Speed and Behaviour Management Strategy

Consultation Report

December 2016

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Abbreviations

AMC	**Australian Maritime College (University of Tasmania)**
GCWA	**Gold Coast Waterways Authority**
MP(s)	**Member of Parliament (Queensland)**
MSQ	**Maritime Safety Queensland**
PWC	**Personal water craft**
QBFP	**Queensland Boating and Fisheries Patrol**
QPS	**Queensland Police Service**
SBMS	**Speed and Behaviour Management Strategy (also "Strategy")**
TOMSA	**Transport Operations (Marine Safety) Act**
TMR	**Department of Transport and Main Roads**

Executive Summary

This report documents the public response to GCWA's invitation to provide comments on the draft Speed and Behaviour Management Strategy. The Strategy was prepared in response to the Speed Limits Review consultation undertaken in 2014. Accordingly, it's not surprising that many of the views represented here reflect those put forward in 2014, whether in agreement with components of the Strategy or offering alternatives considered in preparing the Strategy. Overall, both the content and relative degrees of agreement, and disagreement, are similar to the 2014 outcome and, indeed, to the 2007 review conducted by MSQ. However, as the Strategy did propose some fundamental changes that weren't put forward in 2014 (but were to some extent in 2007), the outcomes also expand the previous results in some dimensions.

Collectively, this report and the one prepared in 2014 include the views of over 2,200 individuals, a very impressive outcome. This is due in part to a relatively low overlap between the two exercises, with about 2/3 of the respondents to this consultation 'new' to the process. The areas of strongest consensus from this consultation are:

- Keep it simple – Retain a 3-zone system (80%)
- Focus on user behaviour (76%) – varying opinions about the role of Education vs. Enforcement
- Promote a wash focus (70%)
- Remove unnecessary 6-knot areas (59%)
- Do something – Get on with it

The last point wasn't a survey question, thus the lack of a rating, but it was nevertheless abundantly evident in the comments, as was the view that there isn't a need for change – leave things alone. The survey results can be considered 'robust' in the sense that there is good representation of a spectrum of views, reflecting both the diversity within the community and their appreciation for the complexity of the issue. The challenge is perhaps best summed up by one of the 2,000+ comments submitted:

"Unfortunately, an irresponsible minority creates the need for objective speed limits rather than subjective wash limitations. Accordingly, given the options I support enforceable speed based restrictions in areas of congestion and proximity to property and moored vessels even though this results in sub-optimal outcomes in some circumstances."

The Speed Limits Review examined how speed limits had been used as a tool historically to manage Gold Coast waterways. The Strategy proposed some changes, based on the public consultation, as well as consideration of GCWA's purpose under its Act and the translation of that document into the Waterways Management Strategy. The quote above reflects the importance of behaviour to waterways management outcomes. The comments in the appendices reflect a community appreciation of the complexities of wash, including vessel design, operation and environmental conditions, as well as issues related to skill, compliance and enforcement. There is overwhelming support for a simple system, but that means a potentially crude fit given the diverse nature of Gold Coast waterways.

The pages that follow present the consultation results, summarising both the online survey outcomes and the considerable narrative comments provided by respondents. The appendices provide a complete record of both the detailed survey response and the comments, as well as other submissions received by email, etc., along with responses that offer clarification and/or explanation of various matters related to the Strategy and to alternatives proposed by correspondents.

While there are some areas of agreement, as noted above, a lot of the results reflect nearly evenly divided community opinions. Introducing more complex rules, that cater for different local circumstances, might improve consensus, but at the expense of violation the largest area of consensus – KISS. In addition, this consensus is well founded in an awareness that clarity is integral to compliance and all the more important in our waterways given their popularity as a tourism destination.

This report does not, and is not intended to, provide an 'answer'. Rather, it documents GCWA's efforts to consult the community and the considerable response that generated. This report will support and guide GCWA's subsequent decision making process.

Community engagement

Consultation for the Speed and Behaviour Management Strategy (Appendix A) included:

- Launched 21 October (email ~2,500 subscribers – see Appendix B)
- Consultation web-page hosting relevant documents and links to survey and interactive map
- Online survey
- Interactive map
- Focused emails to Councillors, MPs, groups, asking them to help spread the word
- Email reminder 7 November (travel time stats)
- Email reminder 16 November (interactive map video)
- Email reminder 29 November (Silent majority – only sent to stakeholders that had not done a survey)
- Facebook – 4 posts
- Advertisement - GC Sun
- Coverage in GC Bulletin, Channel 7 + 9 local news
- Consultation formally closed 04 December following advice to the GCWA Board (~45-days)

The survey response by 1,267 individuals (Appendix C) is ~10% below the unprecedented success of the 2014 Speed Limits Review survey, but this is still excellent relative to other previous consultation exercises. The Interactive Map had a very low participation rate, only ~10% of the respondents contributing to the 2014 interactive map. This is disappointing, as the map included a number of improvements.

The reasons for the low response rates relative to 2014, on both the survey and the map, are not clear. Direct email notification was used for both projects, but in 2014 there were only ~700 registered subscribers, compared to ~2,500 for this review. In 2014 the timing did allow for promotion at the Sanctuary Cove Boat Show; advertisements were placed in the Gold Coast Bulletin, rather than the Gold Coast Sun; and some FaceBook advertising was purchased.

An interesting statistic from the survey results is that more than half of the respondents are 'new' – not registered stakeholders and did not respond to the 2014 review. So, the low response is attributable to inaction by registered stakeholders. Despite this, the consultation effort successfully reached a broad audience, leading to input from ~2,200 individuals across both consultations on this topic.

Speed and Behaviour Management Strategy

The 20-page Strategy provided a relatively concise presentation of principles and actions that were developed in response to the 2014 Speed Limits Review. This document was initially prepared as a "Proposed Response", but release was delayed, initially because an election was declared, with subsequent delays related to the independent review of the Labrador Channel Extension project. Among the actions were a number of changes to existing speed limits, which were summarised on a series of maps (with more detail available through the interactive map). About 65% of the survey respondents indicate they had read the Strategy.

Australian Maritime College Report

The Strategy was supported by a *Vessel Wave Wake Report* prepared for GCWA by the Australian Maritime College (AMC). The report provides data on the modelled wash characteristics of a number of different vessel types. The report confirms that there is a reasonable evidentiary basis for the changes proposed in the Strategy to the variable speed limit, notably a reduced vessel length (from 8.0m to 6.5m).

Survey

The on-line survey included a series of questions based on the Strategy. The survey was constructed so that participants did not have to have read the Strategy. Key elements of the Strategy were summarised on the survey 'pages' to provide essential information. The questions were organised in a series of pages

that were titled with the following themes:

1. Introduction
2. Speed limit zones
3. Vessel wake and wash
4. Broadwater – Two-channel strategy
5. Managing the impacts of changes to the Yellow zone
6. Managing activities designed to enhance wash
7. Proposed mapped changes to speed limits
8. Consultation and decision-making process

On average, participants took ~22 minutes to complete the survey; the median time was ~16 minutes. The attrition rate was slightly higher than it was in 2014, with 72% of those that began the survey completing it, compared to 81% in 2014. Of those who didn't complete the survey, about 1/3 (9%) only completed the first page. It is hard to imagine why respondents would have stopped at this stage. However, there was a similar effect in 2014, with ~11%, half of those that didn't complete the full survey, dropping out after page 2 (demographics).

About one-half completed the first three pages, but not page four. This page had a question where respondents had to rate all of the statements in a list. Three stakeholders contacted GCWA during the consultation to report that they were unable to move past this page. All three confirmed that the issue was that they had not understood the instruction to answer all of the statements and they had no issues finishing the survey once they had responded appropriately to that question. This may be the reason for the relatively large component of attrition at this page on the survey. ere were reports from three users – lower response rates on questions later in the survey – most people completed the entire survey.

The survey pages included 12 opportunities for respondents to leave narrative comments and, as in 2014, the community provided a robust response. The analysis in the main body of this report includes consideration of the comments received and the full comments are provided in Appendix D.

Interactive map

In 2014 the Interactive map was a relatively novel attempt to provide a more collaborative consultation experience. In 2016 there was still relatively few examples of this application of GIS (geographic information systems), but progress was evident in the form of a "Crowd Source Polling" template, which was utilised for this project. Enhancements in the revised map included touch-screen access, allowing use on mobile phones and tablets. This was a desirable feature in 2014, but the vendor was unable to deliver. The current map app also included a sign-in function, tied to GCWA's new email manager database, but also with options to use existing Gmail or Microsoft credentials. In 2014 a different 'silent' method – IP logging – was used to log the identify of participants so as to avoid 'ballot box stuffing'. The addition of a sign-in function was a desirable upgrade in terms of providing a more secure way of ensuring one-vote per user, but it may, or may not have been a barrier that contributed to the low participation rate. As participation was also low on the online survey, despite a relatively higher effort to solicit comments, there are probably other factors, such as possibly 'consultation fatigue' or time of year (Oct/Nov versus May).

The few comments received will be of some value and it is possible that a much higher number of people looked at the map to get more information on the proposed changes – they just didn't sign-in and leave comments. There was certainly very positive feedback received about the quality of the map app and its value as a tool. The initiative will be useful for communicating speed limits, including any proposed changes, supporting the educational components of the Strategy. The development work also supports the GCWA 'SWIM' project (Smart Waterways Information Management). However, the relatively low response through the map means the information is of limited value in terms of gauging public reaction to the proposed changes. Fortunately, the survey included questions on the major changes, so there is data available to support an analysis. The map results will be considered in further planning and refinement of any changes that may be implemented but due to the relatively low response, this report does not provide any further discussion of the responses received through the map.

Advertisements and outlets

As discussed above, a combination of approaches was used to reach the community, including advertisements in the Gold Coast Sun, electronic direct mail, the GCWA website and FaceBook page, emails to key organisations and elected members, and the provision of hard copies of the Strategy and survey either by post or over the counter, upon request. Over 50 individuals initiated contact with GCWA by email, phone, post or in person and all of these received individual responses. The queries and responses, absent identifying information as appropriate, are provided in Appendix E.

Response demographics

The 2014 survey included a number of questions (1-15) requesting demographic information, mirroring the Waterways Management Strategy survey consultation. The online survey for the Strategy did not include demographic questions, in part to reduce the length of the survey and time required to complete, but also on the assumption that the respondents were likely to be mainly 'exiting' stakeholders, allowing the use of previously collected demographic information, as necessary. As discussed above, this was not the case, with an unexpected majority of respondents being 'new' stakeholders. As such, demographic profiling is not possible. However, there is nothing to suggest that the response is in any way skewed by disproportionate representation of any demographic.

This is perhaps most evident in the results of the question regarding proposed changes in the Clear Island Waters area. This proposal attracted concern from local residents, who reached out to the local Councillor and MP and generated local TV and newspaper coverage. However, there is a relatively low survey response opposing this proposal, so the enhanced interest does not appear to have generated a large response by local residents, or, if it did, the response was not sufficient to skew the results in opposition to the proposal. It should be noted that one resident did contact GCWA supporting the proposal, so this outcome may also reflect divided community views or less opposition than might be suggested by the media coverage and political interest.

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Response to key themes

The survey included a total of 31 questions, significantly shorter than the 2014 survey (63 questions, although 15 of those were concerned with demographics). As noted above, the questions were organised on 8 pages, each focused on a different theme. The discussion that follows uses this organisation).

Each question only appears once, in a single theme. For convenience, the “Strongly Agree” and “Agree” scores have been combined below into “Agree” – similarly for the “Disagree”. The more complete breakdown for each question can be accessed in the Appendix C. The individual question numbers are provided beneath each theme sub-headings for convenient cross-referencing.

Respondents provided a number of comments. As appropriate the analysis that follows summarises key themes from the comments. The complete comment s are included in the Appendix D. Some comments address multiple issues. Generally, comments are included with the most relevant theme, but in some cases they may be included in multiple themes.

Queries and comments were also received by email and other channels besides the online survey. These are provided in Appendix E and are considered as part of the process of preparing the analysis that follows. All of the comments in the appendices are unedited, except as necessary to remove identifying information such as a name or phone number.

Introduction

(Questions: 1-5)

As noted above, this survey did not request demographic information consistent with the 2014 review and the 2013 consultation on the Waterways Management Strategy. However, the questions on this page were included to characterise the relative familiarity of respondents with previous initiatives and information related to this consultation, as reflected below.

Yes	No	Unsure	Question
63%	31%	6%	Have you read the Speed and Behaviour Management Strategy ("Strategy")?
28%	**57%**	15%	Did you respond to the 2014 survey for the Speed Limits Review?
40%	**48%**	12%	Did you read the Consultation Report that was produced from that survey?
40%	**51%**	8%	Have you read the Australian Maritime College (AMC) report for the Strategy?
--	--	--	Please provide a valid email address

Most of the respondents indicated they had read the Strategy. No attempt was made on the main web page for the consultation, or in the initial email invitation, to summarise the elements of the Strategy. However, the survey did include background information on key points such that it would be possible to answer the survey without having read the Strategy and this information was provided in the email invitation and at the beginning of the online survey.

While it is encouraging that most respondents read the Strategy, the relatively low involvement in the 2014 review is noteworthy. This is consistent with the discussion earlier about the majority of respondents being ‘new’. This gives rise to at least two key issues.

One is the low response from those that have previously shown an interest in this issue. One suggested reason is ‘consultation fatigue’ – that the lack of action/outcomes from previous consultation that they contributed to has led to frustration and/or apathy. This is a concern for GCWA and highlights a need to progress this consultation to the outcome stage.

The second is that the relatively high influx of new stakeholders is encouraging in terms of GCWA’s ability to grow the audience, but is also challenging strategically. A rapidly shifting stakeholder base is a potential concern in terms of communication, continuity, etc. This is a potentially relevant factor in the context of Speed and Behaviour, notably in regards to both the need for ongoing education and the challenges in maintain a connection to the right audience.

Respondents were required to provide a valid email address, to help ensure we only got one response per person. There were ~25 incidents of duplicate email addresses. In all case there were only two repetitions, so this does not appear to be any concerted attempt at ‘ballot box stuffing’. A quick scan did not indicate a high incidence of ‘suspect’ email addresses. As users were only able to provide one response per device (e.g. computer, phone, etc.) it would have been difficult to try to vote multiple times by making up random email addresses. The results that follow include all responses, with no attempt to filter out the few duplicates or potentially invalid email addresses.

Speed limit zones

(Questions: 6-12)

The first four rows of the table below are sorted by relative consensus (high to low). The final rows, for the last two questions, are presented separately as they did not utilise the agree/disagree format, so the aggregate values have different column values.

Agree	Disagree	Unsure	Question
80%	16%	4%	Retain a 3-zone approach (as opposed to introducing a fourth or fifth speed zone)
59%	32%	9%	Remove existing 6-knot (Red) areas if safety concerns arising from natural characteristics of the waterway aren't evident, such as sharp bends, shoaling, rock bars and/or narrow channels.
50%	43%	7%	Reduce the vessel length in the Yellow (variable) zone
44%	**49%**	7%	Reduce the maximum speed in the Yellow (variable) zone
<8m	**8m**	**Other**	
49%	30%	21%	The 'right' vessel length for the Yellow zone is
<40 k	**40 knots**	**Other**	
62%	32%	7%	The 'right' speed for shorter vessels in the Yellow zone is

There was very strong support for retaining a 3-zone system, 'keeping it simple'. This was anticipated, as the Strategy adopts this approach based on the 2014 community response.

There is relatively strong support for removing "unnecessary" 6-knot areas. This result is perhaps a bit lower than anticipated, however, the "Strongly Agree" response is substantial, double the 'Strongly Disagree'. A few comments were received during the consultation criticising the phrasing of this question, with two suggestions that there was a 'double negative'. While the wording could be improved, it does not present a double negative. However, simpler, clearer wording may have provided a higher level of agreement, consistent with expectations arising from the 2014 consultation.

Regarding a reduced vessel length in the Yellow zone, more people agree than disagree, but the margin is relatively small. However, less than 1/3 of the respondents to the follow-up question nominated the current length of 8m as the right or preferred length. Of the 21% in the 'other' category, most of these supported a single speed for all vessels (comprising 15% of overall respondents). The remainder left narrative comments (see appendix). The 66 comments included the following suggestions:

- Various lengths from 3.2 – 12m
- Variable based on location, e.g. 4m in Clear Island Waters
- Based on number of vessels – target the largest concentration of vessels that produce wake
- Based on hull configuration, e.g. exclude pontoon boats
- Based on wash, e.g. <200mm stern wash
- Based on vessel mass
- Consider manoeuvrability as well as wake
- Let the skipper decide / be responsible
- If the length is reduced, then also prohibit activities such as wake boarding and water skiing
- No change – keep the current system
- Remove the variable zone – it is too confusing
- Allow small boats, e.g. <4.5m, to go faster in Red zones (6-knot areas)
- Restrict by activity, e.g. free styling, wake surfing, etc. (on plane or no wash)
- Develop and deploy a 'dangerous wash' indicator buoy to give operators immediate feedback.

The question of a reduced speed in the yellow zone had similar results, except that the majority disagreed. Despite this reversal, the follow up question had the same result, with only 1/3 supporting the current 40-knot speed. The key difference here is a higher level of support (62%) for speeds less than 40-

knots. So, this question would appear to provide relatively clearer direction. However, while you might anticipate a preference towards a speed slower than 40, but faster than 25, there was actually a very strong support for a speed slower than 25-knots (23%). There were 82 narrative comments provided for this question, which included these suggestions:

- 5, 6, 10, 15, 20, 30, 40, 50, 60 knots
- Slow or fast determined by whether the vessel can produce 'no wash' (*minimum wash?*)
- No damaging wash (including, wildlife, passive watercraft, foreshores)
- Skipper's discretion
- Unlimited <3m (5m) / 3-6.5m 25-knots *(presumably 6-knots for over 6.5m)*
- Variable based on conditions *(e.g. congestion?)*
- No change – keep the current system
- Doesn't matter as nobody complies
- Enforce based on wash and noise
- Need a different speed for ski zones to allow barefoot skiing

In addition to the two opportunities discussed above to leave comments about the 'right' speed and/or vessel length in the Yellow zone, there was a separate opportunity at the conclusion of this page to provide any additional feedback regarding speed limit zones. This attracted 468 comments, the single largest set of comments for the survey. Highlights include:

Behaviour / Compliance / Enforcement

- Non-compliance is an issue / Need more enforcement, cameras, signage etc.
- Over-use of 6-knot areas has bred disrespect and non-compliance
- Most boat drivers don't know what 6-knots is
- Big boats should require different licensing/training – like a B-double on the road

Issues / Vessels / Activities

- Congestion is the issue – slower limits reduce approach speed, increase reaction time
- Lack of judgement is the issue
- Night time is an issue – beacons/lights need an upgrade – City lights, cars at Spit, obscure
- Kids in tinnies are an issue / Should need a licence
- PWCs and IRBs make less wash, but are more prone to hoon
- Jet skis – Ban them / classify as over 8m / separate speed limits / 40-knots and above only
- Jet pleasure boat only in channels / ban them
- More water skiing zones (e.g. Clarence River) / Exclude wake boats
- Surfers in the Seaway are a problem
- Waterways normally not congested and low incident rate – what's the problem?
- Tourism industry is important, don't impact it
- Compensation for – Boat owners 6.5-8m / Residents subject to erosion
- Some boats can't be controlled at slow speeds

Regulatory approaches

- Same speed for all vessels; too confusing
- Time-based speed limits, e.g. 6-knots from 7am to 7pm
- Speed based on proximity to shore
- Boats under 4 / 4.5 / 5m should be able to go 20-knots in 6-knot areas
- 6-knots for safety / "No wash" in other areas – some vessels should be 4-knots
- Bow wave height should be restricted; 6-knots is too fast for some boats
- Restrict wash size as well as speed
- Restrict wash for vessels over 4T
- 6-knots at marinas, etc., otherwise planning or 4-knots, e.g. Hawkesbury River
- "Wake-rate" all vessels (require manufacturers to provide) – Don't penalise efficient designs
- 20-knots everywhere for boats <4m / As is for boats <8m
- Deregulate
- Post hard copies of the new laws to all boat owners in the Gold Coast and Brisbane

Places

- Crab Island 6-knot area – should be weekends only – stupid rule, get rid of it
- Remove more 6-knot areas and keep the Nerang 40-knots
- Make the channels around Chevron Island one-way
- Need to keep 6-knots in the Coomera as people aren't responsible (could work if they were)
- Make main eastern route (Tipplers / Canaipa) Yellow; Big boats use west route (Main Channel)
- No anchoring in channels
- Yellow zone changes could affect boat ramp parking
- 6-knots in/at/for/near:
    - The Marine Stadium – it's an anchorage
    - South of Wave Break to Sundale Bridge (alt. 8 knots over 8m)
    - Tallebudgera Creek
    - Coomera River above the Santa Barbara boat ramp
    - The Nerang River
    - All waterways surrounded by houses
    - All GC waterways
    - Passive water craft
    - Sensitive shorelines, parks, boat ramps, wildlife
    - People in water – swimmers, snorkelers, divers, etc.
    - Near fishermen (within 100m of lines)
    - All vessels over 8.0m / 10m / 12m /15m
    - public amenity, e.g. noise, property damage, moored vessels

Overall, the comments reflect a good understanding of the complexities regarding the management of wash, including behaviour, vessel characteristics environmental considerations and the challenges related to regulation and enforcement.

However, less evident is an understanding of the rationale for a reduced speed. A number of commenters correctly observed that wash will typically improve with speed (for most vessels). The proposed speed reduction is aimed at addressing the limitations associated with having only two speeds – not as a way to improve or optimise wash. The analogy of trying to operate a road system with only two speeds – 10 and 75 km/h (~6/40-knots) – is illustrative. Having a medium speed of 45 km/h (~25-knots) provides greater flexibility to respond to concerns such as those present in the relatively developed and confined waterways of the Gold Coast. Reducing the speed from 40-knots to 25-knots doesn't improve travel times, but if that change allows some 6-knot areas, such as the Coomera River, to be changed to variable zones, then the travel times are improved – for most vessels (under 6.5m based on the proposal).

An interesting theme was the suggestion that very small vessels (under 3-4m) should be allowed to go faster than 6-knots in the currently designated red areas. The suggestion has merit, but is relatively disruptive in the sense that this designation arises from a statewide gazette that all canals are 6-knots. This sort of change would require either different rules for some/all of the canals on the Gold Coast or a change to the statewide rules.

From the highlights above – which necessarily exclude a number of suggestions regarding particular places and other issues – it should be evident that the respondents hold diverse and often conflicting views. There is no 'one-size fits all', silver bullet solution. The issue is complex and any solution is imperfect. While not captured above explicitly, it should be noted that the comments included support for the proposed changes, often in part and at least occasionally in their entirety.

Vessel wake and wash

(Questions: 13-14)

Question 13 asked respondents to rate eight different statements regarding vessel wash (agree, unsure, disagree). For each of the three wash messages (No, Optimal, Courteous) there were two questions, one of which was about whether the message promoted good seamanship. The other varied, but was generally aimed at whether the message conveyed the intent/outcome. In the case of "Optimal" wash, the alternative term "Reduce" wash was tested. In the table below these statement and the results have been aggregated for simplicity (full results in Appendix C). There was also a final question about whether a focus on wash was likely to be effective, as shown below.

Agree	Disagree	Unsure	Question
70%	*20%*	*10%*	"Courteous wash" promotes situational awareness / seamanship
70%	*20%*	*10%*	"No wash" is commonly understood / promotes seamanship
51%	*22%*	*26%*	"Optimal wash" describes planning vessel / seamanship
44%	23%	33%	Promoting a wash focus, while appropriate, isn't likely to help much

"Courteous wash" and "No wash" got a similar response – a very high level of agreement, a solid minority disagreeing and a relatively low level of uncertainty. "Optimal wash", associated with the variable speed (Yellow) zone, did achieve majority agreement and a similar level of disagreement as the first two statements, but a much higher level of uncertainty. "No wash" got much better agreement than "Reduce wash". There were very mixed views regarding the question of whether promoting a wash focus was likely to be effective.

The other question for this topic was an open-ended invitation to provide feedback regarding wash messaging and aligning it to speed limit zones. At 377 responses it was the second highest set of comments. Highlights include:

Behaviour/Education

- Licensing reforms needed – harder, more
- Not enough education
- Cultural values – courtesy, responsibility – aren't what they used to be
- Lack of concern, awareness (don't look behind), understanding
- Current rules aren't understood, despite long history / Change will just create confusion
- Develop a wash 'pictogram' – attach to licence, rego, insurance
- Vessels don't maintain the 30/60m safe distance from other craft, skiers, etc.
- The message is good, but needs education. Little seamanship and courtesy on GC waterways
- An expectation of courtesy and competence on the part of power boaters is unrealistic

Complexities

- Vessel dependent
- My 7.4m boat will make more wash at reduced speeds in Yellow zones than now, on the plane
- Not enforced / High non-compliance / Inadequate penalties
- Some large vessels, but not all, are incapable of producing courteous wash
- Subjective measures not enforceable
- Reducing the speed to 6-knots often has the opposite effect, creating more wash
- We make far more wash at slow speed going in to the tide than planning in a small vessel
- A speed focus doesn't communicate the possible need to go slower in some instances
- Speed limits reference land, so 6-knots in a 4-knot tide (e.g. Coomera) means 10-knots & wash
- VMR response times and operation will be impacted by proposed Yellow zones in Marne Park
- People don't understand the impact they have as the wash impact occurs after they have passed
- The faster the boat the smaller the wash
- The other key thing to think about is the start and stopping points of zones.
- Speed may decrease wash, but increase noises, particularly from PWCs and 2-stroke "tinnies"

Regulatory approaches

- Don't call it "Wash", just put up a speed sign instead
- Wash is a better management approach than speed - supports better outcomes
- Wash or speed – Mixing speed and wash messages allows drivers to choose -- problematic
- I live on 6-knot zone and would prefer <8m vessels to plane as this reduces wash and damage
- Rules should be based on speed and wash
- Wash is subjective and hard to measure; Speed is measureable and can be controlled
- Vessels should have a specified "wake height output" at slow and fast speeds
- Accompany the wash tiers with wake measurements to make it enforceable
- Maximum stern wash height 200mm / Use massive signs to measure visible from 200m
- Consider a "size guide", rather than wash message – e.g. "under 1 foot" or "under 2 feet" etc.
- If the wake breaks like a wave it is unacceptable; OK if it rolls – Can photograph and enforce
- Be proactive and tackle "wake rating" with boat builders and retailers creating an industry first
- PWCs <3.5M should be allowed to run just fast enough to plane, but not faster than 12 knots
- No limit on small boats / large boats no wash (over 7, 8m)
- The model of "over 8 metres - under 6 knots seems to work well in other areas.
- Show knots and km on signs – many instruments show km
- The current limits regarding distances is sufficient
- Travel times irrelevant; use shoreline sensitivity and effects on residential revetment walls.

Alternative messages

- "No wash" is the only message
- Instead of "Courteous", how about 'Minimal, minimum or minimise?
- Replace 6-knot areas with "No wash"
- Boat owners aren't focused enough to analyse optimal and courteous wash
- Maybe change Optimal Wash to Planning Wash and Courteous wash to Reduce wash
- Optimal is unclear. Minimize wash is a better word. Boaties know how to do that.
- Trim boat to minimise wake
- Strong focus/education about achieving and maintaining optimum/appropriate boat trim

While question 13 reflected a high level of agreement about the wash messages – all consistent with seamanship – the comments from question 14 reflect the complexity of the issue, with polar views regarding the pragmatic alternatives and obstacles associated with managing vessel wash. So, there is a relatively clear consensus that vessel wash is relevant (notwithstanding some disagreement, as well as distinctions), but outright disagreement about what to do, including whether to do anything.

It is worth noting that there is considerable support for the use of 6-knots, or slower speeds, or "no wash" more broadly to address issues, notwithstanding agreement about non-compliance, as well as the view that enforcement is the best and only answer. A fundamental component of the Strategy is the observation that this historical approach is problematic and, therefore, alternatives should be considered. As noted in the previous section, there is also support for the approach taken by the Strategy and in some ways that support is more evident in this section, however, there is perhaps also less agreement regarding whether the approach will be effective.

Broadwater – Two-channel strategy

(Questions: 15-18)

A separate page of the survey was devoted to proposed changes in the Broadwater and this was the first page of the survey to deal with specific geographic changes – how the proposed changes might be applied to the waterways. The separate focus on the Broadwater was driven in part by the lack of understanding, the need for more information, evident in the 2014 survey and the subsequent Independent Review of the Labrador Channel project. The questions sought to measure understanding as well as community views on the merit of the strategy – would it work – and alternatives.

Agree	Disagree	'Unsure'	Question
69%	*12%*	*19%*	I (understand) / (don't understand) / (have questions) about the proposal
56%	*29%*	*15%*	The proposal will reduce congestion, encourage separation of small/large vessels (probably + maybe) / (unlikely + not) / (unsure)
44%	*32%*	*23%*	Implement Option 1 (wider)
22%	**43%**	34%	Implement Option 2 (narrower)
39%	**43%**	18%	No change
35%	33%	32%	More discussion needed
31%	31%	**39%**	Almost right, but needs minor tweaking

The is good evidence that the Strategy and/or presentation in the survey has had the desirable effect of clearing up confusion about the intent of the two-channel strategy. A lot of the confusion/concern from 2014 stemmed from a fear that it meant 6-knot areas through more/most/all of the Broadwater. At this time, there was no concrete proposal about how traffic might be separated. The proposed changes to the variable speed limit and examples of how this might be applied in the Broadwater provided a basis for understanding.

Surprisingly, there is reasonably strong agreement that it might actually work. The strongest view was "maybe", but "probably" was a close second. "Definitely not" had the lowest response (see Appendix C).

Perhaps more surprisingly was the strong preference for Option 1, which has a wider footprint that includes the Marine Stadium and the South Channel along Moondarewa Spit. On the option of "No change" the views were more evenly divided and overall the differences between the two options and no change are marginal. So, if there is to be a change, Option 1 is preferred, but the high level of "Unsure" associated with Option 2 needs to be noted.

The community is very divided about the concept of more discussion or whether the concept is almost right, but needs tweaking. This arguably reflects a preference for "getting on with things" – either do something or decide to leave things alone. The complexities that contribute to uncertainty may support this view – if you can't be sure if anything will work, then there is merit in either doing nothing or trying something.

There were 45 comments left on Q.15 (do you understand) and 238 comments for Q.18, which was an open-ended invitation for feedback about the proposal. The summary below draws from comments from both of these questions.

- Need proper signage/markers, publicity, education
- Signage would need to be drastically improved for this to have any effect
- Multiple-use areas not adequately addressed – power craft should be restricted to 6-knots
- Shifting traffic west will affect environment, residents, passive craft
- Would be good to see moorings and 6-knot areas removed
- Vessels >8m should have to go slower in the whole Broadwater
- Speed in the Yellow area should be 10-knots max
- No accommodation to anchor up and enjoy the Broadwater without constant small craft traffic
- Remove anchored vessels from the Marine Stadium so it can be used
- Enforcement / Education

- Main channels should be 40-knots
- No protection for South Stradbroke and campground – Need a Yellow zone near Currigee
- Maps aren't detailed enough to decide
- Start with a limited trial
- Ban noisy craft
- Dedicate an area for water skiing/wake boarding – North of Wave Break Island or near Sea World
- Need peak period restrictions for large vessels
- Need more discussion, workshops – not sure what 'transportation efficiency' means
- Need the 6-knot zone near Marine Pde to control noise effects on residents
- Need the 6-knot zone near Marine Pde to protect feeding shorebirds
- Will be confusing for visitors
- Big boats and small boats are a problem – Broadwater is dangerous for small boats
- Plan a study to compare use, wash and turbidity in East and West with new regulations
- Will require a significant on water presence to educate and enforce
- It's not broken
- Dredge holes for anchorages to provide shelter from wash
- Concept good but let small vessels go 40-knots
- Need a better area for tourist jet boats as they can be unpredictable
- Extend the Yellow area to north of the Seaway – this is the busiest part of the Broadwater
- Just do it
- Concern over the speed issue is likely to bias responses
- It doesn't matter what you do the big boats and jetskis will still drive all over the smaller boats
- Many vessels don't have speedometers -- How will they know what 25-knots means?
- Transitioning on/off the plane by large vessels will be a problem in the area near the Seaway
- Keep the western 6-knot zone and extend it to Loders Creek to protect passive craft
- Safety is not adequately addressed – separate hoons and passive craft
- Jet skis 6-knots in yellow zones
- The Broadwater needs areas where power boats are banned
- Fine the way it is
- Need an overall 'Master Plan' for the Spit / Waterways / Southport and Main Beach connectivity
- 6-knots in all Gold Coast waterways / No speed limits
- Get big boats out of the Broadwater
- Yellow zone near the Seaway restricts access by commercial vessels to the Seaway
- Yellow zone should extend from the Seaway to Marina Mirage
- The licencing laws need to change. Education is the key.
- Dredging – need more, regularly

One area of residual confusion evident in the comments is the status of the western channels. The West Crab Island Channel is established – has been dredged and is marked by navigation aids – from the Crossover (north of Wave Break Island) to the Coomera River, although there are shoaling issues at the northern end of Sovereign Island, reflected by the 6-knot zone. The Labrador Channel is also established – has been dredged and is marked by navigation aids – from the Crossover to Parrot Rock, about where the old boat ramp was near the aquatic centre, where it dead ends. The 'missing link' is from there to the Sundale Bridge.

The design profiles for these two channels are 2.0m deep for the Labrador Channel and 2.5m deep for the West Crab Island Channel (both 40m wide). The West Crab Island Channel has been dredged to the design profile, except for the area north of the Sovereign Island Bridge. The Labrador Channel has been dredged, but it was not possible to achieve the design depth due to the presence of hard material. One option is to accept a reduced profile, around 1-1.5m. Most vessels need less than 1m of water and with another 1m+ of tide regularly available, even a 1m profile provides substantial small craft access. At those depths, dredging is not required to establish the 'missing link' – it is deep enough, so removal of the remaining moorings and navigation aids are the only requirements. It is true that the closer you get to the Sundale Bridge, the smaller the distance between the two channels. However, if the western channel doesn't require dredging, then the cost is small. Indeed, there isn't even a need to establish navigation aids. Simply shifting the moorings creates an alternative.

One potential option with the revised variable speed zone, as discussed in the Strategy, is to remove some of the existing 6-knot area where this 'missing link' would be established, allowing smaller vessels

faster access through this area. Regarding the comment that the meaning of ‘transportation efficiency’ is unclear, the intent was to reflect the ability of the waterways to facilitate transport -- to go places. Speed limits are a big part of that, with slower speeds being worse and faster speeds being better, in terms of transportation efficiency. Other factors such as anchored vessels, wash, shoals, etc., can also have an effect, which was the purpose of using a potentially unclear term like transportation efficiency.

The degree of support for the proposal and/or the need for a solution of this sort is noteworthy in the comments on this topic. As mentioned in previous sections, the comments do include support, but the summaries are more focused on alternative proposals and constructive criticism. In this case, there is a relatively higher level of enthusiasm/agreement in this section. This is not say there is not disagreement and criticism – that is present as well, as it is in previous sections.

Managing the impacts of changes to the Yellow zone

(Questions: 19-21)

The three questions in this section addressed the three potential "allowances" discussed in the Strategy, each aimed at potential user groups that would be particularly impacted by the proposed changes – owners of vessels between 6.5m and 8.0m; commercial operators; and tow-behind sports. For these questions respondents could select any of several statements that reflected their views and/or leave a brief comment. Each of these allowances is discussed separately below.

"Grandfathering" allowance

Agree	Statement
64%	This would be complicated, confusing and/or costly
28%	Any allowance needs to consider all vessels, not just Gold Coast registered vessels
25%	Allowances should only be made for vessels that can get on the plane (consistent with "optimal' wash")
12%	A lifetime allowance should be made for all Gold Coast registered vessels
6%	A limited (e.g., 2-years) allowance should be made for all Gold Coast registered vessels

The largest consensus, a solid majority, was that this would be complicated, confusing and/or costly. Respondents weren't asked to say whether they flat out agreed or disagreed, but they were presented with some alternative approaches. All of these had fairly low levels of support, as reflected above. There were 138 comments for this question (see Appendix D, summarised below.

- A limited transition period may be the fairest approach (2, 5 years)
- Completely disagree with a transition. Make the change, set a date and everyone works to it.
- Although unfortunate for existing vessel owners a hard and fast rule is the only approach
- People invest a lot in a vessel to render it unfit for it's intended use is criminal.
- I made an investment based on long standing rules
- Boat companies have exploited the 8.0m rule with no regard to damage to the waterways
- Consider two owners, boats from the same mould, one registered earlier, different speed limits?
- Grandfathering is just weakness----giving in once again.
- Not a great idea but if it was going to apply would need boats to be clearly marked
- Grandfathering is one of the most abused systems of bureaucratic nonsense as can be imagined.
- How would the police or spectators know which particular vessel is grand-fathered?
- I think GCWA just needs to bite the bullet and set the new limit at 6.5m
- If I had a performance car and speed limits were reduced I wouldn't expect grandfathering
- Owners should be able to pay for a wake assessment and get a certificate if they pass
- Stop listening to few whinging hone owners who want everyone doing 6-knots past their place
- It is the current large vessels causing problems
- Nil allowance. Only a grace period of education
- Other <6.5 metre vessels will see this and be confused – Monkey see, monkey do
- One rule for everyone is absolutely essential
- Rescue Vessels need special allowance for life
- Concessions and allowances don't apply on our roads
- Simplicity and clear qualification will minimise "misunderstandings" and achieve full compliance
- It would be like changing to driving on the other side of the road, but allowing some to remain
- The proposal should be based around marine safety - it either is or it isn't
- Wash is at least in part a safety issue, so no allowance should be made for any vessel.

Collectively, the comments mostly reflect the results above, with lots of reasons why the idea is not workable and a minority acknowledging the impact and possible need to try to address it. There are also a number of comments supporting retention of an 8.0m length.

Commercial allowance

Agree	Statement
41%	I don't support the proposed allowance
32%	I generally support the allowance, if managed consistent with the principle of "optimal wash"
18%	I support this proposed allowance
13%	I support this allowance, but more consultation is required regarding the parameters

The largest response was against the proposed allowance. However, if the “generally support” and “support” responses are combined, about ~50% of respondents are supportive and the final statement could also be considered to be an expression of support. There were 92 comments for this question, summarised below.

- One rule for all
- Damaging wash and shoreline stability should be the deciding factors
- As with road traffic a public transport bus is required to comply with the roads signed speed limit
- Based on assumed greater responsibility and understanding of their vessels wash
- Changing rules will have a large impact tourism – Gold Coast’s main business
- Commercial vessel operators are some of the worst offenders on the Broadwater
- Commercial water transport exemption should be allowed ... we need more public transport
- Compliance in relation to wash is rarely successful. How many people have been prosecuted?
- These guys advertise their companies on the side of their boats which is self policing
- It could (will) create an us & them mentality..
- If it can't get on the plane in the yellow zone the speed needs to be reduced
- More consultation with commercial operators required
- No ""Commercial Allowance"" - Manage risk by allocation of areas (zones).
- Same restrictions should apply to all as they are for environmental and social reasons
- See noise comments earlier as commercial vessels are a major contributor to this pollution
- some of the commercial vessels have the worst wash
- This would encourage other vessels to do the same speed
- VMR rescue vessels over 6.5 meters should be included in "commercial" allowance
- Why make rules and then demand only some people follow them?
- You don't see main roads allowing Taxis to do 150kmph
- You will get endless complaints from property owners that don't understand the rules

Overall, the comments are consistent with the comments for the previous question, favouring a simpler, one rule for all system. A number of the comments focused on particular vessels, generally negatively. While there is some recognition of ‘good’ operators, exhibiting a higher degree of professionalism, the opposite view is unfortunately well represented.

