretation to supplement existing offerings or offering standalone cultural marine tourism experiences.</p> <p>Such experiences are likely to be particularly popular as an on-water cultural experience for visiting cruise passengers.</p>
Unmet demand for unique marine tourism products to accommodate the eco and adventure tourism markets.	<p>Capitalise on the eco/adventure tourism market by providing overnight camping in remote locations that can only be accessed by non-powered and/or small powered craft with a 'take-in take out' low impact policy. Similar accommodation options are provided in New Zealand and Florida which could be suitable for further consideration in remote locations on the South Coast.</p>
Limited sewage pump-outs, oil and waste reception facilities and on-water fuel facilities on the South Coast.	<p>Identify opportunities to provide sewage pump-outs, oil and waste reception facilities and on-water fuel facilities on the South Coast where there is unmet demand.</p>

### Additional stakeholder observations

Further key observations captured through stakeholder engagement identified:

- The importance of the South Coast waterway network in providing protected waters for superyachts and larger vessels has been highlighted due to the trend in increased boat sizes (Shellharbour Marina, Jervis Bay, Batemans Bay and Twofold Bay).
- Improving and maintaining existing facilities such as boat ramps, in most cases, better service boaters as opposed to creating entirely new facilities. This approach can also reduce environmental and aesthetic impacts.
- Surveys of Marine Park users indicate kayakers and stand-up paddleboarders (SUPs) are the largest on-water user group. Providing facilities to support this user group is therefore likely to provide a good return on investment and enhance regional marine tourism opportunities in these areas. Separating non-powered boaters from powered boaters may also provide safety benefits.

- The installation of artificial reefs offshore (at Wollongong, Shoalhaven and Merimbula) and in enclosed waters (at St Georges Basin, Lake Conjola and Merimbula Lake) have been successful in supporting fishing and promoting marine biodiversity. There is capacity for further reefs on the South Coast.
- The trailer vessel sub-group is of particular importance on the South Coast and a significant proportion of this user group are fishers. These users, and the approximately fifteen annual game fishing events currently held on the South Coast, should continue to be supported through investment in required infrastructure, amenities and services.

## 2.2 Boating access improvement opportunities

These opportunities are generally small, government-funded investments focused on the repair, upgrade or installation of standalone boating infrastructure that supports both local boaters and marine tourism user groups. Projects funded will accommodate future growth in population and visitor numbers as well as changing trends in user group requirements.

Boating access improvement opportunities optimise existing assets or deliver new small-scale assets to allow maritime infrastructure to continue to meet boating safety, access and storage requirements. Many of these opportunities could be delivered through the Boating Now Program administered by Transport.

The opportunities that have been prioritised for further consideration are included within the respective primary waterways in Section 3. Of these opportunities, a number have already received funding support, have funding allocated or have commenced their planning or delivery phases.

## 2.3 Tourism driven opportunities

These opportunities will grow or maximise future demand and marine tourism on the South Coast. Tourism driven opportunities generally have two objectives:

- to alleviate some of the key constraints and challenges associated with delivering marine tourism opportunities that were raised during stakeholder engagement
- to activate foreshores, promoting access to waterways and supporting marine tourism beyond the shoreline.

Tourism driven opportunities either focus on improving maritime precincts that support boating and the maritime industry directly, or focus on activating foreshores to drive visitation through well-connected waterside spaces, or may be a combination of both.

These opportunities are generally more complex than boating access improvement opportunities and may require long-term planning and approval pathways. Further work on these opportunities would be required before viability can be confirmed over the medium to long term. There are also numerous financial, environmental, planning, social and cultural considerations that may limit the viability of these opportunities. These considerations have not yet been assessed in detail as part of this Plan and will need to be evaluated further before these opportunities can be progressed.

The opportunities and project delivery risks have been identified for further consideration and are included in Section 3.

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# Boating access improvement opportunities

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This section offers a summary of boating access improvement opportunities and tourism driven opportunity by primary waterway.

### 3.1 Wollongong Harbour

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- At Bellambi Boat Ramp (6km north of Wollongong Harbour), install improved amenities such as vessel washdown bays, lighting and fresh water taps, upgrade fish cleaning tables and consider options for car/trailer parking overflow.
- Install a new pontoon for short-term charter and recreational craft use inside Wollongong Harbour.
- Upgrade Belmore Basin berths and Central Pier to include provision of water, sewer and power to improve amenity for commercial tourism and other local vessels.
- Install fuel and sewage pump-out facilities to improve amenity for visiting and local vessels.
- Repair the slipway to enable ongoing operation (funded).

##### Tourism driven opportunities

- Two new mixed-use buildings (medium-term 5–10 years):
  - Tourist and interpretive centre and offices for commercial vessel operators
  - Kiosk/café, chandlery, showers, toilets and yacht club facilities in lieu of the removal of the current facilities at the end of the pier
- A new boardwalk linking the foreshore/harbour edge in front of the Co-op building (short-term 1–5 years).

##### Risks and considerations:

- There are assets of cultural and heritage value within Wollongong Harbour precinct that will require further consideration during the design and planning stages.
- There are numerous landowners and stakeholders within the harbour and project objectives will need to align with these stakeholders in addition to the Wollongong Harbour Masterplan.
- An upgrade of existing breakwater assets may be required to better protect and support the harbour and its users and visitors.

### 3.2 Port Kembla Outer Harbour

#### Summary of opportunities to improve marine tourism

##### Tourism driven opportunities

- Develop the harbour to the west of the existing recreational precinct including on-water storage/marina, dry storage facility on adjacent or nearby commercial land and a dedicated travel lift (long-term 10+ years).
- Install a vessel maintenance facility, fuel and sewage pump-out services and other maritime services depending on whether such facilities and services can be provided nearby, for example, at Wollongong Harbour (long-term 10+ years).

##### Risks and considerations:

- Port Authority NSW and NSW Ports are key stakeholders that that may have alternate plans for this land and would need to be consulted on any such proposal in the Outer Harbour.
- New breakwater assets may be required to support the maritime precinct. These would require significant capital expenditure and environmental approvals (long-term 10+ years).

### 3.3 Lake Illawarra

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Explore opportunities with Council to improve boating access to Lake Illawarra, such as at Berkeley Harbour, to ensure the future access needs of boaters are being met across the lake.

##### Tourism driven opportunities

- Upgrade Berkeley Harbour Boat Ramp Precinct including existing café/restaurant and temporary berthing infrastructure (long-term 10+ years).

##### Risks and considerations:

- Currently there is limited economic opportunity due to low perceived demand for the asset. Opportunities need to be reassessed in the future should demand increase.
- Reconfiguring or remediation of training walls and dredging within Berkeley Harbour and entrance channel may be required to support the maritime precinct.

### 3.4 Shellharbour Marina

#### Summary of opportunities to improve marine tourism

Shellharbour Marina is a new facility that opened in 2021. A new kayak launch ramp/pontoon to provide general/disabled access for kayaks and other non-powered craft was funded under Boating Now Round 3 and is now complete.

Opportunities to support marine tourism may be considered further in the medium-term once demand and use of the site increases.

### 3.5 Kiama Harbour

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Upgrade Kiama Harbour Public Wharf or install a pontoon inside the Robertson Basin. The next step is to develop concept and detailed designs to determine the best options for the Harbour and expected user groups in alignment with the Kiama Harbour Revitalisation Action Plan.

##### Tourism driven opportunities

- Further explore opportunities to develop a new multi-use building to improve the commercial food outlet, incorporate marine activities and services and potentially include the relocated fish market in alignment with the Kiama Harbour Revitalisation Action Plan (medium-term 5–10 years).

