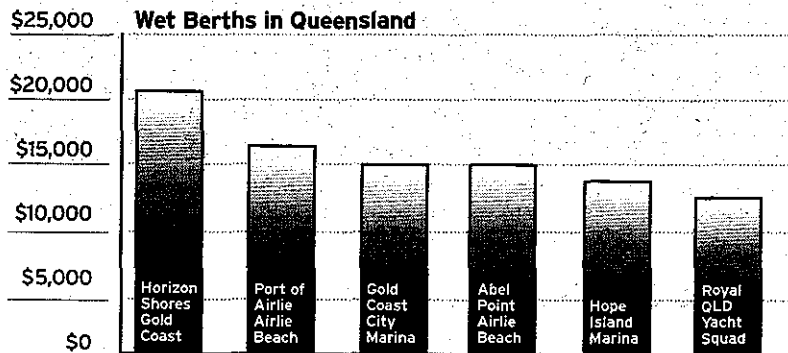


MARINA COSTS



Source: Midwood Report

Shortfall inflates berths

» From P80

But, while the demand for berths is growing, the supply remains constrained by the Environmental Protection Agency's stringent regulations for developing marinas.

Approvals for Meridien's \$700 million Port of Airlie project took 20 years.

Mr Morris said that, with development of marinas taking so long, the supply of berths had not kept up with the number of registered vessels.

"Supply of marina berths is low and prices are being driven well above inflation because of a lack of new construction, largely caused by the time necessary to obtain environmental approvals," he said.

Figures show there were 780,000 boat registrations in Australia as at January 31. Of these, Queensland accounted for 30 per cent - or 233,862 registrations - the highest of any state.

There are only about 7000 "wet"

marina berths available in Queensland to house these vessels. With the state's boat registrations forecast to grow to 300,000 by 2013, it is estimated up to seven or eight new marinas will need to be constructed to facilitate the growth.

But, Mr Morris said, despite a limited supply and steady rental growth, capital growth in marina berths had been "topsy turvy" in 2009-10 as a result of economic conditions. In some cases, prices rose above their pre-GFC levels while other marinas recorded falls in berth prices of between 24 per cent and 38 per cent.

According to the Midwood Report, the marinas with positive price growth included Gold Coast City Marina (+20 per cent), Horizon Shores (+6 per cent) and Wynnum Manly Yacht Club (+1 per cent).

The highest per lineal metre prices paid for wet berths in Queensland were at Horizon Shores (\$11,250 to \$20,833), Port of Airlie (\$11,000 to \$16,500) and Gold Coast City Marina (\$12,500 to \$15,000).