“Water-skiing” allowance

Agree	Statement
37%	I support this proposed allowance
33%	I don't support the proposed allowance
21%	I generally support the principle, but more consultation is required regarding the details
15%	This would be complicated, confusing and/or costly

Support is marginally higher than those opposed and adding those in that generally support the proposal provides majority support. While there is a minority concern about the potential complication, confusion and/or cost, presumably the limited geographic scope of this allowance, as well as the more visible evidence of whether someone is skiing, mitigate the higher level of concern arising from grandfathering. There were 115 comments for this topic, summarised below.

- A busy channel/ navigation area is not a suitable safe location to be towing a biscuit
- A vessel over 6.5 should not be used for water skiing
- A vessel towing creates larger (sub-optimal) wash. Designated ski areas could solve this conflict.
- Need dedicated ski areas – no anchoring – e.g. near Paradise Point and Charis to Lands End
- As a water skier, it is unnecessary to tow faster than 25 knots particularly in a boat over 6.5 m
- One rule for all
- Only in designated ski areas
- Narrow areas on the Coomera River where skiing is allowed should be changed
- Consider properties in a previously restricted that will now be subjected to wash
- Clearly defined ski zones can have specific rules
- Definitely not. The ones who want to speed will just tow a toy even if it is not being used.
- If you are towing a skier/boarder surfer the boat must be on the plane
- I don't see this as very relevant as very few ski boats are longer than 6.5 metres
- I support this allowance without location (except 6knot zones) and time restrictions
- The same amount of wash is given out whether they are engaged in towing or not
- Ballast tanks and slow speeds are an issue
- Ideal - this is simple and easy to enforce
- Send the wake boats out into the ocean
- If you are going to allow exemptions then you might as well not have the speed limits
- Inland lake systems such as Clear Island Waters would be ideal for waterskiing
- It might be time to consider banning wake boats from some sections designated for water skiing
- Its not safe to speed, unless you add greater complication and danger, then it becomes safer?
- Marine stadium should be a ski area not a anchoring area
- No water skiing or tow situation at all
- Only in certain areas at certain times, away from others
- Open to abuse.
- Ski boats 6.5-8m are the type/size boat that needs to be targeted to reduce unnecessary wash
- Subject to, tidal conditions, moored vessel locations, high density traffic and main channels
- This is both restraining and promoting tow sports/wash in congested areas. Need more research.
- Water skiing is a huge part of the Gold Coast's history and should be preserved at all cost
- Water skiing is fine but wake boarding with vessels with ballast tanks are a nuisance
- Water skiing is inconsistent with global times
- Water skiing should be limited to water skiing zones
- Water Skiing should not be restricted
- Noise pollution is another issue with tow boats - many have modified and noisy exhaust.

Identical comments are evident in this and previous sections. This is not an error in the report preparation – these were received on different surveys and alphabetical sorting of the comments makes it transparent. While this could be one individual having multiple votes, it is more likely the result of a 'campaign', an organised effort to get like-minded enthusiasts to champion a cause. The numbers are not overwhelmingly high and it is worth noting that in this case they are supportive of tow-behind sports, whereas in previous sections there were comments from passive craft enthusiasts, generally critical of motorised sports. So, overall there is a bit of 'balance'.

Overall, the comments reflect a strong level of support for water skiing, mixed with concerns about wash, both in the context of the principles proposed regarding "optimal" wash, and in relation to particular boats/activities. There is a reasonably high level of acceptance for the concept of dedicated areas, which could have different rules. But there are also strong views that 6.5m is big enough and the changes can be made and still allow for most people and vessels to water ski, making allowance unnecessary.

Managing activities designed to enhance wash

(Question: 22)

Similar to Q.13, about wash messaging, this question asked respondents to rate a series of six statements. In the table below "Agree" includes strongly agree and agree and the same applies to "Disagree" (full results in Appendix C).

Agree	Disagree	Unsure	Question
76%	15%	9%	Operator behaviour is the main issue, not the activity or vessel type
62%	26%	12%	Activities intended to enhance wash should be prohibited in Yellow zones
30%	**53%**	17%	I'd support a prohibition at peak times (e.g. weekends, holidays)
37%	**45%**	18%	The prohibition should include water-skiing and all tow-behind sports
45%	43%	12%	Wake-boarding and similar activities are not a problem
31%	26%	**43%**	The main issue is which areas are made Yellow - I can't decide 'on principle'

There was a very high level of agreement that behaviour, rather than activity or vessel type, was the main issue, consistent with feedback in 2014. There was also a reasonably high level of support for banning activities intended to enhance wash in Yellow zones, consistent with the comments in the previous section regarding a consistent application of the principle of managing wash. Prohibitions at peak times had reasonably strong opposition, as did a blanket ban on all tow-behind sports. There were evenly divided views on whether wake boarding was a problem. The basis of the response to the final question is unclear. There were 165 comments provided for this topic, summarised below.

- A prohibition at all times / all Gold Coast waterways
- Dedicated areas
- Based on wash performance only
- Getting on the plane makes wash, inconsistent with sensitive shorelines
- Any proposal to prohibit certain activity needs alternatives
- Low speed for all vessels in narrow Inland waterways
- Ban wakesurfing in yellow areas! Retain wakeboarding and water skiing. They are all different.
- Boats designed to create a bigger wash should not be used in low wash areas
- Common sense and distance rules should dictate activities during peak times, not regulation
- Complete ban on "Superyacht Surfing" is essential
- Defined ski areas for high wash activities are a good idea
- Depends on the reasons. Is it safety, erosion or consideration
- I don't think all yellow areas can be considered equal in terms of impact of wash
- Don't copy NSW they got it wrong now its all about speed cameras
- When used respectfully there are no problems the current rules have it covered
- Having timed prohibitions just becomes messy to follow and enforce
- I bought on the river to ski. Don't live here if you don't like it. There aren't enough ski zones.
- I would rather peak times than 6 - 8am any day
- Water skiing seems to produce minimal wash while wakeboarding wash has much more energy
- Restrictions should not be introduced because a few residents did not think before purchasing
- Need more detail - as with most proposals, the devil is in the detail
- Most if not all yellow zones need to prohibit Jet Ski "freestyling"
- The more water area the less wash and noise. Water front owners shouldn't have a say
- Enforcement is prescriptive. Subjective culture change needs to happen at the same time.
- The watersport is not the differentiator. My 18ft outboard ski boat hardly generates any wake
- The waterways are the peoples and should be available to everyone anytime without restrictions
- There needs to be dedicated zones for activities with use limitations like in NSW
- These activities need to be in the green zone, probably in designated areas
- Wake boarding and skiing are not an issue however those kite surfers are a mess to navigate
- The ski area adjacent to Sovereign Island bridge is not a suitable location for Wake Boats
- Wake boats are not suitable for Carrara or similar river bank environments

- Wake boarding wash damage and erosion between Sanctuary Cove and Gold Coast City Marina
- Wakeboard and sking in the Nerang river in Benowa should stop
- Wakeboard boats should be banned from areas where jetties are involved
- Wakeboards can be towed behind any ski boat, many make little wash
- Wave energy enhancement defeats the goals of this strategy
- It is possible to wakeboard without wake enhancement
- Yellow zones need to be for vessels that can plane, not larger vessels that plough through water
- You forgot jet skis and the Rivera crowd
- Water skiing requires minimal wash and wake boarding requires maximum wash
- Zone areas for use to ensure safety

The comments reflect support again for the principle of using Yellow zones to improve the management of wash as well as the concept of dedicated areas for certain sports. There is also a general thrust to not lump activities – that wash should be the determining factor and that is dependent on a lot of factors, not the activity.

Proposed mapped changes to speed limits

(Questions: 23-28)

This page of the survey included questions about the proposed changes to particular areas, corresponding to maps presented in the Strategy. Each of area is presented separately below.

Coomera River and Coombabah Creek

The changes proposed for both of these areas consisted of the transition of Red, 6-knot areas to the modified Yellow, variable speed zone, which includes a lower speed (40 to 25-knots) and shorter length (8 to 6.5m) for the maximum size vessel eligible to travel at that speed (larger vessels are restricted to 6-knots).

Agree	Disagree	Unsure	Question
60%	21%	19%	Proposed changes for the Coomera River are appropriate if the Yellow zone is modified to promote "optimal wash"
56%	21%	23%	Proposed changes to Coombabah Creek are appropriate if the Yellow zone is modified to promote "optimal wash"

Changes to both areas were generally supported, with a minority disagreeing. A relatively large number of people were "unsure" for both, with the marginally lower support for the changes to Coombabah Creek reflecting larger uncertainty, rather than larger disagreement. These questions did not provide an opportunity for comments, but a few people left comments on the following question that were clearly related to this areas, so they are summarised below

- Need a third ski zone on the Coomera River above the highway
- The proposed changes may have devastating consequences for wildlife in Coombah Creek
- 4 knots is inappropriate for maintaining steerage in Coomera River currents – maintain 6-knots
- Relaxing 6-knot areas may shift some of the congestion away from Santa Barbara
- Changes to the Red zones to Yellow, but don't change the speed/length for Yellow zones
- Most small boats on the Coomera River already travel on the plane – changes make sense

Nerang River

Proposed map changes to the Nerang River are relatively modest – two new 6-knots areas and shortening of a few of the existing 6-knot areas. However, as the variable speed limit applies to most of the Nerang River, the proposed changes to this speed limit will potentially affect all vessels under 8m (reduced speed) capable of travelling faster than 25-knots. Vessels between 6.5 and 8m will be affected the most, with speeds reduced from 40 to 6-knots. One of the email campaigns (see Appendix B provided estimates of the effect on the proposed travel times on vessels of various sizes along the Coomera and Nerang rivers. Respondents were given several statements regarding the proposed changes and select the one that best represented their views.

Agree	Statement
44%	I generally agree with the proposed changes
15%	I don't support the speed reduction (40-knots reduced to 25-knots)
12%	I don't support any changes
11%	I don't support the speed or length reductions
10%	I don't support the reduced vessel length (8.0m reduced to 6.5m)
8%	More of the Nerang River should be Red

The largest cohort generally agrees with the proposed changes and the smallest cohort favours changes that would slow all vessel s to 6-knots. Those objecting to the speed reduction are the second largest cohort, so if the proposed changes modified length, but not speed, this might produce majority support (~60%), assuming this doesn't create disagreement from some of those that generally support the proposed changes. A similar percentage object to any changes (leave things the way they are) or to

changes to speed or length (change the 6-knot areas, but nothing else). Comments, summarised below, were provided by 79 respondents.

- 10-knots in the Yellow zones and 6-knots in all other areas
- 6-knots in all Gold Coast waterways
- 8m should be reduced to 6m – that extra 0.5m makes quite a difference in overall size
- 8.0m to 6.5m – perfect
- Reduce the vessel length but keep the speed at 40-knots – Common sense dictates when to slow
- Appears to revert to a similar zoning from 10-years ago, which was better
- Closed waters with dwellings incompatible with crazy boating, which only comes with speed
- Commercial vessels, including future ferries, need an exemption, or some way to go faster
- Need greater enforcement of distance off and collision regulations
- Potential noise impact of increased speed on residents requires consideration/consultation
- Getting onto the plane is important for all vessels, especially against tide/wind
- Need dedicated areas for tow-behind sports
- How is anyone going to measure “optimal wash”
- Jet skis are different – let them go faster as their wash is minimal
- Don’t support 25-knots – I travel open areas at speeds above 30-knots safely, with minimal wash
- Restricting speeds diverts operators attention from their surroundings and will increase incidents
- Main river should have less restrictions – Should be faster and easier to get the Broadwater
- I don’t know the area well enough to comment
- Shortening of red area on west side of Cronin illogical – Eastern side does make some sense
- 200mm stern wash and on the plane or 6-knots
- Less than 7m is appropriate for the Yellow zone
- More of the river should be Yellow
- More of the Nerang should be no wash
- No wash, not jet skis, no wake board boats
- Changes near Monaco street appropriate and safe
- Optimal wash should mean the speed the skipper selects to produce optimal wash
- Should be wash related, not speed
- Why is dredging required on the Nerang River?
- Regulations not enforced on River (near Sorrento)
- Southport to the Seaway should be 6-knots
- The 40 to 25 knot wake difference is negligible the impact is unacceptable!
- The Nerang River is being choked with 6-knot areas that have little or no safety benefit
- Don’t support the 6-knot zone at the top of the Nerang – I won’t be able to ski from my property
- Need an information program about wash
- There should only be 2 speed limits as many boats don’t have speedometers (on or off plane)
- Water skiing was huge on this river and here are no areas available to ski currently
- We need enforcement of the existing rules, not new rules
- Match speed limit to waterway width, ie bank to bank – Slower in narrow areas
- You made the rules we bought a boat based on those rules

There were a number of comments objecting to being forced to select an answer to Q.25 when they had little knowledge of the Nerang River. Otherwise, the majority of the comments reflect previously expressed concerns or suggestions about proposed changes to the Yellow zone. Overall the comments don’t add much additional clarification or suggest corrections to the numerical responses above.

Nerang River – Water skiing

Water skiing is currently prohibited anywhere on the Nerang River (and its tributaries), except in designated areas. While there are other areas of the state with prohibitions, this is the only area on the Gold Coast. Some people incorrectly refer to these as designated water skiing areas. In a sense they are that, but only by virtue of the prohibition in other areas of the Nerang. The designation also limits skiing to daylight hours – a distinction that doesn’t apply anywhere else on the Gold Coast.

The Strategy proposed water skiing areas, not just on the Nerang, but also on the Coomera, in part to allow larger boats and faster speeds (up to 8m and 40-knots). The Strategy also suggested removing the prohibition on skiing in other parts of the Nerang River. The current prohibition, issued by MSQ, is based

on safety concerns. GCWA would need to seek MSQ support for removing the prohibition, based on the reduced danger resulting from slower speeds (40 to 25-knots) and smaller vessels (8 to 6.5m). It should be noted that this change was also influenced by suggestions that the prohibitions created congestion by concentrating users in fewer areas, potentially increasing risk. So, there is also an argument that the relaxation itself will mitigate some risk by allowing users to use other areas. Question 26 asked respondents to pick one statement that best represented their views.

Agree	Statement
34%	I support this proposal (allowing skiing – 6.5m, 25-knots – in the currently prohibited areas of the Nerang)
30%	Keep the existing prohibitions
15%	I support expansion of the existing areas, but only in some places
10%	I support this proposal, but am concerned about wake-boarding in some areas
10%	Water-skiing should be completely banned in the Nerang River

A small minority of respondents support a complete ban on skiing in the Nerang River. About 1/3 of the respondents support the proposal; a slightly smaller number favour retention of the current prohibitions. However, if the concerns of those that indicated qualified support can be addressed then 60% of respondents support the changes. There were 73 comments provided, summarised below.

- 6.5m vessels traveling at 25knots will create a large amount of wash
- Dedicated areas for wakeboarders, water skiers & tow behinds & jet skis
- Need a strong police presence in ski areas
- Promote water sports activities in suitable areas
- Due to the mentality of many drivers and ad hoc enforcement, keep the existing restrictions
- Lift the prohibition, but boat speeds should be 40 and length
- Speed should stay at 40
- Deregulate the entire river
- Don’t know the area well enough to comment.
- Everyone bought on the River knowing of the activities
- Extending the ski areas might work, but not with speeding tinnies and jet skis
- Skiing should be expanded, but still need areas to accommodate wake enhancing vessels
- I don't support prohibition of any water sports, expansion of water ski areas is welcomed
- I live near a no skiing zone but boaties and jet skis and wake boats tow skiers almost daily
- Increase speed and water skiing on Clear Island Waters is completely outrageous
- Many, but not all, are show offs and trouble makers who break rules more than they obey them
- No board riding boats with washes exceeding 200mm on the plane or 6 knots
- Not enough water ski zones as it is. Need more ski zones for safety.
- Should be banned east of Bundall Rd
- Should be wash related, not activity.
- Ski area in Marine Stadium
- Increase speeds to 45 knots increase areas and you will spread the load on all banks
- The associated noise with skiing and jet skis is unliveable – at least limit t to ~6 hours (e.g. 9–3)
- The current areas is a good balance of use, providing something for most people
- The restriction of the speed does not necessarily equate to less wash.
- There is a fair amount of wash observed when boats turn at speed
- There is really nowhere else on the Nerang that has the room to safely turn with a skier in tow
- Tournament water skiing (small boat, low wash) is conducted at close to 30 knots
- 25 knots is not fast enough to ski, especially barefooting. Keep 40 knots for boats under 6.5m
- Very concerned by the low speed increase wash in "wakeboard" boats
- Vessels under 7.5m
- The majority of wake-boarding and water skiing are done by jet skiers and tinnys, minimal wash
- 6.5m is too small for most ski boats.
- 25 knots eliminates a lot of skiing activities as it is too slow for slalom skiing
- Water skiing should only where the waterway is wide enough for traffic in both directions
- Water skiing should only be permitted well up river where it is wide and quiet

Clear Island Waters

This area is a relatively wide and deep body of water that is bounded on one side by Robina Parkway, with residence along the other side. It is controlled by a lock and does not have a boat ramp, so access is limited to residents. The proposed speed change itself would not allow water skiing, as this area is a tributary of the Nerang River and, therefore, subject to the prohibition above. But, lifting of the prohibition, along with the change to speed limits, would allow water skiing, albeit still limited to residents unless public access infrastructure was built. The Strategy also indicated a possible water ski area designation here, which could allow for different rules, such as larger vessels and faster speeds while towing, or restrictions, such as time of day.

Agree	Disagree	Unsure	Question
50%	11%	39%	The proposed Yellow designation for Clear Island Waters is appropriate

As above, there was no provision for comments on this question, but some respondents left comments on the following question, which are summarised below.

- Clear Island Waters should have the speed limit increased as the waterways are very wide and would provide a safe environment for people to enjoy water sports
- For Clear Island Waters lake, the changes should only benefit residents with their own water access. A boat ramp should not be allowed.
- I live in Clear Island Waters and the area proposed for an increase in the speed limit is perfect and safe. It is ideal for the kids to enjoy watersports. It is the vocal minority who do not even own watercraft that oppose the proposal.
- It is very encouraging that you have listened to Clear Island Waters residents and proposed changing the large lake to a yellow zone. Well done.

Moreton Bay Marine Park changes

Respondents were asked to rate (agree, disagree, unsure) changes to seven areas in the Moreton Bay Marine Park, mostly Green (40-knots) to Yellow (variable), but also a few areas where the proposed change was Red (6-knots) to Yellow.

Agree	Disagree	Unsure	Question
52%	23%	25%	Millionaire's Row from Red to Yellow
52%	23%	25%	Tiger Mullet from Red to Yellow
51%	21%	27%	McKenzies Channel from Red to Yellow
49%	15%	37%	Northerly extension of Yellow areas above Calypso Bay
35%	24%	42%	McCoys Creek from Red to Yellow
42%	29%	29%	Channel into The Bedrooms, from Green to Yellow
36%	28%	36%	E/W channels connection Main Channel and Canaipa Passage, Green to Yellow

The majority of respondents expressed support for all of the proposed changes. The only exception, McCoys Creek, still had higher support than disagreement – but the largest group of respondents were "unsure". There were 58 comments for this question, summarised below.

- 10 knots only in the yellow zones. 6 knots all other zoned areas
- 40 knots for all vessels <6.5m, slower 6.5-15m; 6 knots for vessels >15m except for open waters
- Wake board boats don't travel fast however create the biggest wash
- Area adjacent to Dux anchorage must be made Red (also anchorage area at Paradise Point)
- As nav channel runs through the anchoring area it should remain Red (move channel west?)
- At 6-knot my bass boat generates maximum wash
- Change signs from "6 knots" to "6 knots within 30m of moored vessels (60m PWC)"
- Don't know anything about this area
- Driver behaviour and not speed is the issue. No more 6-knots please!

- More cost more policing little or no result, let people live don't over regulate
- For safety Speed limits should be 6 knots .
- Get the anchored boats out of Jacob Wells channel, You can only do 6 knots as there isn't 30m between vessels.
- hardly anyone keeps to the 6 knots at Millionaire`s Row anyway..
- I am not au fait with these areas so do not feel qualified to comment further
- I do not know the area well enough
- I do not support 40 to 25 knots anywhere. What is the real motivation - it's not wake
- I do not support reduction of green zones and welcome the removal of red zones
- I think there should be no changes in these areas
- Industry feedback and advice to BIA has not commented on MBMP. See earlier comments.
- Just change them all to green 40 knots zones
- KISS ... keep 6 knots & 25 knots .. & dedicated areas for special sports.
- Less speed better and safer boating
- Many vessels 6.5-8m such as party pontoons don’t create much wake
- McKenzies is quite narrow and the area near the Bedrooms is a major intersection for vessels
- Millionaire row and tiger mullet are anchorages. Mackenzie's is too confined.
- Narrow channels such as Tiger mullet and Mackenzies should be 6-knots
- Deepen Fishermans channel so there is low tide access from Main Channel to Canaipa Passage
- Not game to go near the Bedrooms it is so shallow!
- People will speed and not get caught, because the cops aren’t around – changes are pointless
- Please don't take away this great area for higher speed boating.
- Slow the big boats down, promote safe courteous seamanship
- The difference between 25 and 40kts is realistically not going to be enforced.
- There are anchorages in these areas so why increase the speed
- These are not my areas, local residents need to make the decisions
- 40 knots and skipper’s responsibility to not create damaging wash when other boats are around
- Decisions should be based on bank stability assessments for sensitivity index compliance
- These need to be absolute no wash zones irrespective of speed
- Enforce strict speed limits in these areas. Non-compliance "Millionaire's Row" starts 4:30 Sun AM
- Region north of Jacobs Well referred to as "above Calypso Bay" is nowhere near Calypso Bay

The comments include concern about increasing speed near anchorages. There are distance off provisions that mandate 6-knots within 30m of anchored vessels. The argument of non-compliance is present above, but that potential applies to 6-knot areas as easily as it applies to distance off provisions (although the latter may require more skill/knowledge). If the anchorage were always full, it wouldn’t matter, but if there are few anchored boats most of the time, then a blanket 6-knot provision is inefficient relative to reliance on the distance off provisions.

Consultation and decision-making process

(Questions: 29-31)

The final page of the survey included questions related to the consultation process. Regarding possible community drop-in sessions, the majority (43%) were not interested, but ~38% said they would be interested. At this stage, they have not been organised, but respondents will be notified if a decision is made to consult further at the local level regarding refinement of any changes or to explain changes. The responses below relate to respondents opinion of the Strategy and consultation.

Agree	Statement
60%	Overall, this survey makes me feel that GCWA is interested in what the community thinks
22%	Overall, the SBMS meets my expectations of how GCWA should manage the Gold Coast waterways
22%	I am cynical because nothing seems to change or change takes too long
22%	I received an email directly from GCWA about this consultation
19%	Someone told me about this consultation
15%	I will probably have a look at the interactive map tool
12%	I heard about the consultation on Facebook

A majority of the respondents did feel that the survey indicated GCWA was interested in what the community thought. However, a minority felt that the Strategy met their expectations of how GCWA should manage the Gold Coast waterways and a similar percentage of respondents were cynical due to the lack of, or long time required for change. A very similar percentage report having been notified directly, so it is reasonable to assume that most of these people were involved in the 2014 consultation and perhaps reaching that it has been ~2.5 years and we are still discussing, rather than having taken action.

While it is disappointing to have a relatively low participation rate from currently registered stakeholders, the substantial response from 'new' stakeholders does mean that the views of ~2,200 people are collectively represented in the combined response to the Speed Limits Review Discussion Paper and the result of that consultation process, the Speed and Behaviour Management Strategy. About 60% of the new participants asked to be added to the list of registered stakeholders.

Respondents had one final opportunity to leave comments and 174 of them did. These comments are summarised below and provided in full in Appendix D.

- Suggest a separate licence endorsement allowing operators discretion to manage wash/speed
- My motor-sailor only does 6-7 knots which I find relaxing until some moron flies past at speed
- 30 days notice without any public notifications or advertising other than email not good enough
- KISS - slow for safety (not residences) and fast elsewhere. If I had to choose, I'd support 6/25k
- A very confusing survey!
- Many of the changes have nothing to do with issues – It's all about the skipper. More police.
- All boaters operate their boats flat out because they can. Need enforcement.
- Would like to have a "your say" about the Currumbin Creek and the Tallebudgera Creek.
- If - as usual - nothing is done to enforce the new rules it will have been a complete waste of time
- All craft should have to stay well clear of beaches - jet ski and wind board riders harass people
- Our liberties as boaties and sports minded people are being eroded for the sake of the few
- I have grave concerns for their safety with the wave making vessels outside our residence
- Water police have too few resources to even address complaints, eg Currumbin Creek
- At the end of the day it is all about enforcement and that is where the failure occurs.
- Big boats need to respect smaller boats. Small boats need to respect people and private property
- Concerned how the GC waterways are becoming a Nanna zone
- Wash concepts will get debate but qualitative regulation beats nonsense quantitative regulation.
- Consider strategies to make jetski use safer and more respectful

- Broadwater should be a PWC transit only zone only
- Define boat length - Length Overall (LoA) or Waterline Length (WLL)
- Doesn't look like anyone running this survey actually owns a vessel
- Dont clog our waterways with slow moving vesels struggling against the tide /wind
- Dredging is the number one issue within the GCWA
- Education plays the biggest part in any process. A license does not make you competent.
- Enforcement, dredging and noise are my concerns within the Nerang River
- Excellent idea, and well thought out changes. I fully support the proposed changes. Good work!
- Speed and inappropriate behaviour is a major issue. Need policing and heavier penalties.
- The “Two Channel Strategy” fails to accommodate the needs of all stakeholders
- Get on with it and show leadership for the waterways being used as transport corridors
- Get rid of the old boats over staying there mooring time limits!
- Large cruisers at speed are as dangerous as a tank or monster truck on the roads
- Kiters and sailboarders move through areas hundreds of times
- The 2016 incident data reports don't reflect a need for radical change
- Fisherman throw their hooks at boats moored in the Coomera River and generally act badly.
- I am confused about what is proposed and why it is proposed.
- I AM cynical about this process. I believe that the GCWA is controlled by local business interests
- I am cynical and believe the hidden agenda is to restrict and minimise boating
- I am cynical because of over regulation without evidence of real issues
- I get told that my issues are policing issues then get told the reverse by the Water Police
- I am happy the vocal minority view that Clear Island Waters should be Red has been ignored
- The two channel strategy directs big 22 knot cruisers to the west and 40 knot jet skis east
- Please don't stop people enjoying our waterways by over regulating everything
- insufficient emphasis on jet skis and effect on areas of ecological significance
- I don't believe GCWA will discuss alternatives to the 2 Channel Strategy with the public
- I got an email from my Councillor.
- I feel the GCWA is being brow beaten by lobby groups, e.g. Jet Ski and wake board associations
- We need large vessel restrictions on speed during peak periods such as weekends and holidays
- I have read the report and used the interactive map.. I feel this consultation was well handled.
- Hoons in control – Police suggest photos, but then don’t enforce and hoons target residents
- I hope GCWA gets funding or powers to implement the proposed changes proposed
- I hope you succeed with creating a workable and safe solution which is clear to implement.
- I hope in the future the GCWA can open its mind and support the possibilities of 'Living On Water'
- Please add a water skiing and or wakeboarding zone in the Broadwater
- I like the idea of a two speed area in the Broadwater
- I note that the GCCC did not contribute to your budget. They should.
- I only heard about this through a retailer sending me the link.
- I operate a commercial vessel and private big recreational boat owners are the worst offenders
- Need more policing of deserted trash boats and illegal mooring and live aboards
- Large boats traveling at ~8-15 knots are the biggest issue for wash damage
- Rowers and kayaks who train early morning (clubs) need to have lights
- Commercial jet boats operating on the Broadwater are dangerous to other waterway users
- Open Mudgeerabah creek (behind the robina stadium) for barefoot waterskiing.
- Reduce night time speed in the Broadwater. Driving a boat at 40 knots in darkness is insane.
- If this wasn't in the news I wouldn't have known about it....
- I am concerned about dredging and habitat loss for a western passageway in the Broadwater
- The most important considerations should be Keep It Simple and enforce the regulations.
- Getting support from influential people would be a good starting point
- It all comes down to the operator and enforcement
- Consultation is focussed on the symptoms not cause – need cameras and radar
- It is certainly a vexed issue with many different views
- Let’s not forget the economic benefits from waterskiing
- Real issues: too many people using water, thinking only about themselves, too little enforcement
- Red zones are very time consuming for south Stradbroke island residents. Changes are logical.
- More need to remove moored boats on the GCWA
- More police to stop kids spraying jetties, I hope we don't have to wait until some kid is killed.
- More responsibility needs to be given to the skippers to do the right thing

- My concern is that a strategy might be agreed upon, but then council decides on something else.
- We need enforcement of the existing rules, not more/new rules
- Not an easy solution to a vast problem.
- Nothing needs to change as this will only complicate things
- Need "Local Wardens" - skilled Locals who have authority to stop a vessel & educate the Skipper
- People swim and sail and play on the west side of the Broadwater. Keep all the fast traffic east.
- People need to consider how speed and wash affect the anchored fishing vessels
- Please do something quickly to make the waterways safe for all users!!
- Please dredge some key holes to create new anchorages
- Please provide moorings soon. I have been waiting years
- Please remember the passive crafters
- Danger of collision in new yellow areas due to traffic, poor understanding of regulations, moorings
- Lack of courtesy by may jet ski operators outweighs survey concerns about water skiing
- Loud PWCs or boats with modified exhausts should be banned
- The Singapore government encourages courtesy and tolerance – it works. Adopt this for boating.
- Exempt Fast Cat ferries – road traffic is killing the Gold Coast
- Need info re reporting of inappropriate behaviours. Appreciate the data around speed and wash.
- Study canal speed limits as 6 knots , no wash is an excessive in many canals. Suggest 4-knots.
- Some thought should be given to restricting nighttime activities on the Nerang river
- Consider speed limits in anchorages and near moored vessels -- the current laws are ineffective
- The biggest danger is to Surfers paddling at Currumbin and the Seawall
- Any existing or proposed change requires thorough and relentless education and enforcement
- Most common excuse is " I did not know" – skipper should be required to do a refresher course
- Queensland is the only state that has a lifetime licence
- Strategy ignores the fact that wash is a result of the number of wash creating vessels
- The strategy does not appear to encompass Sea Eagle Lagoon, which must be 6 knots
- Tallebudgera Creek not in survey. Holidays are very busy. 40-knots unsafe with shoals.
- This came up up a couple of years back and then an election was called and this all got sidelined
- Multi-use areas not adequately addressed - some operators, including commercial, irresponsible
- This proposal does not make our waterways better, just more over governed
- Too many slow zones from Marina Mirage up the Nerang river. In 1995 there was only 2.
- Irresponsible minority mandates objective speed limits rather than subjective wash limitations
- Little or nothing seems to happen. In the meantime, I face a $10,000 plus bill to repair damages.
- Remove long term anchored vessels. Check the emptying of bilge tanks on live-on vessels.
- With some tweaking this may be a workable, simpler solution to many threats and frustrations
- You won’t be able to please everybody, but thanks for trying

Appendix A – Speed and Behaviour Management Strategy

Speed and Behaviour Management Strategy

DRAFT

Draft for consultation

June 2016

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Abbreviations

CGC	City of the Gold Coast
GCWA	Gold Coast Waterways Authority
LiDAR	Light detection and ranging- a technology similar to radar
MSQ	Maritime Safety Queensland
QBFP	Queensland Boating and Fisheries Patrol
QPS	Queensland Police Service

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Background

This document – the *Speed and Behaviour Management Strategy* – is strongly informed by the *Speed Limits Review Consultation Report* (August 2014), which presents the community response provided through the survey and interactive mapping tool and includes the *Discussion Paper* (May 2014) prepared for the Speed Limits Review. While this document provides a high level summary of the community feedback – notably as "issues and opportunities" –a significant amount of additional information is contained in the full *Consultation Report*.

Purpose of this document

This report provides the Speed and Behaviour Management Strategy for Gold Coast waterways, prepared by the Gold Coast Waterways Authority (**GCWA**) as an outcome of the Speed Limits Review. The Speed and Behaviour Management Strategy is informed by the Speed Limits Review, including the Discussion Paper, which presented issues and opportunities from the perspective of the Authority. However, the main influence is the considerable community feedback we received, as presented in the Consultation Report. This document was prepared in consultation with GCWA's enforcement partner agencies (MSQ, QBFP, QPS) and is informed by discussions with other key stakeholders.

Key issues and opportunities

The list below provides a very concise summary of what GCWA considers to be the "key issues and opportunities" arising from the community response to the Speed Limits Review. The bullet list below is provided as a convenient reference. The sections that follow, detailing the Speed and Behaviour Management Strategy, provide some additional insight regarding this brief list. The full Consultation Report provides detailed supporting and explanatory information, as well as divergent views and other important information put forward by respondents.

- There are too many 6-knot areas, creating unnecessary transportation constraints
- Wash is a significant issue, but 6-knots is not the best tool for managing wash
- Small vessels, travelling at faster speeds, generate less wash and less noise impact
- The current regulatory approach promotes ignorance and/or irresponsibility
- A shift to an approach focused on responsibility and accountability will optimise outcomes
- This approach should emphasise: Seamanship, courtesy and common sense
- Education is critical, in general, but particularly to achieve the suggested change
- Signage is key tool for both education and compliance; manage it strategically
- The 6 and 40-knot limits should be retained in the interest of statewide consistency
- Boats shouldn't anchor in/near channels
- Various activities (water skiing, sailing, etc.) should be facilitated In a considered manner
- A water shuttle ("ferry") service should be accommodated if wash can be managed
- Noise is a significant concern but speed restrictions are not the preferred response
- Enforcement is important, but people should be warned (educated) first and repeat offenders should be targeted
- Using cameras to monitor behaviour is controversial and support depends on the details
- Boating licence reforms are recommended – tougher, education, re-education

Principles

The Speed and Behaviour Management Strategy is presented below in three sections: Principles; Actions; and Map Changes. There is naturally a strong overlap and synergy – moving from theory to application. Accordingly, this first section provides a high-level discussion of each principle; subsequent sections provide additional detailed insight. While the principles below support the actions that follow, they are also intended to inform future actions and decisions.

Channels are for navigation

The Gold Coast has a well-established channel network and the GCWA's interests include significant investments in navigational aids and dredging to maintain and improve navigational access. Accordingly, it makes sense to manage channels in a manner that promotes sustainable navigational access – balancing speed, environmental, infrastructure and social considerations.

6-knots in channels for safety only

6-knots compromises navigational access and its use in channel areas should ideally be limited to those areas where safe access requires a slow speed. Most of the 6-knot areas on the Gold Coast are due to statewide gazettes that apply to canals. The Speed and Behaviour Management Strategy does not propose any changes to those statewide provisions in Gold Coast waterways.

Promote seamanship, courtesy, common sense

Behaviour is a critical issue on Gold Coast waterways as the "appropriate" behaviour is different during peak periods, such as weekends and public holidays. Even when the waterways aren't busy, appropriate behaviour may vary with the time of day. Mariners, just like motorists and pilots, always have a general obligation to consider factors such as weather, but additional consideration of environmental and social factors is required in Gold Coast waterways.

Facilitate education

Education is 'everyone's' responsibility. Respondents to the Speed Limits Review consultation strongly supported the notion vessel operators hold primary responsibility. GCWA's partner agencies – QBFP, MSQ, QPS – and GCWA officers provide a 'front-line' government presence, but private sector businesses and volunteer organisations are also critical to the delivery of appropriate messages. GCWA will work with these partners to facilitate education, through both statewide campaigns and local initiatives that are more specific to Gold Coast waterways.

Signage is a key education tool

The Speed Limits Review proposed the removal of redundant signage, particularly in canal cul-de-sacs, similar to the 50 km local street approach. The degree of opposition was a surprise, but on inspection the concern was the need for a measured adjustment. There was agreement that we may have redundant signage that could be removed, but there were also suggestions that we may need more, or different signage in other areas. Overall, the request was to strategically deploy signage so that boaties got the support they need to behave responsibly.

Support enforcement

Similar to roads, responsibility for enforcement resides with enforcement agencies, not the roads (or waterways) manager. However, this is a partnership, requiring cooperation. GCWA support for enforcement will be in response to our partner's needs and may include funding for tools such as cameras and/or LiDAR speed detection devices.

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Investigate and report on noise complaints

Noise was recognised by respondents as a real issue, but with limited, rather than pandemic or far-reaching effects. Complaints should be investigated, and documented, so as to provide 'natural justice' for complainants, transparency and well-founded responses that are systematic and consistent rather than ad hoc. The actions below recommend adoption of a transparent noise complaint procedure that includes investigation and reporting of relevant issues.

Accommodate water shuttle services if possible

There is general support for some sort of a water shuttle ('ferry') service on our waterways. Historically, speed limits have been cited as an impediment to a commercial viability. GCWA agrees that residents and visitors should be able to easily experience our waterways, even if they don't own a boat (or want to leave their boat at home and safely enjoy a 'night on the town').

Collaborate on statewide boating licence reform

Respondents provided a number of suggestions, largely related to the relative ease of obtaining a boat licence, regardless of the size or power of the vessel and with poor correlation to the greater challenges associated with water versus land travel. This is a statewide issue and GCWA will work with MSQ to represent the community views expressed through the Speed Limits Review.

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Actions

The Speed Limits Review was a major initiative for GCWA, responding to community views identified through consultation on the Waterways Management Strategy that speed and behaviour were the critical issue for the management of Gold Coast waterways. The actions below provide a proposed starting place, rather than a complete catalogue. GCWA anticipates the need to evolve and adapt this approach, whether to refine outcomes or accommodate external change.

Speed limits and map changes

This key action is discussed at length in the next section.

Strategic signage review

A priority action is to ensure that signage, existing or new, is provided to effectively communicate components of the Speed and Behaviour Strategy, including any changes to existing speed limits. The standards for maritime signage are strongly dependent on statewide, national and even international conventions. However, there is a need for GCWA to consider the specific circumstances of the Gold Coast waterways, including unique characteristics of the built and natural environment, as well as social aspects such as the relatively large visitor population.

The signage review will document an appropriate framework for local circumstances that can be applied over time to address gaps and remove unnecessary signage during routine maintenance. An example of the synergy between signage, education and enforcement is the trial of small buoys at the Spit boat ramp to indicate the required safe distances of 30m and 60m that a vessel must maintain when operating near a person in the water, an anchored ship, jetty, wharf or pontoon. The review will consider deployment of similar devices at locations such as boat ramps, anchorages and waterways that are narrow or channels are skewed towards structures.

Smart-device accessible waterways map

The GCWA has allocated funding for “SWIM” – **S**mart **W**aterways **I**nformation **M**anagement, which includes developing a smart device (tablet, phone) accessible waterways map (“wap” for waterways app or waterways map). This will provide a platform for sharing waterways information such as bathymetry data from surveys; infrastructure such as navigational aids; and regulatory constraints such as speed zones. The project involves a number of other ideas, but in this context it provides an additional option for education, potentially improving access to information without the expense or clutter of signage.

