



PORT PHILLIP CONSERVATION COUNCIL INC.

Tel 0395891802, 0429176725
A0020093K Victoria
ABN 46 291 176 191

info@ppcc.org.au
www.ppcc.org.au
20th September 2004

Mr Steve Blackley
Executive Director
Central Coastal Board

Dear Steve,

Preliminary Comments on the Central Coastal Board's proposed Boating Coastal Action Plan

As you will recall, I and another representative of Port Phillip Conservation Council Inc, a federation of 15 conservation organizations around Port Phillip, attended one of the workshops the CCB held recently to introduce the proposal for the above Plan to the public. We reported on the meeting to the August 2004 meeting of the Committee of Management of Port Phillip Conservation Council Inc, which asked me to make certain comments and to draw your attention to our relevant single-page [Policy Statement No. 14 "Marinas in or near Port Phillip"](#).

Existing Boating Infrastructure: Marinas are not the only issue relevant to boating in Port Phillip, but we consider, as the current [home page on our Web page shows](#), that existing and proposed marina development has produced a substantial negative impact on the recreational and environmental qualities of Port Phillip as seen by most of its users and the public, who are not boat owners or registered operators. A first priority for any Boating Coastal Action Plan is to list actions to remedy the environmental degradation, poor quality, and inefficiency for their intended purpose, of very many existing boating installations around Port Phillip, including existing marinas.

A Sounder Safety Regime: Much of the desire for "safe havens" and similar feelings about boating safety is linked to the lack of evolution of primitive ideas about safety. The above Policy Statement compares Victoria's legacy of an offhand, poorly-regulated framework for recreational boating safety with the more serious and competently-managed safety regime for general aviation. There is no more need for numerous closely-spaced "safe havens" around Port Phillip than there is for an aerodrome to be waiting underneath every Australian thundercloud. Enforcement of proper forecasts, communications, engine maintenance and fuel management disciplines on operators would be a lot safer, cheaper, and less damaging to the environment and competitive uses for scarce coastline resources than overabundant closely-spaced boating facilities supposed to give an illusion of "safety".

Purchase of Freehold Land for Boat and Trailer Facilities: The Boating CAP needs to recognize that the combination of an expanding population, increased use of the coast, including increased passive uses by more numerous older and retired sectors of the population, spells an end to the old assumption that more and more of our limited public foreshore land, which is not increasing in area, will be available for boating purposes. From now on, an increasing "user pays" principle should mandate the purchase of freehold land, to be suitably and compatibly landscaped, near that limited public land for the temporary placement of boats, boat trailers and the vehicles that pull them. Market forces will determine the preferences of purchasers of such land for boating purposes versus other permitted purposes, and will demonstrate the degree of interest boaters have for their pursuits.

We look forward to providing further comments on your draft Boating Coastal Action Plan as it progresses.

Yours sincerely,

Geoffrey Goode
President
Port Phillip Conservation Council Inc.