##### Risks and considerations:

- Development is contingent on the results of technical studies, usage studies and business cases.
- As outlined in the Kiama Harbour Revitalisation Action Plan, there are numerous landowners and stakeholders within the harbour. Project objectives will need to be aligned with these stakeholders and the Action Plan.
- There are also assets of cultural and heritage value within Kiama Harbour precinct that will require further consideration during design and planning works.
- Existing seawalls may need to be upgraded to maintain foreshore amenity.

### 3.6 Shoalhaven/ Crookhaven River

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Crookhaven Boat Ramp precinct:
  - Phase 1: develop a masterplan and concept design for the upgrade of the existing Crookhaven Boat Ramp precinct (funded and completed).
  - Phase 2: implement precinct-scale upgrades as identified in the masterplan.
- Provide additional berths to increase capacity and a pontoon to cater for short-term use by commercial and recreational vessels at Greenwell Point Main Wharf.

##### Tourism driven opportunities

- Upgrade Greenwell Point Main Wharf and increase berth capacity as required to meet future demand for on-water storage in the area (short-term 1–5 years).

##### Risks and considerations:

- Engagement is required with Council.



Kayaking, Shoalhaven River. Image courtesy Destination NSW

### 3.7 Jervis Bay/ Currambene Creek

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Install fuel facilities at Huskisson Wharf to improve convenience and amenity for local and visiting vessels.
- Upgrade the Callala Bay Boat Ramp facility to improve access and provide capacity to meet demand.
- Upgrade the Woollamia Boat Ramp facility including toe reconstruction, additional floating pontoons and associated gangways and a rebuild of the revetment (funded and completed).
- Replace the existing single lane boat ramp at Myola with a new two-lane ramp with pontoon (funded and underway).
- Formalise the car and trailer parking at Murrays Beach Boat Ramp to accommodate demand at peak periods and install a dedicated facility for the launch of non-powered craft – a partnership with the National Parks and Wildlife Service is required.

##### Tourism driven opportunities

- Explore options for a new public wharf in Jervis Bay area with temporary berths for private vessels and superyachts and a new on-water storage facility should an unconstrained location be identified (long-term 10+ years).
- Install an offshore artificial reef and fish aggregating device (short-term 1–5 years).
- Install a boat maintenance facility at Woollamia with an hydraulic lift (short-term 1–5 years).



Currumbene Creek, Jervis Bay. Image courtesy Dee Kramer

Risks and considerations:

- There are environmental constraints associated with highly valuable protected ecosystems and seagrass.
- Limited available water-adjacent land to support waterway access and limited area of waters that are sufficiently protected for on-water vessel storage need to be considered.
- The project objectives need to align with numerous landowners, managers and stakeholders.

### 3.8 St Georges Basin/ Sussex Inlet

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Improvements to public wharves to accommodate demand for boating access on St Georges Basin.

### 3.9 Lake Conjola

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Develop a new boat ramp precinct at Havilland St, Lake Conjola (Stage 1 is funded and underway, to be completed in 2022). Further opportunities at the site include sealing and expanding the parking area and providing non-powered craft dry storage.

### 3.10 Ulladulla Harbour

#### Summary of opportunities to improve marine tourism

##### Tourism driven opportunities

- Explore opportunities to accommodate additional on-water storage with associated utilities and amenities, noting that small-scale works to achieve this outcome are already funded and underway (short-term 1–5 years).
- Explore the feasibility of reconfiguring the inner harbour breakwater layout to make more wet areas available to accommodate a pontoon berthing structure and additional harbour berths and moorings (long-term 10+ years).
- Improve land-based developments to complement the harbour (including potential re-location of the existing Co-op and incorporation of potential fish markets, in consultation with local stakeholders).

Risks and considerations:

- The current wharf, mooring and berthing arrangements within the harbour may lead to conflicting use between the existing T-jetty and proposed pontoon structure. Project objectives will need to align with stakeholder expectations.
- Reconfiguring the inner harbour breakwater layout and dredging within the harbour (to increase berth depth) may improve on-water storage options and reduce conflicting use. This would require significant capital expenditure, planning and environmental approvals.

### 3.11 Batemans Bay/Clyde River

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Construct a new pontoon downstream of the existing T-wharf at Batemans Bay to accommodate the drop-off and pick-up of passengers and provide temporary berthing (funded and completed).
- Install a vessel sewage pump-out facility to accommodate demand.
- Upgrade Hanging Rock Boat Ramp car parking, boat washdown and rigging areas, and extend the existing pontoon (funded and completed).
- Provide facilities suitable for launching non-powered craft around Batemans Bay.
- Increase the capacity of pontoon and car and trailer parking at West Bridge Boat Ramp at Nelligen along with other improved amenities.

##### Tourism driven opportunities

- Explore the feasibility of foreshore precinct improvements and a new deep-water wharf with temporary and/or permanent berths at Batehaven to support superyachts and cruising yachts accessing Batemans Bay, as well as the regional cruise industry (medium-term 5–10 years).
- Explore the feasibility of:
  - increasing the marina berth capacity at existing facilities in Batemans Bay (short-term 1–5 years).
  - creating additional hardstand or dry stack storage (short-term 1–5 years).

- developing a multi-use building with hotel accommodation adjacent to Batemans Bay Marina (medium-long term 5–10+ years).

##### Risks and considerations:

- Significant planning, environmental management and design are required for tourism driven opportunities in and around Batemans Bay.
- The dredging of the Batemans Bay entrance channel would improve accessibility and safe navigation.

### 3.12 Moruya River

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Formalise existing parking area and install a new pontoon and amenities at Brierleys Boat Ramp (funded and due to be completed in 2023).

The following opportunities at the nearby Tomaga River have also been identified:

- Upgrade the Mossy Point Boat Ramp by formalising car and trailer parking, upgrading the boat washdown bay (with access for non-powered craft users), improving signage, upgrading the jetty and reinstating the revetment wall between jetty and boat ramp (funded and due to be completed in 2023).
- Replace the Council owned jetty west of the Mossy Point Boat Ramp site with new wider plastic mesh deck and handrail to improve accessibility.



Moruya River. Image courtesy Alan Nichols; Eurobadalla Coast Tourism



### 3.13 Tuross Lake and River

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Improve recreational vessel and non-powered craft access and amenities for the river and lake to meet demand.

### 3.14 Wagonga Inlet

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Upgrade the pontoon at Apex Park Boat Ramp, Narooma (funded and completed).
- Upgrade the Narooma Town Wharf structure and investigate opportunities to install sewage pump-out facilities and a pontoon (funded and due to be completed in 2023).
- Undertake a scoping study to:
  - reinstate Brice's Wharf or identify an alternative location as a maritime destination on Wagonga Inlet that includes wharf and pontoon access as well as landside supporting infrastructure (e.g. picnic facilities and toilets).
  - provide a secure pontoon facility that supports seaplane berthing and temporary storage.

##### Tourism driven opportunities

- Increase the capacity of Narooma Marina to meet moderate demand, including facilities for private vessels, Marine Rescue fleet and other marine tourism operators (short-medium term 1-10 years).

##### Risks and considerations:

- Dredging is required at a variety of locations to improve navigation access.

### 3.15 Bermagui River and Harbour

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Install a sewage pump-out facility at Bermagui.

##### Tourism driven opportunities

- Explore opportunities to develop a dry stack storage area with associated travel lift and hardstand area for maintenance (medium-term 5-10 years).
- Explore the feasibility to expand harbour and marina capacity (long-term 10+ years).

##### Risks and considerations:

- Significant preliminary works are required including concept design, feasibility studies, and environmental and planning approvals. The project is subject to demand for additional capacity in the harbour area.
- There are numerous landowners and stakeholders within the harbour. Project objectives will need to be aligned with these stakeholders.