Review/monitor anchoring in/near channels

Channels are for navigation, but they are also naturally aligned to deep areas and some of those areas are popular fishing spots. Parking your tinny next to a channel may not be an issue most of the time, but at peak demand periods – weekends and holidays – courtesy and common sense require otherwise. Existing regulations restrict such behaviour in the interest of safety, but there appears to be a need to promote this message and improve behaviour.

Dredging investigations to relieve constraints

Eleven areas are identified on the maps in the next section where investigations will be undertaken regarding the feasibility of reducing constraints to navigation through dredging. These areas are generally of adequate width, however the presence of shoals restricts navigation to one part of the channel, at times imposing a 6-knot limit because of proximity to structures. Dredging may not be feasible at all of these locations, but investigations will be undertaken.

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Noise complaint investigation procedure

Technically, noise is not a “GCWA issue”. Local government is responsible for enforcing noise provisions under State legislation, but the normal challenges are compounded when the source is on water and therefore difficult for Council to access and enforce. As the waterways manager, GCWA has an interest in responsibly controlling ‘disamenity’. However, unlike a motorway, a sound wall is not an option. The suggested principles for investigating noise complaints include:

- Is this a behavioural issue ('hoons'), requiring enforcement?
- Is the location geographically unique, concentrating sound?
- Is the complainant unusually sensitive to noise effects?

Each of these circumstances dictates a different response and the procedure should provide a transparent mechanism for balancing the competing concerns of 'users' and 'residents'. There was strong community support for managing noise by restrictions such as hours of operation or types of craft or activities. While there was a strong community preference to rely on “responsible” behaviour, historical complaints have identified instances of behaviour that is unacceptable to local residents and arguably irresponsible, but not technically illegal. Restrictions may be necessary to close this gap, but they should be driven by evidence and a formal procedure for logging, investigating and reporting on noise complaints supports this outcome. Any restrictions will also require consultation and consensus around the nature of any restrictions, as well as consideration of issues such as enforcement.

Camera policy and program

GCWA has been trialling cameras at Currumbin and the Seaway in response to safety concerns at these entrances, particularly in relation to the interaction of boats and surf craft. The public response to the review was ‘cautious’, supporting some use of cameras, but concerned about the ‘details’. GCWA has already been considering policy options related to the entrance trials and the action out of this Strategy will be to integrate that work with this review, including consideration of how cameras can facilitate education and support enforcement.

Discuss boating licence reform suggestions with MSQ

As discussed above, GCWA can seek to influence, but does not ‘own’ this issue. One logical option would be to provide opportunities for offenders to participate in some form of responsible boating education as a voluntary alternative to fines and/or demerit points. This provides a targeted approach to education and by making it voluntary the likelihood of ‘good’ outcomes is improved. There are specific issues related to ‘big’ boats and jet skis, but an approach that focuses on offenders may address both in an efficient manner. If it is possible to take this approach on a pilot basis, the Gold Coast might be a very appropriate arena.

Work with CGC and industry on a waterways shuttle

While a water shuttle service of some sort seems appropriate for Gold Coast waterways, it is unclear whether it is economically viable and/or whether there is any support for a public subsidy. In a traditional “public transport” sense, the relatively long distances and associated times potentially preclude commercial competitiveness with typically subsidised land-based alternatives. However, the tourist market is potentially less sensitive to time and happy to enjoy the ‘scenic’ route. This waterways shuttle market is potentially different from a water taxi market, which might require a different type of vessel to transport canal residents to night spots such as Surfer’s Paradise or the Cultural Precinct. Event based transport, such as Carrara Stadium or Doug Jennings Park is a third potential market, with different commercial imperatives. GCWA supports sustainable development of the waterways and will partner with the CGC and interested private sector providers to foster appropriate outcomes.

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Speed limit and map changes

Changes to the existing speed limits are an obvious potential outcome of a speed limits review. The preceding discussion is intended to highlight GCWA's recognition of and commitment to holistic management of the use of the waterways. The success of the changes proposed below will be dependent on behaviour. The intent is to restore and maximise navigational access. The changes reflect the argument put forward in the community response that: 'sensible rules will promote reasonable behaviour.' The conceptual framework provided below is followed by a series of maps showing specific proposed changes.

Retain a 3-zone system ('Red; Yellow; Green')

One of the achievements of the Speed Limits Review was to produce a map, for the first time, of speed limits across Gold Coast waterways. The map adopted a simple traffic light scheme, with red for slow areas (6-knot) and green for smooth waters (40-knots). Yellow was used to represent the current variable vessel length areas, which apply the 40-knot speed limit to vessels under 8m and restrict longer vessels to 6-knots (the third 'zone'). The Speed and Behaviour Management Strategy retains this simple 3-zone approach, as opposed to introducing a fourth or fifth zone.

Retain 6-knots and 40-knots for statewide consistency

As discussed above, the public response was largely supportive of maintaining statewide consistency and the GCWA Speed and Behaviour Management Strategy adopts this approach.

Change 'yellow' to 25-knots / vessels under 6.5-metres

Retaining the 3-zone system, including the 6 and 40-knot zones for statewide consistency, leaves the intermediate yellow zone the only one available for changes to specific limits. The proposed speed of 25-knots is intended to improve both navigational access and the management of vessel wash by allowing vessels to trim their hull and get on the plane, thereby 'optimising' wash.

Length is an imperfect predictor of vessel wash, but has been historically used to regulate speed. More accurate predictors would consider the vessels displacement, beam and/or draft. However, both speed and local environmental factors including water depth and fetch (distance) to sensitive receptors are also important. The 8m vessel length rule was intended to address wash issues. However, vessels under 8m with large displacement and poor hydrodynamic efficiency are popular in Gold Coast waterways and the wash they generate concerns both boaties and residents.

At 6.5m length for this zone, the 6-knot speed restriction will apply to less than 10% of Gold Coast registered vessels. A 6.0m length would be consistent with classifications used for the Australian Builders Plate, which has been adopted nationally by the National Marine Safety Committee. However, there are a significant number of Gold Coast registered vessels in the 6.0-6.5m bracket (capturing the 20 foot imperial designation). Longer lengths increase the potential to capture displacement hull vessels that generate significant wash and shorter lengths impose 6-knot restrictions on more vessels. The 6.5m length is a compromise intended to provide a simple way to promote both navigational access and management of vessel wash.

The comments from the Speed Limits Review included support for a "medium" speed – something between 6 and 40-knots. The 'right' speed to optimise wash is vessel dependent. While some vessels under 6.5m would produce less wash at faster speeds, for most of the craft under 6.5m, 25-knots is sufficient to trim their hull and get on the plane. Passive craft, such as small sailboats and wind and kite surfers also typically operate at speeds of 25-knots or less, so this reduces the potential for vessels travelling at significantly different speeds.

GCWA has sought independent advice from the Australian Maritime College that confirms the appropriateness of the 6.5m/25-knot approach for managing wash (available at www.gcwa.com.au).

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Make ‘red’ channel areas ‘yellow’

The first principle proposed above is to improve navigational access in channels and the new yellow zone is intended to allow the conversion of some existing 6-knot areas, such as much of the Coomera River. Speed in these areas has been restricted to address concerns about vessel wash, with little or no evidence that 6-knots is required from a safety perspective. The revised yellow zone provides an option that improves both navigational access and management of wash. The reduced vessel length maintains the ‘slow’ speed restriction for the larger vessels that are most likely to produce damaging wash.

Use 6-knots in channel areas only for safety

Some areas of the channel network require 6-knots in response to navigational safety concerns. Typically this is due to poor visibility (sharp bends) or constrained waterways (~60m or less between structures providing an automatic restriction under the statewide gazette). The maps at the back of this response indicate three areas where it is considered necessary to create new 6-knot zones (all on the Nerang River). The maps also show existing 6-knot areas that are not considered essential for safety and can therefore be transitioned to the new yellow zone.

The maps do not show existing 6-knot areas in channels that will be retained for safety purposes, but those familiar with the waterways should be able to spot the gaps. There is also one new 6-knot area that has been created to provide better alignment with speed restrictions in place under marine parks legislation (McCoys Creek). While this is inconsistent with the above principle, as we do have a channel there, the waterway is shallow and a cul-de-sac, so this does not provide a significant constraint to navigational access.

Promote a wash focus: ‘No’; ‘Optimal’; ‘Courteous’

Managing wash is important, and a key aim of his Strategy, but managing wash is complex. Regulation and enforcement is challenging. GCWA considers education worthwhile and consistent with an approach that emphasises seamanship, courtesy and common sense. The proposed three zone system and the associated vessel length and speed changes have been adopted as they represent ‘best practice; and support the following messaging:

- '***no wash***' in Red zones (maximum 6-knots for all vessels)
- '***optimal wash***' in Yellow zones (maximum 6-knots for vessels over 6.5m)
- '***courteous wash***' in green areas (maximum 40-knots for all vessels)

While ‘no wash’ is unachievable or at least requires speeds slower than 6-knots for most vessels, the phrase is commonly used and the intent generally understood, providing a good messaging platform.

The intent of the 25-knot areas is to encourage vessels to get on the plane and trim their hull – to ‘optimise’ their vessel’s wash. This is an important skill that is perhaps commonly understood at a conceptual level, but fertile ground for encouraging improved technical skills. Optimising wash includes avoiding travelling at speeds that are slower than those necessary for a particular vessel to trim their hull. While it is theoretically possible to get a ticket on the road for going to slow, speed limits are intuitively about maximum, not minimum speeds. However, from an educational perspective, aimed at promoting appropriate seamanship, this is a relevant consideration and the “optimal wash” message is intended to support behaviour that includes minimising the operation of sub-optimal speeds.

High speeds require a different response, regulating the speed of a vessel in a manner that is sensitive to adjacent vessels – ‘courteous’. This is not necessarily as simple as just slowing down – slowing down the ‘wrong’ way could make wash effects worse. This is an important area for continuing education.

Adopt a two-channel Broadwater strategy

The Speed Limits Review sought community views on a “two channel” strategy for the Broadwater. The response was mixed and it was apparent from the comments that there was a poor understanding of what was intended. The accompanying maps illustrate the proposed application of the new ‘yellow’ area to encourage a natural E/W separation of large and small vessels. In “Option 1”, the area south of Wave Break Island is skewed towards yellow, responding to the shallow nature of this area and its popularity for passive craft, whereas the balance is tilted the other way to the north. A second option shows a narrower yellow zone along the western foreshore. The new yellow zone is also used to address issues associated with ‘Spit Beach’, which has been subject to erosion in recent years at the southern end and is a very high use area at peak demand times.

Consider allowances: ‘Grandfather’; Commercial; Skiing

A 2008 review of speed limits on Gold Coast waterways proposed a reduction of length (but not speed) in the ‘yellow’ zone, but this recommendation was not adopted. As an alternative, a focus on wash was proposed, however, since then there has been no significant progress towards a practical, enforceable approach.

The GCWA Speed and Behaviour Management Strategy allows for the consideration of three “allowances” (or exemptions). These are designed to address or soften impacts. There are potential regulatory impediments to adopting this approach. GCWA does not have the power to grant exemptions to speed limits, but it may be possible to adopt provisions that effectively accomplish the intended outcomes. Based on the outcomes of community response to this Strategy, GCWA will work with MSQ and its other partner agencies to identify options.

‘Grandfather’

The first allowance is intended to accommodate owners of vessels between 6.5 and 8.0m that may have made an investment based on the existing provisions and will therefore be specifically disadvantaged as a result of the proposed changes. This will be a one-off opportunity for owners of Gold Coast registered vessels to express interest in an allowance. The allowance will not be automatic; factors related to wash and hull performance will be a central consideration. The allowance will also not be transferrable on sale. GCWA will work with enforcement partners to develop a way to identify these vessels and minimise any potential public confusion. While this approach is potentially complex to administer, the number of potentially eligible vessels is small – about 1,400.

Commercial

Whereas the grandfather allowances will be a one-time-only process, there will be an ongoing program to accommodate the needs of commercial vessels. This will potentially allow them to operate as if they were a smaller vessel in yellow areas, but it may also include restrictions that account for variable issues such as congestion. GCWA considers this to be justified for several reasons, including the public versus private nature of the activity (allowing tourists to enjoy the waterways) and the relatively greater training of professional crews and outfitting of commercial vessels. Commercial vessels will be considered on an individual basis, allowing for ongoing refinement in response to either changing environmental circumstances or emergent issues.

Water skiing

Water skiing and other tow behind sports can take place at speeds of 25-knots or slower, although some activities such as barefoot skiing require higher speeds. Aside from speed, there are also a number of skiers who have invested in boats between 6.5 and 8.0m that would be disadvantaged if popular ski areas such as those on the Nerang and Coomera were changed such that they were only able to operate at 6-knots. The maps that follow designate proposed ski areas, where vessels under 8.0 m would be able to travel at speeds up to 40-knots, so long as they are

engaged in a tow-behind sport. The maps identify two areas on the Nerang River and two on the Coomera River, largely reflecting existing ski areas.

Water skiing will not be prohibited in other yellow areas, but will be restricted to 25-knots and vessels less than 6.5m. On the Nerang River, this is a relaxation of current restrictions. While this may upset some residents that supported the current restrictions, the reduction in speed and vessel size addresses potential issues to some degree and the increase in areas to accommodate demand will potentially reduce congestion by spreading the load.

A ski area is also identified for Clear Island Waters, which is currently a 6-knot area. Access to this area is limited by locks, thereby regulating potential demand and there is a relatively wide open water area suitable for tow-behind activities.

The currently designated ski areas on the Nerang River restrict skiing to daylight hours and the Speed and Behaviour Management Strategy proposes an extending this to all ski areas, and considering this approach in other areas where noise has generated residential complaints.

Consider activities intended to generate wash

A potentially significant issue is vessels and/or activities that are intended, by design and/or operation, to create significant wash, such as such as jet boats and wake boats. As these are intrinsically intended to produce wash, they are fundamentally inconsistent with the intent to promote “optimal” wash in Yellow areas. As discussed above, “optimal wash” includes avoiding the operation of a vessel at sub-optimal speeds. Wake boats typically operate at slower speeds (10-14 knots) that are best for generating a large wake and include modifications to amplify wash. It is potentially difficult to enforce a minimum speed and it has been historically impractical to address wash through enforcement. However, it might be possible to use the yellow zone to preclude activities that are inconsistent with the intent to optimise vessel wash. Consultation for the Strategy will include community views regarding options to manage this issue.

Soft approach to anchoring, but with a future review

Despite the discussion above, there are some areas, such as the western side of Chevron Island, where navigational access is constrained and it is questionable whether it is safe to allow anchoring at any time. For now, this response does not recommend any “no anchoring” areas, but there is an ongoing need to review this issue, including consultation with fishermen to understand options and issues.

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Maps

Proposed changes to existing speed zones and related outcomes such as ski areas and dredging investigations are shown in a series of maps on the following pages. The mapped boundaries reflect consideration of various relevant factors, including the application of the principles discussed above. However, minor amendments may be necessary to account for the practicalities of gazettal, signage and other implementation issues, including field inspections.

Note that the attached maps only show proposed changes. So, for example, the area around Chevron Island on the following page shows areas that are proposed to change from red (6-knots) to yellow (25-knots, under 6.5m). However, the map does not show the balance of the existing 6-knot areas – the part that will remain 6-knots as no change is proposed at this time.

The proposed changes apply to 18% of Gold Coast waters – over 80% will be unchanged. For the Broadwater, the maps show two different options; with Option 2, the changes only apply to about 10% of the waterways. The overall effect of the proposed changes is shown in the table below:

Speed Zone	% Area - Now	% Area - Proposed	% Area – Broadwater Option 2
Red	28%	24%	24%
Yellow	7%	25%	17%
Green	65%	51%	59%

Red (6-knot) areas are reduced, from 28% to 24% of the total waterways (either option). This is a relatively modest change, but significant in terms of navigational access as the changes are focused on channels and most existing red areas are canals, lake developments and marinas.

Yellow areas are significantly increased, from 7% of the total waterways to about one quarter, slightly higher than the amount of red areas. While this arguably represents a significant constraint or reduction in current access (or at least speed), for most vessels there will be no reduction as their “optimal” speed, and/or their top speed, is less than 25-knots..

Green (40-knot) areas are also reduced, by a slightly higher proportion of about 22% (Option 2 – 9%), reducing their total area from 65% to just over half of the waterways. While this is a substantial shift, most of this change is in areas where an alternative route exists through a 40-knot area. The Broadwater, which accounts for 37% of this change, provides an eastern channel alternative, except along Spit Beach and over half of the change (56%) is attributable to E/W channels in the Moreton Bay Marine Park, where both east (Canaipa Passage) and west (Main Channel) alternatives exist.

Overall, the most significant effects are arguably focused on the Coomera and Nerang rivers, which are affected differently because of differences in how they are currently regulated. The Coomera is currently largely red (6-knots), whereas the Nerang is largely yellow, despite the Coomera being generally wider than the Nerang. The proposed changes on the Coomera will significantly improve navigational access for most vessels by changing red areas to yellow. Despite comparatively modest changes to existing speed zones on the Nerang, speeds will be reduced for all vessels due to the proposed maximum speed in the yellow zone dropping from 40 to 25-knots. However, as noted above, the reduction will be mitigated to the extent that vessels already travel at something less than 40-knots.

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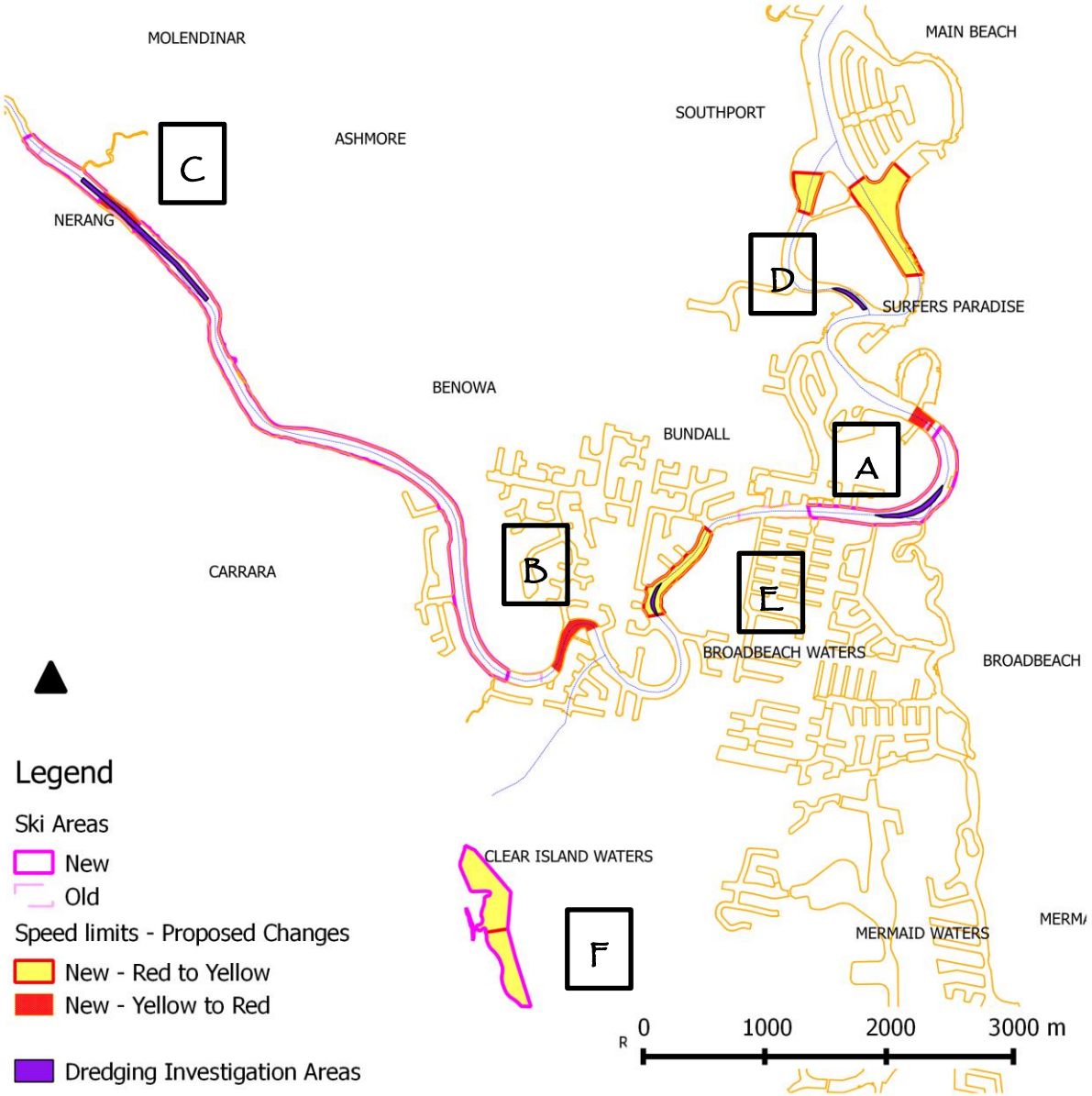
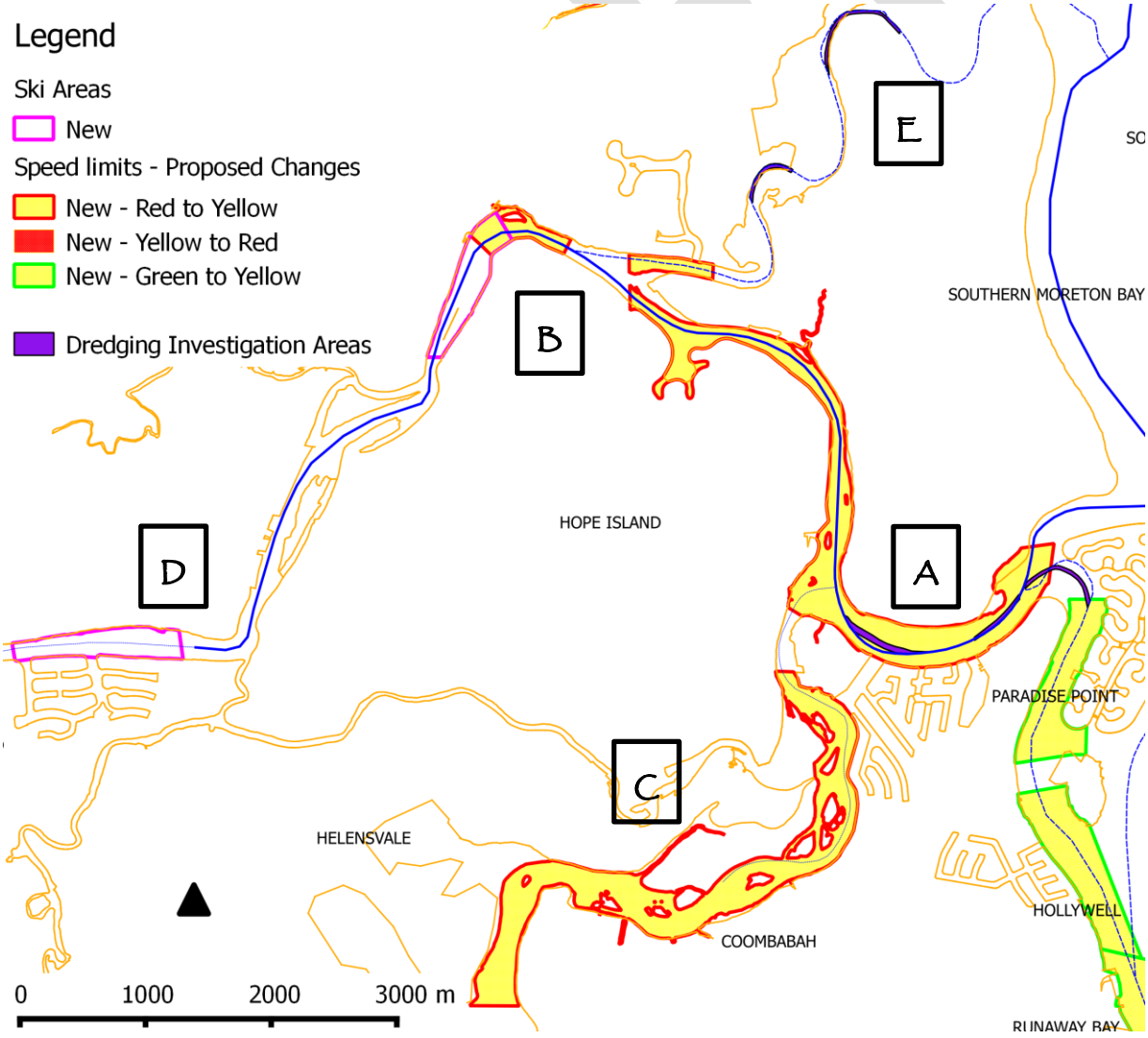
Nerang River – Proposed Changes

- Three new 6-knot areas: Isle of Capri bridge (for boat ramp and prohibiting skiing) (A); Donegal Cr (sharp bend and <60m between structures) (B); and Kawana Cr (rocky shoals and channel <30m from structures; breaks up ski areas - possibly future dredging remedy) (C)
- Red zones changed to yellow near Chevron Island (D); Monaco Street (small segment retained near Binda Pl due to <60m between structures, bend and Bundall Rd bridge) (E)
- Ski Area near Isle of Capri shortened on upstream end due to width <65m between structures (without vessels) (E)
- Existing upstream ski area shortened slightly on downstream end (Hoy St) (B) due to bend and to improve width at turning area; and lengthened slightly (to power lines) on upstream end (noting the new 6-knot zone effectively divides the former area into two areas) (C)
- Red to yellow and new ski area at Clear Island Waters (F)
- Dredging investigation areas in upper Nerang River near new red zone (C); near Rowes Ct (B/E); at Little Tallebudgera Creek confluence (A); and the western side of Chevron Island (D)

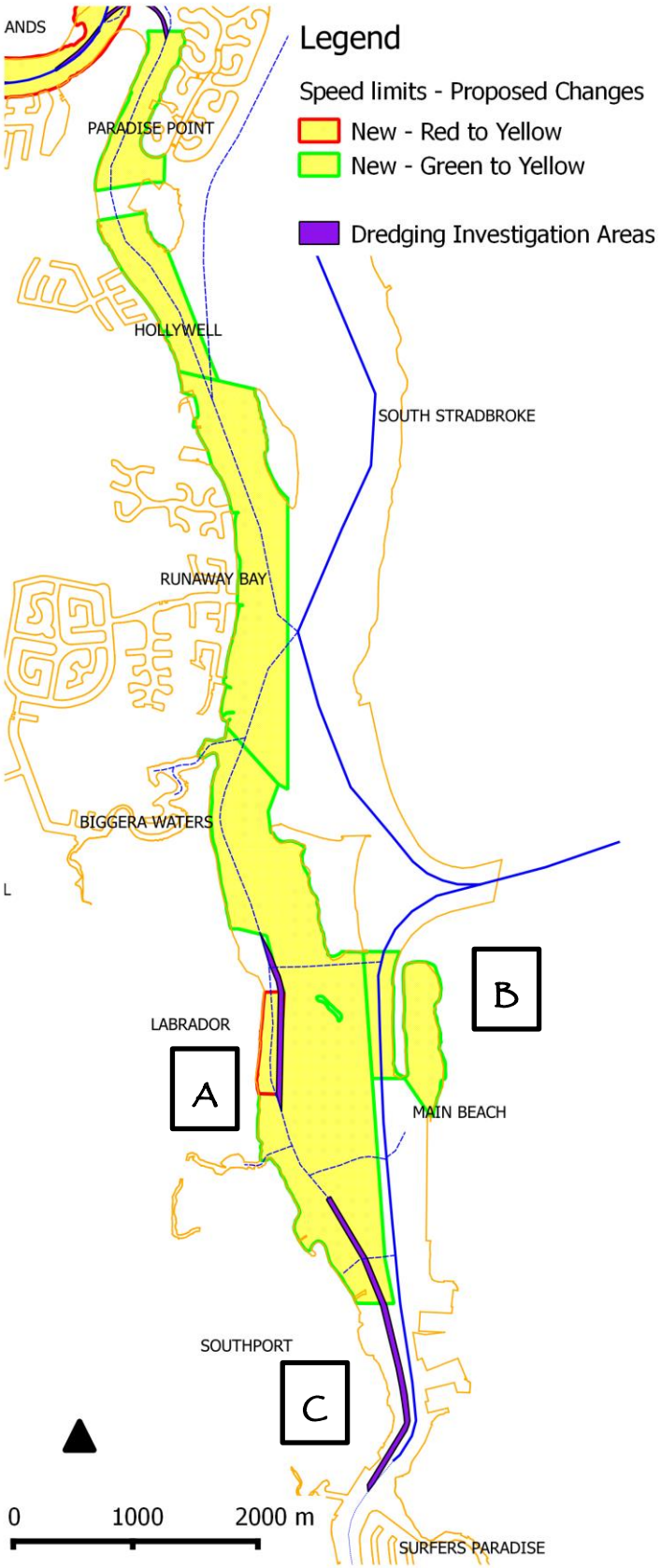


Coomera River – Proposed Changes

- Red areas changed to yellow:
  - Paradise Point to the southern entrance to Sanctuary Cove Boat Harbour (A)
  - On the north arm, downstream from a point reflecting the same alignment (B)
  - On the main arm; upstream of the Sanctuary Cove Boat Harbour northern entrance (B)
  - Coombabah Creek from upstream of the Oxley Dr bridge to the Marine Park go slow area (C)
- Ski area designated at Santa Barbara between the boat ramp and the small unnamed island downstream where the river bends. (B) Skiing above the boat ramp will still be possible, but with a speed limit of 25-knots and maximum vessel length of 6.5m. The ski area boundary reflects the narrow width and erosion issues above the boat ramp, which are at least partially attributable to the natural geometry that creates a 'funnel' at this point.
- Ski area designated between the M1 and the railway bridge (~100m off each structure) (D)
- Red areas maintained in front of Coomera Marine Precinct, at confluence with north arm (although reduced as noted above) and between Paradise Point and Sovereign Island due to shoaling that forces vessels close to structures (dredging investigation area shown, which could allow future transition to yellow). (Retained areas not shown on map.)
- Three dredging investigation areas shown below Coombabah Creek, near moorings at Paradise Point and at turn to Sovereign Island (A); as well as two areas on Coomera River north arm (E)

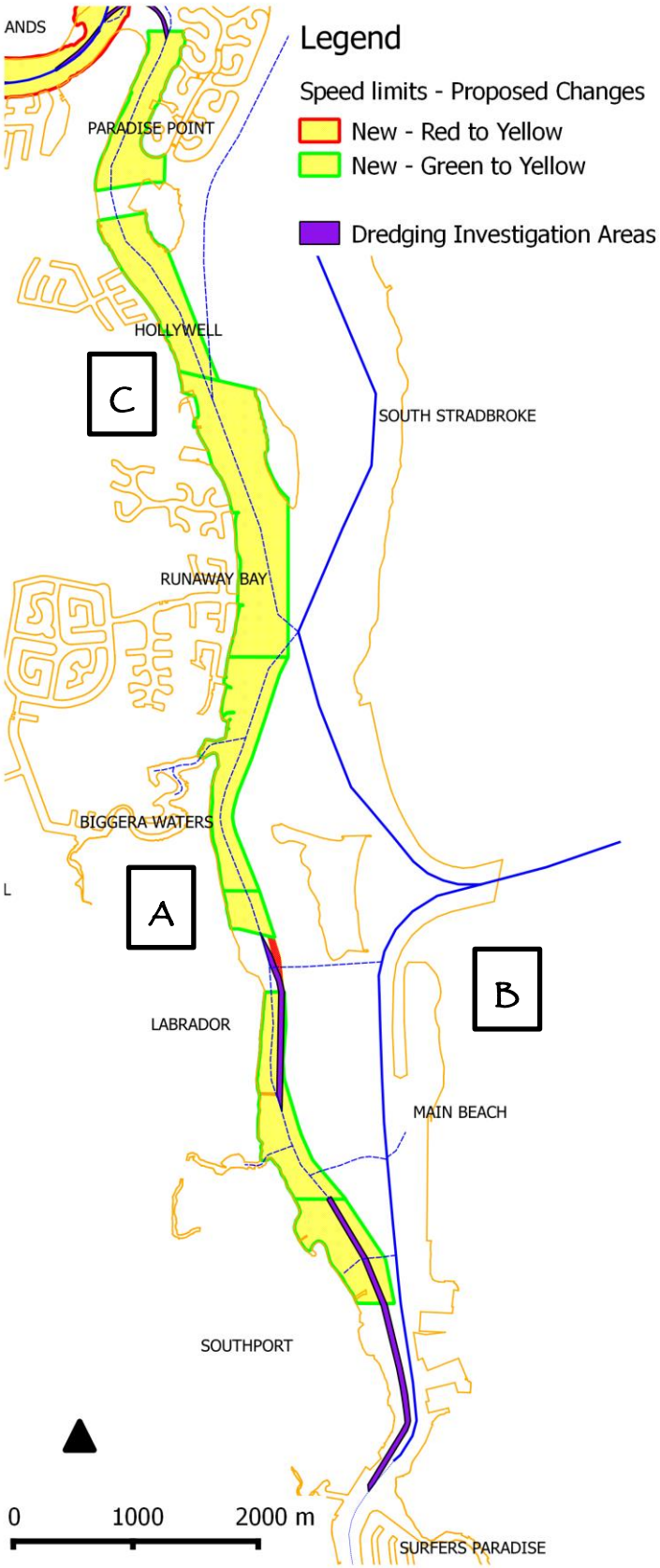


Broadwater – Proposed Changes (Option 1)



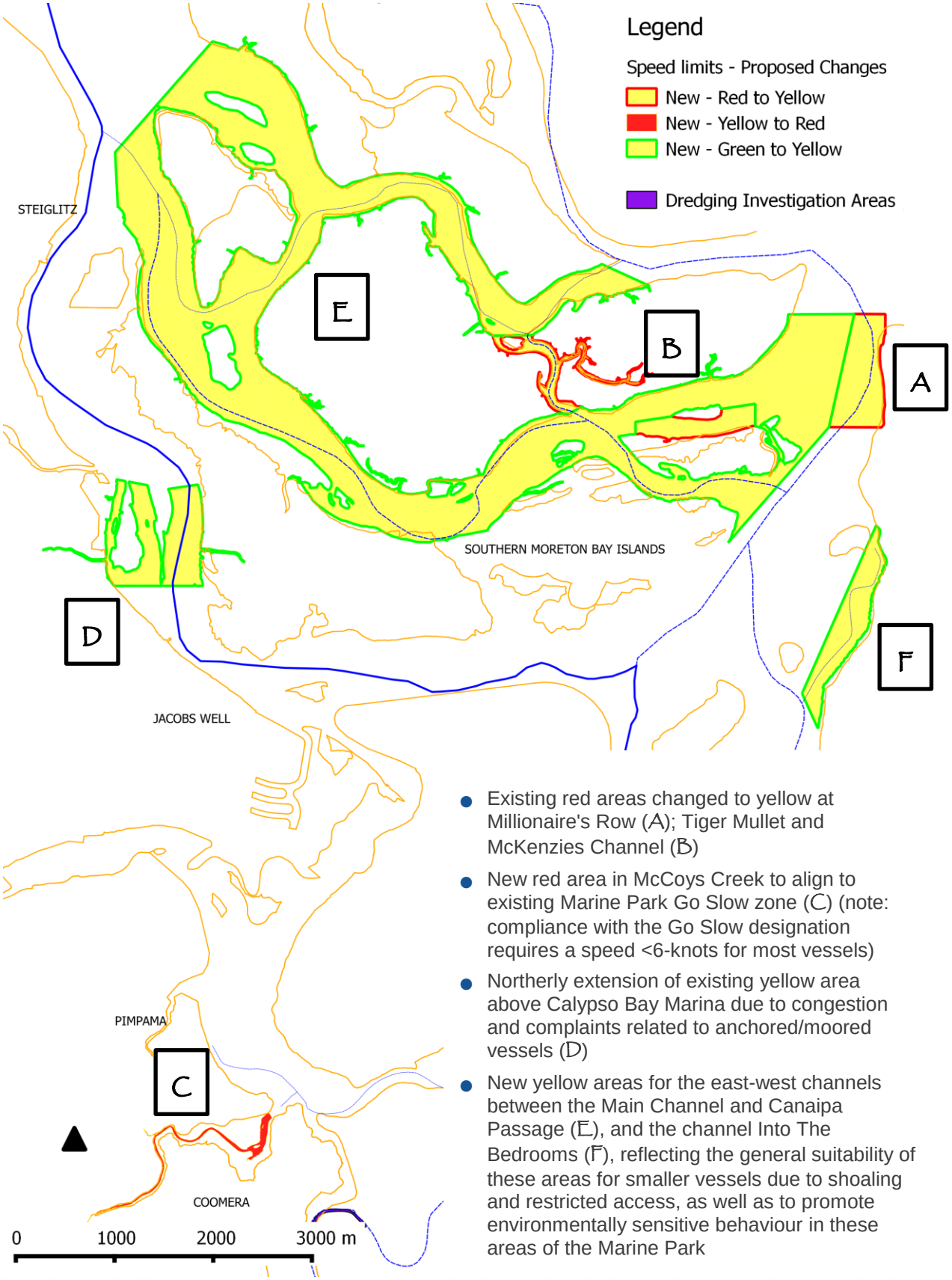
- Red area along Marine Pde shortened (A). Issues with channel proximity to moorings being addressed through current dredging project to realign channel and relocation of some moorings (dredging investigation area shown is indicative only). Changes to yellow zone will also encourage more small boat traffic, generally with shallower draft and therefore better able to stay clear of moored vessels, but default of 6-knots may apply in this area (as with all areas) due to anchored or moored vessels.
- Existing 40-knot access along eastern Broadwater retained except adjacent to Spit Beach (and Marine Stadium) where yellow area added to address concerns about erosion, wash at ramp/pontoon and with congestion of waterway and along beach at peak times. (B)
- Hollywell speed zone trial will be removed as change to yellow zoning reduces both speed and vessel size, thereby mitigating concerns that gave rise to the trial.
- Future dredging to extend Labrador Channel south to Sundale Bridge (investigation area shown) and relocation of moorings may allow southerly extension of yellow zone. (C)
- Future dredging north of Wave Break will separate crossovers and push the two channels east and west, respectively (not shown on map).

Broadwater – Proposed Changes (Option 2)



- Similar to Option 1, but with a more minimalist footprint for the western yellow zone.
- Boundary of yellow zone south of the crossovers is generally 100m to the east of the western channel. Red area around Marine Pde reduced at southern end as with Option 1, however, slight eastward extension around boat ramp just to align with the proposed boundaries of the Yellow areas to the north and south. All boundaries are Indicative, requiring field investigation and final confirmation (A).
- Existing 40-knot access along eastern Broadwater retained, including adjacent to Spit Beach (and Marine Stadium) (B).
- Hollywell speed zone trial will be removed as change to yellow zoning reduces both speed and vessel size, thereby mitigating concerns that gave rise to the trial. Proposed boundary north of the crossovers identical to Option 1.
- Other notes for Option 1 regarding dredging, etc., generally apply to Option 2.

