

Proposal for Developing a Pier at Hanging Rock to Service Cruise Ships and Large Vessels

Preamble:

Australia is the fastest growing cruise destination in the world. Batemans Bay represents the only Australian port capable of providing an acceptable visitation window to the Australian Capital Territory, which has 4 of the top 35 attractions in Australia. Both Sydney Cruise Terminal and Eden Port are unable to provide on shore excursions to Canberra, whereas Batemans Bay can. VisitACT has indicated that a cruise ship facility at Batemans Bay is supported by their Destination Management Plan. A low visual impact and low environmental impact pier in an area predominately dredged would facilitate cruise ship and large vessel visitation.

Current Studies:

Councils Deep Water Marina proposal and feasibility terms of reference now include this proposal. These preliminary studies which were contracted out by Council have now been complete.

Physical Overview:

The proposed Pier represents a low environmental impact, aesthetically integrated and relatively inexpensive opportunity to create a “game changing” industry for the region including the Australian Capital Territory.

The pier would extend approximately 800m from the current Hanging Rock rockwall. The sea floor would require a dredged 275m turning circle (in a currently dredged area) with a further 800m by 200m wide dredged channel in a moving sand/mud sea floor.

Almost all cruise ships plying the Australia coast are less than 80,000tonne and no more than 270m (P&Os largest ship is 77,000tonne and 260m in length. The World Cruise Ship which recently visited Batemans Bay is 197m in length, 45,000 tonne

with a draft of 6.7M). Generally, these ships (without azipods) require a turning circle of no more than 275m with 10m of depth, and a 150m wide channel with 15m of depth for entry.

The parking and undeveloped areas of Hanging Rock in the immediate vicinity of the proposed pier offers ideal ground transport options, pedestrian options and the possibility of a multi-use sports building which could facilitate day time passenger operations.

Environmental Impact:

While studies have not been conducted, the current dredging operations and effected mud and sand sea floor offer initial evidence that further impact would be minimal, as opposed to a continuation of the Hanging Rock rockwall or impact of a deep water marina.

The hydrological effect of a pier as considered in general by engineers is minimal when compared to a rockwall and deep water marina excavations.

Dredging for a cruise ship turning circle and channel would be deeper than current dredging, though the effected sea floor occupies a similar area to current dredging and channel effects.

Cruise Ship Terminal Competition:

Neither Sydney Cruise Terminal nor Eden Port terminals can provide economically viable onshore visitation to Canberra due to time/distance and transportation factors.

The location of Batemans Bay provides complementary itineraries for cruise ships either coming or going to Sydney, Auckland, Milford Sound, Eden, Melbourne or Hobart.

Economic Viability:

Further studies are required.

Cruise Ship companies and shore based companies are interested in access to Canberra.

The parking and undeveloped area of Hanging Rock in the immediate vicinity of the proposed pier offers ideal undeveloped space for ground transport options, pedestrian options and the possibility of a multi-use sport or other buildings which could facilitate day time passenger operations.