Bermagui Fishermens Wharf. Image courtesy Destination NSW

### 3.16 Merimbula Channel and Lake

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities:

The following opportunities at Wallagoot Lake, north of Merimbula, have been identified:

- replace Wallagoot Lake Boat Ramp and improve the stability and depth at toe.
- upgrade to the Pambula River ramp/pontoon – being delivered via Boating Now Round 3.
- upgrade to the Merimbula Boat Ramp car park and boat wash facilities.

### 3.17 Twofold Bay

#### Summary of opportunities to improve marine tourism

##### Boating access improvement opportunities

- Install courtesy moorings at Nullica Bay.
- Upgrade the toilets and picnic facilities at Quarantine Bay Boat Ramp.

##### Tourism driven opportunities

- Additional on-water storage and temporary berthing facilities in conjunction with the Eden Safe Harbour Project (short-term following completion of the Eden Safe Harbour Project 1–5 years). It is noted that as of the date of publishing, Transport for NSW has called for Expressions of Interest to develop a maritime precinct / marina in Snug Cove.
- Development of the foreshore at Eden to improve access and develop a maritime and foreshore precinct that includes signage to link other local attractions (medium-term 1–5 years).

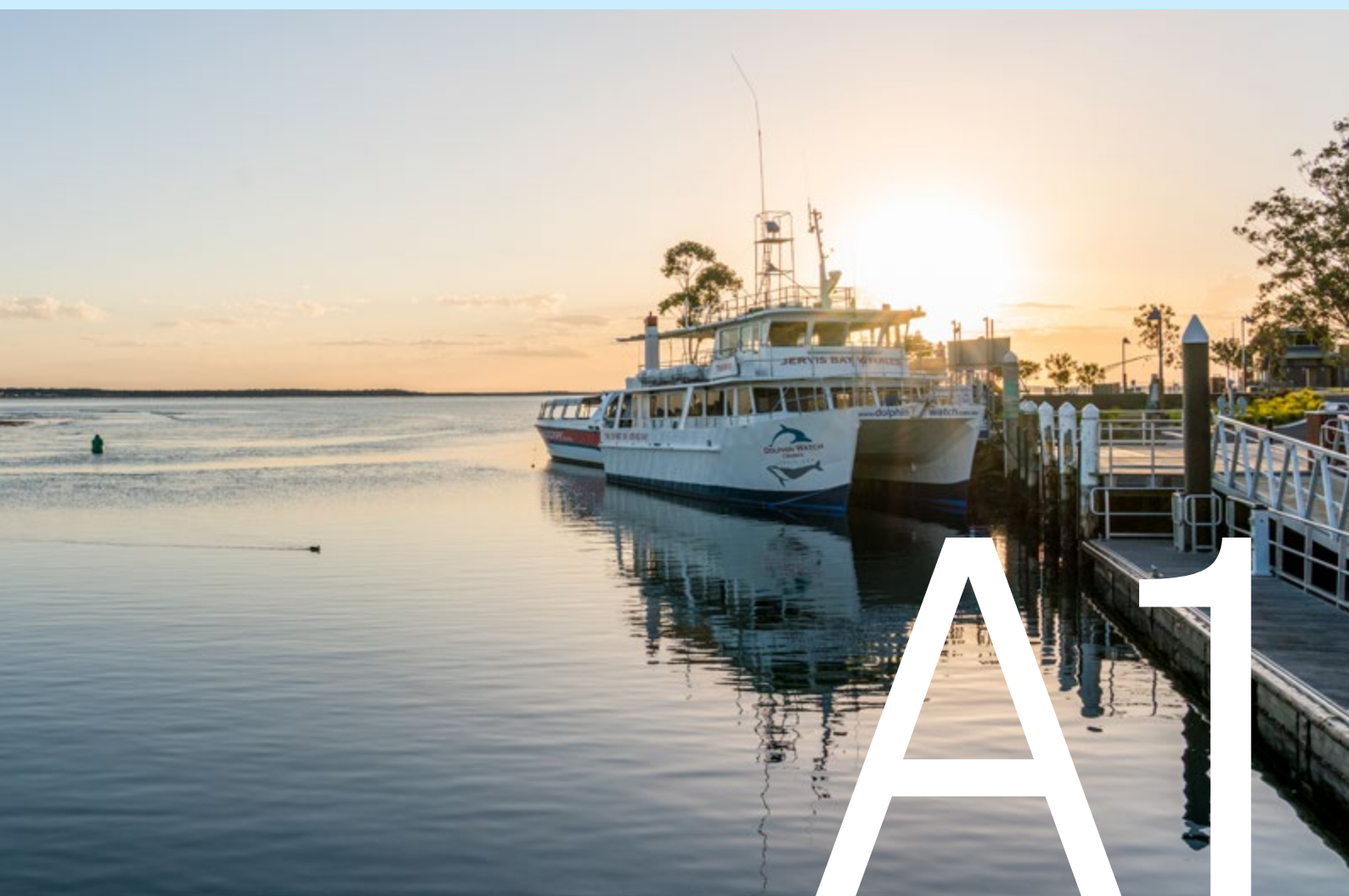


Merimbula Wharf. Image courtesy Destination NSW

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# Summary of current infrastructure and services

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## Wollongong Harbour

### Waterway overview

A Regional Harbour managed by Transport with a small area of enclosed waters, used for both recreational and commercial boating.

### Local attractions

The harbour is a regional attraction with a number of amenities and services, such as a foreshore precinct including beach and park areas, restaurants and access to Wollongong CBD.

### Boating network

#### Offshore Boating

Good moderately deep-water access to the ocean with 2m draught limit makes this a waterway that supports offshore boating.

#### Inshore Boating

Inshore boating is limited to non-powered boating, such SUPs.

#### Approximate cruising distances:

- from Port Hacking: 27nm
- from Port Jackson: 40nm
- from Port Kembla: 3nm

### On water storage

- Transport manages leases to around 35 berths within the Belmore Basin.
- Transport administers 39 fore-and-aft moorings in the western portion of the harbour behind the north/western breakwater. These are both private moorings and commercial moorings and are fully utilised with a priority waiting list.

### Overnight storage

- One courtesy mooring is available for up to 24 hours.
- Temporary (casual) berths can be arranged through the Wollongong Fisherman's Co-op.

### Jetties, wharves, pontoons

- One public jetty
- Commercial working harbour quay
- Public pontoon access is currently proposed for the Central Pier.

### Boat ramps

- One boat ramp (single lane) with limited car parking and is only suitable for non-powered craft. Bellambi Boat Ramp precinct is located approximately 4nm north of Wollongong Harbour.

◀ Continental Pool, North Wollongong Beach. Image courtesy Destination NSW













Moorings at Wollongong breakwall ▶

### Maritime amenities and services

	Fuel	✓	(ULP+D) Private arrangement by tanker only
	Electricity	✓	At berths through Co-op
	Water	✓	At berths through Co-op
	Sewage pump-out	✗	
	Vessel maintenance and repair facility	✗	Slipway currently being repaired and expected to be operational by the end of 2022
	Waste oil collection and storage	✗	
	Emergency moorings	✓	Also used as courtesy mooring

### Foreshore amenities

	Fish cleaning tables	✗
	Toilet facilities	Nearby
	Bins	Nearby
	Public showers	Nearby
	Lighting	✓
	BBQ's	✗
	Accommodation	Nearby
	Laundry	✗
	Retail food	✓
	Public carpark	✓





## Port Kembla Outer Harbour

### Waterway overview

A Regional Harbour managed by Transport, which sits within a larger port managed by the Port Authority of NSW and NSW Ports. The Outer Harbour has a small area of enclosed waters and is used for both recreational and commercial boating.

### Local attractions

Five Islands Nature Reserve, Wollongong offshore artificial reef and fish aggregation devices (FAD).