Moreton Bay Marine Park – Proposed Changes



- Existing red areas changed to yellow at Millionaire's Row (A); Tiger Mullet and McKenzies Channel (B)
- New red area in McCoys Creek to align to existing Marine Park Go Slow zone (C) (note: compliance with the Go Slow designation requires a speed <6-knots for most vessels)
- Northerly extension of existing yellow area above Calypso Bay Marina due to congestion and complaints related to anchored/moored vessels (D)
- New yellow areas for the east-west channels between the Main Channel and Canaipa Passage (E), and the channel Into The Bedrooms (F), reflecting the general suitability of these areas for smaller vessels due to shoaling and restricted access, as well as to promote environmentally sensitive behaviour in these areas of the Marine Park

Have your say…

This Speed and Behaviour Management Strategy has been prepared for consultation – to continue the conversation that began with the Discussion Paper, but also in the hope of reaching a consensus on most of the issues and identifying others that may require further work. Three options are available to contribute you thoughts:

- On-line survey
- Interactive map
- Write or email

On-line survey

Invitations to participate in the on-line survey have been emailed to everyone on our list (over 1,000 people), including those who responded to the previous survey and included their email address, as well as everyone who has signed-up through our website. If you didn't get an invitation and would like to respond to the survey, please go to our website (you can also sign up for our mailing list while you are there): www.gcwa.qld.gov.au

Interactive map

At the end of the on-line survey, you will get a link to the interactive map, which is a platform where stakeholders can make suggestions about specific waterways areas. While there, you can also see what others have suggested. The intent of this tool is to promote a community dialogue – to foster a consultative environment where there is an exchange of views during the consultation. If you want to contribute to the map, or just see what others have said, but don't want to complete the on-line survey, there is a link on our website.

Write or email

The on-line survey has been designed to generate a community response to the key matters included in this Speed and Behaviour Management Strategy and the interactive map is intended to provide an additional platform for gathering a community consensus (and identifying points of disagreement). If neither of those approaches works for you, please feel free to send us your comments:

mail@gcwa.qld.gov.au

or

40-44 Seaworld Dr

Main Beach QLD 4217

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Appendix B – Emailed invitations and reminders

20 October 2016 – "Have Your Say on Speed and Behaviour" (initial invitation)

Have your say on speed and behaviour on Gold Coast waterways

Comment on the Speed and Behaviour Management Strategy

We value your feedback

The draft *Speed and Behaviour Management Strategy* reflects the significant community response to the Speed Limits Review. We'd like your help to ensure the *Strategy* provides the best possible approach for managing the Gold Coast waterways.

Use the link below to access the Strategy and other relevant information and then provide your comments by taking the Survey. We've also prepared an interactive map to foster a community conversation about possible speed limit changes to specific areas.

To add comments to the interactive map, sign-in with your email address and a password we'll send by a separate email, so you can safely share this email with any friends that might be interested. If you received this email from a friend, you can sign-up through the link below.

HAVE YOUR SAY

Consultation will run for 30-days, until 21 November 2016.

Queensland Government

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22 October 2016 – Initial Facebook post

Gold Coast Waterways Authority
Published by Gold Coast Waterways Authority [?] · 22 October ·

Visit our website at www.gcwa.qld.gov.au/blog/read/?i=24
to Have Your Say.

1,977 people reached

Boost post

25 October 2016 – "Your Interest Group's views on Speed and Behaviour" (targeted invitation)

Does you interest group require additional informaton?

Will you help us spread the word?

Your email address is one of the ~100 stakeholders tagged in our stakeholder database as an "interest group". This was mostly the result of self-nomination and we don't have organisation names for about half of these entries, so apologies if you are no longer, or were never, an interest group representative. If this is the case, let us know and we'll update our records.

You should have received an email last week inviting you to "Have Your Say" on Speed and Behaviour on Gold Coast waterways. Your group is encouraged to put its views forward through the online survey and/or the interactive map. We'd appreciate any assistance you can provide in publicising this consultation by forwarding that email to your members.

We'd also be happy to try to respond to the needs/interests of your group by answering questions or providing information relevant to your group's interests. Just reply to this email and provide the name and contact details for the designated group representative and a GCWA officer will respond.

HAVE YOUR SAY

Consultation will run for 30-days, until 21 November 2016.

Queensland Government

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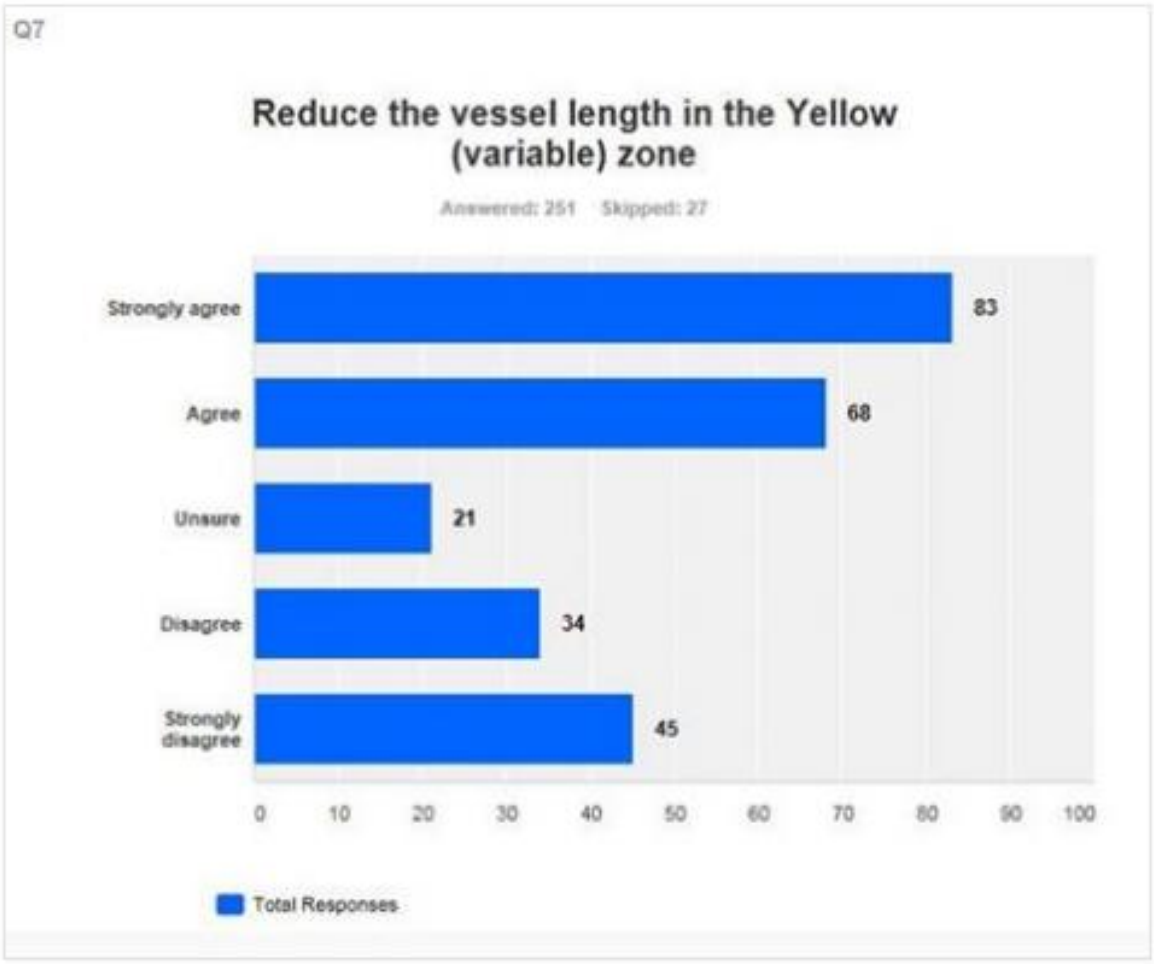
28 October 2016 – Second Facebook post

Gold Coast Waterways Authority

Published by Gold Coast Waterways Authority [?] · 28 October ·

Almost 300 have answered the survey on Speed and Behaviour on Gold Coast's waterways and the new Strategy so far.

Don't miss this important opportunity to have your say by completing the survey on http://www.gcwa.qld.gov.au/blog/read/?i=24



1,221 people reached

Boost post

03 November 2016 – "A better waterways map?" (targeted invitation)

Interactive map - Version 2

Will you help us evaluate the new map?

Based on your email address, you were one of the stakeholders that left feedback in 2014 on the map GCWA developed for the Speed Limits Review. While that map did some of the things we wanted, we couldn't do other things. On the new map, we've been able to:

- Get it to work on touch screen devices (phones, tablets, etc.)
- Enable multi-select (comment on several polygons at the same time)
- Visually label the map with a response tally (as opposed to having to right-click for a pop-up)
- Provide a 'dashboard' summary of responses across the waterways

Another big difference this time is that we have proposed some specific changes to speed limits, so the map is a bit more complex (existing speed limits as a solid base and changes as a hatched overlay, but still with the same red, yellow, green colour scheme).

As you responded last time, you are presumably tech-savvy or at least not techno-phobic. We'd appreciate if you could sign-in and leave a comment (use the link below).

If you have time as well to shoot us an email regarding the map changes, we'd appreciate that as well.

HAVE YOUR SAY

Consultation will run for 30-days, until 21 November 2016.

Queensland Government

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07 November 2016 – "7km – Coomera or Nerang – 9 minutes or 38" (reminder – mid-consultation)

Travel times -- Coomera & Nerang rivers

What would the proposed changes mean?

Similar distances,but different travel times -- what's 'right'? The *Speed and Behaviour Management Strategy* recommends changes intended to reduce the effects of vessel wash and, where possible, preserve or improve travel times. The analysis below highlights some effects of the proposed changes.

The Coomera River (Sanctuary Cove to the Broadwater) is about the same length as the Nerang River (Southport-Burleigh Rd bridge to the Broadwater), but travel times vary considerably for small and large vessels, under either the current or proposed rules, as shown in the table below.

	Distance (km)	Current <8m	Current 8m +	Proposed <6.5m	Proposed 6.5m +
Nerang - S-B Road to Broadwater	7.0	16	38	16	38
Lower Coomera River	7.2	32	37	9	37
Coomera - North Arm	11.3	12	37	12	37

For 'small' vessels (<8m), the 7km trip on the Coomera takes twice as long (16 vs 32 minutes) as a similar trip on the Nerang, based on the current speed limits. Under the proposed rules the trip on the Coomera River would be cut by 75% -- from 32 to 9 minutes. Ttravel time on the Nerang wouldn't actually change,* except for those in a vessel between 6.5m and 8m, who would see their trip time doubled.

Fair or unfair?

HAVE YOUR SAY

The consultation is scheduled to close 21 November 2016

What are you waiting for?

The above analysis assumes that vessels travel at the maximum allowed speed. Smaller vessels with a top speed of less than 40-knots would have longer travel times under the current rules than the times shown above. As such, they will actually see some reduction in travel times due to the proposed change of some 6-knot areas to the variable speed limit. If you'd like a copy of the spreadsheet used to generate the table above, send us an email.

Queensland Government

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08 November 2016 – GCWA Media release

MEDIA RELEASE – 8 November 2016

Have your Say on Speed and Behaviour on GC Waterways

The biggest overhaul of speed and behaviour on our waterways in more than a decade is underway with the release of Gold Coast Waterway Authority's Draft *Speed and Behaviour Management Strategy* and everyone is invited to comment.

CEO Hal Morris said we started a discussion in 2014 in which 1500 waterway users gave us their ideas on speed limits. We took that information and produced this draft Strategy. We are seeking community feedback on the proposed changes to speed limits on our popular Gold Coast waterways. But, waterways management is not just about controlling the speed of boats. How people behave on our waterways is of equal or greater importance, and is in many ways a more challenging task.

"The draft Strategy tackles speed limits and the behaviour of boaties in light of impacts to other waterways users, including those who live beside the water, people who work on the water and those that just enjoy being near it," said Mr Morris.

Consultation was launched on 21 October 2016 and is scheduled to end on 21 November 2016. We have had a good start, with nearly 400 responses to the survey in the first two weeks, but we'd like to exceed the 2014 response, so we still have a fair way to go.

The response to date includes strong community support for 'courteous wash' as a message to promote appropriate management of boat wash in the 40-knot speed limit areas.

GCWA is also interested in improving travel times and the useability of the waterways for boating. The draft strategy proposes changing some red 6 knot zones to yellow 'variable' speed zones. In this variable zone, vessels 6.5m in length or less could travel at 25-knots while larger vessels would still travel at 6-knots. The survey response so far indicates general support for this to change. Currently, the variable zone is a 40-knot maximum speed, for vessels under 8.0m. The proposed changes are aimed at reducing the effects of boat wash, while improving or maintaining travel times.

Authority CEO Hal Morris said to have your say there is an online survey you can complete and, for those interested in a more detailed consideration of the issues, can also participate in an interactive map.

Mr Morris said the interactive map is a valuable tool in gathering feedback. Interested boaties may want to make suggestions about specific locations including increasing or decreasing speed limits, modifying speed limits, restricting types of craft or times of operation, or increasing enforcement effort.

"They can also view an anonymous summary of other suggestions for that area on the interactive map," said Mr Morris.

"This is a significant opportunity for us to work with the community and ensure we get it right when it comes to managing the use of our waterways, so we encourage all Gold Coasters to have their say" said Mr Morris.

We have identified some very tough issues that lack easy answers. We hope to have some recommendations early next year.

The Strategy, online survey and interactive map can be accessed on the Authority's website at www.gcwa.qld.gov.au

[ENDS]

GOLD COAST WATERWAYS AUTHORITY

Speed & Behaviour.

On our waterways.

Public comment is invited on speed and behaviour on Gold Coast's waterways set out in the newly released Draft *Speed and Behaviour Management Strategy*.

To Have Your Say, visit our website and view the Strategy and complete a survey. There is also an interactive map where you can comment on proposed changes.

Visit www.gcwa.qld.gov.au
Contact Us at mail@gcwa.qld.gov.au
Closes 21 November 2016.

40-44 Seaworld Drive Main Beach Qld 4217
P: 07 5539 7350 mail@gcwa.qld.gov.au
gcwa.qld.gov.au

Queensland Government

Behave, Broadie boaties

Crackdown on speed limits and behaviour but some say dredging is the big issue

NICHOLAS MCELROY

NICHOLAS.MCELROY@NEWS.COM.AU

A MASSIVE overhaul of Broadwater speed limits and boatie behaviour proposed by authorities is just window dressing until major dredging works are undertaken, say boaties.

In an attempt to calm the chaotic cocktail of craft on the water, the Gold Coast Waterways Authority wants to alter speed limits according to boat sizes in a bid to reduce damaging wash and to minimise the risk of accidents.

But the problem cannot be solved with regulations because the Broadwater is turning into a "sandpit", says Coomera-based The Boat Works CEO, Tony Longhurst.

Mr Longhurst said the biggest issue was the silting of the Broadwater which was forcing more and more vessels into ever-narrowing channels.

He said the congestion was an accident waiting to happen and revenue was being lost because there was no room for superyachts to moor. "We fix the highways up but we've done absolutely nothing in the Broadwater," Mr Longhurst said.

"I remember a time when we used to waterski across it. Now 50ft superyachts can't moor here – we're losing massive revenue.

"Those guys spend ten of thousands a day when they're here. It's a jewel of the Gold Coast going to waste."

The changes proposed by the GCWA will affect most vessel owners.

One of the biggest issues is a proposal that craft longer than 6.5m – down from 8m – be limited to 6 knots along the entire western side of the Broadwater.

So far only 431 people have completed an online survey, which opened on October 21 and is aimed at giving boaties their say on the proposals.

Of those, 115 "strongly agreed" with reducing the length of boats that have to slow in variable speed zones while 104 "strongly disagreed".

Water users and the owners of the 143,000 vessels registered in southeast Queensland have about two weeks left to have their say on the proposals.

GCWA boss Hal Morris said he hoped the changes would ease the hustle and bustle on the waterways.

"The draft strategy tackles speed limits and the behaviour of boaties in light of impacts to other waterways users," he said.

Mr Morris said the organisation had spent $30 million on dredging projects across the 160km of local waterways in the past three years. He said the organisation had done more dredging than ever, including $6 million worth of maintenence work this year alone, which allows multimillion dollar yachts to access the Gold Coast.

"It is a real issue around congestion," Mr Morris said.

"Getting more super yachts in the Broadwater would be great."

TELL US WHAT YOU THINK

goldcoastbulletin.com.au

STREETTALK

DO YOU AGREE THAT THERE SHOULD BE LOWER SPEED LIMITS FOR BIGGER BOATS IN THE BROADWATER?

BROADWATER PARKLANDS, 1:15PM, 08-11-2016

Peter Sexton, 69, Main Beach: Yes, I'm an old boatie and there needs to be limits. The limit should be 4 knots. I've known idiots to go past at 15 knots so my boat would shake, but the limit was 6 knots.

Alan Sexton, 59, Southport: Yes, they should be slowing right down to minimise the impact for tourists on the beach.

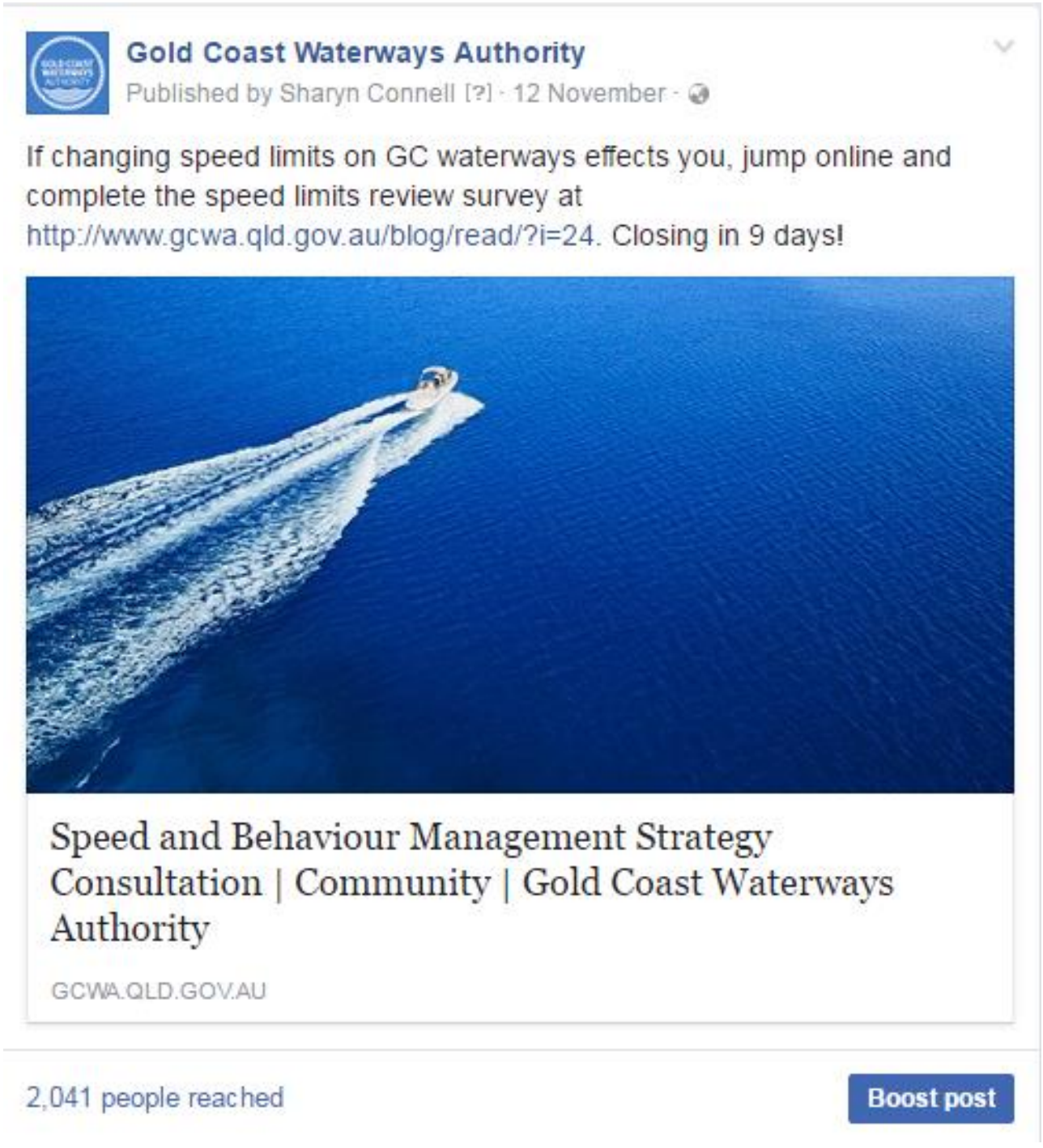
Megan Neri, 27, Mt Cotton: Yes, I did notice when we were in the water it did get wavy. It would be more kid-friendly with the limits, but I didn't notice them exceeding them.

Lauren Anderson, 31, Burleigh: Yes, it would be more kid and family-friendly if it was slower. Not that the waves are dangerous, but it would be nicer.

Greg Chambers, 32, Southport: No, I don't think it matters. I'm not worried. If it's doing damage, for sure, but if not, it's OK.

Danielle Andrews, 27, Mudgeeraba: I guess it's a good idea because it won't take the boat as long to stop. A lot of smaller boats are speeding; it may be worth putting that in for smaller boats too.

12 November 2016 – Third Facebook post



Residents irate about Waterways Authority plan to turn Gold Coast's man-made lakes into water skiing precinct

Paul Weston, Gold Coast Bulletin
November 16, 2016 12:42pm

WATER skiers may soon be allowed to use man-made lakes, renowned as bull shark breeding grounds, under a plan before by the Gold Coast Waterways Authority.

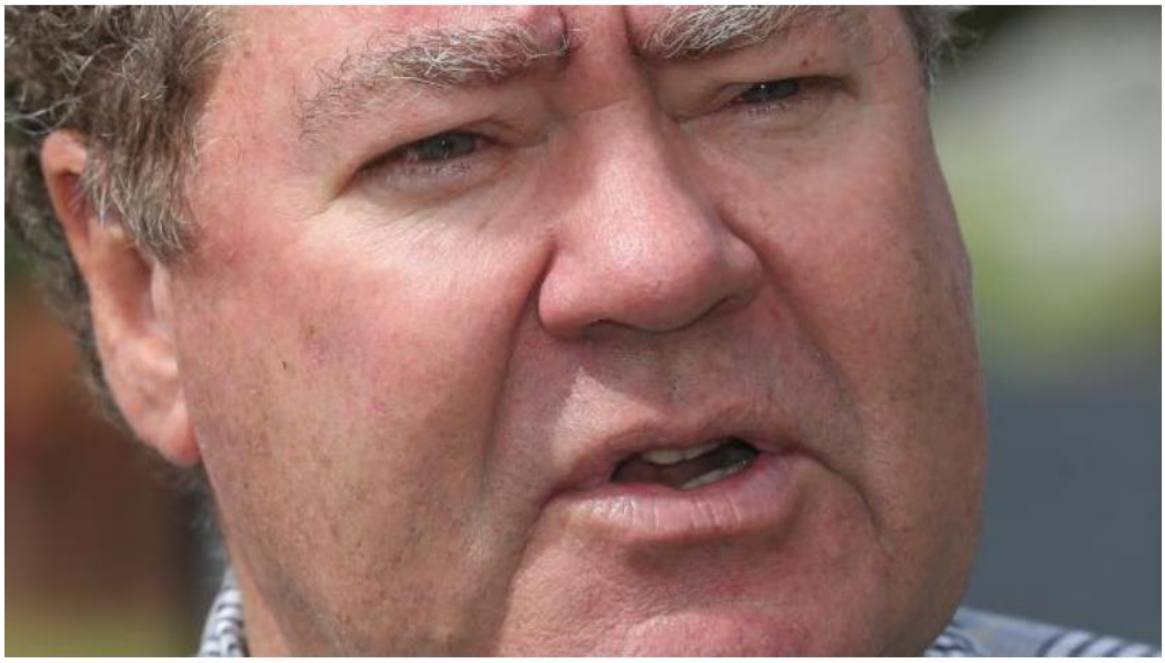
Mermaid Beach MP Ray Stevens has been alerted by irate Clear Island Waters residents worried that their waterways may be used to provide relief for the city's congested water ski precincts.

In mapping provided in its latest speed and behaviour management strategy, the authority identifies the man-made lakes as being "potentially suitable for tow-behind activities".

WATER skiers may soon be allowed to use man-made lakes, renowned as bull shark breeding grounds, under a plan before by the Gold Coast Waterways Authority.

If it goes ahead it will be the only public inland waterway on the Coast where skiing and other towing activities are allowed. All other ski areas are confined to the main rivers and Broadwater.

Mr Stevens yesterday acknowledged the waterways at Robina were likely breeding grounds for bull sharks.



Ray Stevens, Member for Mermaid Beach, who is concerned about a water ski proposal in a lake system in his electorate. Photo: Regi Varghese

"To be honest, (bull sharks) could exist in these lakes systems, just like the Nerang River," Mr Stevens said.

"I'm sure they're there — I just don't know how big they are."

Fishermen and residents on a popular Coast Facebook page said bull sharks existed in the lock systems linked to the salt water canals.

"I've lived on this locked-in system for 17 years and they are there," one resident wrote.

Several fishermen warned against swimming after dusk while others advised swimmers to keep away from the deep holes in the lake system during the day.

A kayaker warned, "Clear Island is full of bull sharks — I personally wouldn't be swimming in there, I've had them following me and swimming around my kayak many times".

Another resident said "the bull sharks go in as babies and feed up there then can't get out".

They had been spotted by tourists flying over in hot air balloons.

Balloons reflecting on Clear Island Lake. — picture supplied by Robert Carter, Clear Island Waters.

Under the authority plan, water skiing would be restricted to daylight hours, similar to the precincts on the Nerang River, with the speed limit increased from six to 25 knots.

Residents are worried about the potential noise from skiers and wakeboarders and danger to local wildlife.

"I can't believe this is being promulgated by the waterways authority," Mr Stevens said.

"They could be developing the Broadwater and any other number of places into precincts.

"It's just madness."

The *Gold Coast Bulletin* understands the GCWA believes the lakes at Clear Island Waters are suitable for fast watercraft because of their depth, with 15 metres of water and large expanse reducing the noise impact for waterfront residents.

A bull shark in a Gold Coast canal. Photo: Eupen Hjalmby via Gold Coast Weather & News Together

Since there are no public boat ramps, the authority contends the skiers and wakeboard users would be local residents.

GCWA chief executive officer Hal Morris said the speed and behaviour management strategy was being undertaken after requests from residents.

Mr Morris said public consultation meetings would be held before any decision was made.

"I did speak a couple of times to Mr Stevens," Mr Morris said.

"Clearly, if there is something the community doesn't want us to do, it doesn't go ahead.

"If the community don't want it, there will be no dramas."

16 November 2016 – "Speed and Behaviour – Video intro to interactive map" (second reminder)

Happy International GIS Day (16 November)

Video tutorial for interactive map

We're approaching 800 responses to the online survey for the Speed and Behaviour Management Strategy consultation. Thanks to everyone who responded and a gentle reminder to the rest that the consultation is scheduled to close this Monday, 21 November.

As expected, there have been fewer comments through the interactive map. If you've been interested, but haven't yet gotten around to it, what better excuse do you need than the fact that today is International GIS Day (the interactive map is a good example of how Geographic Information Systems can be used to support consultation and planning).

If you've been looking for a bit more info, check out this short video about the map:

Interactive map video demo

Use the "Have Your Say" link below to access the online survey or other consultation resources, or go directly to the Interactive map.

HAVE YOUR SAY

The consultation is scheduled to close 21 November 2016

What are you waiting for?

Queensland Government

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Contact Us

Gold Coast Waterways Authority
Published by Sharyn Connell [?] · 20 November ·

Check it out...great tips for using the interactive map to Have Your Say on the proposed new Speed and Behaviour rules for Gold Coast's waterways at https://youtu.be/Ehnw2_KtTuM

Speed and Behaviour - Interactive map demo

A brief introduction to the interactive map that was designed to support consultation on the Speed and Behaviour Management Strategy for Gold Coast...

YOUTUBE.COM

591 people reached

Boost post

29 November 2016 – "Happy to be part of the silent majority?" (targeted – final reminder)

Last chance reminder

An interesting and surprising result

Over 1,000 stakeholders have taken the survey, but you don't appear to be one of them. You are in the majority -- the proverbial silent majority.You can still have your say, but the survey will close this week.

Less than 1/3 of the 1,000 respondents report contributing to the 2014 Speed Limits Review. This is unexpected, but a bit of analysis supports this statistic. About 2/3 of the 1,000 respondents are 'new' -- they aren't registered stakeholders, Of the ~2,500 currently registered stakeholders, only ~15% have completed a survey.

If you've been putting off a response, now is the time. The survey will take about 20 min to complete and you can do it on a smart phone or tablet. If you don't finish it all at once, you can come back to it. It would be great it everyone read the Strategy first, but it's not essential. The survey has some brief explanations of the proposed changes, such as:

- Decreasing the maximum speed in the variable zone (40-knots to 25-knots)
- Decreasing the vessel length in the variable zone able to travel at the max speed (8.0 to 6.5m)
- Changing some existing 6-knot areas, such as the lower Coomera River, to the new variable zone
- Changing some existing 40-knot areas, such as the western Broadwater, to the new variable zone

If you just want to access the survey, use this link:

Take the survey

If you have a bit more time to spare, use the "Have Your Say" link below to access the main consultation page, where you can access the Strategy, the interactive map and other resources.

HAVE YOUR SAY

The survey will close this Sunday, 04 December 2016

What are you waiting for?

Queensland Government

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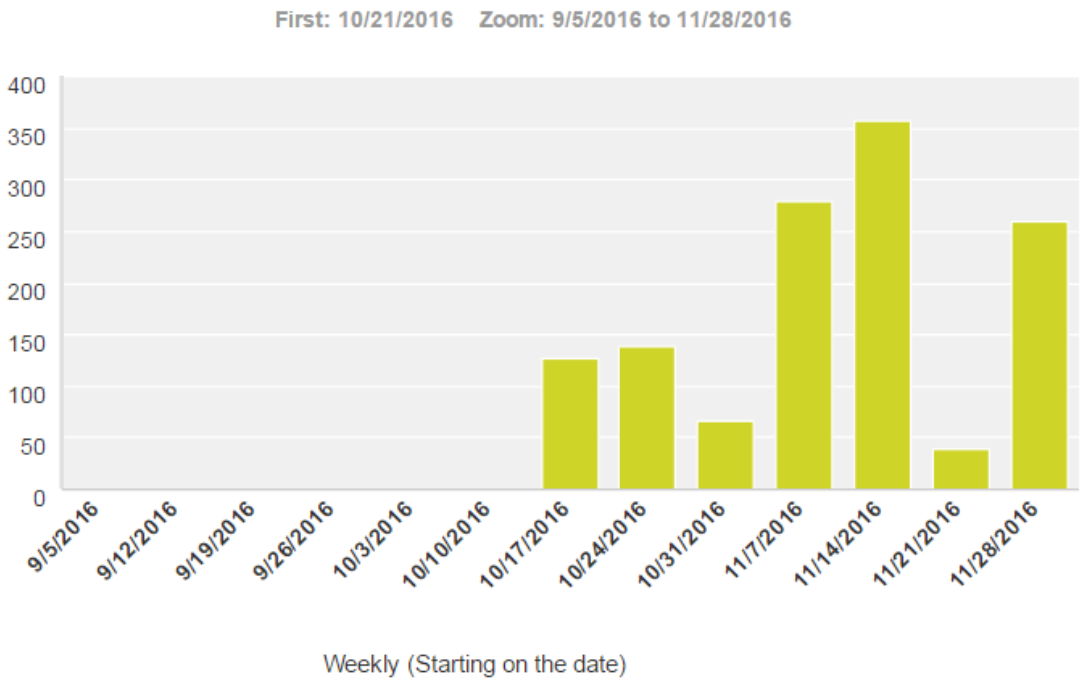
Contact Us

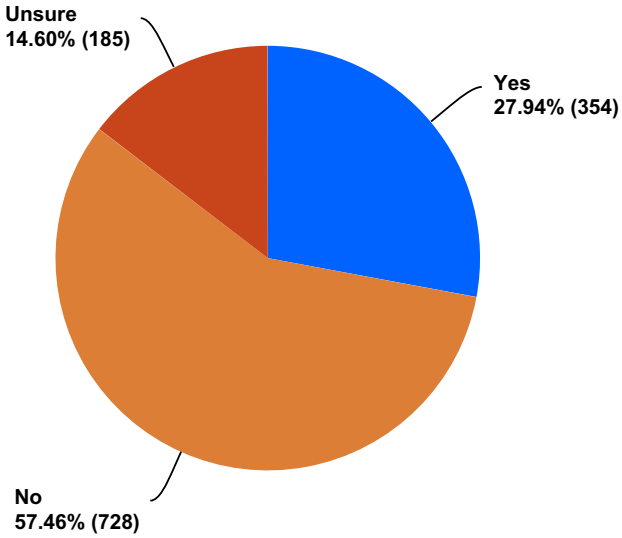
Online survey responses by week



Appendix C – Survey results

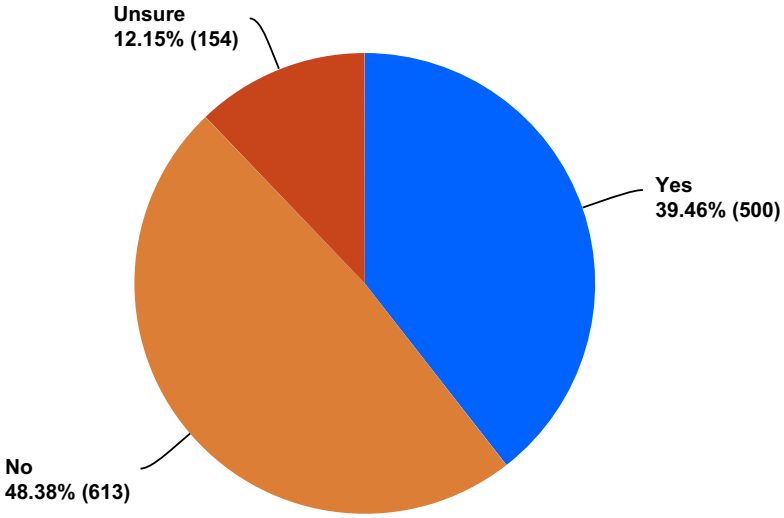
Q1 Did you respond to the 2014 survey for the Speed Limits Review?

Answered: 1,267 Skipped: 0



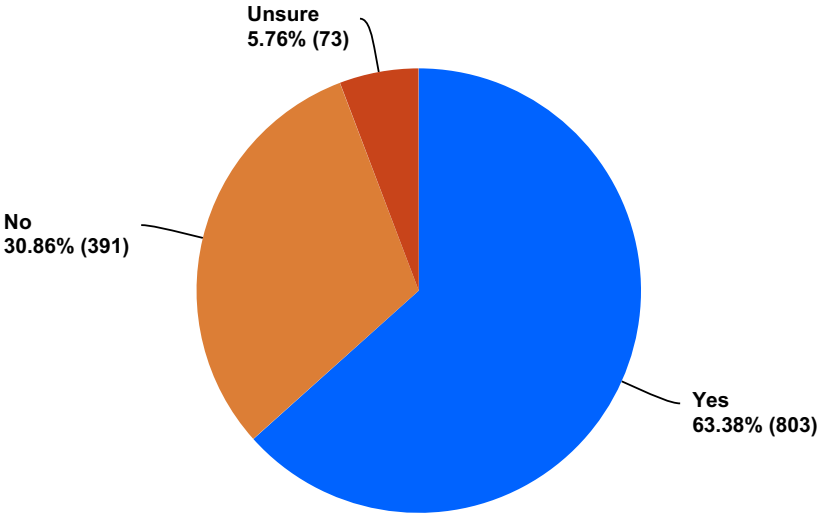
Q2 Did you read the Consultation Report that was produced from that survey?

Answered: 1,267 Skipped: 0



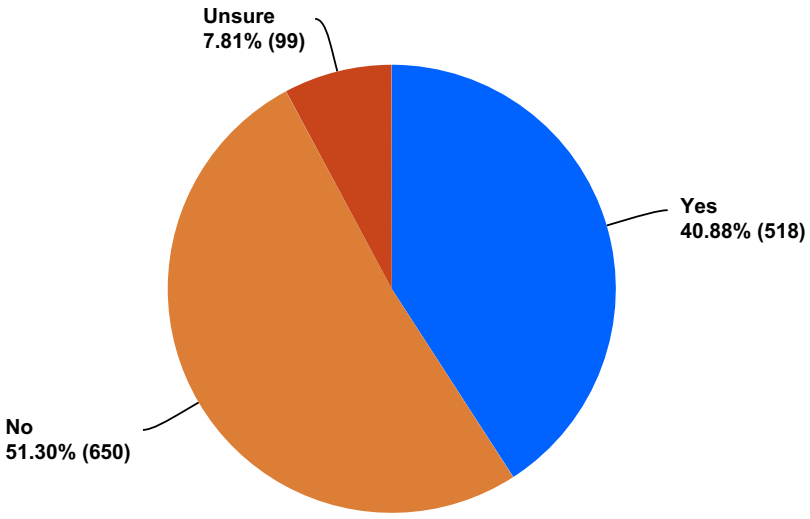
Q3 Have you read the Speed and Behaviour Management Strategy ("Strategy")?

Answered: 1,267 Skipped: 0



Q4 Haveyou read the Australian Maritime College (AMC) report for the Strategy?

Answered: 1,267 Skipped: 0

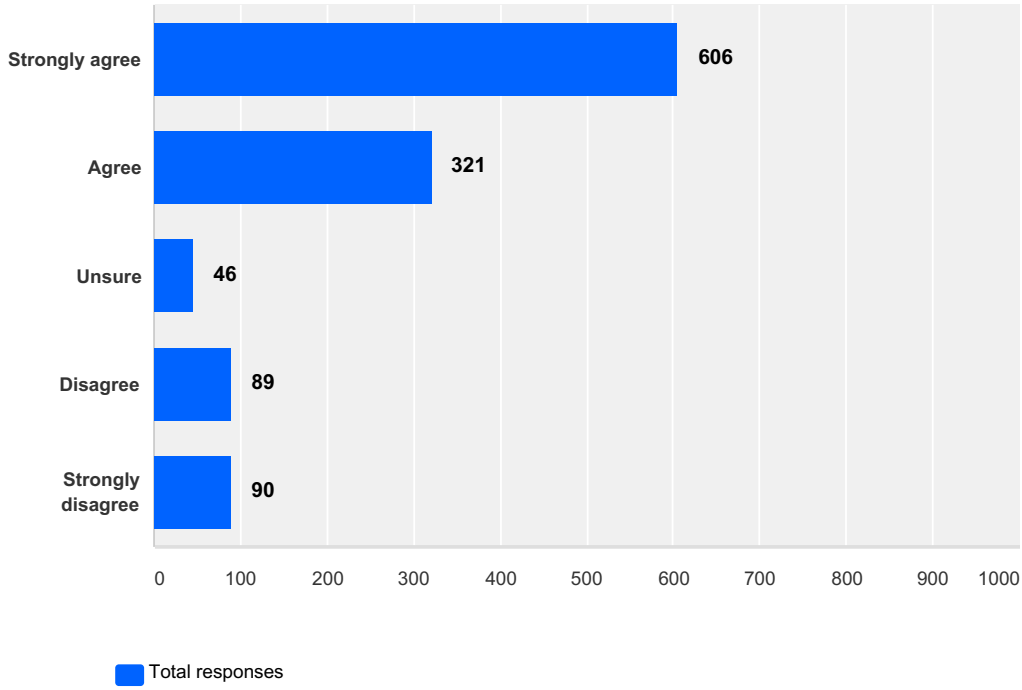


Q5 Please provide a valid email address (this will help ensure we only get one response per person - we won't add you to our mailing list without your consent)

Answered: 1,267 Skipped: 0

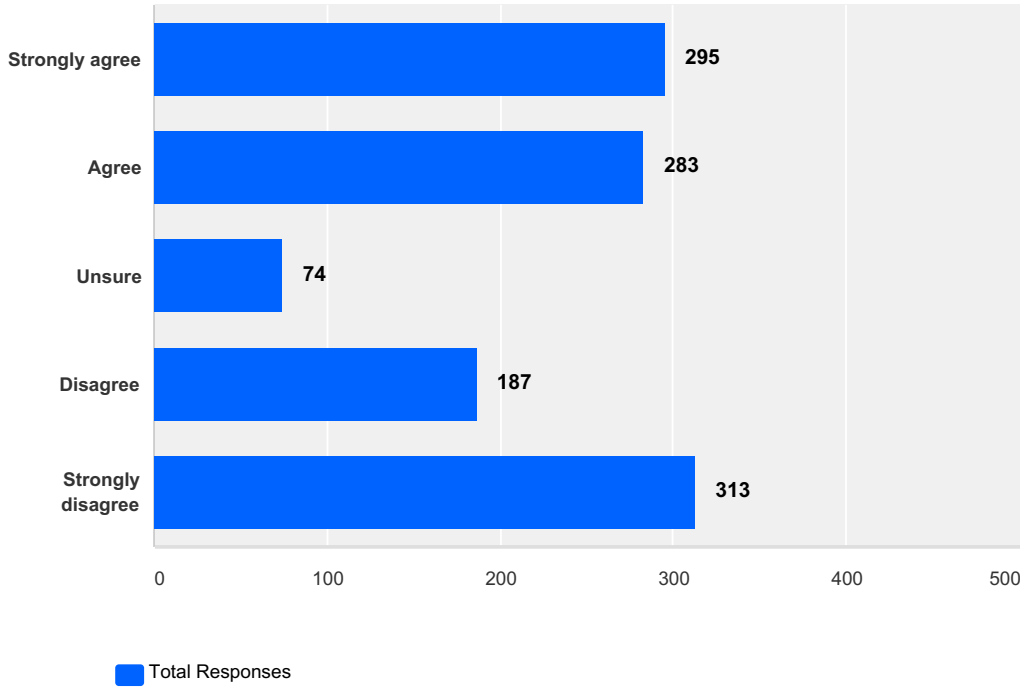
Q6 Retain a 3-zone approach (as opposed to introducing a fourth or fifth speed zone)

Answered: 1,152 Skipped: 115



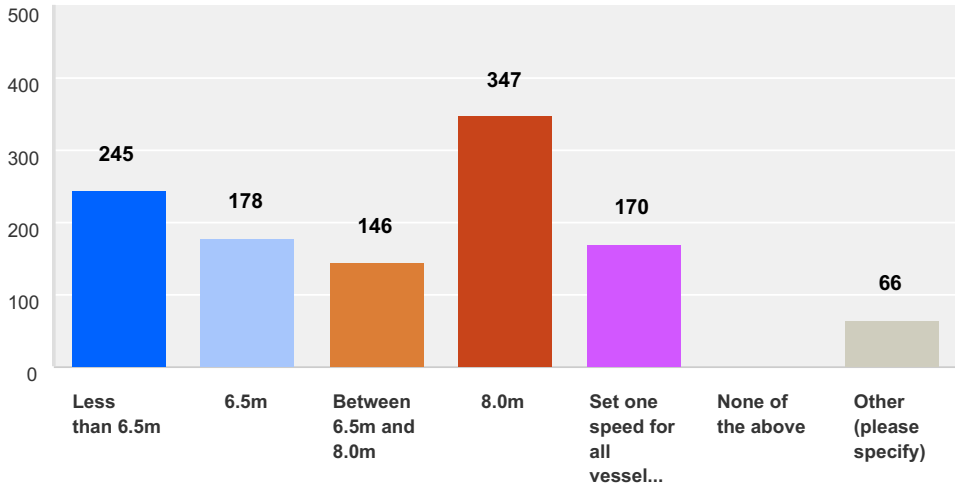
Q7 Reduce the vessel length in the Yellow (variable) zone

Answered: 1,152 Skipped: 115



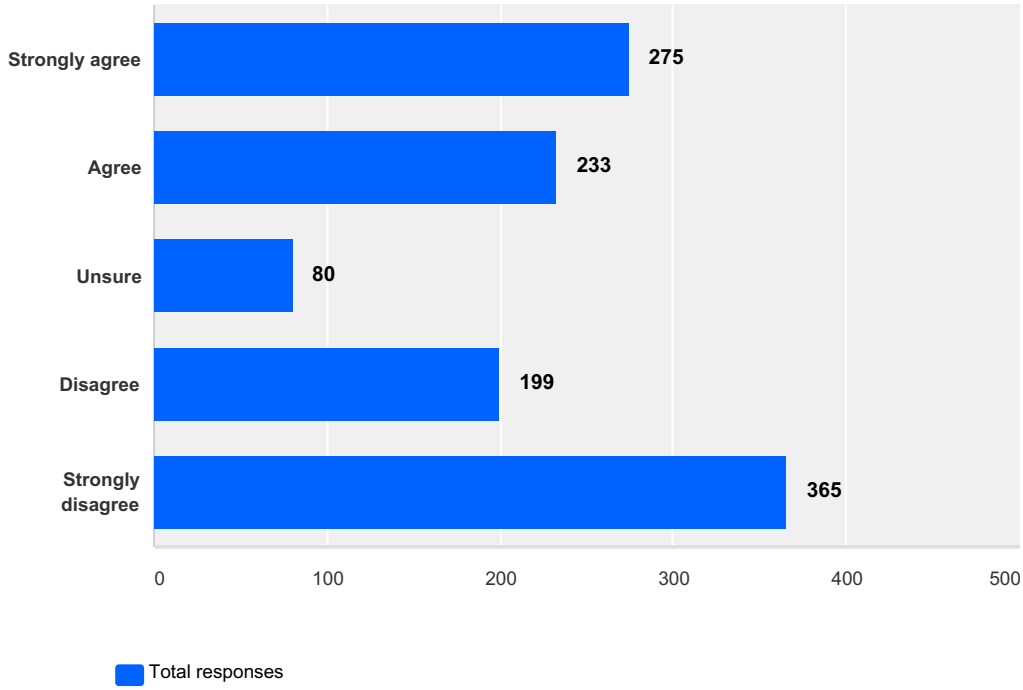
Q8 The 'right' vessel length for the Yellow zone is

Answered: 1,152 Skipped: 115



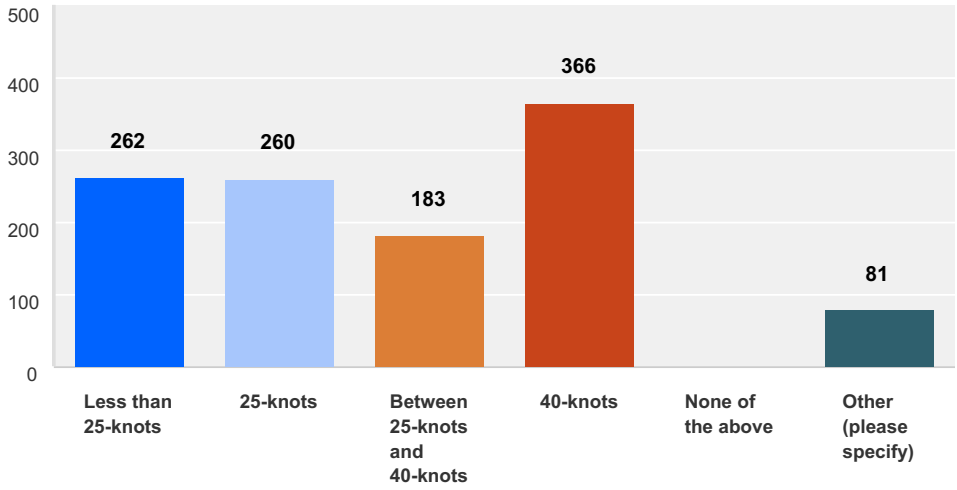
Q9 Reduce the maximum speed in the Yellow (variable) zone

Answered: 1,152 Skipped: 115



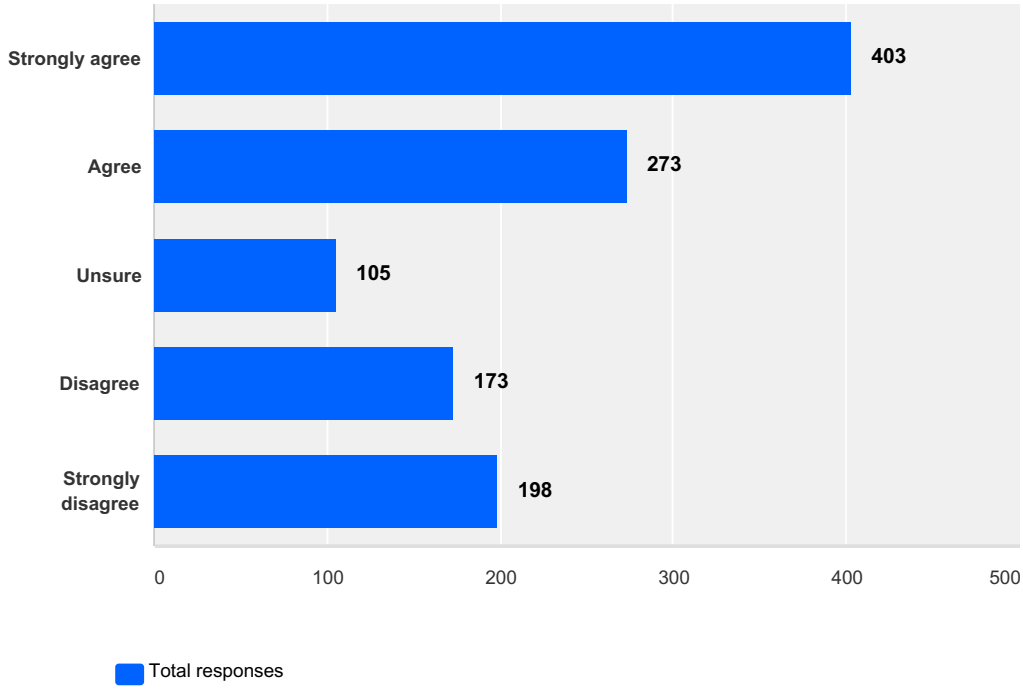
Q10 The 'right' speed for shorter vessels in the Yellow zone is

Answered: 1,152 Skipped: 115



Q11 Remove existing 6-knot (Red) areas if safety concerns arising from natural characteristics of the waterway aren't evident, such as sharp bends, shoaling, rock bars and/or narrow channels.

Answered: 1,152 Skipped: 115



Q12 Do you have any additional feedback regarding speed limit zones?

Answered: 467 Skipped: 800

Q13 Rate each of the following statements about wash

Answered: 1,123 Skipped: 144

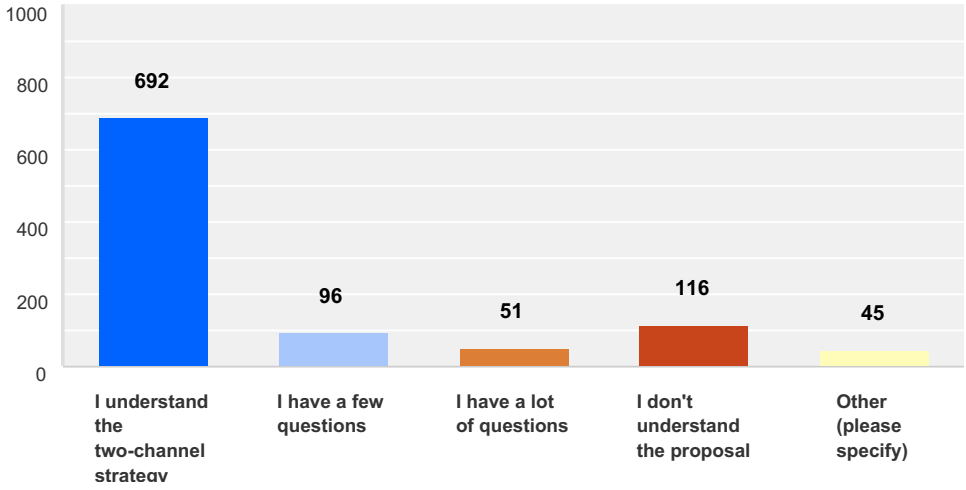
	Agree	Unsure	Disagree	Total	Weighted Average
"No wash" is commonly understood (even if it is technically unachievable)	**71.50%** 803	**5.61%** 63	**22.89%** 257	1,123	0.49
“No wash” is a good message to promote seamanship	**69.10%** 776	**13.27%** 149	**17.63%** 198	1,123	0.51
“Reduce wash” is a better message than “No wash”	**49.33%** 554	**12.02%** 135	**38.65%** 434	1,123	0.11
“Optimal wash” describes a planning vessel (the intent of the proposed Yellow zone)	**54.41%** 611	**23.69%** 266	**21.91%** 246	1,123	0.33
“Optimal wash” is a good message to promote seamanship	**48.89%** 549	**21.02%** 236	**30.10%** 338	1,123	0.19
“Courteous wash” expresses the need to be aware of your surroundings (how your vessel wash could affect adjacent vessels, etc)	**74.35%** 835	**7.84%** 88	**17.81%** 200	1,123	0.57
“Courteous wash” is a good message to promote seamanship	**67.14%** 754	**11.04%** 124	**21.82%** 245	1,123	0.45
Promoting a wash focus, while appropriate, isn’t likely to help much	**44.26%** 497	**22.53%** 253	**33.21%** 373	1,123	0.11

Q14 Do you have any additional feedback regarding messaging about wash and aligning it to speed limit zones?

Answered: 377 Skipped: 890

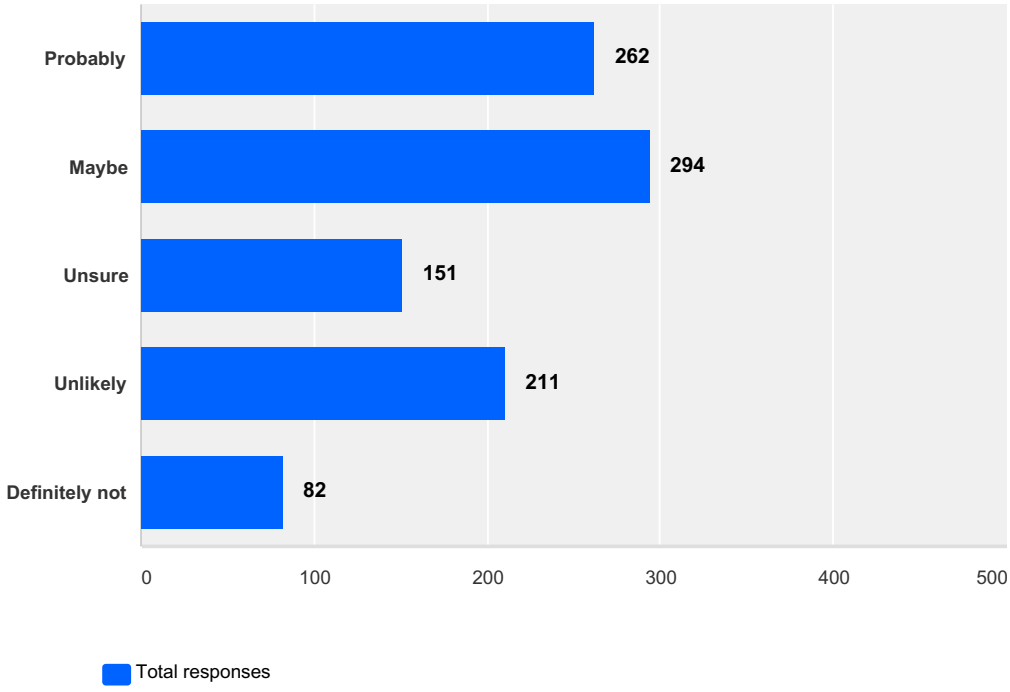
Q15 Please select the most appropriate option below (this question is about how well you understand the proposal, not whether you agree with it)

Answered: 1,000 Skipped: 267



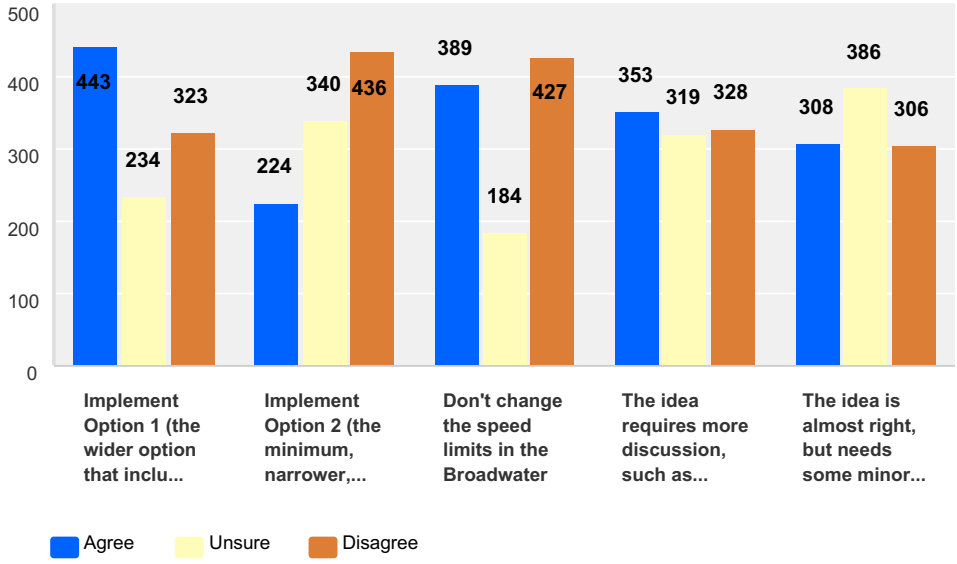
Q16 Would the proposal reduce congestion by encouraging a separation of small and large vessels? (based on your understanding of the proposal)

Answered: 1,000 Skipped: 267



Q17 Please rate the statements below regarding the two-channel strategy (based on your understanding of the proposal)

Answered: 1,000 Skipped: 267



Q18 Do you have any additional feedback regarding the two-channel strategy?

Answered: 238 Skipped: 1,029

Q19 A "grandfathering" allowance would allow existing owners of vessels between 6.5 and 8.0m to operate in Yellow zones as if they were a smaller vessel. Select the statements that reflect your views (you can select more than one).

Answered: 964 Skipped: 303

Answer Choices	Responses	
This would be complicated, confusing and/or costly	**64.21%**	619
A lifetime allowance should be made for all Gold Coast registered vessels	**11.72%**	113
A limited (e.g., 2-years) allowance should be made for all Gold Coast registered vessels	**6.43%**	62
Allowances should only be made for vessels that can get on the plane (consistent with the idea of "optimal' wash")	**24.48%**	236
Any allowance needs to consider all vessels, not just Gold Coast registered vessels	**27.80%**	268
Total Respondents: 964		

Q20 A "commercial" allowance could be customised to address particular vessels and their needs, with the threat of revocation providing a compliance incentive. Select the statements that reflect your views.

Answered: 964 Skipped: 303

Answer Choices	Responses	
I support this proposed allowance	**18.26%**	176
I generally support the allowance, if managed consistent with the principle of "optimal wash"	**32.47%**	313
I support this allowance, but more consultation is required regarding the parameters	**12.97%**	125
I don't support the proposed allowance	**40.56%**	391
Total Respondents: 964		

Q21 A "water-skiing" allowance would allow vessels between 6.5 and 8.0m to operate at small vessel speeds while engaged in a tow-behind sport, in certain areas, at certain times. Select the statements that reflect your views.

Answered: 964 Skipped: 303

Answer Choices	Responses	
I support this proposed allowance	**36.72%**	354
I generally support the principle, but more consultation is required regarding the details	**21.16%**	204
This would be complicated, confusing and/or costly	**14.52%**	140
I don't support the proposed allowance	**32.68%**	315
Total Respondents: 964		

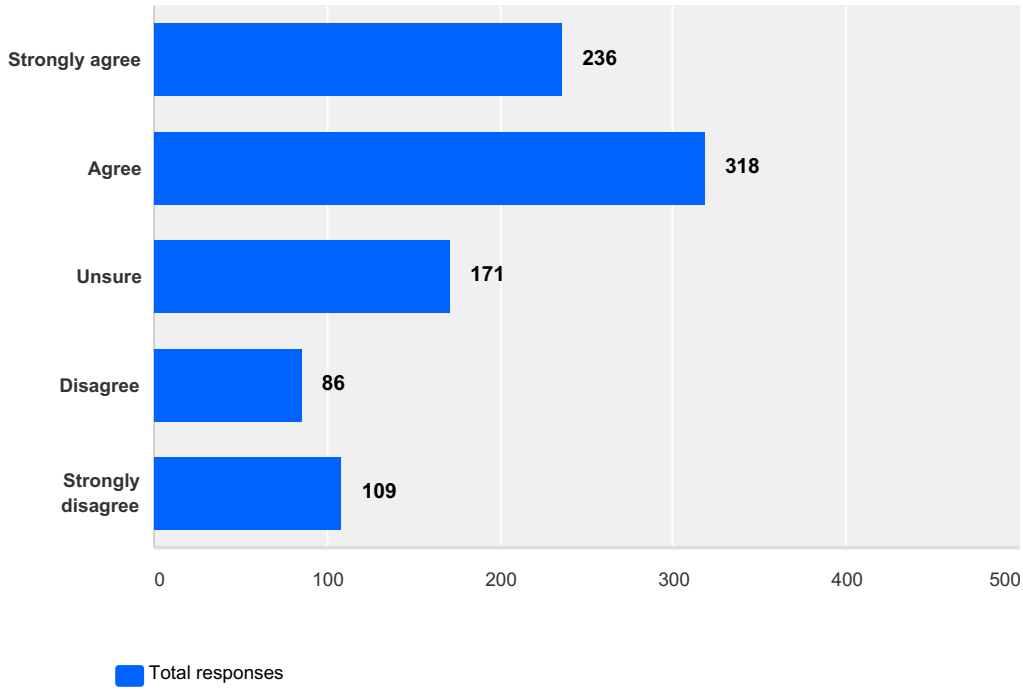
Q22 Please rate the following statements

Answered: 956 Skipped: 311

	Strongly agree	Agree	Unsure	Disagree	Strongly disagree	Total	Weighted Average
Wake-boarding and similar activities are not a problem	**24.69%** 236	**20.61%** 197	**12.03%** 115	**21.97%** 210	**20.71%** 198	956	0.07
Activities intended to enhance wash should be prohibited in Yellow zones	**33.89%** 324	**27.82%** 266	**11.92%** 114	**10.77%** 103	**15.59%** 149	956	0.54
The prohibition should include water-skiing and all tow-behind sports	**19.77%** 189	**16.84%** 161	**18.31%** 175	**20.50%** 196	**24.58%** 235	956	-0.13
Operator behaviour is the main issue, not the activity or vessel type	**46.97%** 449	**29.08%** 278	**8.89%** 85	**10.04%** 96	**5.02%** 48	956	1.03
The main issue is which areas are made Yellow - I can't decide 'on principle'	**9.83%** 94	**21.34%** 204	**42.78%** 409	**15.06%** 144	**10.98%** 105	956	0.04
I'd support a prohibition at peak times (e.g. weekends, holidays)	**15.90%** 152	**13.91%** 133	**16.42%** 157	**21.97%** 210	**31.80%** 304	956	-0.40

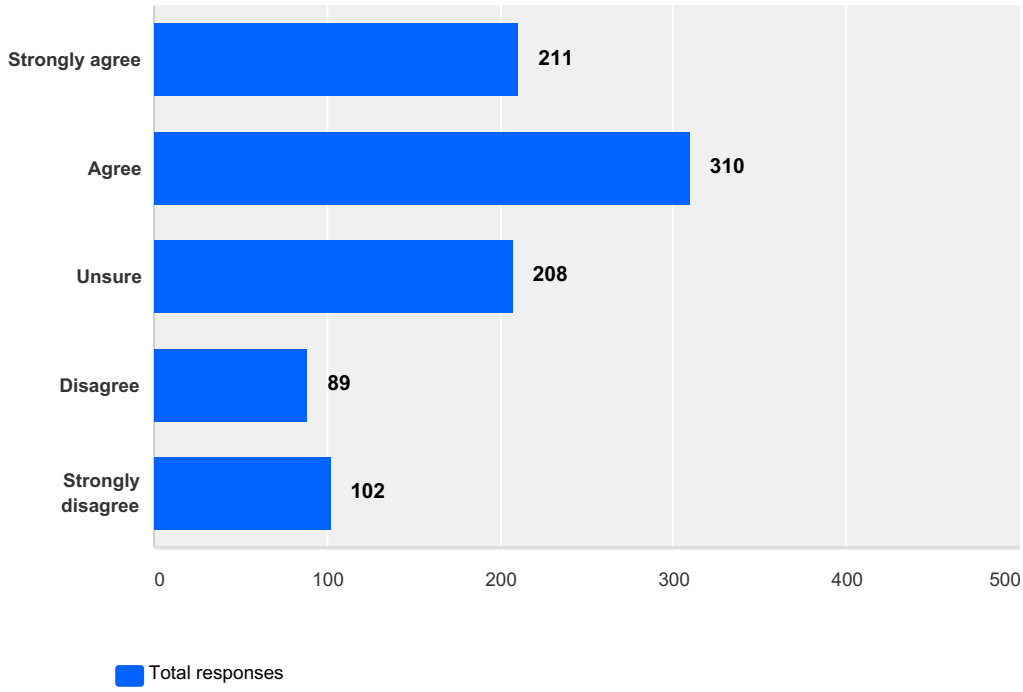
Q23 Proposed changes for the Coomera River are appropriate if the Yellow zone is modified to promote "optimal wash".

Answered: 920 Skipped: 347



Q24 Proposed changes to Coombabah Creek are appropriate if the Yellow zone is modified to promote "optimal wash".

Answered: 920 Skipped: 347



Q25 Proposed map changes on the Nerang River are modest, but most of the river will be affected by proposed changes to vessel length and speed for the Yellow zone. Pick the statement below that best represents your views.

Answered: 920 Skipped: 347

Answer Choices	Responses	
I generally agree with the proposed changes	**43.80%**	403
I don't support the speed reduction (40-knots reduced to 25-knots)	**15.22%**	140
I don't support the the reduced vessel length (8.0m reduced to 6.5m)	**9.46%**	87
I don't support the speed or length reductions	**11.41%**	105
More of the Nerang River should be Red	**8.48%**	78
I don't support any changes	**11.63%**	107
Total		**920**

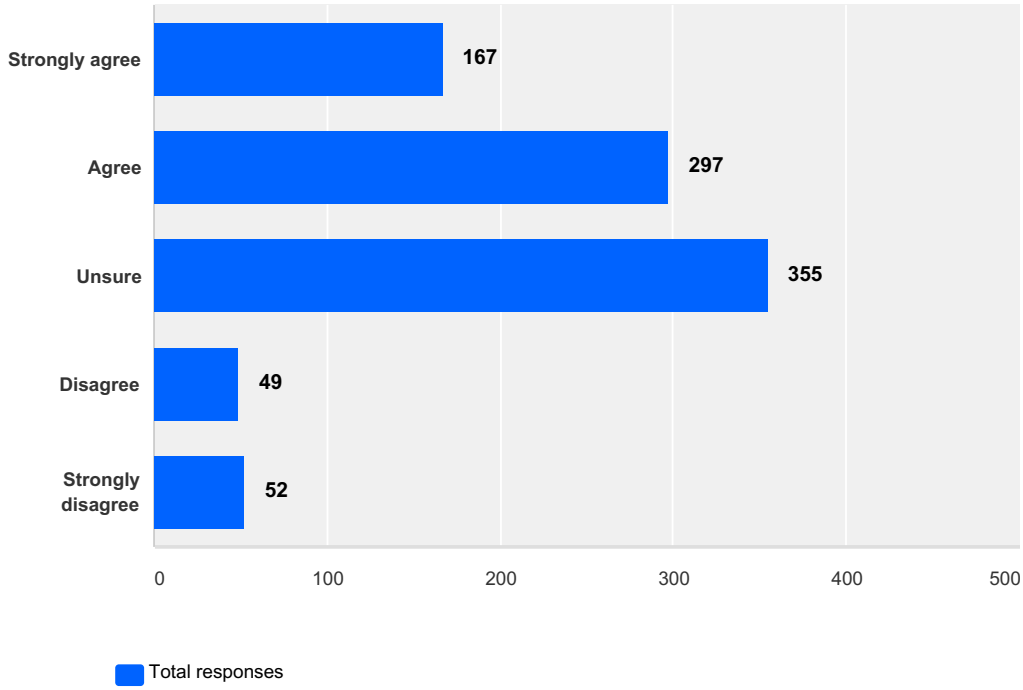
Q26 Water-skiing on the Nerang River is currently prohibited, except in designated areas. The Strategy would allow water skiing in any Yellow area, for vessels under 6.5m travelling less than 25-knots. Pick the statement below that best represents your views.

Answered: 920 Skipped: 347

Answer Choices	Responses	
I support this proposal	**34.46%**	317
I support expansion of the existing areas, but only in some places	**15.11%**	139
I support this proposal, but am concerned about wake-boarding in some areas	**10.00%**	92
Keep the existing prohibitions	**30.43%**	280
Water-skiing should be completely banned on the Nerang River	**10.00%**	92
Total		**920**

Q27 The proposed Yellow designation for Clear Island Waters is appropriate

Answered: 920 Skipped: 347



Q28 Please pick the option below that best represents your views regarding each of the proposed changes in the Moreton Bay Marine Park (link to map above).

Answered: 920 Skipped: 347

	Agree	Unsure	Disagree	Total	Weighted Average
Millionaire's Row from Red to Yellow	**52.50%** 483	**25.00%** 230	**22.50%** 207	920	0.30
Tiger Mullet from Red to Yellow	**51.74%** 476	**25.43%** 234	**22.83%** 210	920	0.29
McKenzies Channel from Red to Yellow	**51.41%** 473	**27.39%** 252	**21.20%** 195	920	0.30
McCoys Creek from Yellow to Red	**34.57%** 318	**41.52%** 382	**23.91%** 220	920	0.11
Northerly extension of the Yellow area above Calypso Bay	**48.80%** 449	**36.74%** 338	**14.46%** 133	920	0.34
E/W channels connecting Main Channel and Canaipa Passage, Green to Yellow	**35.76%** 329	**36.30%** 334	**27.93%** 257	920	0.08
Channel into The Bedrooms, Green to Yellow	**42.17%** 388	**29.46%** 271	**28.37%** 261	920	0.14

Q29 GCWA may host some community drop-in sessions as part of the consultation, depending on demand. Please select any appropriate statements below.

Answered: 909 Skipped: 358

Answer Choices	Responses	
I am not interested in attending a drop-in session	**42.57%**	387
I am interested in attending a drop-in session	**37.95%**	345
I could attend a weekday session	**18.70%**	170
I could attend a Saturday session	**18.81%**	171
I could attend a Sunday session	**14.96%**	136
I could attend a morning session	**12.87%**	117
I could attend an afternoon session	**11.22%**	102
I could attend an evening session	**22.11%**	201
Total Respondents: 909		

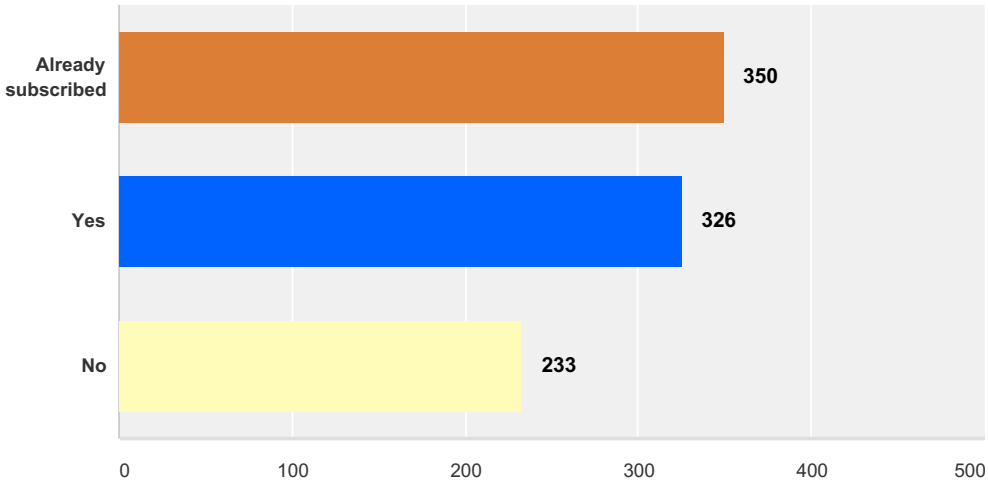
Q30 Please select the statements below that reflect your opinion of the Strategy and this consultation.

Answered: 888 Skipped: 379

Answer Choices	Responses	
Overall, the SBMS meets my expectations of how GCWA should manage the Gold Coast waterways	**22.07%**	196
Overall, this survey makes me feel that GCWA is interested in what the community thinks	**60.36%**	536
I will probably have a look at the interactive map tool	**14.86%**	132
I am cynical because nothing seems to change or change takes too long	**21.96%**	195
I received an email directly from GCWA about this consultation	**22.07%**	196
Someone told me about this consultation	**19.37%**	172
I heard about the consultation on Facebook	**12.16%**	108
Total Respondents: 888		

Q31 Would you like us to add you to our email list?

Answered: 909 Skipped: 358



Appendix D – Survey comments

Q.8 The 'right' vessel length for the Yellow zone is…

- 5
- 12 meters
- 25 knots will cause more wash than 40knts on all vessel lengths
- 6 knots only from Southport to Seaway all vessels
- 6 knots or less
- 6.0m
- 6.5m or less but this shouldnt apply to Pontoon Boats as they dont have the draft like the larger vessels and put out a very small amount of wash
- 6m only if they produce no wake. Manage the area properly, enforce existing legislation and allocate specific areas dedicated to jetskis, jet boats, sailboards, navigation and moorings. Undertake a proper Risk Assessment (RA) including a statistical RA, to identify the hazards, hazardous events, consequences and mitigation strategies.
- 7.0m
- 7.5m
- 7m
- 7m
- 8m at the water line on the plane
- 8m or over
- 9 m +
- A
- All vessel lenghts reduced to 15-knots
- Below 5m to exclude jet boats from speed in yellow areas
- boats that can maintain a 200 mm maximum stern wash height only on the plane
- Create a standard based on sub surface wake produced by the vessel / or leave it as it is.
- Depends on location - Inside Clear Island waters it should be 4m, others
- depends on the traffic volume by length.. the goal would be slow those boats making the biggest wake and the most numerous length of boat
- Depends on wake and manouveability
- don't agree, speed should be controlled by the skipper
- Don't know
- i think the wash is the issue, many boats are more damaging and dangerous because of the wash they leave. a 21' bullet as opposed to a 21' malibu wake baor or a half cabin.
- I would prefer that this length remain at 8 metres as responsible boat owners always drive to suit the conditions anyway.However, if it is proposed to be reduced to a hull size of 6.5 metres it would seem logical that the activities in the areas must also then be restricted to prevent water skiing and wake boarding. Otherwise you will have situation where responsible owners of 8 metre boats will be travelling at under 6 knots in these areas only to watch wake boaders displacing far more wash at higher speeds.
- It appears not to be the length but the wash that comes off the individual craft that creates the problem.
- It is the effective wake, not the length that impacts Currigee. Some relatively short (but powerful) motorboats hive significant impact. Longer, but better designed can have neglible impact
- Jetskis only in Yellow Zone 25Knots. Wake Ski boats are up to 6.5 metres and throw massive wash.There are many of these ski boats that change my thoughts on the 3 zone approach.
- Just have 3 speed zones for ALL vessels. You can get a 12m boat that only does 10 kts
- Keep as is
- Keep the current 8m rules as they are but allow tinnies and jet skis to go thru (transport only) at 20/25knts therefore clearing these zones quicker and putting up less wash. Must remain 25m away from other vessels or jetties.
- large boats create too much wake disrupting the smaller recreation boat and fishermen also making skiing and jetsking more hazardous.
- Less than 3.2m to be sure you maintain compliance with moderate shoreline sensitivity index AT ALL times.
- Less than 7
- Loder's Creek to the Grand,Wavebreak Island should be a RED Zone one speed for all Vessels
- Maximum 8m.

- Monohulls over 6.5 m all create a huge easy when getting on the plane ,getting off the plane .The larger boats over 35 m cause a wash even on the plane .
- More complex than size e.g small 30 ft sports cruiser will pull bigger wave a larger displacement type hull. Sports boat should have diffferent speed limit
- Need more information?
- None small wake = no restrictions
- Over 7.5m
- over 8 meters
- Reason,I had a 7.8 mtr boat with twin 150 Hp engines,that's wash was larger than the 15 mtr vessel I now have
- remove yellow zone to confusing
- same speed all vessells 40k
- Small craft may not create big wakes, but the noise they generate at higher speeds is a serious nuisance.
- Small vessels 4.5m and under should be able to go faster than 6 knots in red zones
- Speed isn't the only problem. Wave Wash that destroys our banks and islands is also a function of displacement and distances between channels and housing. displacement
- speed of no wash should be intreduced to all vessels in front of VMR jw. from red lat north to green opposit enterance to calipso bay.
- Speed to be controlled by operator
- The main concern is wash from vessel, so larger vessel travelling at 25kn will still create large wash behind
- The most common issue identified is the problem of wash and wakes, a JetSki traveling at 10 knots produces a far larger and more damaging wave then a larger vessel on the plane. A smarter approach would be activity restrictions. Eg no free styling wake surfing etc in a off the plane vs on the plane zone. For example the approach should be vessels up to 8 meters either need to be on the plane and not creating large wash. Or all vessels not planning are limited to a no wash law.
- the skipper should be held responsible for their wash
- this depends on so many factors e.g. hull design and power
- Unsure
- Using just length is simplistic as the report showed. Why should a long narrow speed boat be penalised when it produces less wash than a wider, shorter boat?
- Vessel wake does not relate to vessel length. Wake is relevant to hull shape.
- vessels under 6.5m may travel at planing speeds to reduce wash except where safty is a concern.
- Wash dependant
- Why not have a dangerous wash indicator? Something like a bouy which measures wash energy and gives the driver immediate feedback. This is like the signs which show speed at road works.
- With the fast growing wakeboard boat introduction, their wake is very damaging to both rivers and properties
- Would a vessel mass be more suitable in determining was size and vessel maneuverability?
- Your research data informing people here is questionable, given the complete MacFarlane report is 243 pages and you have presented only 12 to the public. How can people be informed accurately?
- Z.