### Boating network

#### Offshore Boating

Good moderately deep-water access to the ocean with a 2m draught limit makes this a waterway that supports offshore boating.

#### Inshore Boating

No opportunity for inshore boating.

#### Approximate cruising distances:

- from Wollongong Harbour: 3nm
- from Shellharbour Marina: 8nm

### On water storage

- Transport administers around 20 berths along the internal (western) breakwater of the Outer Harbour. These include both private moorings and commercial moorings and are fully utilised with a priority waiting list. Vessels on moorings are restricted to 10m in length and a beam of 3.5m.

### Overnight storage

- No courtesy moorings or temporary (casual) berths are available within the harbour.

### Jetties, wharves, pontoons

- Pontoon adjacent to boat ramp.

### Boat ramps

- One regional boat ramp (three lanes) supported by extensive car and trailer parking.

◀ Boat ramp and jetties around the harbour


















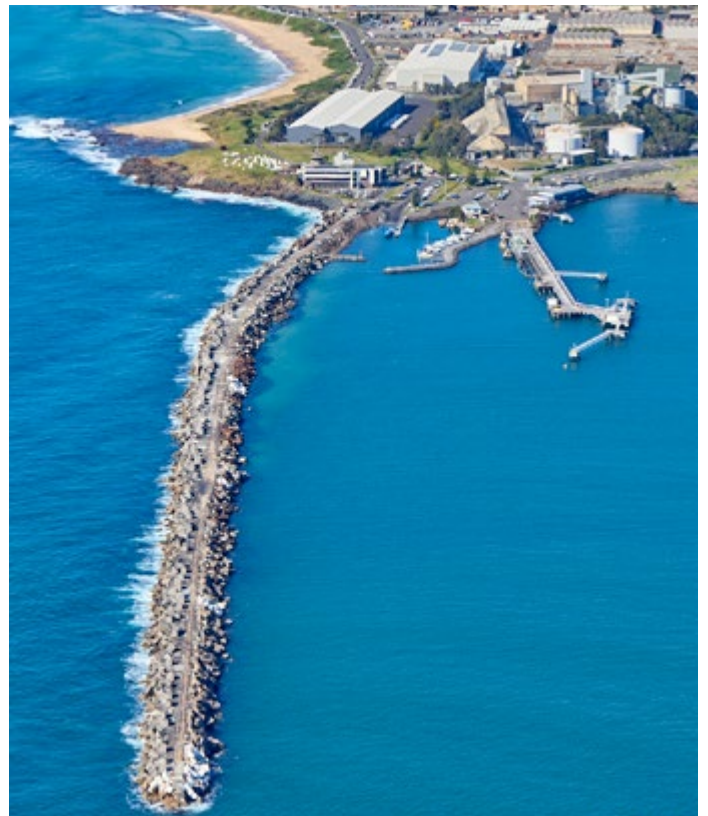
Boat ramp and jetty ▶

### Maritime amenities and services

	Fuel		
	Electricity		
	Water		
	Sewage pump-out		
	Vessel maintenance and repair facility		Existing slipway has dedicated operations
	Waste oil collection and storage		
	Emergency moorings		

### Foreshore amenities

	Fish cleaning tables		
	Toilet facilities		Nearby
	Bins		Nearby
	Public showers		Nearby
	Lighting		
	BBQ's		
	Accommodation		Nearby
	Laundry		
	Retail food		Nearby
	Public carpark		





## Lake Illawarra

### Waterway overview

An enclosed waterway with a long and shallow entrance to the ocean that is primarily used for recreational boating, but also supports some commercial operations.

### Local attractions

Approximately 33km<sup>2</sup> of protected enclosed waters with good opportunity for recreational activities including water skiing, kayaking and SUP activities, sailing and fishing.

### Boating network

#### Offshore Boating

Variable, shallow coastal bar crossing between two training walls.

Navigation between the ocean and inshore waterway is limited due to the length and depth of the entrance channel and the clearance of Windang Bridge deck (as little as 2–3 m at high tide).

#### Inshore Boating

Significant opportunity for inshore boating.

### On water storage

- There is no on-water boat storage on the lake.

### Overnight storage

- There is no on-water boat storage on the lake.

### Jetties, wharves, pontoons

- Twenty public wharves or jetties.

### Boat ramps








- Eight formal boat ramps with most supported by moderate car and trailer parking.















Stand up paddling on Lake Illawarra.  
Image courtesy Destination NSW ▶

### Maritime amenities and services

	Fuel	✗	
	Electricity	✗	
	Water	✗	
	Sewage pump-out	✗	
	Vessel maintenance and repair facility	✗	Existing slipway has dedicated operations
	Waste oil collection and storage	✗	
	Emergency moorings	✗	

### Foreshore amenities

	Fish cleaning tables	✓	
	Toilet facilities	✓	
	Bins	✓	
	Public showers	✗	
	Lighting	✓	
	BBQ's	✓	
	Accommodation	✓	
	Laundry		Nearby
	Retail food	✓	
	Public carpark	✓	





## Shellharbour Marina

### Waterway overview

A coastal harbour with marina and maritime precinct. The waterway is managed by Shellharbour City Council with an operational lease for all maritime infrastructure held by Marine Holdings Australia. The waterway supports both recreational and commercial boating.

### Local attractions

Wollongong offshore artificial reef (4nm), Bass Point Aquatic Reserves and Bays, Shoalhaven offshore artificial reef (20nm), Jervis Bay Marine Park (35nm).

### Boating network

#### Offshore Boating

Excellent deep-water access to the ocean makes this a waterway that supports offshore boating and superyachts.

#### Inshore Boating

No opportunity for inshore boating.

#### Approximate cruising distances:

- from Port Kembla Outer Harbour: 8nm
- from Kiama Harbour: 15nm

### On water storage

- Marine Holdings Australia operate 145 berths with potential for storage to increase to 270 berths with demand (marina opened in late 2021).

### Overnight storage

- Temporary berths can be booked through the marina.
- There is a Transport Courtesy Mooring in Beauty Cove at Bass Point North (suitable for southerly weather) and another off The Farm at Killalea (suitable for northerly weather).

### Jetties, wharves, pontoons

- One public wharf in harbour and a floating pontoon connected to the boat ramp.








### Boat ramps

- One regional double lane boat ramp with 72 supporting car and trailer parking.













New marina precinct ▶

### Maritime amenities and services

	Fuel	✓	
	Electricity	✓	
	Water	✓	
	Sewage pump-out	✓	
	Vessel maintenance and repair facility	✗	Funding committed to a new facility
	Waste oil collection and storage	✓	
	Emergency moorings	✓	

### Foreshore amenities

	Fish cleaning tables	✓	At boat ramp
	Toilet facilities	✓	
	Bins	✓	
	Public showers	✓	For marina members and users
	Lighting	✓	
	BBQ's	✗	
	Accommodation	✓	
	Laundry	✓	For marina members and users
	Retail food	✓	
	Public carpark	✓	





## Kiama Harbour

### Waterway overview

A Regional Harbour managed by Transport and used for both recreational and commercial boating.

The harbour has a small area of enclosed waters.

### Local attractions

The harbour precinct is a regional attraction with a number of amenities and services, such as a foreshore precinct including park area, lighthouse and blowhole, restaurants and access to Kiama town centre.

### Boating network

#### Offshore Boating

Good moderately deep-water access to the ocean with 2m draught limit makes this a waterway that supports offshore boating.

#### Inshore Boating

Inshore boating is limited to non-powered boating, such as SUPs.

#### Approximate cruising distances:

- from Shellharbour Marina: 15nm
- from Shoalhaven/Crookhaven River: 16nm

### On water storage

- Transport manages leases for 25 berths around Robertsons Basin.