Q.10 The 'right' speed for shorter vessels in the Yellow zone is…

- 6
- 10
- 15
- 15
- "No wash" zone like nsw. 25knot limit
- "right" speed should be at the discression of the skipper
- 10 knots
- 10 knots max all vessels
- 20 knots only if they produce no wake otherwise 6 knots and no wake. All other legislation must be complied with.
- 30 knots
- 30knots
- 30-knots
- 40 knots maximum as determined by the skipper
- 40knots with better signage, its not well displayed
- 5 knots to maintain compliance with moderate shoreline sensitivity index
- 50 knots Less wash at higher speeds
- 50+ as most boats do that anyway and safely
- 6 knots
- 6 knots
- 6 knots
- 6 knots
- 6 knots
- 6 knots
- 6 knots and compliance and enforcement with stand off provisoins from jetties, pontoons and the like
- 60 knots
- All craft the same
- ALL vessels under power limited to 6 knots
- as fast as the boat can go. no speed limits
- As noted above with regard to length, it is imprecise to base the strategy outcomes on a limited number of parameters. It is however acknowledged that the strategy does provide for alternate green zone route options in the Broadwater, has options for grandfathering of vessels and also commits to investigate further improvements to dredging to relieve constraints in some areas. It is important to note that education about speed, wash, noise and related matters probabaly would have a better outcome than application and enforcement of length and speed limits, with ariund 5-7% of the current Gold Coast fleet of recreational boats to be negatively impacted.
- At least 25 knots - preferably the higher the better
- depends on the area concerned
- Depends on wake produced
- Do not agree
- Don't know
- Even jetskis at 25 knots make greater wash than at 40 Knots. Also, having varied speeds requires more policing to manage and educate.
- Even personal watercraft must be restricted to 10 knots due to traffic and noise.
- I
- I
- I agree as indicated in the report that all vessels in these areas should be encouraged to plane at an optimal speed, which is one where their vessels don't displace alot of water.
- i disagree with a new yellow zone and shorter vessels
- I dont want a yellow zone
- I support a tiered approach based on wake output.
- I think vessels under 3m should not be limited, 3-6.5m vessels should be max 25 knots
- It's not so much the speed but the wave that is pulled. No wake zones are not followed

- Keep as is
- Ko
- Leave alone
- Length of vessels doesn't make any difference to wake damage
- Less than 6 knots as speed boat/ jet ski accident happened all the times and caused fatality
- Need less knots then 25
- No Limit
- No more Than 10 knots definently
- NO WASH
- No wash speed.
- Once again,displacement plays a part.But surely as boat numbers grow we cannot keep going at 40 knots?
- One speed for all
- operator controlled
- Re classify some of these area and place fixed speed limits where activities like Club sailing takes place
- Red Zone be increased in the WesternBasin/Channel from the Grand to Loder's far to many non power sports participate in this area.
- Rule 6 of the Collision REgulations
- same speed all vessells 40k
- See above
- Set one speed for all vessels
- Set one speed for all vessels
- should be at the skippers capable hands to decide
- Simple and meaningful - small boat = 1/2 speed (20kts)
- small craft under 5m should be allowed to drive at a self determined safe speed as they create little wake.
- Smaller vessels make less wake when at speed. Smaller vessels nil speed limit
- Speed needs to allow for activities like skiing and wakeboarding.
- Speed to suit conditions
- The Sea Eagle Lagoon section of the Coomera River is not clearly noted on any map when the data talks about the Coomera River. This are must be 6 knot for fishing vessels,sailing boats and board riders.
- The speed with an acceptable wake impact on Currigee (
- The survey must take into account all factors including safety, wildlife, personal Non powered activities such as Kite sailing, wind surfing, swimming, fishing and for this reason the red zone in the Western channel at the Grand must be extended to Loders creek
- The wash and likelihood of causing ,property and personal damage.
- There is no right speed
- they do not care about speed limits
- Unlimited speed
- Up to captain
- use wash and noise rather than size of vessel to determine speed
- Water skiing and barefoot require higher speeds so another classification required for the ski zones
- We need to strike a balance to prevent accidents between vessels particularly jet skies.

Do you have any additional feedback regarding speed limit zones?

- In the red zone on the Coomera River speed limits are broken badly every day and rarely policed. Young idiots in tinnies (3 or 4) at a time tear along at full throttle on a dangerous tilt, swerve and spray pontoons and private boats etc. Waterskiing is common in wider areas of river also in 6 knot zone and towing of kids mostly on tyres and boards most weekends. Revetment areas along this stretch of river are being badly eroded, also mangrove areas on banks due to these speeding boats!
- As the aquatic stadium is used as a safe anchorage Why wouldn't it be a red zone
- * metre boats do put out large damaging wakes
- 1. 6 knot zone near crab island between 8am 12pm should only apply on weekends, and then should be policed. I barely ever see the kids out sailing, and always see boats going alot faster than 6 knots.
- 20knots everywhere for small craft 4m and under/leave under 8m as is/all boats over 10m 6 knots everywhere inside and ban jet skis and give them a designated area somewhere only.
- 6 knot no wash zones for all motorised vessels are needed around boat ramps and areas where other known areas for passive craft water users and swimmers are known to congregate throughout the Broadwater and tributaries. Particularly in front of Shearwater Esplanade, Runaway Bay, South Channel of Wave Break Island, in front of Len Fox Park/Loders Creek Labrador, Ray Newlands Channel, in front of Mitchell Park Southport. This would help protect the shoreline areas from wash erosion, protect the passive water users and swimmers in those locations from harm of being hit or run over by speeding vessels that have been known to operate dangerously and without any due care or consideration of other water users in these areas with actual cases where passive craft users have been run into by speeding and dangerously navigated vessels without regard. In addition to this there are sand bar and sea grass areas where Motorised Vessels need to navigate controlled and carefully as to not run aground or tear up valuable environment sea grass areas in times of lower tides.
- 6 knot speed should be enforced.
- 6 knot zones are essential for a variety of reasons; envrionmental, erosion, noise, swimmers, moored boats etc. . The problem is water police is not out enough to enforce, speed camera's are needed or/and police needs to get extra personel for intense monitoring at hotspots at times, so boaties realise they can get caught.
- 6 knot zones should be for safety(boat ramps & blind spots), other areas should be for wash(some large vessels 6 knots is too fast & produce large wash compared to 4 knots) Speed should be common sense related to vessel. (not one speed fits all)
- 6 knot zones should not only be determined by safety concerns. Other considerations should include 1. pre-existing public amenity (such as noise) 2. maritime safety in high use areas (such as harbours, re-fueling points, boat building areas)
- 6 knot, no wash speed limits in canals applies but 80% of boats and jet skis do not stick to the limit.
- 6 Knots (all Vessels) should remain on the Coomera river south arm. Between Sanctuary Cove and the Broadwater should be 6 Knots all vessels for safety reasons. I have seen too many close calls on this south arm and lifting the speed limit will increase the risk of harm or death. It will also increase traffic into a narrow canal where safest travel is on the wider Broadwater option.
- 6 knots from GC bridge to the GC Seaway, no exceptions
- 6knots on a jet ski causes more wake. Jetski speeds to be 40knots and above
- 95% of the time there is hardly anyone on the water. Changing speeds will only cause confusion and increase wash in a lot of cases. There is rarely a accident on the coast so I'm wondering why this is being put forward. The River is a huge resource that may be needed in the future to help with traffic congestion, please don't hobble it. Boats are for boating. Also the harm that could be done to some local tourism operators is wrong. We need tourism and the marine industry to grow. This will not help anyone.
- A 6 knot speed (Red) should be applied to small boat launching areas extending 200m either side of the boat ramp. eg Coombabah Creek ramps.
- A concern is surfers swimming across the seaway - they are very difficult to see most times especially when travelling into the sun !
- A lot of people use sport boats, the new zoning around the moreton bay area will damage many jetski, ski boat clubs. Every weekend this area is used for higher speed fun as there is lots of space and noone around compared to the rest of the coast.
- A new speed limit should be applied for any vessel approaching someone fishing and should be slowed to 4knots until 100m clear of fisherman with lines in the water
- • absolutely ... With about 30 years puttering around the Broadwater..... Without substantial additional investment in enforcement officers and equipment all plans are just that .... It will not work at all .. Police / fisheries patrol do their best .. But it appears they are limited by insufficient funding .. So .. Increase active & passive policeing / patrols etc..... Without that it is all pie in the sky..... Great in theory ... Useless on a practical level. You can do whatever ... No pro-active enforcement = no success Agree with education. Feel more "policing" of the rules is required.
- Agree with reducing vessel length to 6.5m, however, the limit then needs to be 40 knots in all areas, including in front of the yacht club at Southport near the Sundale Bridge and all the way up the Nerang River. The speed limit for large

boats say over 15m needs to be reduced to 6 knots in all inshore waters right up the Jumping Pin. These large boats are the ones who cause all the damage and are dangerous and have no concern for smaller boats or their safety.

- Agreed the use of six knot zones needs to be reduced the overuse has caused disrespect from the boating community particularly Coomera River.
- All craft same speed everywhere.
- All of Tallebudgera Creek should be 6 knots and parts "no wash". The 40 knot zone should be reduced to 6 knots because of the surging popularity of passive water activities. Many more people visit the area than twenty years ago and the 40 knot zone is out of date. You cannot have boats speeding in a such a small area where there are many swimmers kayakers, boardriders and other passive activities all with the threat of being hit by a speeding boat..
- all speed limits in gold coast waterways should be 6 knots.
- All vessel over 10m in the Broadwater should have a maximum speed of 10 knots. Jet ski should be used outside the seaway or if within the Broadwater less then 40 knots. Also no jet ski use after sunset at all. Jet pleasure boat to stay in channels and not around crab island and carters banks doing the tricks.
- All vessels over 8.0 mtrs should be restricted to six knots in any waterway south from the Coomera River entrance at Soveriegn Islands
- all vessels should be traveling at the same speed to reduce confusion of speed zones and allow for easier reporting of offenders
- All vessels south of wavebreak 6knts at all times
- all waterways that are surrounded by houses should be 6 knots
- Allow for more waterskiing zones throughout the coast for lighter speedboats. Excluding the big heavy wakeboard boats.
- Although PWC and IRBs tend to "hoon", they also put out less wash when at speed than when moving at 6 knots.
- Amend all signs using the new colours as having six knott signs but in some areas a under 8 metre vessel can do up to 40 knotts is just a trap for fund raising.
- Any law is ineffectual if it is not enforced.
- Any vessel under 4.5 m should be able to go 20 knots is 6 knot zones
- As a boatie(sailing vessel) I think there should be more 6 knot zones. Owners of fast power boats and jet ski drivers use Broadwater as a race track ,showing no concern for other waterway users with many ignoring the 6 knot speed limit in some areas. There should be more policing of current limits and I feel that there should be restrictions on areas that can be used by jet skis. I believe they are banned on Sydney Harbour. Fast vessels (small and large) are not only causing concern for human safety, they are also endangering the wildlife eg dolphins,turtles ,dugongs which frequent the area.
- As a commercial sailing vessel operator on the Broadwater I have many times (in fact every charter) had to take evasive action due to large wash from large vessel who find it funny to have my 35ft yacht dance in their wake. Most of these larger vessel do not follow the rules of boating any way so I don't think this will change their actions. I am not conducting charters from December through until the start of February as the water ways are to busy and dangerous for my customers.
- As a resident of Coomera Waters I am a regular user of the river. I purchased a 7.5m planing hull vessel specifically to meet current regulations and strongly urge that 8m remain the length limit (failing that Grandfathering is critical). I also own a PWC and a 40hp 4.2m tinnie and would strongly recommend against any increase in current speed limits on the Coomera River given the increase in boat traffic, mooring in the narrow channels by houseboats and others and the numerous blind bends - you will simply be asking for a high speed accident to happen some weekend and you may even be held responsible if you increase the speed limits. The problem with the studies are that they are theoretical whereas in reality boat owners have a wide range of competencies and regulations need to take this into account - for example I would never moor in the middle of a narrow channel, however many houseboat hirers do!
- As a user of the Broadwater and having lived on the Coast all my life I have noticed a significant increase in boat traffic and agree that the current status should be reviewed. In particular the safe speed and behaviour of some jet ski operators both in the Broadwater and South Stradbroke Island. It is the amount of jet ski's on the Broadwater that is causing significant risk to other waterway users. (Particularly recreational surfers at South Stradbroke Island) Also larger vessels should be limited in speed and a reduced speed limit for accessing in and out of the Seaway. Additional resources would be required to monitor and keep both the Broadwater and South Stradbroke Island recreational users safe. More than happy to discuss further.
- As I live at Clear Island Waters we use the Nerang River to access the Broadwater. The Nerang River is effectively the equivalent of our maritime highway i.e. it is the major arterial course we take to access the Broadwater, wider Moreton Bay and the ocean. It is critically important to us that we be able to transit along it as quickly as possible. If it was suggested that the speed limit on the M1 Motorway be reduced to 60 km there would be an uproar. This is the maritime equivalent. We accept that vessels over 8 metres should be limited to 6 knots for the obvious safety reasons however smaller craft (and PWCs in particular) should be able to travel it's whole length at 40 knots. Apart from immediately in the vicinity of the "intersection" at the north western corner of the Council Evandale and the south east corner of Chevron Island area where visibility is poor it should be 40 knots the whole way from Carrara to the Broadwater. No new 6 knot zones should be introduced. The proposed easing of some of the existing zones is acknowledged however more 6 knot zones for vessels under 8 metres should be removed.

- As mentioned in the discussion papers, jetskis throw up more wake at low speed and perhaps a category of jetski speed which allows reasonable transit times with little wake is suitable
- As noted in the various reports the principal issue after safety is wash. I have a boat on a pontoon on Coomera River adjacent current "red" zone and the adherence to speed limits is very variable. If you could rely on responsible people being in charge of vessels then the amended speed limits / zoning may be reasonable but I have not seen evidence of such responsibility amongst many vessels transiting the area in front of our pontoon and boat so I do not support other than a blanket speed limit for that area.
- As someone who lives on the river in surfers paradise I get to watch everyone go past and I myself take my jetski and boat out at least twice a week. Speed is not the problem here. Currently if anything the speed limits are already to low in places. 6 Knotts is extremely slow and let's face it. The people who are stupid on the water are the ones who will and do ignore speed limits anyway. Responible people continue to get punished by idiots. What we need is more police presence. If I'm out for 10 to 16 hours through the rivers I'm lucky to see a police boat and if I do its only just before dark and early morning. The Gold coast is a attractive to tourists and locals alike and has always been known for its water ways. Reducing sections even more is only going to make people go elsewhere. Property owners who complain about damage can take measures just like I have to reduce any problems. The water ways and boats were there before they moved in and I knew that too. Keep the gold coast a fun and great freestyle please. More police needed end of story.
- As stated above a more dynamic approach should be adopted towards restricted areas of the Gold Coast water ways to limit impact on residence and waterway users especially along the residential canal systems of the Gold Coast.
- Besides speed limits there should be a restriction on wash size to determine what speed is suitable for the area being navigated. Some vessels at 15 knots make huge waves.
- Better signage and more policing is required. Jet skis zip past our deck all time and seem to disobey the signs. They also disrespect kayaks. This dangerous behaviour has led to my son having fear when jet skis pass. They come so close and cause wash.
- Between sanctuary cove and Coomera waters the 6 knot speed limit is pointless. There is only ever one boat on a swing mooring and no houses. As a resident of south straddie I travel the north arm twice a day, 6 knot zones like this one are very frustrating!
- Boat industry in Coomera needs to retain the area between Coomera and Sanctuary Cove for water testing of boats. The speed restrictions in this area cannot be changed. To do so will seriously damage the industry.
- Boat size is not the issue, the current rules are not obeyed now, the increase in a green to yellow zones are way over the top based on the map, some areas need to be red and the rest green. The yellow zones in some critical places will not address the closing speed in congested areas problem that now occur. This had been extremely evident recently near the dredge located in the seaway, all boats do not slow, even commercial vessels.
- Boat size shouldn't matter
- Boats and jet ski make less wake at 25 knots
- Boats need to slow down along the broadwater - a 20M Pleasure Craft at 20 kts through there is dangerous, causes erosion and produces a massive wake. It is calmer out in the ocean than in the broadwater half the time
- boats over 8m speed should be reduced from 40knots to 8 knots from marina mirage to north of the seaway. The passage is too narrow for larger boats at 40 knots. If you get two 52ft boats traveling at 40 knots in the same direction, their wake is impossible to navigate in a smaller boat
- Boats under 6.5m put off less/same wash at 6knots or 40knots and the speeds should only be 6knots where a hazard exists. I believe if you leave your boat on a jetty that is at your own risk and responsibility to correctly tie it up
- Boats under 8mtrs same as now rules . Boats under 5 Mtrs , maximum 20knots in existing current 6knot zones.
- classify PWC's as over 8m to prevent them free styling
- Congestion, rather than natural hazards is the biggest issue. With large numbers of vessels, all travelling at high speed (over 25 knots) there is very limited time for boat operators to react, should something go wrong. Two vessels approaching each other at 40 knots have a relative impact speed of 148 Km/ph or 92 m/ph. This is particularly pertinent to small vessels such as tinnies, which are easily thrown off line by vessel wake or choppy conditions.
- Consider recreational and functional points of interest (such as Coleman Family Park and Coomera Shores boat ramp) when replacing red zones.
- Consider the impact on the non-watercraft users of the waterways. Especially around the Spit there are a number of human users of the waterways that include recreational swimmers, snorkelers and divers. All of whom are vulnerable to wash and unsafe practices of some watercraft users especially at peak times. Slower speeds should encourage greater caution, thus making the waterways safer for all users.
- Consideration of non powered craft, such as surf/paddle ski use, and sailing boats, need to be taken into account as well as natural obstacles. e.g the Nerang River around the TSS is open speed, however it is often catering for rowing skiffs. The area from Marina Mirage to SeaWay should have its speed reduced because of the congestion that often occurs and the braod range of craft utilising the passage.
- Consideration should be given to a limit on bow wave size for boats larger than 8 metres. Some of these boat have a one meter bow wave even at 6 knots and many skippers give no consideration to smaller vessels.

- coomera river and nerang river is an access to the broad water, higher speeds for boats under 6.5m at 25knots would benefit most user.
- Coomera river located approx. 1 klm west of the M1 needs to be no more than 10 knots due to the erosion on the banks. There are still the logs on the edge of the river ,still not allocated for the shore line on the southern side of the river. Been there for a very a very long time just lying in an enclosed area!!!
- Coomera River should be 6 knots all vessels to its mouth. It is very difficult to navigate a restricted waterway in a larger vessel with smaller boats darting in front and around your vessel, particularly jetskis.
- Coomera river south arm, particularly lower reaches where wide could have increased speed for smaller vessels
- Currently only a small percentage of jet skis abide by the 6 knot rule.
- Damage to property and noise must be taken into consideration. Damage to moored vessels along the Nerang river and the undercutting of land can only be controlled by the reduction of wake.
- Deregulate
- Distance from other vessels / swimmers should be increased when travelling at speed .
- Do not make it any further complicated to enforce.
- Does our feedback even matter? You'll probably ruin the waterways anyway. The Broadwater and could be an amazing space if the bureaucrats and do gooders could leave it alone.
- Dont reduce speed limits .. enforce them more with extra policing of it.. if you reduce the speeds you will only penalise the law abiding citizen the tinny rats and law breakers will continue to do so
- dredge the waterways more - it is becoming difficult even for smaller boats. the larger boats 8m + do cause major issues for us smaller boat owners at speed causing us to turn side on and cut speed to almost zero....a 25 knot for large boats may reduce this issue.
- East channel 40kn but west channel of broadwater less than 25kn
- Education and enforcement will be the main issue. If vessels do anchor near a channel then they should not expect vessels to reduce when en route. Signage at boat ramps/marinas may assist.
- Education, courtesy and consideration of others is more important than enforcing speed zones. e.g a small boat doing 40knots can be far noisier, irritating and dangerous than a larger boat doing 25knots. Speed limit zones can limit the introduction of passenger vessels to the waterways
- Emergency services such as Volunteer Marine Rescue and Coast Guard should be able to respond to emergencies by having a 40 Knot speed limit when on a task.
- enforce Jet Ski regulations and licencing
- Enforce them - serious lack of Police presence - trial speed cameras in the less policed area, such as the Coomera River
- Enforce them!
- Enforcement is the key to behavioural change
- Erosion on Clear Island Lake is a major problem, small boats ("tinnies") and jetskis are the biggest offenders, to allow these irresponsible people to legally do 25 knots is folly of the highest order. The larger boats typically seem to obey the 6 knot limit.
- Everything is working how it is! Why change it.
- Excessive speed on the gold coast waterways is progressively getting worse with more and more waterway users either going too fast for conditions our just ignoring already posted speed limits . After 0ver 20 years operating on the gold coast waterways and seeing mulyiple near misses and collisions due to speed I feel that imposing and policing general speed restrictions will hopefully reduce the current behaviour and accident risk
- Existing 6 knot zones in narrow waterways and residential zones are intended to minimise vessel wash and noise. Eliminating these in sensitive areas such as the Coomera River North & South Arms will have major impact upon bank erosion, noise and damage to resident's infrastructure such as pontoons and revetments. As there is no time restriction, any watercraft would be able to speed past at any time of night, with resultant engine noise, plus that of wash hitting the shore, moored boats and pontoons. In areas where there is already lighting from buildings, street lights etc, than the small lights of oncoming craft would be extremely difficult to see. With, for example, two PWCs at the legal limit of 40 knots, the closing speed would be twice that, ie almost 150 kph.
- Explain no wake!!! Vessels over 7 metres should not leave a wake at 6 k.
- For Currigee, the real impact is safety. There is no reliable correlation between length speed and wake. Wake depends on the power and design as well. Safety at currigee is impacted by the wake of powerful vessels
- For some vessels, 6 knots is still to fast and causes damaging wash to plant life and jetties. Red areas, should just be labeled NO WASH.
- For those of us living up river, it already takes an hour to get to the seaway. Please don't make more 6 knot zones.
- For vessels under 4.5 m, 6 kt zones should be absolutely minimal, 25 kt speed limit should exist in all creeks because planning hulls produce less wash while on the plane especially if travelling into the current.
- Fully support opening up current 6kn zones for smaller vessels up to 8m to do up to 25Kn - this is a great idea.

- Get rid of 6 knot zones and make one set speed like 30 knots and 40 knots for the broad water
- get rid of the 6 knots 12-2pm rule in the front of the Runaway Bay sailing club, stupid rule to have.
- get rid of tourist jet boats they are a nuisance and have no regard for any other boaties. they stop and pivot near boats that are stopped and fishing. jet skis are fine compared these are idiot operators
- Get ride of 6 knots for tinnys and jet skis they make bigger wakes when going 6 knots conspired to plaining
- Gold Coast bridge to Jumpinpin should be 6 knots for all vessels above 8 mtrs. This part of the broadwater / southern bay would be one of the busiest sections of waterways in the country and the majority of large boat skippers have little or no regard for their fellow small boat owners. How many times have you heard of or seen the 40 foot plus sports cruisers and fly bridge game boats go tearing up this narrow water way leaving a wake of destruction behind them with not even a rearward glance to witness the carnage they caused . With the Broadwater being so narrow there is no where to hide from these cowboy skippers as they try their very best sink you vessel . All this may sound over the top but just go out on any fine weekend and take a look or better still go out in a small tinny or a mid size displacement cruiser . As much as I hate to say it but somebody will get killed this summer on the Broadwater. We need more patrols on the water and they don't have to be in fancy big twin outboard powercats . I haven't seen the police on the PWCs for a while and that is the sort of craft that is ideal but we need way more of them. As ugly as it may look but I feel we need bigger and more descriptive signage when it comes to the 6 knot speed zones around anchorages . A popular anchorage is Tiger Mullet channel at the eastern end and there is two 6 knot buoys a one fixed sign on the bank but I think there needs to be large signs explaining that it is a designated anchorage and a no wash zone , that is just one example. With the amount of revenue collected from the Gold Coast boat owners through registrations etc surely we can channel a bit of that into more police and boating patrols for our water ways and that is what is so desperately needed. I have been boating on the Gold Coast for well over thirty years and am now thinking of giving it all away because of the mayhem out there. It will take a brave politician to implement the unpopular changes that are needed to keep our water ways safe . To me it looks as thought the politicians that are responsible are taking ' advise' from the boat manufacturing industry we have here .' How can we sell big boats and keep local jobs if the owners of these boats can't go full speed ahead up the Broadwater ? ' Send them out in the ocean where they belong. That's my rant on the subject and I hope my lone voice is heard ....or am I a loan voice?
- Hard to manage but more related to wash. a 50' doing 18 knots is more likely to harm boaters in small craft than a 4.0m boat doing 30 knots.... its a wash related issue not spped, wash as a result of speed... Id prefer no wash areas with no interpretation of speed - simply no wash means no stern following waves.
- Having lived on Coomera River for 10 years, I have observed the slow erosion of the shoreline opposite (Coomera Island) with Mangrove trees falling over. The wake from all classes of boats already washes over the revetment wall of my property at high tides. Despite having a speed limit sign (6) directly opposite, few smaller vessel obey the (6knt) limit, raising it will only encourage these owners to increase speed further beyond the new limit.
- Heavier enforcement of speed limits is required rather than reduce the speed limits further. ie. Vessels routinely travel 40 knots through the marked Marine park areas further north.
- Height of wake produced by vessels should also be taken into consideration e.g a dingy doing 6 knots can produce more wake than if it was travelling faster, most people I talk to believe the wake produced should me a major consideration when setting speed limits especially when vessels are passing each other
- how do you intend to police these speed limits ? as at the moment the speed of boats & jet skis goes mostly unchecked ! i have complained to water ways & police to no avail so although it seems a good idea to talk about speed, unless you can police it properly its probably a wast of time !
- how many must die
- I agree with GCWA's report and its suggestions. Very fair and reasonable.
- I am a commercial user of GCW. I have conducted voyages from Surfer's Paradise to Tipplers passage and Coomera River for 3 ten year's. In my opinion the current speed zones are OK. I believe the bigger problem is the lack of inforcement. I see it everyday. Vessels speeding, often right in front of Mariner's Cove. The speed zone's are good they just need to be policed! I am mostly concerned during night time operations. The beacons and light system is in need of upgrade. Also the back lights of the growing city make it increasingly difficult to see the navigation lights, in particular the green lights. Please can we do something about the cars parked at the Spit. Maybe a sign requesting cars not shine their lights on approaching vessels. Also illuminate the speed restrictions sign at Southport.
- I am a jet ski rider but I understand these are very dangerous vessels so unfortunately there needs to be strong speed limits set to prevent accidents and damage to banks etc
- I am responding as someone who uses a non motorised vessel ie 5.6m sea kayak
- I believe that all of waterways should be reduced down in speed as the bow wave from some of large boats cause problems not only for smaller boats but for charter vessel such as housboats.
- I believe that the 6 knot zone from paradise point all the way up the coombabah river should be increased to 40 knots for vessels under 6.5m. No one does it anyway it's unrealistic to expect boat operators to spend and hour driving from paradise point all the way up the coombabah river to the where the reserve starts.
- I believe that the current yellow categories with variable speed limits for different size vessels is a good idea, especially when this zone is proposed to replace certain designated red zones. Restricting the speed of large vessels causing considerable wash to 6 knots is a fair and logical regulation however smaller vessels under 6.5m should not be forced to reduce their speed from 40 knots to 25 knots as their wash is considerably less than those of larger

vessels. For example, PWC's create little wash whilst underway at 40 knots and it would be a considerable disadvantage to all PWC owners if the existing yellow zones were restricted to 25 knots. The suggested reclassification of current red zones to yellow would be of substantial benefit to all vessels however I do not agree that the original/current yellow zones should have their maximum speeds reduced to the proposed 25 knot limit. I suggest that an extra colour zone (blue for example) be classified/created and used to reclassify all of the existing/current yellow zones into blue zones. The blue zones should maintain the current speed & vessel size regulations that are in place for yellow zones which allow vessels sized below 8m to continue operating at 40 knots in those areas. As the original yellow zone regulations were already deemed suitable at the time of their publication, I believe that further regulation of maximum speed and vessel size to these zones is yet another example of over regulation. Changing the original yellow zones to blue zones would allow for the newly proposed yellow zones to still incorporate the suggested updated rules/regulations. For example some of the existing red zones which are proposed to transition to yellow could successfully transition as they would still abide by the newly calculated restrictions for those areas. At the same time, reclassifying the original yellow zones to blue would not disadvantage a high percentage of the originally gazetted yellow zones regulations. If a blue zone was introduced it would allow the current red zones to be transitioned to yellow ones incorporating the newly defined yellow zone restrictions which provides great benefit to all vessels. However without the addition of the suggested blue zone or the continuation of current yellow zone regulations being applied to all new and existing yellow zones, I am 100% opposed to the suggested changes. This would increase travel times experienced for all vessels making way through any yellow zones which is of substantial disadvantage. If the proposed changes were to go through unaltered, the transition of the already excessive red zones to more regulated yellow ones would still be of benefit to all vessels. However, ultimately the reduction of green zones from 65% to 51% significantly reduces the area in which 40 knots can be travelled at. The newly imposed speed limit of 25 knots to yellow zones, specifically to the existing 7%, has further decreased the area in which the speed of 40 knots can be travelled at from 72% - 51%. Please consider my suggestion of an additional zone being created as this will allow for more efficient and fair regulations being applied to vessels on the water ways whilst not removing a sizable green zone.

- I believe that the speed limits are adequate however with the larger boats such as launches do make it difficult for enjoyable boating in the 60 knot areas
- I believe that the waterways management authority should create a "wake table" and legislate boat builders and the like to provide a "wake rating" of the vessels they build/sell that reveals the size wake a particular vessel creates at various speeds. It is not acceptable for example to suggest that a 15M displacement catamaran weighing 10 tonnes travelling at 15 to 20 knots will create the same wake as a Riviera 15M vessel weighing 20+ tonnes doing an even less or similar speed. Today there are a multitude of efficient hull designs that create little or no wake that are penalised by being compared to inefficient poorly designed vessels that rely on heavy uneconomical machinery to create forward motion hence the blinkers on approach to this problem solving methodology which should be addressed at the starting point of boat builds.
- I believe there are lots of areas where it is 6 Knots and it is a wide canal straight which should be 40 Knots.
- I believe vessels over 15m should have to do 6knot on the broad water and use the ocean for passage making between Brisbane and the Gold Coast if they wish to travel at speed.
- I believe what is in place on the water while I was at present is sufficient, but I also believe if the reason for this survey is because of speed issues in the zones we already . Everyone should be held and made accountable and responsible for their own actions . At time of interception should be immediate loss of any license that they hold . Need to introduce the days of Blame are gone everyone Will responsible and held accountable for their actions .
- I decided to go with the one speed for all due the fact that many vessel operators do not respect the speed limits regardless of the zone.
- I disagree with the 6.5m and 25knot limits suggested for the yellow zone. The studies by AMCS show very little difference in wash created by 6.5vessels compared to 8m vessels...and a significant reduction in wash an increase in speed from 25 to 30kn. I further point out that these studies do note show the further reduction in was from 30kn to 40kn. Other studies on this matter show a huge reduction in both wash size and energy at 35/40kn.
- I do not see a strong case for reducing the speed limit in a yellow zone from 40knts to 25knts. If a vessel of that length is limited to 25knts, it could produce a more damaging wake than if it were allowed a greater speed.I also don't see a strong case for reducing the length in a yellow zone from 8mts to 6.5mts? I would not expect that limiting these vessels speed in the proposed zones, would have any significant benefit to warrant this.
- I don't believe there should be 6 knot speed limits on main channels. It's like adding a 60k zone on a highway. Get boats to anchor somewhere else.
- I don't feel safe kiting or windsurfing or SUP ing in the broadwater anymore
- I experience very poor compliance with speed limits in proximity to moored vessels, particularly by jet skis. There needs to be better education and enforcement for this.
- I feel that 6-8 knots is too slow. I struggle to do this on my JetSki, particularly when larger vessels are bearing down on me ignoring the set limit.
- I find the argument ,that ,letting large monohulls speed around in the Broadwater ,I include the area up to Jumpinpin protects the G C boat industry False and dangerous.
- I hate going 6 knots on a jet ski or small boat making me use a heap more fuel and producing more wake than if I was on the plane.

- I have a 10 m low wash catamaran. It is punished by these arbitrary rules when it puts out less wash at 8 or 10 knots than a mono hull, but due to its length must travel at 6 knots. Multi hulls should have length dispensations.
- I have an 18ft outboard ski boat with a really small wash. The thing I dislike about the speed zones thinking is how impractical it in in practice. If you ban watersports below 25knots in certain areas that all the water sports my kids enjoy - tubing (about 20 knots), kneeboarding (around 20-22 knots), wakeboarding (around 19-23 knots) and waterskiing (around 22-25 knots for doubles and 25 knots upwards for single). If you ban watersports in an area between 25 knots and 40 knots you ban the adults from waterskiing (between 25 to 35 knots depending on their ability and experience). If we have adults & kids the speed is likely to be around that 25 knots. So it is completely impractical to say we can spend time on the water, but the kids can only go in particular areas and the adults can only go in particulars areas. We also travel regularly to the Clarence river at grafton and are very supportive of the seperated waterski/barefoot area as it is working really well.
- I have concerns that possible increased wash in Clear Island Lake will lead to damage to our retaining wall barrier on the lakefront.
- I have seen in the hawkesbury river very good zone ideas. Obviously directly adjacent to marinas eg. Marina Mirage it is 6 knots all vessels, but in other areas where environmental factors are not a consideration eg. Only waterfront properties, the zones are full speed plaining or 4 knots. Most boats leave a bigger wake at 4 and 6 knots.
- I have specifically purchased a boat just under 8m (it is 7.5m) to lawfully abide by the current speed limit of 40 knots in Nerang River. The journey down the Nerang River towards the Broadwater would become an extremely long trip for us and many other boat owners should the rules change to boats 6.5m or less. This would be extremely disappointing.
- I have spent 40 years on the waterways and speed doesn't make a difference or size I own boats and jetskiis
- I have used the broadwater for 40 years.As I travel from salt water creek to the broadwater I think that vessels 8m and under should be able to run at up to 25knots for safety. 6 knots is too slow for boats under 8m etc. 40 is too fast when the sun is setting and jet skis need to be slowed down to 25 knots. In the broadwater , boats over 4 ton, i.e. 30 foot plus, need to have a limit of wake and wash as they cause damage and danger to smaller boats.I own a tinny, a 7m boat and a 10 m boat, and see two sides. Just for interest, I notice that my 7 m boat at 6 knots has no wash, at 8 knots it has a huge wash, at 15 knots it has very little wash. Your decision to allow boats to pop out of the water onto a gentle plane is a great idea. (so long as there is no hazards or property closer than 50 mtrs.
- I hear people roar up the Coomera River in the 6 knot zone going much much faster
- I live at istana view clear island waters have done for 16years and I had a 38ft marina at the back door which was allways being batterd against the boardwalk because no one did 6nts and nothing has changed we have wake board boats and ski boats tinnies and jet skies so what I would like to no is who do I sue to pay for the bank being washed away, all the time we have lived here the last time it cost $5,000 to fix so if you are thinking of increasing the speed limit why should the houses across from robina pky have this cost all the time let me no who to send the bill to.
- I live at the entrance to Coomera Waters and despite the current 6knot limit in the entrance and on the North Arm itself, we regularly have all manner of vessels greatly exceeding the speed limit causing undue noise and undue wash to both my property and pontoon including my boat. Any erosion of the existing limits will make our lives intolerable in this area. What is needed also is more enforcement.
- I live on Main River at Hope Island and strongly object to changing the limit due to noise and safety.
- I live on the Coomera river in a 6 knot (red zone), and the vast majority of vessels that transit this zone do so at high speeds (some jet skis exceeding speeds of 40 knots). On a normal weekend in excess of 100 vessels of all sizes would pass through this red zone at speeds significantl;y in excess of 6 knots. What action will be taken to enforce the existing zones, since the current occasional transit by the water police is completely ineffective? Somebody will be killed (again) in the Coomera river due to inaction on speeding in this area.
- I lived in Florida for some years, the strategy of "no wake" is sensible and it works. Your proposed changes seem logical, however consider an option that would permit larger than 6.5m catamarans that can cruise at speed without significant wash and that are used for ferry operations to be permitted.
- I note that it is intended to lift the speed limit in Tiger Mullet Channel and Millionaires Row both heavily used anchorages in holiday times. To do so is inviting an accident with speeding boats passing within meters of anchored ones. If you raise the speed limits in these areas there will be nowhere to anchor peacefully in that general area
- I reside on the Coomera river, people continually break the rules in both large vessels and small. I have approached , police,councils,and the GCWA, in almost all cases, I have been told (once delving deeply) there is no money. Police aren't allowed to do overtime to police the waterways. GCWA say they have no money for signs, or even the improvement of existing signs, and the councils just palm you off to other departments till you finally give up. There are just no resources to protect our waterways or their residents.
- I strongly recommend one speed for all
- I support anything which will reduce the danger posed by inconsiderate fools with massive powerboats who have no consideration for other waterway users. We were almost swamped by one such idiot with a massive wake who passed us several times while out 'testing' his 'toy'!! We are now very reticent to use Gold Coast waterways despite the beauty of the area as our disabled daughter badly injured her knee after falling during one of his 'passes'! In another incident involving another such inconsiderate user, our dinghy was almost swamped near South Stradbroke Is. from the massive wake from a gigantic vessel passing at great speed while we were venturing ashore. Some of these people have boats whose length vastly exceeds their IQ!!

- I think it can be painful sitting at 6 knots . I feel That on main river it shouldn't be restricted to 6 knots unless dangerous shallows, shoals or tight ends etc. there's a stretch near manoco street Broadbeach that could be assessed. Near chevron island also. More education and maybe increasing the age for boating. These kids should need A license to operate a tinny. They ruin it for a lot of people. If they had a license to lose maybe there would be more risk in being a menace.
- I think police or maritime should caution everyone who anchors in the middle of channels , it's like parking in the middle of the street...when I first got my licence 20+yrs ago it was a rule not to anchor in channels. The speed limits don't need to be reduced from 40knots as it's not that fast and it will ruin it for a lot of boaters. Crab pots are another problem, I love crabbing but I am courteous and place my pots/floats out of the channels. I think police/maritime should confiscate if impending the channels for safe passage. I also think some of the 6knot zones should only be within 30m of moored vessels like the one out front of south Stradbroke near the jumpinpin bar or make the channel wider. It's just seems that others are penalised for upperclass that want to spend the weekend there, they are the ones that are dangerous with boats 8+m long with waves that are massive , it's like driving outside the bar sometimes down the Gold Coast with all the bid boats who hold no regard for smaller vessels, and that's a fact. I've been going down from the Gold Coast to Moreton bay for 35yrs and I know what happens down there on the water. What about improving parking down at cabbage tree point boat ramp? We pay all this rego for boat/trailer and nothing improves but you want to reduce speed limits on the water? Makes no sense..
- I think that some areas, such as the Coomera river north arm could have speeds up to 25knots for vessels under 12m as the planing wash is less than pushing at 6knots into a tide.
- I think the area in the broadwater from bums bay to the seawater entrance should be 6 knots & the same 6 knots speed zone continuing to north to the hope island entrance also from chairs seafood side to hope island entrance. The amount of booties that are on the water in peak times are quite numerous & the continuing lack of care to fellow booties is on the increase and extremely dangerous, what I have experienced is unbelievable
- i think the cause for most erosion is the larger cruisers when at speed as they create alot of wash and can also make it dangerous for a lot of smaller vessels
- I think the channel running on the eastern side of Sovereign Island to the south of Ephirim island should have a reduced speed for larger boats 8m and over as they create dangerous wash there.
- i think the new proposal is a very fair and sensible approch to making our waterways more user frendly
- I think vessels under 3m should not be limited in yellow areas, 3-6.5m vessels should be max 25 knots. Vessels under 3m create very little wash at high speed
- I understand the need for red 6 knot zones in areas due to safety concerns, but slow areas which are there because of residential areas or other factors to do with what is happening on the land surrounding the river are needless. If someone doesn't want to live where there are boats going past on the plane, don't live there. As such I strongly agree with the 6 knot zones for small vessels on the Coomera River being raised to at least 25 knots. I personally would prefer them to be raised to 40 knots, but I do understand the need to consider the wash that boats cause. Overall I STRONGLY support any action which raises the speed of the current 6 knot zones.
- I used to live at Helensvale it used to take over an hour to get out of to the Broadwater. 6knots is not the answer. Most smaller boats create less wash when on the plane.
- I would support a reduced speed for larger boats in the channel on the eastern side of Crab Island between the North and South Currigee Camp Grounds. This is where the majority of family beach time occurs and the extreme wash is very off putting and indeed hazardous
- If a vessel is designed to do more than 25 knots it should be able to do so. I believe the 40knot maximum speed is ok.
- If its not broken don't fix it !!! an old saying but true!!!
- if speed limits are not more widely and efficiently enforced this whole exercise is a waste of time and money!!!!!!!!!!ilive on the river in a 6 knot area and the number of vessels observing this limit would be less than 10%.....but no sign of a speed camera or water police presence!
- If the current rules were enforced, there wouldn't need to be continual changes. These changes only hurt the people who do the right thing. The 5% of idiots will continue to ignore any rules unless they are enforced for a change. e.g. (1) For the past 18 years, we lived up the Nerang River at Sorrento. When we first moved there, it took 20 mins to get to the seaway. It now takes 45 mins because of all the 6 knot areas. And the idiots in tinnies & jet skis still ignore the rules. Its not those with boats between 6.5 & 8M; (2) We now live at Paradise Waters- I guarantee if the rules were enforced along the Budds Beach stretch of the Nerang River & in the waterway from there up towards the Marriott Hotel, you would catch 20 idiots a day speeding & ignoring the rules. We need enforcement, not more changes !!!!!!!!!
- If the speed zones are not properly monitored and enforced now/
- In area where there are no houses safety or erosion concerns lift the speed limit to 18 knots from 6 knots.
- in my area at grand canal way there are 6knts signs at each end of a long stretch,only about 20% of users comply, the canal is wide but shallow and resulting wakes play havoc on the walls and beach, biggest abusers are jet skis,tinnies,speed boats under6mtrs, a little law enforcement here would certainly liven things up,others see others breaking the law and decide why should they be the only ones abiding and then do the same. Some think they are doing 6 knts[more like just off tthe plane] and pull a wave you could ride a board on.Presumably much of this ttraffic comes from near this area, it would seem that they only comply in there own canal, now that there are 2 new

highrisers with 4 more to come on the olsen avn side it would seem that this will realy become a trouble spot.I have been here coming on 3 yrs and only once have i ever seen a police boat.