### Overnight storage

- Temporary (casual) berths can be arranged through Transport (Port Kembla), Kiama Boat Owners' Association or Marine Rescue.
- There is a Transport Courtesy Mooring in Beauty Cove at Bass Point (suitable for southerly weather) and another off The Farm at Killalea (suitable for northerly weather).

### Jetties, wharves, pontoons

- One public wharf
- Commercial working harbour quay





### Boat ramps

- One formal boat ramp (double lane) supported by limited car and trailer parking.













Kiama Lighthouse at Blowhole Point.  
Image courtesy Destination NSW ▶

### Maritime amenities and services

	Fuel	✓	(D) Private arrangement by tanker only
	Electricity	✓	At berths through Co-op
	Water	✓	At berths through Co-op
	Sewage pump-out	✗	
	Vessel maintenance and repair facility	✗	Slipway through Kiama Boat Owners' Association
	Waste oil collection and storage	✗	
	Emergency moorings	✗	Also used as courtesy mooring

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✓
	Lighting	✓
	BBQ's	✗
	Accommodation	✓
	Laundry	✓
	Retail food	✓
	Public carpark	✓





## Shoalhaven/Crookhaven River

### Waterway overview

A river system of enclosed waters with wharf assets at Greenwell Point managed as a Regional Harbour by Transport. The waterway is used for both recreational and commercial boating.

### Local attractions

The river provides good opportunities for recreational activities and connects the towns of Nowra, Greenwell Point, Orient Point and Shoalhaven Heads. Attractions include the Shoalhaven offshore artificial reef and the Jervis Bay Marine Park (approx 15nm).

### Boating network

#### Offshore Boating

Variable, moderately deep coastal bar crossing with a single training wall that provides good ocean access.

#### Inshore Boating

Inshore boating is supported in the lower reaches of the Crookhaven River and along the Shoalhaven River.

#### Approximate cruising distances:

- from Kiama Harbour: 16nm
- from Jervis Bay: 18nm

### On water storage

- Shoalhaven City Council manages leases to 9 berths at Greenwell Point Wharf.
- Transport administers approximately 220 swing moorings at Shoalhaven Heads, Orient Bay, Greenwell Point and Nowra. There is currently availability in all mooring areas except for Shoalhaven Heads.

### Overnight storage

- Temporary (casual) berths can be arranged through Transport (South Nowra) or Marine Rescue at Greenwell Point.
- One courtesy mooring is available for up to 24 hours.

### Jetties, wharves, pontoons

- Seven public wharves
- One commercial wharf








### Boat ramps

- Two regional boat ramps supported by limited car and trailer parking.
- Nine formal boat ramps supported by limited car and trailer parking.
- One informal boat ramp













Kayaking on the Shoalhaven River.  
Image courtesy Destination NSW ▶

### Maritime amenities and services

	Fuel	✗	
	Electricity	✓	At Greenwell Point Wharf
	Water	✓	At Greenwell Point Wharf
	Sewage pump-out	✓	At Nowra Wharf
	Vessel maintenance and repair facility	✓	At Greenwell Point Wharf
	Waste oil collection and storage	✗	
	Emergency moorings	✓	Also used as courtesy mooring

### Foreshore amenities

	Fish cleaning tables	✓	
	Toilet facilities	✓	
	Bins	✓	
	Public showers	✓	
	Lighting	✓	
	BBQ's	✓	
	Accommodation	✓	
	Laundry		Nearby (Nowra and Greenwell Point)
	Retail food	✓	
	Public carpark	✓	





## Jervis Bay/Currumbene Creek

### Waterway overview

A natural coastal harbour that provides relatively sheltered enclosed waters and is supported by its largest tributary, Currumbene Creek. The waterway is used for both recreational and commercial boating and commercial aquaculture.

### Local attractions

Jervis Bay is part of the Jervis Bay Marine Park which is a regional attraction.

### Boating network

#### Offshore Boating

Jervis Bay has a naturally deep entrance to the ocean. Currumbene Creek has a variable, moderately shallow entrance to Jervis Bay.

#### Inshore Boating

Inshore boating is supported within extensive opportunities for on-water recreational activity and charters/tours.

#### Approximate cruising distances:

- from Shoalhaven/Crookhaven River: 18nm
- from Ulladulla: 24nm

### On water storage

- Transport administers over 200 fore and aft and swing moorings at Callala Bay, Currumbene Creek and Vincentia. There is mooring availability at Vincentia, however this mooring area is a relatively exposed site.

### Overnight storage

- Four courtesy moorings are available for up to 24 hours.

### Jetties, wharves, pontoons

- Seven public wharves

### Boat ramps

- One regional boat ramp supported by limited car and trailer parking.
- Four formal boat ramps supported by limited car and trailer parking.
- One informal boat ramp



◀ Moorings on Currumbene Creek.  
Image courtesy Dee Kramer













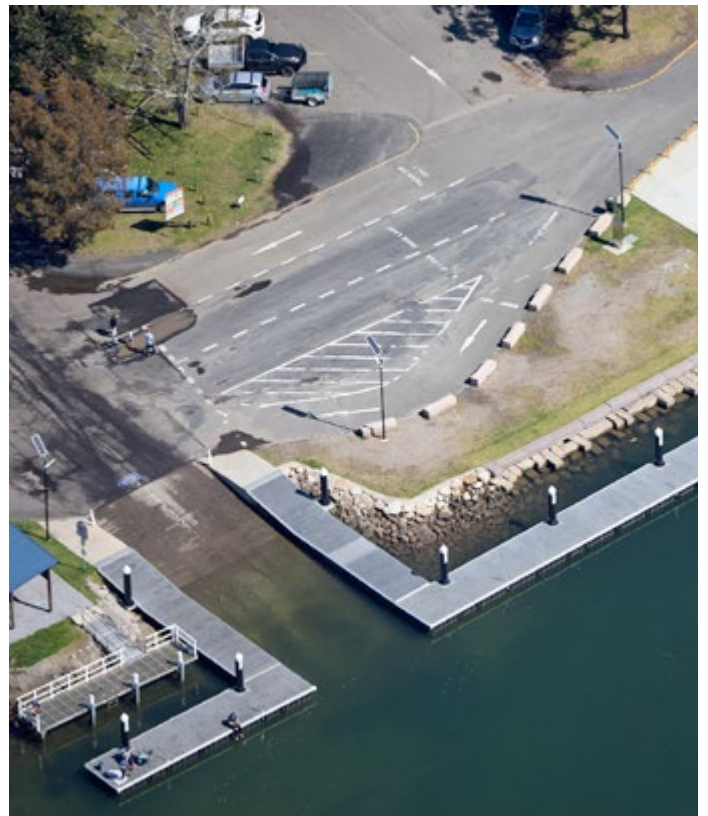
Dolphin watching from Huskisson Wharf.  
Image courtesy Somethingswild ▶

### Maritime amenities and services

	Fuel	✗	
	Electricity	✗	
	Water	✗	
	Sewage pump-out	✓	At Huskisson Wharf
	Vessel maintenance and repair facility	✗	Proposal for small travel lift at Woollamia
	Waste oil collection and storage	✗	
	Emergency moorings	✓	Also used as courtesy mooring

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✓
	Lighting	✓
	BBQ's	✓
	Accommodation	✓
	Laundry	✗
	Retail food	✓
	Public carpark	✓





## St Georges Basin/Sussex Inlet

### Waterway overview

An enclosed waterway (St Georges Basin) with a long entrance (Sussex Inlet) that is primarily used for recreational boating, but also supports some commercial operations.

### Local attractions

Approximately 41km<sup>2</sup> of enclosed waters in St Georges Basin offer good opportunities for recreational activities. Two estuarine artificial reefs (comprised of approximately 300 reef balls each) exist within St Georges Basin.