- In my opinion all the speed limits should be lowered to give the residents a more peaceful life.
- In respects to the coomera river. The 6 knot zone from Santa Barbara all the way to Paradise Point is very long winded. The river is wide enough to accomodate greater speeds. I dont understand why this has not been adressed. The wash would not play havic with the environment.
- In some areas of current 6knot zones, it would make far more sense to have a transport speed of 25knots (as long as it 30m from moored vessels) to allow jets skis and small boats say under 4m to travel thru at a safe speed as this
- In some slow zones small vessels such as Jet Skis make less wash at 15-20 knots than at 6 knots.
- In wide rivers boats under 6.5m have to stay a certain way away from jetties but can do 25 knots
- In zones where (11) applies it has been an observation over many years that speed has more relevance than as different speeds have different effects on things like wash than any other factor. This factor should be the number 1 consideration.
- Increased policing particularly in canals would be advantageous in reducing wash and according sand build up under pontoons
- Increasing Red zones to yellow 25knots will lower overall travel times which affects where you launch your boat, but could then create congestion at those ramps bound by existing 6 Knot Red zones now becoming 25knot zones. Good for sea travel and bad for parking arrangements.
- It appears speed zones are there for different reasons. Some for safety, others for care and concern of the banks on some waterways and also the concern/ comfort of moored vessels. In relation to the latter, you often see a large vessel producing a quiet a large wash whilst only doing 6 knots, yet other vessels such as dingy and jet skis producing a much smaller wash at higher speed, it appears that 'at times' the speed restrictions are incorrect. I do realise it would be hard to implement speed zones based on hull design.
- It has to be a realistic speed and not in relation to a few people who are against our Gold coast tourism, reducing this speed as wanting to by the this board is not a conducive to our tourism industry which part of is on our waterways. Gold Coast promotes itself as the tourism destination, so why hinder this
- It has worked for years. why change it. it's the winging people who have no boats who don't like the noise. If they don't like it then they can move house. it's a joke and boaties aren't going to let this go
- It is clear to me from the AMC report that moderate bank erosion will occur for any vessels of a jet ski or greater exceed 5 knots. Who then accepts the liability for bank erosion if you continue to allow vessels to generate their maximum wake even if only to get on the plane be exceeding 5 knots ? This question is not answered in this survey, yet it is important from a policy decision perspective. Any owner of property along a waterway that exceeds a 6 knot limit may well be liable for their revetment wall maintenance which may have its design life shorten due to bank erosion from vessel wakes. This is not considered in this study. Travel times may be an issue for those upstream, but their property prices are cheaper accordingly. You may improve their travel times and the expense of the residents downstream due to their increased liability from vessel wake erosion along their shorelines. It would be a policy then that is detrimental to residents downstream that paid a premium for not having long trave times in their vessels. These gaps in this discussion need to be discussed.
- It is crazy to expect people to conform to another speed limit of 25knots in the proposed yellow zones when the delineations of these zones are invisible lines. Especially between the north of wave break and the south of crab island. Most license holders that do the "one" day course barely remember the rules let alone expecting people to remember another speed limit. It should be either 6 knots in a red and 40knots everywhere else. Very few vessels aside from Jet skis travel greater than 30knots anyway and jet ski policing is a whole different issue that needs to be addressed! The real issue on the broad water is how easily one can attain a boat licence and legally drive any vessel that is registered privately even a 100ft yacht weighing over 20 ton! We don't let anyone drive a B Double on the road so why do we let anyone with a boat license drive a huge boat in a waterway that has far more variables than a road environment?????
- It is extremely dependent on responsible skippers and common sense - sadly and evidently lacking in many cases.
- It is getting harder and harder to find an area for the kids to ski and wake board where there is a beach to setup for the day and also be able to go at 40 in the broadwater.
- It is my view that speeding is what boat owners do if they believe they can get away with it. We don't have enough patrols managing and regulating speedsters, relying on signs to do the job. Creating zones with different speed limits is the same problem will still require policing to enforce. We are relying on boat owners to do the right thing. The millions of dollars in revenue that is raised from road speeding cameras and police speed cameras is testimony to my thoughts. I live in a 6 knot zone and have a 57ft boat on my pontoon. Whether its a 6, 25 or 40 knots it wont change the mentality is my view. The government spends millions of dollars through media streams and on road safety campaigns and yet they still make millions of dollars in revenue from people speeding. Its a difficult one to resolve unless you back it up with constant policing, which is the problem we have at the moment virtually non existent.
- It is no use having speed limit zones if the speed limits are not enforced by regular water police patrols.
- It is not so necessary to change the rules of the yellow zones but it is essential to change a lot of the green zones to yellow as large and powerful cruisers generating enormous wakes and wash near the beach in the Broadwater are dangerous and scary for smaller boat and pwc users and for kayaks and stand up paddle boards.

- it would be ideal if we could determine a wash "standard", where small, light boats could do 40knots or less in yellow zones, but heavy, wash-creating boats would be restricted to speeds where they are not creating damage. perhaps we could look at a "rating" system for new boats? ie, this new boat creates XNm of wake at 25kn, so should do 25kn or less in yellow zones, and is labelled as such...
- It would be useful if the limits were enforced. They certainly aren't in the area where we live. That is on the Nerang River at Sorrento.
- Its about a balance between safety and wash. Boats less than 6.5 meters that are planing at 25 knts will produce very little wash and 25 knts is a very moderate safe speed. In reality, very few boast can do 40 knts and 40 knts is too fast. The 25 knts is also a speed that allows for water sports such as skiing. With medium size boast, 6 knts produces more damaging wash than 25knts.
- Its an excellent step in the right direction. Enforcement and education of distance off laws must be increased.
- Jet Ski 6 knots unless in a designated jet ski zone
- Jet Skis are a major problem on the Coomera River speeding and using the river as a playground particularly up towards sanctuary Cove
- Jet skis have less wake above the 6 knot speed, a more appropriate speed would have less impact in areas where wake wash is a problem. i also note that commercial jet boats with tourists on board do well over the 6 knot limit in these areas and are never stopped.
- just stop people speeding in canals especially tinnies and jetskis the. big boats more water police
- Keep and ENFORCE the 6K limit for all vessels in the clear island waters lake system
- keep as is.
- Keep in mind water skiing. Making boat owners responsible for there wake, it is the big boats causing most problems and damage.
- Keep it as it is. People choose to live on the water therefore choose to deal with the wash/noise etc.
- Keep it simple
- Keep it simple and use wash and noise levels to determine speed .encourage quiet vessels that cut through the water rather than gouge huge holes creating enormous wash
- Keep speed limit as it's now. Stop destroying tourism future and local business especially jetski hire and fishing.
- Keep the broadwater well dredged with alternative routes available to take pressure of main routes, eg in front of southport/labrador. Main Nerang river should be 40 knot zone in all areas. (less wash). Also maybe one way in some areas , like Chevron Island, therefore reducing accident risk as all traffic heading in the same direction.
- Keep the fucking speed limit at 40 knots? Never had a problem before
- Keep the same speed limts, increase police patrols
- Large private vessels 40 /50M plus should be restricted to 6 Knots, no Wash in Broadwater
- large vessels at speeds over 20knts put out a very damaging wash when close to other vessels.they must slow down when approaching other waterway useres
- Large vessels travelling in the Broadwater between s Sundale and tipplers are a hazard at any speed over 8kn and Seem to have little regard for the safety of smaller craft!
- larger boats are too fast in the congested water ways.... tinnies etc need to be able to use speed to get out of the way of the larger vessels are most are driven by recreational drivers that can't see the smaller boats.
- Larger vessels being restricted in 40kn zones during peak periods such as weekends and public holidays.
- Larger vessels should be restricted to 6 knots in all gold coast waterways
- Leave it how it is
- Leave the water ways as they are!
- Leave things alone.
- Less 6 knot zones but speeds well less than 40knots around bends etc. Police to enforce speed with speed guns.
- Less interference with recreational lives please. There's precious few moments in life where someone isn't laying rules on you. The current rules adequately cover safety issues without the need to force everyone to run at 6 knots or let some selected few enjoy their water and others not in ways a privileged few see fit. The water belongs to us ALL to enjoy!!! The current speed zones adequately protect the shorelines.
- Lets allow the "operator" of each vessel determine a safe speed out of marina's and boat ramp areas. Vessels at a distance of 60m away and under 6.5m should be allowed to get on the plane
- Let's keep water ways moving.
- Like any laws speed zones are great if the laws are enforced. I live on Little Tallebudgera Creek. 90% + of vessels coming past ignore the speed limit. Jet skis come past at perhaps 100km/h and kids in tinnies with no licence and apparent 6 hp engines race past playing up at 20-30 km/h. Yet I get harrassed at 10km/h (<6knots) and told I am going too fast and should be walking speed! (6 knots or 11km/h is a good solid run). Restricting speed limits unnecessarily devalues houses further up the river.

- Limit 6 knot zones.
- Limits should be simple and easy to understand not complex. Strong signage shroud be present and clearly marked.
- main river should be a reasonable speed it just takes forever to get anywhere on the gold coast these days. Slower around boat ramps and marinas and 6 knots in all narrow canals perhaps a faster speed in wider water
- Maintain 6 knot speed limit in channel opposite Marine Parade,Labrador
- Maintain existing 6knot wash zones
- make speed zones easy to understand, easy to police and sensible in regards to transporting people in the safest manor. we should look at our rivers and waterways as roads and transport corridors that need to be signed correctly and maintained. This includes visitors to our region being able to navigate safely which currently i don't believe is the case.
- Make sure they are clear, some have a clear start point and no end pint e.g. opposite Runaway Bay Marina. Personal watercraft should be targeted too as they are reckless and have no regard for speed zones.
- Many current 6 knot sections along the Nerang river are completely illogical
- Many of the current 6 knot sections make no sense and are clearly not for safety purposes
- Many people have bought their boats with the current speed limit as a determining factor. Dropping the length of the vessel for the max speed and decreasing the max. speed is unfair on those people. If more monitoring is required to ensure safety, then do it, but don't penalise law abiding skippers with ridiculous restrictions, simply because they do not live on the broadwater. Most boaters need to access the rivers to access the broadwater and the ocean. Limiting the amount of recreational hours whilst increasing the commuting hours is lunacy and will push people to break the law, unless of course increased cash injection by way of increased fines is the prime purpose for this stupid proposal.
- many small water craft throw more wake at the 6knot speed then say 15 knots. Big boats i understand 6 knots but for smaller more nimble boats is a waste of time, but i guess thats why people that don't drive boats set the speed limits.
- Many will have purchased their boats at a particular length based on the current yellow zone regulations. Changing the length restrictions in current yellow zone would negitivly affect a large number of existing owners between 6.5 and 8 metres. This is a popular size of boat for families and and will add significantly to the commute time to the Broadwater and discouraging family participation in boating. I would like to see the existing zones stay at their current length limits and a new zone be introduced for the western side of the broadwater at the reduced length.
- mimimize the 6 knot zones as much as possible for smaller vessels
- More needs to be look at Sea Eagle lake Upper Coomera
- More and more I continue to loose faith in the system, the river was there before all the houses and high rise buildings were erected. you would buy a house because of your love of the water and everything that comes with it, if you don't like the noise of the water crafts going to past to your liking then leave if you buy a house next to and airport you don't have a rite to complain. The mayor of Ipswich responded perfectly to a residential complaint "the new hornets are noisier than the other Planes" His responce was don't like it.... Move ! More and more we are putting up signs restrictions, restrictions on our way of life on our very free way of life penalising the majority for the acts of the minority.
- More areas should be yellow zones. Vessels over 8m are operated at unsafe speeds by inexperienced drivers without taking due regard to conditions. Additionally jet skis need compliance conditions that reduce their reckless crossing of shallow fish breeding areas e.g. I
- More inforcement
- More patrols
- More police in the upper rivers
- More policing in those areas
- more policing of jet skis (speed & age of riders) more police on the water in general
- More policing required in canals A strong presence will stop those flaunting the law especially jet skis
- More rules creates more confusion and I believe is the wrong approach especially when the existing rules are not enforced. Education via flyers and advertising would be a great start as I am sure that not all drivers on the waterways are aware exactly how the rules work.
- More signage
- More time and money needs to be spent enforcing the speed limits on the water. People take the speed limits as a joke.
- more zones and speed zones just puts more traffic in one area making more problems open areas promote the entire use of the broadwater and river systems also you should require a boat registation number to complete this survey to ensure users are involved in your survey not people who move in to an area then complain
- most boat drivers do not know what 6 knots is so why not a no wash policy. many come into an anchorage at what they believe is 6 knots and leave a huge wash and dig a big hole.....
- Most of these are ignored by many and greater attention needs to be given to enforcement
- Most skiing happens at more than 25 knots. THe faster the speed the smaller the wash

- My biggest issue is with the big cruizers belting along with no regard to the carnage there wake causes to other boats anchored or not.
- My deeds for my properties on saltwater creak state there is a 4 knot limit, what happened to this more desirable limit? At the moment salt water creak is signed as a 6 knot limit, 80% of craft exceed this limit some travel at 70knots. Many photographs were given to the water police for action, nothing happened.
- My feedback regarding the speed limit zone, is I would like to see the area that is currently 40knots from Budds Beach to Main Beach be reduced to 6 knots. And I do not think any 6 knots area around Chevron Island should change, it should remain 6 knots.
- My interest is the speed zone on the North Branch of the Coomera River and the network of small creeks between this river and the Pimpama River. On the bend of this river ,just before it enters the Broadwater is an important bird roost for migratory birds. The main birds found here are Eastern Curlews, Bar-tailed Godwits and Whimbrels. I will sent a copy of a recent count completed here. The small creeks behind the roost are feeding areas for these birds. The roost becomes submerged on spring tides. The creeks behind the roost are exposed at low tide and are submerged as the tide increases .Whimbrels which will roost in trees are likely to remain here during the high tide cycle. The creeks behind the roost may be navigable at high time but this would be a hazardous operation at anything greater than 6 knots. I would recommend that this network of small creeks shown on some maps as Jewel Creek be given a red zone. Migratory birds are sensitive to fast moving objects including vessels. A study carried out by the Qld Wader Study Group showed that migratory birds take alarm to fast moving vessels and are less sensitive to slow moving vessels, people and vehicles. There are two other areas on this map where it is indicated that speeds will be increased. One is Coombabah Creek. This is important habitat for Eastern Curlews, Whimbrels, Bar-tailed Godwits, Terek Sandpipers and Black-winged Stilts. The channel here to Coombabah Lake is shallow, narrow in places and indistinct. It also passes through areas covered by multiple conservation covernants - National Park, RAMSAR and Marine Park. Craft should only move through here at slow speed. The other area is Curlew Island and Curlew Banks. It is proposed to dredge and deepen the channel on the western side of Curlew Island. It is also proposed to make this a yellow speed zone and encourage more vessels to use it. Curlew Island a population of migratory birds which is significant under the EPBC Act and it is likely that this action will threaten these birds.
- My jet ski provides no wake at 30 kmph at all but at six does and my boat is 10 Mtrs so no concern
- My only feedback is that without policing the speed limits or zones it is largely irrelevant. Jet skis in particular seem often to pay no attention to rules about speed limits or safety around floored and anchored vessels and people swimming. I only wish more enforcement Of existing rules applied.
- Need more enforcement of these zones
- Need to be policed batter
- Need to be Policed, particularly Jet Skis
- Need to rezone section next to South Currigee campgrounds to yellow to account for safety of boaties using this anchorage, and to stop the prodigies beach erosion issue.
- No
- No
- no
- No
- no
- No
- No
- No
- No
- No
- No
- no
- No
- No point in any speed limit if it's not POLICED. The tinny hoons speed up the canal around Peninsular Dr/Surfers waterfront. They completely ignore limits and deliberately create surges around other craft - moored or not. You need to police the waterways and fine these people!
- No speed limit for small vessels
- No wash zones in all canals on the Gold Coast
- Noise has to be taken into account when considering speed. Buzzing tinnies/ jet skis drives everybody nuts and has at times brought on physical altercations on the Broadwater. The GCWA cannot absolve its self of responsibility if it increases speed limits to the detriment of residents and other waterway uses. Noise levels on the Broadwater have increased exponentially over the last 10 years with the arrival of jet skies, jet boats, more helicopters and tinnies. Protecting the waterways is important and so is protecting the health of residents. Noise is a pollutant and must be managed, increased speed limits = more harmful decibels.
- Not being enforced!!

- Not owning a boat,makes some of these decisions difficult,but as on the road our citizens speed,boat are no different.
- not really, just that those speeding on those small one-person jet things are growing in numbers and becoming faster and faster
- Number 11 would have to be looked at case by case.
- Often 8 knots is appropriate as compared to 6 knots. ie. Coomera river(Sovereign to Hope Island shopping centre entrance) and main Broadwater in the approach from speed limit sign to The Spit Bridge.
- on the broadwater, we need to look at a total reduction to say 8 knots. I own a 45 ft power boat capable of 20 knots but to be fair to all users, speed needs to be reduced
- One Main north - south relaxation of the red zone from Nerang River to Mermaid.
- Only that it would be nice to see the speed limits enforced - it seems so rarely done
- Other factors influencing safety should be considered (dredging, mornings in channels, etc)
- Overall I agree with the proposed amendments to speed limit zones
- Past the camping areas of south curragie on south Stradbroke speeds need to be reduced dramatically as larger boats come past flat out and smaller pleasure and family vessels are moored on shore and get hammered by wash.
- People who live on the river have as much of a say as those who don't. Not more. They know that boats make noise and should be accepting of that! 6 Knot Zones mean that the boat takes longer to pass and is more annoying anyway.
- perhaps they need to think about using time based speed limits rather than all out reducing, ie: 6knots from 7pm-7am and 40knots during the normal times (excluding residential canals and boat ramps etc), or for the open broadwater north and south of wavebreak have a limit on speed depending how close to the shore you may be. it's already bad enough with so many areas being 6 knots only. it's so annoying having to travel 6knots for 70% of the gold coast waterways, takes some of the fun out of boating all together, not to mention the extended travel times. these people buying houses on major waterways already knew of the noise concerns, same goes for local motorsport precincts that get shut down because of housing development within hearing range.
- Please enforce them if you implement them.
- Please retain the limits as they currently are set.
- Please stop ruining the enjoyment of the waterways
- Police the limits that already exist, esp. in canals. Accept that what is OK for one type of boat may not be for another. eg.. windage on a houseboat. Poor handling at low speed for multihull sailboats & large powerboats..
- Police them
- Policeing is the only answer and more signs with a clear outline of speeds and wake zones.
- Proposed changes to the Coomera River zones appear to be a sensible option. The main river yellow zones will meet the objectives of a yellow zone and wide enough to support small vessel speeds under 25knots. Other smaller waterways (e.g. The Hope Island grand canal need to be kept as red zones, would like to see bigger 6 knot signs installed at start of Hope island canals as currently these are missed or ignored).
- Public pontoons and boat ramps should be considered when setting speed limits
- put speed limit up not down
- PWC and small powered vessels such as tinnies should be allowed to just plane if area is safe. this will reduce noise and wakes.
- Q11 indicates remove 6 knot speed limit if no safety concerns. What if an area has safety concerns? Can this be changed down to 6 knots? Why are the safety concerns of sailboarders/kiters not being addressed by changing the sailing area to 6 knots???
- Q11 is a shocker, the use of double negatives is confusing. Please delete this question The survey must take into account all factors including safety, wildlife, personal Non powered activities such as Kite sailing, wind surfing, swimming, fishing and for this reason the red zone in the Western channel at the Grand must be extended to Loders Creek. If you need help I could assist rewording this question
- Question 11 ignores environmental / noise concerns. No useful information can be gained from question 11
- Red Zone limit should go back to 4 knots because 6 knots is maximum displacement for small vessels and constantly make a large wash when compared to larger vessels with higher displacement speeds. Because people are stupid and will use any excuse they can to argue there case for doing the wrong thing, my position has changed from one of "no wash" to one of make everyone go slow, enforce it vigorously with very heavy penalties.
- Red Zone to be retained , Hollywell to SYC for Sail training and outside the Paradise point Yacht club for their sail training for disabled and younger sailors. Good teaching zones are needed for upcoming boaties to learn respect and management of their vessel from an early age.
- reduce speed in all residential areas to 6 knots or lower
- Reduce speed limit between Sanctuary Cove and Gold Coast city marina to prevent damage and erosion
- Reduce speed limits for vessels under 6 meters and PWC

- Reduce speed limits in high usage zones such as north and south main channels to 10 knots for displacement vessels to reduce excessive wash for other waterways users.
- Reduce speed near bends where locals have pontoons. The backwash damages the pontoons from all directions.
- reduce the speed for tinnies and jet skis in waterways with housing along the waterside.
- Reduction of speed limits seriously affect the recreational boat user's amenity to the broadwater as well as have a negative impact on commercial tourism operators. The recreational boating industry is already suffered greatly with the GFC and strong competition from the caravanning industry. Using more of the boat owner's precious recreational time to get to their boating destination (broadwater/Seaway) will, I fear will drive business away putting further pressure on an marine industry which is only just recovering.
- Regarding smaller vessels in yellow areas, it doesn't matter if they are going at 25 or 40 kts. The wake will be reduced at 40kts as much as at 25kts.
- Remove the 6 knot speed zone in the coomera river heading out to the broadwater, don't see the point
- Responsible boaties shouldn't have their speed limits reduced, it ruins the time it takes to get to the Broadwater down the river. The problem is the few idiots in the water ruining it for everyone else.
- Safety and erosion should set the speed limits, if traffic is congested in both directions then all vessels should slow to 25 knots yellow.
- Sailing boats are lighter than power and hence don't generate much wake. Grandfathering sounds good for those of invested in 8m boats but appears cumbersome to administer.
- Second Harbour at Sanctuary Cove should continue to be a red zone as for all the other SC harbours.
- Set up designated areas for unpowered water crafts with low speed limits.
- Should be based on displacement and hull type. Most 5-6.5m planing boats put out more wake at 6knots than a 20m displacement hull.
- simplicity
- Simplify simplify you r starting to make it all sound so incredible complicated with all the varying differences all so different to and for everyone on the water as recreational users keep it simply to understand not a intelligent one to understand ok A one rule law policy makes for much better sense than complicating it with so many variables to be understood not everyone gets to go do a diploma level of learning to understand the codes here to be looked at which complicates and brings the ownership of responsibility back to you and not to the boaties themselves for understanding please !!!! Keeping it simple does one set rule for all does and then everyone knows there own responsibilities of recreational use on the water.... just saying .....
- Since the largest part of a recreational vessels time is spent anchored consideration needs to be made for reduction of wash near the few popular anchorages that exist on the Broadwater. Eg Currigee
- slow down all those big stink boats, they think it is a big joke watching how their wake affects smaller crafts, nearly swamping small tinnies and small sailing vessels.
- Slow idiots in small tinnies and rubber duck boats. Should be required to travel at safer speeds
- Small boats maybe under 5m? Make less wake on the plane then at 6 knots so as long as there is no safety issue (traffic or obstacles) maybe there should be alowance for up to 20 knots or similar where possible. For the same reason some smaller vessels are planning at 6 knots.
- small boats,even jetskis are not slowing down in my 6knots zone, causing big wash on my bank..whare are the police..i see them rarely and when i do its usu off peak, as if going for a joy ride
- Small vessels at speed (on the plane) often produce less wash that at low speed.
- Some areas eg Jacobs Well propose a 25kts for 6.5m vessels in very shallow and often dirty water, as well narrow creeks. If you let them do it, they will. Leave narrow, shallow and dangerous waterways at 6kts and if they chose to break the rules then responsibility lies with operator. Moreton bay Marine Parks have difficulty controlling jetskis 'race tracking' around narrow waterways, making it lawfull up to 6.5m will only add to issues.
- Some large vessels leave very little wash when some smaller boats have hugh washes.
- Some vessels cast less wash if they go faster. A ski boat casts its biggest wake at 6 knots, as do smaller fishing vessels. So if it's safe, smaller boats should be able to go faster to reduce wash impact. Place "no skiing" signs to clarify that you can't ski even though you are able to ski at 10kjots. If there's no room to pass, all vessels should do the same speed.
- Something really needs to be done to flow done large cruisers they can send up a huge wake that is dangerous to small boats
- South of wavebreak island 10 knots max - its just to busy Tourist operations (jet boats/paragliding/jet skis) north of wavebreak only
- specific vessel length is not as important as the impact - a vessel at 8 mts may have less impact than a 6.5 when travelling at 20knots
- Speed limit zones are there for safety just as the speed limits are on our roads. They are already abused by many,as a water front resident on the coomera river, I see evidence of this on a daily basis.

- Speed limit zones on Currumbin Creek are NON -existent. Boat operators simply drive their boats at speeds they are capable of and ignore speed signs, paddle craft and wash onto shores etc.
- Speed limits are there for the safety of water users and to limit the impact of a vessels wake on the river banks / environment - and should be enforced by the relevant authorities
- Speed limits are there to reduce the risk of high speed accidents, as accidents will always happen there is a clear case that at a reduced speed less damage and personal injury will also be reduced, don't forget that some people don't care how they perform either in or on a water vehicle, so at least limiting speed may stop some of these people, maybe?
- Speed limits need to be reviewed in the Coomera & Nerang Rivers. Too many 6 knot zones, Implement some variable speed zones for smaller vessels say up to 25 knots.
- Speed limits should be applicable to any area where small and large boats come into close quarters. This would mean the entire broadwater area. The excessive wake of large planing hull vessels in this area constantly creates dangerous conditions for other boat users and has a negative effect on waterways and erosion of banks.
- Speed limits should be lower than 40 knots unless in open water
- Speed limits should remain the same, I agree that existing red zones that are canals and critical "no wake " zones remain, otherwise they should be the at the discretion of the skipper and they are held responsible for any damaging wake etc.
- Speed limits should where practicle remain as is, except for red zones that are not serving any purpose
- Speed signs are too small, bigger signs make sure all see them and give them more authority Red zone on Nerang River upstream of Budall Road Bridge should be kept as river is not wide enough for 2 boats to pass without being within 30 metres of jetties.
- speed zones are ineffective to reduce wash from smaller vessels , especially pwc. most pwc will create much less damaging bow waves from effective planing speeds. furthermore pwcs are far more maneuverable once on the plane and thus can be more effectively piloted to avoid obstructions
- Speed zones must be policed more stringently . Currently speed limits are being ignored by most power vessels e.g.after launching at Jacob's Well , the majority of power vessels ignore the 6 knot speed limit
- Speed zones need to be consistent for all vessels.
- Speed zones need to be defined based on the other users of waterways, not just on the characteristics of the waterway and whether boats can navigate it at speed. In areas of multiple use (i.e. sailing, paddle craft, etc sharing with powered craft) then powered craft need to be limited to 6 knots so that they can safely and securely comply with their obligation to give way to other users. This needs to apply to all sizes of craft due to the ever present danger of jet skis in the hands of users with limited skills and understanding of the behaviours of other waterway users.
- Speed zones will only be effective if they can be policed
- Speeding vessels are a problem everywhere. The noise and wake from these speeding vessels make life a misery for those who live near the water, and those that don't view waterways as high speed transport routes.
- sport boats may stick to the speed signs near moorings (6 knots) but the wave they pull is can be massive
- Spots for faster the 40knots on the Broadwater
- Stop large vessels with large wakes from making a dangerous conditions as they pass other boats
- Strongly agree that there could be more done to improve safety (dredging, and restrict mooring in channels are good examples)
- Strongly agree with implementing a ski tow area at clear island waters
- Take away 6 knot zones
- Take notice of the Gold Coast City Council Policy for Dogs. Get dedicated areas for Jetski hooning & Wakeboarding. If one doesn't like Jetskis , then don't go near their Dedicated areas. Same for Wakeboarding.
- Take out all 6 knot zones for boats under 4 meters
- That jetskiers and Boaties be given the same speed restrictions.
- The "6 knot trial" in front of SYC Sailing Squadron has gone on long enough...they aren't even sailing in it 90% of the time and when they are sailing it's not always in it.
- The 40 limit allows hooning on waterways which is illegal on roads. Waterways should be encouraged and safe for all recreational users so impose a 15 knot limit in all arears except main channels and existing 6 knot zones. More importantly the limits need to be enforced.
- The 6 knot limit should apply to other areas subject to environmental and/or social considerations, as well as safety.
- The AMC reports content on water skiing and wakeboarding speeds is absolutely incorrect. Wake Surfing optimal speed is 8-10 knots. wakeboarding is 17-21 knots but small kids can be towed at 10 knots. Tubing, knee boarding and small kids on any type of water skiing is likely to be from 8 to 18 knots. Recreational skiing from 20 to 30 knots. Barefooting at 30 to 40 knots. Clearly you cant isolate one type of towed water sport by speed as this will have effects on all towed water sports. It also included the assumption that all wakeboarding is done behind wakeboarding boats which is incorrect. The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinnys and small ski boats that also tow water skiers, tubes and knee boarders on the same day.

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- The area past SeaWorld to Sundale bridge be also length speed restrictive, Probably 15knots to allow planning for boats under 6m and keep the present 6knots for all others. Much better of policing of current speed limits also. Whilst some will exceed by a small margin, others are at speeds triple the limit and more. Any craft over 6m creates a sizeable wake, and these are also some of the greatest offenders, often coming very close to other moored craft and also mobile ones too.
- The authority needs to keep in mind that many boat owners purchased boats under 8 metres to meet the yellow boat size requirement. Based on the current signage it takes more than hour to get to the broadwater, if the yellow zone was changed to only boats less than 6.5 mtr it would take more than an hour and half. I would sell my boat if this changed occurred.
- The BIA is supportive of the concept of the strategy, but would argue that greater consideration should be given to the full set of parameters affecting a boat's performance, including the operator. Studies underway or recently completed in NSW, including the Clarence and Williams rivers, made use of advanced methodologies developed to support decisions for speed and behaviour management of inland waterways. The BIA National CEO led these studies when in government and with Transport for NSW and his advice and expertise would be available to assist GCWA in reviewing the strategy background literature and appropriate techniques for assessing the impacts of boats on waterways.

- The biggest problem with Speed on the Broadwater is large boats doing 9-14 knots. This is when they make the most wake and are the most dangerous. There should be more 8.0m and under 40 knot zones as boats 5-8 metres make more wake doing 6-14 knots than they do doing 40. please someone who understands boating make the right call. you are going backwards with this crap.
- The boats that should be looked at are the plaining and semi displacement designs ,they are the boats that produce the largest wash .On some of these boats at the speed of 12 knots onwards the wash already happening and at 15 knots it is dangerous to small anchored boats that are along the water ways. The rule of a skipper operating there craft safely on parsing and keeping the correct distant is not been followed .I would like to see more water police out there . They would catch these skippers ,maybe a ticket or two may slow them down .The word will get around on the water fast as most boaters know of others and the same boats are out there using the water ways .This mite sound harsh but the law needs to do what is required to ,this will over time improve the safety and the eroding of the foreshores . This may reduce the need to make these tough changers.
- The Coomera River waterski area at Santa Barbara should stop just upstream of the boat ramp and 6knots for all vessel should be enforced from that area all the way through past the marine precint, i.e. upstream of Boat works. The reason being that the river area from the boat ramp upstream is very narrow and small craft cannot keep 30/60m clearance either side of large craft when rounding this area. The situation is exacerbated when skiers fall off on the corners. Larger vessels at 6 knots are able to see these people in the water and further slow down but small craft continue to maintain speed creating a very dangerous situation. I used to waterski in this area in the 1970s and in those days there was no large vessels, no residents and virtually no river traffic in that area other than ski boats all of which would follow the 'keep right - travel anitclockwise' protocol. Now a days, jetskis and other small craft just hoon around.
- The critical factor is the wash. The damage to the islands in the Coomera river is producing erosion at a great rate which will result in costly dredging. Install speed cameras and reduce the problem.
- The current zoning and speed limits are perfect the way they are and should definitely not be altered in any way
- The eventual agreed new laws should be posted hard copy to all holders of boat licences in Brisbane and Gold Coast post code areas, possibly with car registrations.
- The extent of green to yellow zone changes is ridiculous within the Broadwater. This will take ma y recreational users off the water and hurt many businesses within the gold coast.
- The Gold Coast waterways are a fantastic destination but there needs to be a greater police presence to enforce and educate those that use the area.
- The Green to Yellow zone west of The Sovereign Islands does not in any way address the wash issue as the navigation track to and from the port marker around Queen Ann is inside the 30 mt rule
- The Hollywell protection area needs to be policed. Within 6 months of the introduction on the restrictions I started to see pods of dolphins teaching their young. I am a boat owner and I am very happy if the entire western channel is changed to 4 knots at all times.
- the issue is not so much the speed limit zones but the lack of education and general regard for adhering to them - particularly with jet skiiers and smaller vessels.
- The large boats like Riviers etc make a huge wake along the broadwater most times pulling smaller vessels from their moorings with thier huge wakes, as well as inundating smaller vessels when the pass on the broadwater These vessels should have a speed limit of 6 knots in the broadwater I feel very stronly about this
- The majority of boats that cause noise and wake on the river are either tinnies and/or jet skis. Reducing length of boats that can travel at 40kn from 8m to 6.5m is pointless. Either make it all 6 knots for all vessels or leave it as it is. Additional speed limits or changing the speed boats of particular lengths can travel will introduce unnecessary complication without increasing safety or reducing noise and wake.
- The Mermaid Waters (red areas) must stay at 6 knots to protect wash, wildlife and peaceful harmony of the residential areas. Educating the users in small boats and licensing is paramount.
- The morning 6 knot limit on the western side of Crab Is. should be altered to apply only when sailing activities are taking place. I imagine this is a safety precaution for the disabled sailors launching from the Sailing Squadron. However there are many times when there is no activity at all in the region thus becoming an anathema to enforce for the Water Police.
- The Nerang River has become a hoon paradise for bogans on Jet Skis. At week ends the only speed is full throttle and the noise level is unpleasant. The Nerang River should be 6 knots for all craft. Such a policy would see the river used much more for fishing, kayaking and sculling. Under cover of darkness large craft frequently exceed the speed limit causing damage to pontoons, revetment walls and jetties.
- The Northern Arm of the Coomera River is busy and shallow. With the volume of traffic, especially on weekends, it is now dangerous with boats flying through area at 40kn. This has to be a 6kn zone before somebody gets killed.Also the Coomera River zone from Santa Barbara to the railway bridge has to be 6kn all vessels. The erosion on the river banks, the noise and the near-misses is increasing.This area is especially dangerous with a large number of speeding tinnies and jet skis, totally disregarding other vessels, cutting off, jumping wakes etc. We see this daily from Allabah Park.
- The project should allow for reviewing effectiveness of changes following implementation, with a view to educational and caution signage in specific areas that prove the need.

- The proposed changes outlined in the GCWA interactive map are very logical and welcomed
- The proposed speed limit changes are on the right track with less emphasis on speedl limits based on wash invariably working the problem than alleviating it.
- the report seems to have missed the many canals on the coast. would suggest a lower limit be introduced say 4 knots as in NSW
- The seaway should be yellow to alow for less wake for smaller boats fishing this area
- The speed between the two bridges at Paradise Point should be 6 knots for all boats
- The speed limit of 40 is too fast and it is extremely dangerous when large vessels travel without regard to other smaller vessel. The wake that these vesel produce cause a danger to all other vessels. These large high speed vessels seem to be mastered by people totally unaware they are putting other vessels and their passengers into danger through their actions. Basic courtesy seems not to exist in so many situations.
- The speed limit zones need to be reduced and enforced in the waterways west of the Ross St Bridge. Currently, speed boats and jet skis often do speeds well in excess of 40 knots. Some speed boats and jet skis have drag races up the river at speeds of approximately 100 knots. There is a total disregard for distances from pontoons and backwash causes some real problems. The area is rarely patrolled by water police.
- The speed limits should be incorporated to ensure allowance for the 'natural' characteristics of the waterways and also the number of waterway users, proximity to built environment features such as jetties, revetment walls, and the like. the new proposed yellow zone is supported in the Gold Coast Waterway areas as there are a large variety of vessels using the waterways.
- the speed should be 6 knots in front of all pontoons - the same as it for moored boats - as the wash from speeds above this damage the pontoons and cause significant erosion on the Coomera river banks. safety is major issue in the narrow section - 70 m wide - of the Coomera river at Santa Barbara. boats cannot maintain the legislated stand off distances required for speeds above 6 knots
- The use of all parts of the waterway relies on the use of "common sense" by the boat owner and examples of unacceptable behaviour should be disseminated through licensing and the media.
- The wake and safety are the issues
- The Water Police don't patrol enough. They could improve a lot of these issues by patrolling. If the monitored 1 6 knot area for 1 hour it would make such a difference. I feel the Water Police don't perform their duties, they let the community down.
- the whole Nerang river should be jetski and wake board boat free
- There are currently too many 6 knot zones In areas which could allow vessels to travel on the plane.
- There are far too many restrictions, boat owners are buying 23foot boats to avoid the 8m rule, and further reductions will destroy the day boat market. Education to large boat owners and jetski drivers is key. If they keep this up, we will all drive electric punt boats and waste all weekend just trying to find a spot to enjoy boating
- There are lots of vessels in the 6m to 8m category that cause very little wash once on the plane. To enforce them to go slower in Yellow zones would make boating less enjoyable as a result of longer travel times, thus potentially discourage boating and adversely affect the marine industry on the Gold Coast as a whole from both a recreational and economic standpoint.
- There are many sections of the Gold Coast's waterways that vary in speed from 6 to 40 knots. Based on traffic that is occurring in both the Nerang and Coomera River's, along with sections of the Broadwater around both North and South of Wavebreak Island it would seem appropriate to reduce speed limits to 25 knots for all vessels. This would leave the Broadwater to become a 40 knot zone and this would aim at promoting activity further North of the Seaway and out of the rivers. I agree with reducing the size of some of the current 6 knot zones as indicated in yellow as this would also spread the number of vessels that seem to be bunched in the smaller 40 knot zones. The rivers would become a faster than current transit system to areas of the broadwater that are better suited to boating traffic.
- there are too many boats using the broadwater for a 40 knot speed limit. 25 knots is fast enough.
- There are two main contributors causing major safety concerns on the broadwater. First are the high displacement high speed cruisers that do not quite reach the planing regime and therefore make short sharp wake fields that can swamp and/or capsize smaller craft nearby, plus endanger persons on nearby shores. The second are jetskis that have no regard to speed or distance restrictions and are not controllable when airborne.
- there are two navagatible channels on the broadwater from the seaway north to the southern end of moreton bay one more sensitive to the east hugging the Stradbroke islands the other known as the main channel these two channel should be also zoned with limits to not only save erosion to the banks that have mangrove habitats and seagrass banks but also help with damage to persons and other vessels due to large wash from vessels 6.5 meters and greater. the main channel being wider could be zoned as for the larger vessels to go at speed if needed
- There can be no removal of existing six knot zones in rivers and canals. People have invested life earnings in buying properties within six know zones in order to protect their retaining walls and boats.
- There is a strong wish by the locals in biggera waters and runaway bay that the speed limit at the mouth of biggera creek should be cut to 6 knots at the mouth and 4 knots after lands end bridge. That the speed limit in the western channel should be reduced to 6 knots for all vessels of all sizes because of the numerous jet skis, tinnie hoons and

commercial jet boats which are using this channel which is close to housing and the numerous moorings that use that channel. we believe that this 6 knot area should run from biggera creek mouth to loder creek mouth.