### Boating network

#### Offshore Boating

A variable, untrained, shallow coastal bar crossing restricts offshore boating to small vessels with favourable tide and weather conditions.

#### Inshore Boating

The waterway is an important regional asset for recreation and supports extensive inshore recreational boating, primarily fishing and towing activities.

### On water storage

- Transport administers fore and aft pole moorings at Sussex Inlet and swing moorings in St Georges Basin.

### Overnight storage

- Overnight storage is also available at the Sussex Inlet Marine Centre.

### Jetties, wharves, pontoons

- Six public wharves
- Two commercial wharves








### Boat ramps

- One regional boat ramp supported by limited car and trailer parking.
- Eight formal boat ramps supported by limited car and trailer parking.
- Three informal boat ramps













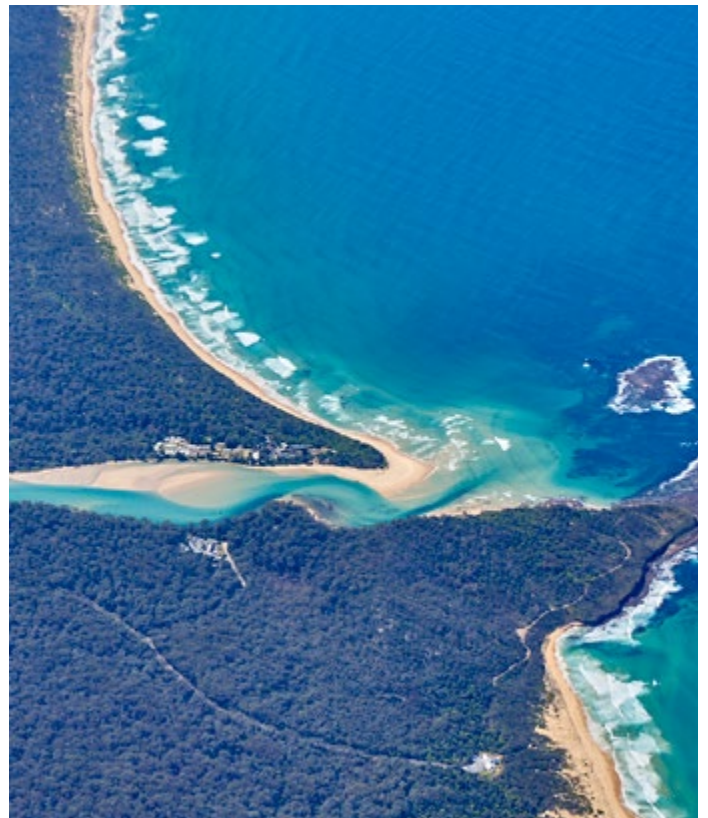
Channel at Sussex Inlet ▶

### Maritime amenities and services

	Fuel	✓	
	Electricity	✗	
	Water	✗	
	Sewage pump-out	✗	At Huskisson Wharf
	Vessel maintenance and repair facility	✓	Slipway at Sussex Inlet Marine Centre (limited capacity)
	Waste oil collection and storage	✗	
	Emergency moorings	✓	

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✗
	Lighting	✓
	BBQ's	✓
	Accommodation	✓
	Laundry	✗
	Retail food	✓
	Public carpark	✓





## Lake Conjola

### Waterway overview

An enclosed waterway with a long entrance that is used for recreational boating.

### Local attractions

There are approximately 7km<sup>2</sup> of enclosed waters in Lake Conjola with an abundance of opportunities for recreation activities.

### Boating network

#### Offshore Boating

A variable, untrained, very shallow entrance does not provide ocean access.

#### Inshore Boating

The waterway is an important regional asset for recreation and supports extensive inshore recreational boating, including cruising, fishing, kayaking, SUP activities and towing activities.

### On water storage

- Transport administers swing moorings on the lake.

### Overnight storage

- There is no overnight storage on the lake.

### Jetties, wharves, pontoons

- One public wharf
- One very small commercial wharf


### Boat ramps

- Five formal boat ramps supported by limited car and trailer parking.
- One informal boat ramp supported by limited car and trailer parking.













Lake Conjola ▶

### Maritime amenities and services

	Fuel	✗
	Electricity	✗
	Water	✗
	Sewage pump-out	✗
	Vessel maintenance and repair facility	✗
	Waste oil collection and storage	✗
	Emergency moorings	✗

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✗
	Lighting	✓
	BBQ's	✓
	Accommodation	✓
	Laundry	✗
	Retail food	✓
	Public carpark	✓





## Ulladulla Harbour

### Waterway overview

A Regional Harbour managed by Transport with a small area of enclosed waters, used for both recreational and commercial boating.

### Local attractions

The harbour precinct is a regional attraction with a number of amenities and services, such as a foreshore precinct including beach and park area, restaurants and access to Ulladulla town centre.

### Boating network

#### Offshore Boating

Moderately deep water between the breakwaters allows good access to the ocean.

#### Inshore Boating

Inshore boating is limited to non-powered boating, such as SUPs.

#### Approximate cruising distances:

- from Jervis Bay: 24nm
- from Batemans Bay: 30nm

### On water storage

- Transport manages leases to 20 berths around the T-Jetty, Stonewall Wharf and Tuna Wharf.
- Transport administers 30–40 swing moorings in the northern portion of the harbour. These are both private moorings and commercial moorings.

### Overnight storage

- One courtesy mooring is available for up to 24 hours.
- Temporary (casual) berths can be arranged through the Ulladulla Fisherman's Co-op.

### Jetties, wharves, pontoons

- One public wharf at the northern boat ramp with pontoon access at both boat ramps.
- Three commercial wharfs: T-Jetty, Stonewall Wharf (adjacent to slipway) and Tuna Wharf (adjacent to breakwater).

### Boat ramps








- Two formal boat ramps (two lanes) supported by limited car and trailer parking.

◀ Marina at Ulladulla Harbour.  
Image courtesy Destination NSW













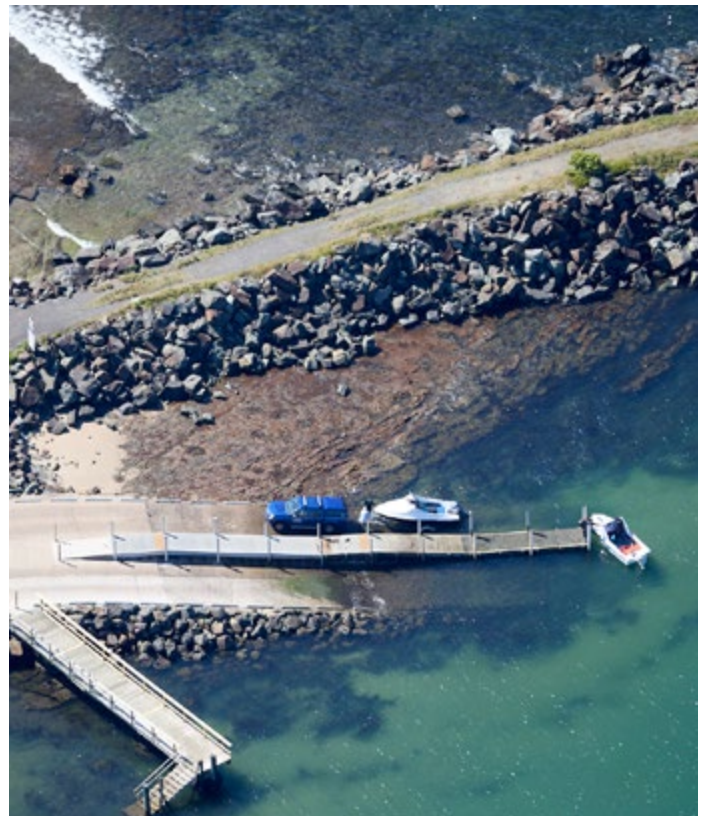
Ulladulla Harbour entrance ▶

### Maritime amenities and services

	Fuel	✓ (D)
	Electricity	✓ At berths through Co-op
	Water	✓ At berths through Co-op
	Sewage pump-out	✗
	Vessel maintenance and repair facility	✓
	Waste oil collection and storage	✓
	Emergency moorings	✗ Also used as courtesy moorings

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✓
	Lighting	✓
	BBQ's	✗
	Accommodation	✓
	Laundry	✗
	Retail food	✓
	Public carpark ✓ Known to be precinct constraint	





## Batemans Bay/Clyde River

### Waterway overview

A natural coastal embayment that provides relatively sheltered waters and a river system of enclosed waters. The waterway is used for both recreational and commercial boating and commercial aquaculture.

### Local attractions

River network of protected inshore waters provides good opportunity for recreational activities and connects Batemans Bay with Nelligen. Marina precinct and southern foreshore of Batemans Bay is a regional attraction as are Batemans Marine Park and the Tollgate Islands.

### Boating network

#### Offshore Boating

The Clyde River has ocean access at Batemans Bay through a partially trained channel, across a moderately deep, variable but well sheltered coastal bar.

#### Inshore Boating

Inshore boating supported along Clyde River with extensive opportunity for on-water recreational activity and charters/ tours.

#### Approximate cruising distances:

- from Ulladulla: 30nm
- from Wagonga Inlet: 32nm

### On water storage

- Transport administers 150 swing moorings at Square Head, Batemans Bay and Nelligen. There is currently availability at all mooring locations.
- Transport manages leases to 5 berths at Batemans Bay Esplanade.
- Batemans Bay Marina manages 105 berths.

### Overnight storage

- Temporary (casual) berths can be arranged through Batemans Bay Marina.
- Five courtesy mooring is available for up to 24 hours.

### Jetties, wharves, pontoons

- One public wharf
- Three public jetties
- Three public pontoons
- One marina
- Three commercial wharves

### Boat ramps

- One regional boat ramp supported by limited car and trailer parking.
- Four formal boat ramps supported by limited car and trailer parking.















Kayaking on Clyde River. Image courtesy Destination NSW credit ▶

### Maritime amenities and services

	Fuel	✓ (ULP + D)
	Electricity	✓
	Water	✓
	Sewage pump-out	✓
	Vessel maintenance and repair facility	✓
	Waste oil collection and storage	✓
	Emergency moorings	✓

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✓
	Lighting	✓
	BBQ's	✓
	Accommodation	✓
	Laundry	✓
	Retail food	✓
	Public carpark	✓





## Moruya River

### Waterway overview

A river system of enclosed waters that is predominately used for recreational activity, but also supports some commercial boating.

### Local attractions

The small river network provides some opportunity for recreational activities on inshore waters.

- Batemans Marine Park
- Batemans Bay offshore artificial reef
- Nearby Moruya Airport

### Boating network

#### Offshore Boating

Variable, moderately shallow coastal bar crossing with a major and minor training wall that provides variable ocean access.

#### Inshore Boating

Minor opportunity for inshore boating along the lower reaches of the river from the entrance to Moruya town. Depths are variable.

#### Approximate cruising distances:

- from Batemans Bay: 15nm
- from Wagonga Inlet: 20nm

### On water storage

- Transport administers 10–20 swing moorings.

### Overnight storage

- No temporary (casual) berths or courtesy moorings.

### Jetties, wharves, pontoons

- Two public wharves
- One commercial wharf
- Two public pontoons

### Boat ramps

- Three formal boat ramp supported by limited car and trailer parking.

◀ Moruya River. Image courtesy Alan Nichols, Eurobadalla Coast Tourism













Moruya River and Bengello Beach ▶

### Maritime amenities and services

	Fuel	✗
	Electricity	✗
	Water	✗
	Sewage pump-out	✗
	Vessel maintenance and repair facility	✗
	Waste oil collection and storage	✗
	Emergency moorings	✗

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✗
	Lighting	✓
	BBQ's	✗
	Accommodation	✓
	Laundry	Nearby (Moruya)
	Retail food	✓
	Public carpark	✓





## Tuross Lake and River

### Waterway overview

A river system and lake of enclosed waters that is primarily used for recreational boating, but also supports some commercial operations.

### Local attractions

The waterway is a regional recreational asset. The small river network and coastal lake provides good opportunity for recreational activities.

### Boating network

#### Offshore Boating

Variable, untrained, shallow coastal bar crossing restricts offshore boating.

#### Inshore Boating

The waterway is an important recreational regional asset and supports extensive inshore recreational boating, primarily fishing and towing activities.

#### Approximate cruising distances:

- from Batemans Bay: 15nm
- from Wagonga Inlet: 20nm

### On water storage

- There is no on-water boat storage on the lake.

### Overnight storage

- There is no on-water boat storage on the lake.

### Jetties, wharves, pontoons

- One public jetty
- One commercial wharf

### Boat ramps

- Two formal boat ramp supported by limited car and trailer parking.

◀ Fishing on the Tuross River.  
Image courtesy Destination NSW













Tuross River foreshore.  
Image courtesy Kerrie-Anne Benton:  
Eurobodalla Coast Tourism ▶

### Maritime amenities and services

	Fuel	✓ (ULP)
	Electricity	✗
	Water	✗
	Sewage pump-out	✗
	Vessel maintenance and repair facility	✗
	Waste oil collection and storage	✗
	Emergency moorings	✗

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✗
	Lighting	✓
	BBQ's	✗
	Accommodation	✓
	Laundry	✗
	Retail food	✓
	Public carpark	✓





## Wagonga Inlet

### Waterway overview

A lake with long entrance channel with wharf assets at Narooma managed as a Regional Harbour by Transport. The waterway is used for both recreational and commercial boating.

### Local attractions

The waterway provides good opportunity for recreational activities.

Tours and access to Montague Island. Located approx 5nm from Narooma the island is managed by NSW National Parks and Wildlife Service.

### Boating network

#### Offshore Boating

Variable, moderately deep coastal bar crossing with two training walls that provides good ocean access.

#### Inshore Boating

Inshore boating supported with good opportunity for boating across the numerous bays.

#### Approximate cruising distances:

- from Batemans Bay: 32nm
- from Moruya: 20nm
- from Bermagui: 15nm

### On water storage

- Transport manages leases to 10 berths at Narooma Wharf.
- Narooma Marina manages 15 berths that are typically well utilised, however access is restricted for larger vessels due to depth.
- Transport administers swing moorings at four locations across the inlet. There is currently availability in all mooring areas.

### Overnight storage

- Temporary (casual) berths can be arranged through Transport or Marine Rescue at Narooma or through Narooma Marina.
- Three courtesy moorings are available for up to 24 hours.

### Jetties, wharves, pontoons

- Four public wharves
- One marina
- One commercial wharf

### Boat ramps

- One regional boat ramp supported by limited car and trailer parking.
- Three formal boat ramp supported by limited car and trailer parking.
- One informal boat ramp













Entrance to Wagonga Inlet, Narooma.  
Image courtesy Destination NSW ▶

### Maritime amenities and services

	Fuel	✓ (ULP)
	Electricity	✓
	Water	✓
	Sewage pump-out	✗
	Vessel maintenance and repair facility	✓
	Waste oil collection and storage	✓
	Emergency moorings	✗

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✗
	Lighting	✓
	BBQ's	✗
	Accommodation	✓
	Laundry	✗
	Retail food	✓
	Public carpark	✓





## Bermagui River and Harbour

### Waterway overview

A river system of enclosed waters with a Regional Harbour managed by Transport and used for both recreational and commercial boating.

### Local attractions

Harbour precinct is a regional attraction with a number of amenities and services such as a foreshore precinct including beach, park and swimming area, restaurants and access to Bermagui town centre.

### Boating network

#### Offshore Boating

Moderately deep-water between training walls and a rocky headland allows good access to the ocean.

#### Inshore Boating

Inshore boating limited to smaller vessels due to depth constraints and bridge clearance.

#### Approximate cruising distances:

- from Wagonga Inlet: 15nm
- from Merimbula: 33nm
- from Twofold Bay: 43nm

### On water storage

- Transport manages leases to 95 berths around the numerous harbour jetties.
- Bermagui Fisherman's Co-op, Bermagui Marina and Sinclair's Cove Boat Owners Association hold leases for berths at the various jetties, pontoons and moorings around the harbour.

### Overnight storage

- Temporary (casual) berths can be arranged through the Bermagui Fisherman's Co-op.

### Jetties, wharves, pontoons

- One public wharf
- One marina (Rows A and B)
- Two commercial wharves (Working Jetty and Mooring Jetty)

### Boat ramps

- One regional boat ramp (two lanes) supported by extensive car and trailer parking that can still become congested during peak periods.
- One formal boat ramp (two lanes) upstream of Bermagui Bridge that has recently been upgraded.



◀ Bermagui Harbour.  
Image courtesy Destination NSW













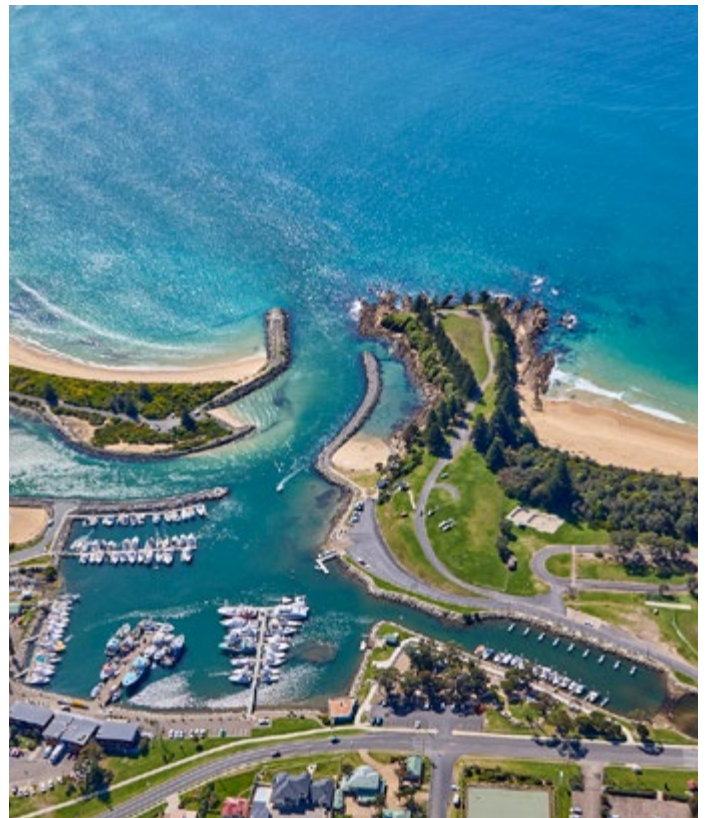
Bermagui Point and  
Horseshoe Bay Beach ▶

### Maritime amenities and services

	Fuel	✓ (D)
	Electricity	✓
	Water	✓
	Sewage pump-out	✗
	Vessel maintenance and repair facility	✓
	Waste oil collection and storage	✓
	Emergency moorings	✗

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✓
	Lighting	✓
	BBQ's	✗
	Accommodation	✓
	Laundry	✗
	Retail food	✓
	Public carpark	✓





## Merimbula Channel and Lake

### Waterway overview

An enclosed waterway (lake) with a long entrance channel that is primarily used for recreational boating, but also supports commercial operations.

### Local attractions

The waterway is a regional recreational asset. Approx. 6km<sup>2</sup> of protected enclosed waters provides moderate opportunity for recreational activities.

### Boating network

#### Offshore Boating

Variable, untrained, shallow coastal bar crossing restricts offshore boating to favourable tide and weather conditions.

#### Inshore Boating

The waterway is an important regional asset for recreation and supports moderate inshore recreational boating opportunities including kayaking and SUP activities, cruising and fishing.

### On water storage

- Transport administers swing moorings in the entrance channel at Merimbula east and in the lake at Merimbula west. Both mooring areas currently have availability.

### Overnight storage

- One courtesy mooring is available offshore of the Merimbula Bar for up to 24 hours.

### Jetties, wharves, pontoons

- Three public wharves
- Two commercial wharves

### Boat ramps

- One regional boat ramp (entrance channel — ocean access restricted by bridge clearance). Boat ramp is supported by limited car and trailer parking.
- One boat ramp on Merimbula Lake suitable for non-powered craft. Boat ramp is supported by limited car and trailer parking.

◀ Merumbula Wharf.  
Image courtesy Destination NSW













Long Point and Merimbula Bay ▶

### Maritime amenities and services

	Fuel	✗	
	Electricity	✗	
	Water	✗	
	Sewage pump-out	✗	
	Vessel maintenance and repair facility	✗	
	Waste oil collection and storage	✗	
	Emergency moorings	✗	A courtesy mooring is available offshore of the Merimbula Bar

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✗
	Lighting	✓
	BBQ's	✗
	Accommodation	✓
	Laundry	✗
	Retail food	✓
	Public carpark	✓





## Twofold Bay

### Waterway overview

A natural coastal embayment that provides both relatively sheltered waters and enclosed waters at Snug Cove.

The Port of Eden at Twofold Bay is also a 'declared port' with services and management provided by the Port Authority of NSW.

### Local attractions

This is the southern-most waterway with ocean access in NSW and is approximately halfway between Sydney and Melbourne. It is a key stop for vessels crossing Bass Strait to Tasmania. The natural coastal harbour provides moderate opportunity for recreational activities.

### Boating network

#### Offshore Boating

The embayment has naturally deep waters and there is no coastal bar. The majority of the embayment is navigable for superyachts.

#### Inshore Boating

There is moderate opportunity for boating within Twofold Bay, this is not considered to be enclosed waters.

#### Approximate cruising distances:

- from Merimbula: 14nm
- from Bermagui: 33nm
- from Lakes Entrance (VIC): 135nm

### On water storage

- Transport administers swing moorings at Cattle Bay/Snug Cove and at Quarantine Bay.
- Transport manages leases to 35 berths at Snug Cove.

### Overnight storage

- Temporary (casual) berths can be arranged through Transport and the Port Authority of NSW.
- Three courtesy moorings are available for up to 24 hours by private vessels.

### Jetties, wharves, pontoons

- Public wharves
- Commercial wharves








### Boat ramps

- One regional boat ramp (Quarantine Bay) supported by limited car and trailer parking.
- One formal boat ramp (Snug Cove) supported by limited car and trailer parking.













Port of Eden at Twofold Bay ▶

### Maritime amenities and services

	Fuel	✓ (D)
	Electricity	✓
	Water	✓
	Sewage pump-out	✗
	Vessel maintenance and repair facility	✓
	Waste oil collection and storage	✓
	Emergency moorings	✓

### Foreshore amenities

	Fish cleaning tables	✓
	Toilet facilities	✓
	Bins	✓
	Public showers	✓
	Lighting	✓
	BBQ's	✗
	Accommodation	✓
	Laundry	✗
	Retail food	✓
	Public carpark	✓





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March 2023

Publication no. 23.021  
ISBN: 978-1-922875-68-6

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