- There is no excuse for wake off any size boat damaging pontoons, boats, seapens or revetments walls in the Coomera river. 6 kts is one thing - no wake is what must be enforced. Very little police activity on the Coomera all the way up to Gold Coast City Marina means that large vessels and small constantly flaunt the 6 kt or no wake signs. No monitoring and enforcing then this exercise in getting community feedback is a waste of resources and time.
- There is wording in the report.. "Ski Area near the Isle of Capri shortened on upstream end due to width <65m between structures (without vessels)...therefore the same must be applied on the Coomera River to maintain the law you are proposing. In particular, the river opening into the Sea Eagle Lagoon area, as this is not over 65 meters between structures.
- There needs to be more areas for wakeboarding (18-23 KNOTS) as the ski areas (Santa Barbara, Nerang River, Coomera River) become too congested during the weekends. Having kids learning to ski and people falling off in the water where there is lots of other boat traffic is a recipe for disaster. The more areas there are to ski and wakeboard, the more spread out and safer everyone will be. Barefooters ski at >40 KNOTS, the speed zones need to incorporate them.
- There should be a maximum speed limit for ALL power vessels no matter what length of 6 knots for the whole of the Broadwater including north of the seaway
- There should be more 10 knot zones for small vessels
- There should be more dredging of the waterways to allow for safer boating by NOT forcing all boats to travel in narrow corridors due to all the sand/silt buildup causing a lot of areas useless for boats to use in low tides
- There should be stricter speed limits for jet skis and dingys (often used by young kids totally out of control)
- There wouldn't be any need for this survey if everyone abided by the set speed limits,instead of the skylarking & disregard for the 6 knot around birthing & swimming zones
- These proposed changes will impact PWC who are mostly the ones responsible for non compliance with current speed restrictions. Safety is my greatest concern. Faster speeds of these smaller vessels through congested waterways will compromise everyone's safety.
- These questions are confusing and unhelpful
- They are great only as long as they are adhered to. There is a vast majority that don't due to the lack of enforcement on the water
- This all relies on enforcement. So-called education is a waste of time. What we need is more enforcement.
- This seems like a sensible propsal
- thousands of boaties have bought vessels just under 8 metres to comply with current rules, why should law abiding boat owners be retrospectively penalised if there boat is over 6 metres
- To change the vessel length from the current 8m to 6.5 is prejudicial to those who purchased vessels within this range. It is inconceivable to think that I would have to go at 6 knots all the way from Hope Isld down the North arm of the Commera River at 6 knots to get to the Broadwater. This would add another 30min each way to my travel time.
- to many 6 Knot zones on the Nerang river heading out toward the Broadwater
- Too many 6 knot areas
- Too many 6 knot zones in Nerang river through to broad water
- Too many 6 knot zones in Nerang River. The system was better before it was changed to current system
- Too many reduced speed zones where there are no dangers. Unless there are obvious hazards the normal speeds relevant to boat lengths should apply.
- Too much 6 knot limitation to access the Broadwater from my home in Monterey keys. It takes one hour to get out even on JetSki making no wake. It would be good to allow a speed to allow planing speed in small vessels from saltwater creek up out to Broadwater. Say 12-15 knots
- "Too simplistic. Does not take into account stakeholder use or environmental issues. 3. Speed limits by themselves cannot manage the busy southern Broadwater (Southport Bridge to Seaway) for all users. The notion that a 'thoroughfare (west or east) at any planning speed through this area will solve interaction issues, satisfy all users and prevent marine incidents is fanciful and simplistic. 4. Dedicated, specific management of the area is required. The strategies in the GCWA Speed Limit Proposal does nothing towards management of the Broadwater. a. Separate activities and allocate specific, dedicated areas (zones) for jet-boats, jet-skis, sailboards, navigation and moorings. b. Undertake proper Risk Assessment (including statistical data) to identify hazards, hazardous events, consequences and mitigation strategies. c. Diligently enforce regulations and existing legislation. 5. The "Two Channel Strategy" fails to accommodate the needs of all stakeholders. Abandon this strategy to accommodate safe, risk free commercial and recreational use. Those affected include; a. Sail/Kite boarders b. Small Dinghies (sailing and otherwise) c. Paddlers d. Jet-skis e. Jet-boats f. Moorings g. Environment"
- Tubing, knee boarding and small kids on any type of water skiing is likely to be from 8 to 18 knots. Recreational skiing from 20 to 30 knots. Barefooting at 30 to 40 knots. Clearly you can't isolate one type of towed water sport by speed as this will have effects on all towed water sports. It also included the assumption that all wakeboarding is

done behind wakeboarding boats which is incorrect. The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinnys and small ski boats that also tow water skiers, tubes and knee boarders on the same day.

- Unfortunately it is the behaviour of a minority that makes these new restrictions necessary.
- Unnecessarily reducing speed limits will clog up boat ramps near the broad water as people will be forced to put their boats in closer to the broad water as travel time will be extended with the reduced speed limits. PWC do not necessarily produce less wash at 6 Kts than at 25-40 Kts. In fact I believe they produce more pollution and noise while being restricted to 6 Kts for extended periods of time as well. There are too many 6 Kt zones extending for too long an area.
- User the laws for reduced speed near Jetties, moored boats etc and maybe extend for other items. This is more flexible, easier to understand and will save the expense of changing all the signs
- Vast area of waterway and not enough manpower to monitor
- vessel length is not a acurtate tool for measuring wash .wash size is related to the weight of the vessel.
- Vessels 15 metres and over 10 knot maximum in the Broadwater.
- Vessels over 15metres should have a reduced speed limit (6 knots) from Southport to Sovereign Islands due to the dangers caused by big wake. Up to 8 metre boats cause more wake at 6 knots that they do at 20 knots Jet skis are a constant danger and menace in busy areas (channels around Wavebreak)
- visibility is most important when it comes to speed, there are currently a few blind spots
- Wake and speed are killers. Wake is killing the environment by eroding banks making for shallower water. Speed is a known killer, of marine and bird life. People are of little consequence, after all, they are the instigators of all this. Sailing rules in silence.
- Wakeboarding is 17-21 knots but small kids can be towed at 10 knots. Tubing, knee boarding and small kids on any type of water skiing is likely to be from 8 to 18 knots. Recreational skiing from 20 to 30 knots. Barefooting at 30 to 40 knots. Clearly you can't isolate one type of towed water sport by speed as this will have effects on all towed water sports. It also included the assumption that all wakeboarding is done behind wakeboarding boats which is incorrect. The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinnys and small ski boats that also tow water skiers, tubes and knee boarders on the same day.
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- Waterskiing has existed on the Nerang river for over 50 years. Rather than erosion or environmental concerns, the issues appear to be boat wash (size) and /or speed and how these factors assimilate with human (housing) encroachment along waterways. PWC's are short boats with large power capable of 40+ knots. Competition rules for competitive waterskiing stipulate speeds in excess of 25 knots. Many popular wake boats are now in excess of 6.5m are designed to create massive wakes. Young kids in tinny's continue to remain a high risk category for injury and damage. None of the provisions mentioned will have a bearing on their behaviour. PWC have specific licensing requirements and likewise could have specific speed requirements in yellow zones. 5.5 metre Wake boats operating at 15 knots in yellow zones will still produce massive waves. In other words there remains massive variables trying to control larger, faster, 21st century boats using 20th century methods and human resources. 90% of all 2016 PWC will achieve a speed greater than 40 knots. Noise violations are measured via decibel readers. Speed violations are controlled via radar. Wave / wake size is monitored by wave measurers. Current rules are virtually ineffective without enforcement. New provisions without enforcement will also be ineffective. Similar to our roads, I support the notion / concept that fixed cameras, wave monitors and fixed speed camera's are installed to support authorities. Commence rollout on high risk areas and mandate registration stickers on the rear port and starboard sides of boats to assist photographic detection.
- way too many 6 knot zones, and they are far too long. Increasing speed limit for these zones for smaller vessels is a good idea, it will greatly reduce travel times and impact from wash and noise.
- We also need to consider the sound for households near the water. We are back a couple of streets but will often hear loud motors early in the morning - which I assume are jet skis. Also we have some loud motors coming into the canals early in the morning for fishing.
- We are becoming a granny state, soon we want be able to do anything, might as well lock our selves inside and never come out because its getting so dangerous out there, why should the majority suffer because of idiots. Are we a communist country or what? If not we soon will be.
- We have more waterway length than Venice and it is something to be proud of and promote. We also have severe road congestion. Council should take their head out of the sand and be proactive and use our extensive waterways. There are some areas that may require a speed limit but at present it is ridiculously slow to get to the Broadwater. In summary, open up more areas to higher speeds, have slow speeds where they are necessary but stop being a boring nanny state where we are all constrained by ridiculous local government decisions
- We live at Sanctuary Cove on the Nerang river and it is a Red zone which is totally ignored at least 80% of the time---in our 9 years we have observed the Eastern Bank [Nature reserve] is widening/collapsing with the consistent impact of wakes caused by speeding boats and jet skis. Increased penalties and surveillance badly needed

- We live at southern end of Hope Island. There is a very narrow marked channel between our houses and a small island that is being steadily eroded by wave wash. This is caused by speed of small vessels also larger planning hulled boats when not on the plane. Generally, displacement vessels do not cause much wave wash. In my opinion by observation, is that this small narrow channel, less than 60 m in part, should not be a navigable channel. There are regular collisions with the stbd marker and the refueller advert.There is a close by marked and lit channel into the Marina and re-fueling station. I would welcome an inspector here so that I can show what I am trying to explain. Thank You.
- We live on a lake in Mermaid Waters, no signs entering from any direction show the low speed limit, I believe some boaties believe they can legally open up on these lakes and most do so causing large wash to the homes around the lakes. Signs need to put up.
- We live on the Main River. We (large family/ies) love the lifestyle and enjoy watching the activity. Most boats under 8 metres make less noise/wake /wash and intrusion when up on the plane. The more of the river for activity spreads boats/people out creating less congestion/noise. Like an airport, don't buy if you don't like the noise /activity. there are beautiful lakes to live on!
- West side of Broadwater should be 6 knots safety zone. Main channel on east side for higher speeds 25+
- What do you mean by Question 11!!!!! why the double negatives. Has everyone forgotten about loss of life caused by high speed vessels especially in an area where there is so such non motor powered activities taking place. Save the Western Basin of the Broadwater.
- What is the point of having a speed limit if it is not enforced. No action leads to non-compliance.
- Whatever speed is set in any zone the hoons will ignore it. The 40 knot urgently needs to be reduced in residential areas but filling in surveys is a waste of time as the water users will always have their way. After fighting the problem by the Isle of Capri for a number of years it was easier to move house. Numerous phone calls to water police and GCWA ,and producing many photos, achieved nothing. This is probably why you have had a poor response to yet another survey. Stop spending thousands of dollars on surveys and get more police or rangers out on the water.
- Whatever speed limit is set at for vessels, it is important that they are properly policed. I've lived on the Nerang River and a canal for 12 years and have seen the water police here fewer than two or three times. Every weekend in summer, we have at least up to half a dozen idiots tearing up and down the canal at speeds well in excess of 6-knots, causing my concrete landing to crack and collapse in two places, and regular shoring up of our concrete seawall. Speedboats, jet skis and up to half a dozen kids in dinghies regularly race each other up and down the river.
- Why are Jetski's restricted to 6 knots causing more wash and potential harm to the waterways. It would have a less environmental impact to increase to 10 knots reducing wash significantly
- Why not introduce a size of wash in these zones
- with out being one way or the other if a boat can't remain on the plane with a low wash maximum of 200mm which is good height and that might creep up a bit.,, at least the boat has gone past out of the way and there is no rolling back wash to put up with the area can stay safer for longer as weight of the boat and the hull design comes into it its still about the wash height,,this stern wash problem hasn't changed in stratagy in 20 years before that we didn't have big heavy boats and santa barbara didn't have a wash problem and we didn't have that marina in such a stupid spot, fancy putting a marina up the end of a creek how bloody stupid does anyone have to be,only one person made a quid out of that and that was also a mate of mine who double crossed me,at every bodies expense including all of the gold coast who use the river,
- With regard to 11 above, providing that the red area is not environmentally sensitive e.g. fish breeding grounds, protected Marine Park areas, residential areas.
- With the ever increasing number of new operators who are very poorly trained, and who drive vessels capable of high speeds, I would have thought that an improved, more rigorous and tougher licensing exercise would have been a priority for our authorities. We continually witness operators who are oblivious to the meanings of water way markers and speed signs. The wash from these vessels causes huge amounts of beach and bank erosion in our confined water way.
- Without strong enforcement of the speed limits some of the changes are irrelevant as many vessels do not follow the current guidelines. Jet-skis are the worst behaved but all sized boats will offend in my experience.
- Would prefer to see lower limits for larger >6m vessels, as these are less maneuverable and create a large wash which is dangerous for smaller craft.
- Yellow speed zones need to be more clearly signed
- Yes Currumbin Creek!!! Why are boats permitted to exceed the designated 6 knot speed limit when crossing a sandbank in close proximity to surfers and swimmers??
- Yes - Stop over governing areas where current speed limits are already in place. do not lower speed limits in the Nerang river to pander to wealthy property owners. They have moved onto the main river where the speed limit is 40 knots. If they don't like boats and noise or wake from boats they should not have moved onto the main river in the first place.
- Yes .. larger high powered large length 9m or larger speed boats are extremely dangerous in confined waterways .They need to be managed far better ,,

- Yes the speed limit for medium to large vessels across the eastern face of wavebreak is through the channel at the western end of the seaway should be reduced to reduce large wave wash on to wave break island Yes thoes idiots in the jet hire boats Are half the problem! If I drove like that it wood be unsafe ops of a vessel ! How many animals do they hit or scare to death a year ?
- Yes, Knightsbridge parade east Broadwater entrance, constantly smashed by boats to close to the walls as they pass at up to 40 knots. We need a red 6 knot bouy on the entrance. Our pontoons get smashed, our walls get smashed, jet skis have been brought of pontoons and cleets broken off the fibreglass of our boats. Jet skis and tinnies use the passage as a go through to p point side and go much faster than 6 knots. We have much sea life enter this canal, dolphins, sea turtles and families of dugongs. We could all do with a bit of help.
- Yes. PWCs (incl Kawaski Jetskis (a proprietary brand), Waverunners (a Yamaha brand) and Seadoos (a BRP brand) and all other types of pwcs ought have a cruise through speed limit. They cause more noise, take much longer to pass-by a fixed point and create bigger wash in a 6 not zone, than when on a slow plane, say 20 or 25 knots. They are noisy and when off the plane in 6 knot zones become a displacement vessel and make a wash disproportionately big for their size.
- Yes. Prohibit all vessels from anchoring in the passage channels. Boats with lengths in excess of 16 meters max speed in the passage channels 8 knots.
- You state above, "Both community consultation and the AMC report support the potential for this approach to reduce both wash and travel times." My understanding of the AMC report is that the faster a PWC goes the less impact the wash has. How does restricting the speed of a PWC in the yellow zone from the current 40 knots to 25 knots lessen the impact of wash or travel time? My understanding is that it increases both. Please respond to my question.
- Zones frequently used by non motorized vessels should be further reduced
- Zones should be kept the same as they do not pose a large impact.

Q.14 Do you have any additional feedback regarding messaging about wash and aligning it to speed limit zones?

- a separate boat licensing exam
- How can you promote a Courteous zone when we have kids having kids .primary and high schools teaching a thing called common courtesy. treat people the way you would like to be treated do not do to others what you don't want done to yourself . I strongly believe that the people that have done their time in Society, done what our beautiful country has asked of them . Paid taxes and financially have got themselves in a position to live in one of the most beautiful places in the world should not be the ones to be on the receiving end . Show our kids , it it is worth the effort if you work like all these people that live on the-water have done .
- " Wash " has a lot to do with the hull design of a boat. Some can cruise at 10 knots without wash, others at 6 knots can throw a significant wash.
- "No Wash" needs to be policed.
- "Wash" control (as opposed to "speed") is more conducive to supporting an enjoyable water way enjoyment for all users
- “NO WASH” is the only clear message. “Optimal Wash” and “Courteous Wash” message is subjective, unenforceable and will be abused.
- 6 knots zones should be replaced with no wash as 6.knots can still generate a fair amount of wash depending on boat size
- 80% of boats and jet skis do not comply with limits in canals or main river
- 90% of boaties don't care what happens behind them as they are only looking forward
- A 6 knot zone should also be a no wash zone . This may meen that some larger boats have to stay well below 6 knots to avoid their wash damaging other boats moored to pontoons at private homes on the river
- A combination of speed and boat wash is required. A tinny with a 10hp doing 15 knots = minimal wash. The 6 metre waterski wake boat doing 15 knots = massive wake. We are trying to regulate using 20th century tactics. Every Australian boat already has various safety, weight, passenger numbers and maximum power stamped onto the compliance plate. Similar to speed and other traffic requirements (red, yellow and green lights are instantly understood by all) on our roads. Assess and then allocate specific waterways with stipulated wake height maximums. Assess and then include wake height output on all boats including at 6knots and 40 knots (or maximum) speeds. Boat owners then need to comply to operate at certain speeds matched to certain waterways.
- A Courteous wash zone should exist around all swimmers and watercraft moored or underway .
- A high percentage of first time boat owners don't understand about boat wash. I think boat brokers and dealers could point out the importance of keeping wash to a minimum in certain zones.
- A large proportion of large power boat owners are not courteous and have scant regard for other craft !
- A large vessel at 6 knots produces a wash the same with smaller vessels. The size of the was it controlled by trim not by planing. Hence wakeboard boats low speed high wake. Jet boat minimum wake at any speed. Keep the limits low,safety first.
- A planing vessel .. trailer boat will produce less wash while on the plane.. the american bass style boats are a perfect representation of this
- A wash focus is much easier and more shoreline sub stainable then a speed limit
- Accompany the wash tiers with wake measurements to make it enforceable.
- Again jet ski no wash or damage at 30 knts
- Agree - allow planning speed where possible.
- Agree is it practically impossible to achieve no wash. Our boat (4.25m) produces significant wash even at 6 knots and increases when pushing against the tide.
- Agree that a slight increase in speed will reduce PWC wash and reduce operator frustration of being just 500-1000 RPM off the plane and wasting fuel by not being on the plane. If speeds are kept as they are, PWC boats of up to 3.5M should be allowed to run just fast enough to attain planing situation but "Not faster than 12knots".
- Agree with intent of Courteous Wash but don't think the term is great. How about 'Minimal, minimum or minimise?
- Agree with the proposed suggestions. I believe the underlying issue though is for the larger vessels (40ft plus) being able to plane anywhere in the Broadwater. These vessels will never be capable of producing a 'courteous wash' in these zones. Also understand though the challenge in regulating this due to the length of some commercial vessels (water taxi's etc), which do produce minimal wake considering their length.
- Aligning wash to speed, requires further alignment to vessel size and seamanship/courtesy.
- All boats 7m & above should have no wash limit on all inshore water ways it's only a matter of time until a family in a small vessel gets swamped & tragedy occurs
- all for the reduce wash instead of the no was, but optimal and courteous is getting confusing, i dont think there is a need for this.

- All of the above are Politically correct attempts to turn a blind eye to the bad manners and speeding hoods who will only wake up to reality if they are punished-----we do it on the roads so why not the rivers. Stop been so soft on these irresponsible people who should not be in command of a water boat----enough is enough.
- All very well to have all these different wash but they all mean nothing if no one is going to police it and most boat skippers would not know a no wash to their daily shower.
- All zones should be 6knots.
- Allowing smaller vessels to get up on the plane is ideal and should remain this way
- Answered on the previous page.
- Any boat and in particular a jetski has way more wash at 6 people in some section of the broadwater or subsidiary's they come running out yelling no wash, but it is impossible to do that. People that live on the water that are not boating people need to be educated also.
- Anyone in any kind of vessel should have their licence cancelled for creating excessive wash that effects safety, any other vessels or property.
- apply common sense and be aware of your wash
- As i mentioned on the previous page.....
- as i stated earlier. small boats 40 knots. over 8.0 4-6knots. so simple guys.
- As noted in earlier question I have seen a large variability in what various vessel operators regard as "optimal" or "courteous" and do not think that such a subjective measure is capable of enforcement.
- As previously mentioned, wash in red zone of Coomera River is causing severe damage to mangroves on river banks and local revetment walls due to boats exceeding 6 knots.
- As the reports showed, wash and speed are not directly correlated because of all the other factors that need to be taken into account. A jetski at 40Knots can leave almost zero wake. The same ski as 6-knots can leave significant wake. The same of course for boats. Some boats leave huge wash even at very low speeds.
- At 6 knots many smaller craft that are capable of planing are in fact creating a much greater wash than required. By slightly raising the speed limit many sub 6m craft can plane and reduce the damage done. At present many see a 6knot sign no a no wash sign. At slower speeds wash is increased, usually and defeats the purpose. Also maybe list signs in both knots and kms to avoid confusion to some. Many instruments show Kms and this might help enforcement.
- Be proactive and tackle the "wake rating" proposal with boat builders and retailers creating an industry first. It is where this universal problem needs to be thought through the same as any other environmental problem, where it starts.
- better monitoring of areas (particularly problem/affected areas) would help and in conjunction with better education/understanding - no wash is simpler to understand
- Big boat need to slow down
- Big boats give off far less wash when planning that when ploughing at 6 knots
- Big power boats have total disregard for other users of the waterways.
- Bigger the boat bigger the wash! Richy rich does not care about he's wash they can afford the fine I don't or have ever seen a 65-95footer pulled up for anything dui Speeding ect
- bigger vessels need to slow down near smaller vessels
- Boat operators simply ignore signs and speed through wash areas.
- Boat wash is more about people's perception and attitude. Some skippers just don't give a shit and will do what they want when they want because they are of the perception there is bugger all the police will do as thier (police) resources are stretched.
- Boats from 4 meters and under should be able to go fast because it makes a smaller wave or wash
- Boats should minimise wash around other craft maintaining constant direction as well as managing speed. I have seen to many occasions of vessels creating excess wash by making unnessary direction changes negatively impacting others in the area.
- Boats under 6.5 Mtrs put out significantly less wash when planing.
- By reducing speed to 6 knot,it often has the opposite effect creating more wash
- Cannot see how moving away from 'No Wash' can be policed.
- certain key areas require police intervention, this will certainly get the message out in key areas like tipplers passage
- cleat island waters has allways been a speed area cause they don't give a s..t
- Courteous wash is fair enough. I'm sick of work barges displaying R over Y flags when there is absolutely no activity going on, no one to be seen and the barge is just tied up at wharf. We make far more wash at slow speed going in to the tide than planning in a small vessel.
- Courteous wash is the key ,promote seamanship,learn to skipper your boat in a safe and COURTEOUS way
- Courteous wash should be applied for all vessels passing fisherman

- Courteousness is something that has disappeared from our culture, most people now days seem to need specific instructions to cause a change in behavior.
- Current speed limits have been around forever and still nobody has a clue, introducing new speed limits will confuse reactional boaties and the public
- Deregulate
- Determining wash by two factors (speed and length) displays ignorance of vessel design.
- different boats different wash. e.g. pontoon boat have less wash
- displacement hull vesells need to reduce wash in narrow waterways and in close proximity to other vessels as some of these vessels create large swells without actually creating white water wash
- Don't call it "Wash". Just put a speed sign instead.
- Education about wash is lacking, people just dont care, more needs to be done than just messaging on speed limit zones...
- Education and enforcement
- Education and presence on the water
- Education is essential.
- education is needed at the time of boat licence and it needs to be attached to boat rego and insurances. consider developing a pictogram that depicts the different types of washes i.e. courteous wash shows a jetski going near swimmers (not easy but graphic artist may be able to do it).
- Education needs to start young. The young kids have no idea
- Education of boaters as to what is courteous and what is optimal wash is important and given the reliance on length and speed used in the strategy to guide zones, it unlikely that boaters will appreciate the apparent regulatory requirement to operate at sub-optimal speeds in some instances and will consider a speed limit a 'minimum' negating the benefit of considering the impact of their/the vessel's behaviour. Education of boaters as to how to achieve actually optimal wash is also important, noting that many modern vessels have multiple systems to refine and shape the wash performance of a vessel.
- Education will be the key to any changes like this being successful.
- enforce current laws
- Enforce no wash and stop damage to boats, pontoons, revetments walls and National park embankments.
- Enforcing wash is a key element to controlling speed.
- Even in 40 Knot zones some skippers, particularly of larger vessels show no regard for the safety of smaller vessels they are overtaking or passing even by when there is plenty of room to give them more clearance.
- Excess wash has damaging impacts so boat owners need to be aware. A planning boat can produce much less wash
- Experience demonstrates that boaties have little to no regard for their wash.
- fater the boat the less the wash
- Few people pay attention to these zones
- food for thought.. i have 7.4 metre fiberglass ski/wake-board boat, when cruising at optimal speed my wash is on par with small tinnie.. so if you reduce speed limits for boats my length in yellow zones my wash will increase significantly to a level which would be counter productive to new proposal outcomes
- For a small outboard vessel (ie < 6.5m) underway to achieve no wash the vessel would have to be in gear but at idle. Speed would be less than current flow in some circumstances. "NO WASH" laws are therefore totally impractical and most likely the majority of boaties are non-compliant. (bad law).
- For good seamen and women courteous wash is perfect, unfortunately there are the 60% of idiots out there and I see them every day who will take this as open slather.
- From what I have been told, there is no such thing as No Wash anymore, apparently maritime safety have removed it. Really bad decision, I think it has opened the door for people to abuse the waterways. Large vessels can create damaging wash in an area where young people are learning to ski, tube ,kayak etc. large vessel owners appear to be above the law.
- Further explanation of defining the types of wash should be included in licensing and perhaps current licence holders need a refresher course to ensure understanding of terms!!!
- Generally the ignorance of the average power boat/fast boat is so arrogant when asked nicely to slow down (to comply with the signed speed limit) that you are just confusing everyone by talking about " courteous wash" . Boat Operators " Attitude " is what needs addressing and all these Technical formulas that you are suggesting will not work. KISS ... Keep It Simple Stupid .... is what should be applied. The average Weekend speedster has no interest in ' Seamanship ' that you talk of . They get out of their Cars on Friday Night and then drive their Boat the same as they do on the M1. Power Boat Operators NEVER look behind to see what their wash is .... so why would they take any notice of " no Wash " zones.
- Gold Coast is a water fun destination so please realise this, as do the tourists who come here, which in turn helps out economy

- Good luck with this. There are some real idiots out there with licences. Include a section on wash in licence training.
- Half of the people who use the broadwater have no understanding of either being courteous or have any level of seamanship. Stronger penalties must apply to people who cause excessive wash.
- Hard to police compared with speed and displacement
- Has any consideration been given to strong tidal flow?
- Have a visible enforcement group so that boaties actually DO what the signage says. We live beside the Coomera River and the 6 knot limit here is a total joke. One boat in 20 is likely to do the right speed. We have noticed that when the resort Security vessels are on the river the boats do slow down as they think they are the police. The police only patrol the river occasionally. When they do, everyone slows down.
- Have you studied the wash difference between two identical length, power and weight boats, one with a 22 degree dead rise and 1 with a 12 degree dead rise? If you haven't studied the difference in the wash characteristics how do expect amateur weekend warrior to understand it...
- Having been previously involved in marine law enforcement, I have reservations that any 'wash-based' laws will be enforceable as it is so subjective. The only effective method of reducing wash is to implement speed limits which are evidence based as speed limits are objective and measurable. I don't know how a 25 knot limit will be able to be enforced either.
- Heavy boats have large wash .. small boats less than 5 m should almost be exempted .
- How about...Watch your wash! Again, needs to be enforced! That is also a good time to explain to the operator what a wash is and the dangers associated with it.
- How are you going to measure and enforce what is no wash, reduce wash, optimal wash and courteous wash. Are you kidding?
- I agree that certain vessels produce much less wash when on the plane than when plowing along at 6 knots, jet skis are a typical example along with some deep vee mono hull vessels.
- I agree that smaller boats, those under 6.5m make less wash doing 40 knots than they do trying to do 6 knots. This is my reasoning for the comments of the first page in allowing boats under 6.5m to do 40 knots everywhere, but obviously common sense has to apply just as it does on the road. More police would help to police this.
- I agree that the issue generally is about wash rather than speed
- I agree with the report in respect to smaller craft and their wash, I believe in the right place for instance a JetSki produces little or no wash at high speed but at 6 knots creates massive wash, this is also the case with small craft
- I am originally from America. Is "was" the same as "wake"?
- I believe "wash" for the purposes of waterways management is easily definable and thus enforceable. If the vessels wake "breaks" like a wave in the surf as it trails behind the boat, the wash could be considered excessive. If, however, it "rolls" like a swell at sea, it is far less likely to cause any great concerns to other vessels or the environment. Cameras would allow this phenomenon to be recorded and used as evidence, even for the purpose of issung retrospective MIN's. There are many videos available to explain this, which could also be used in educational initiatives.
- I believe that if your vessel is tied correctly to a jetty or mooring a vessels wash under 6.5m that is following the 30m rule will not have a negative impact on that docked vessel
- I don't believe boat owners are focused enough to start analysing optimal and courteous wash promotions. Basically most are not aware or care what they are doing when navigating the waterways, hence no wash is probably the best message that is at least understood but not always practised. The speed limit proposals will help with smaller boats being able to plane in now restricted areas will create less wash however, larger craft have to adhere to a no wash policy.
- I don't know what the problem is
- I fully support the reduction of wash, however it is the large power boats that cause the biggest disturbance with their wash. It is also the large power boats that don't give two hoots about other waterway users.
- I have had to severely change my course for the safety of everyone on my tinny due to the continued disregard for marine laws. If everyone had the same rules, exempt authority vessels of course, then everyone would be much safer on the water, particularly the broadcaster area.
- I have sailed and operated powered craft on the Broadwater and channels for many years, my eyes are generally fixed on the log (in order to comply with the posted limit), not my wake, except when close to another vessel. Everyone is in a rush to get home/back ashore.
- I live near the Isle of Capri Bridge, the boats here have total disregard for wash, either of the riverbanks, or other boats going past. There needs to be a complete tightening up and more Police patrols. Someone will get killed here one day.
- I live on 6knot zone and I would prefer 8m and smaller vessels to travel at speed as this reduces wash and damage to boat, jetty, sand etc.
- I live on main river in a six knot zone and would prefer vessels went past and speed and on the plane, thereby causing less wash than having their bum in the water and going slow

- I live on the banks of Boobegan Creek (42 years) and have been pottering around the Broadwater for around 50 years. In the last 10 to 15 years the traffic along the creek has increased dramatically. Jet skis regularly pass within a meter of my moored vessel (as oberved by neighbours further along the creek) kids in tinnies with the motor jacked out & the bow up so high they cannot possibly see go banging up and down the creek on weekends and school holidays with impunity. The overall Impression is these people are totally ignorant of boating skill & courtesy and focussed on doing what they want. Given the growth in traffic areas like this need to hvec cameras installed and people applying for licences need to be better educated.
- I live on the banks of the Coomera River, at Hope Island. I can tell you from countless observations that very few skippers care less about wash generated. They go as fast as they think they can get away with... Most big boats do well more than 6 knots, thus often half on the plane and probably generating close to maximum wash. Some do the right thing, however.
- I live on the Coomera river and use both Nth & Sth arms, policeing is the answer, people abuse the speed limits and no wash zones every day, more zones will make little to no difference.
- I live on the water at 71 Monaco St a large number of water craft that pass my house mainly jet skis are well exceeding the speed limit. Have witness a number of tomes near accidents.
- I own a 4.6m tinny it's quite a large boat and easily produces a lot more wash whilst travelling at 6 knots as opposed to having the boat on the plain. It's frustrating as I have to deal with that speed where it is intended to reduce wash in most cases but does the complete opposite in mine and I'm sure many others out on the water also.
- I personally cant see wash zones reducing peoples interest in their wash. People will abide by a speed limit however damage from wash is out of their control in their minds.
- i really like the courteous wash - so people engage their brain and consider the size and type of vessels being approached and passed
- I still prefer to sail in silence, no wake, no niose.
- I think Optimal wash and Courteous wash aren't descriptive enough. Maybe change Optimal Wash to Planning Wash and Courteous wash to Reduce wash. Thank you
- I think the current limits regarding distances is sufficient.
- I think the term wash is very misunderstood by the general public. Many have differing opinion of what their wash is and further education of the impact of a vessels wash needs to occur. I don't believe people recognize the regulation as being "6 knots No Wash" as being which ever occurs first! (as in you cannot do 6 if you are making wash)
- I think the wash rating is towards a reasonably good idea and most boaters should have enough brains in there nugget to work that out. Still no matter what rules are put in place there is a multitude of lunatic Motorised Vessel Users that disregard any rule or courtesy on the Waterways as there is a mentality once they jump on the Waterways in or on their Vessel it's their God Given Right to do as they please, go as fast as there Vessel can possibly go, with total disregard for anyone else, or others property or others enjoyment of the Waterway or any concern for the Environment.
- I wonder at the average occasional boat user actually understanding the difference between these terms when the currently seem oblivious to actual numeric requirements but I'm all.for promoting good seamanship
- Idiots don't care about the law because they know that they are unlikely to be caught. We need more policing of ALL waterways, particularly at weekends and school holidays. The present situation on the Gold Coast reminds me of the folksong about the state of the Irish navy, "When the Captain blows on his whistle/ all the sailors go home for their tea."
- If policing of wash isn't regularly addressed then the message doesn't get through.
- if speed = wash, why is hull shape not listed. you have been out on the water, what one persons understanding of wash and how it affects the amenity of other water uses, varies, from who cares, to wants to care. speed and power boats are long gone before the wash affects the shore or anchored boats. fisheries and police and quite a few power boats tend to be always breaking the speed zones. same speed 6 knots sailing vessels and power vessels can live side by side, through channels and closed in waterways, and near swimmers, open ocean or wider parts of the bay, to be as safety allows. maybe more speed cameras should be installed in these sensitive areas. the only vessels who should be allowed to break speed limits are ambulance vessels and police when on an emergency. issue public notices to all caught drinking and speeding.
- If Wave energy is the key constraint then we need to be able to innovate an develop something which gives the boater on water feedback that they are generating damaging wash. If they do not adjust the speed after such feedback, then it would be a clear case for enforcement to act.
- Improving wash education is a good thing for all users, big boat users do not understand the risk for small boat operators. (they are not in the same boat, pun intended)
- In areas like the Isle of Capri canal servicing Capri on Via Roma shopping center and restaurants a "DEAD SLOW - NO WASH" signage policy and policing would help alleviate continual erosion of sand revetments. As a residnet I have witnessed dozens of boaties and jetski operators who have no idea on what 6knots looks like and what no wash means.
- In most cases most vessels produce little wash at below 6k. The problem is not one of definition, the problem is one of enforcement. Any legislation is meaningless unless enforced. Typical case - the Clear Island Waters lake system 6k limit is ignored with impunity, every weekend NEVER A POLICE BOAT IN SIGHT!!

- In my opinion, we need to focus on the wash produced by various hull designs. The wash at 6 knots in a multihull sailing yacht is minimal where as the wash from the commercial jet boats at 6 knots is very damaging to boats, jetties and sensitive areas. Education is required about the type of wash your boat produces. More law enforcement may help with a friendly reminder to craft producing a damaging wash.
- infause the rules more
- Introducing limits that are open to interpretation is asking for trouble, makes it hard for police to enforce and confusing for vessel operators.
- is wash the right descriptive maybe WAVES is easier in layman tearms
- It is all about understanding your 'environment' and the impact of your vessel wash on natural and made made items.
- It is important to remember the Coomera River runs close to 4 knots at Paradise Point and that the 6 knot limit is measured relative to land. That is you already have displacement vessels legally doing 10 knots relative to water current therefore making the 6 knot restriction a joke. The wash generated is significant but the vessels are so far from houses and moorings the effect is negated.
- It is not always about the wash. There is also a safety aspect of it. Getting on a plane will reduce the wash, however, getting on a plane in the canals is potentially dangerous. I agree that if there is no risk to property or people, than align the speed limit to the wash. If there is a risk, then supposed limit it.
- It is our experience that inexperienced boaties understand wash more that speed because of their inability to judge effectively their speed, this would also make those who are ignoring laws more visible
- It needs to be enforsed. This is a must!
- It requires monitoring and a visible presence of authority within the areas
- It should only be 6 Knotts near pontoons, jetty's and anchor boats which is law now anyway.
- It should read NO WASH 6 KNOTS
- It shouldn't matter what size wake your going in a ski zone or 40 knot zone
- It would be better for courtesy messages to be better understood - education for all Flags that people could use to remind someone eg big wave being pushed passing your moored boat
- It would be good to promote the idea of sharing the waterway and ensuring your activities (wash) doesn't cause trouble for other boats or for resuspending sediments over seagrass beds and promoting erosion
- it would be good to see this as a part of the licensing process - when I obtained my license (2007) I was instructed that the best way to retrieve a person in the water was to do a figure-8 at speed and pull up next to the person, thereby creating two massive rolling washes down the waterway, and swamping the person.. it took a friend from the local ski club to teach me the best way to minimise wash when picking up a skier.... FYI - the best way to pick up a fallen skier is directly opposite to the information in the waterways "how-to" guide I was supplied with at the time.
- It would be useful if the regulations were enforced. They certainly aren't in the area where we live. That is on the Nerang River at Sorrento.
- Its a great initiative and I generally fully support the proposed changes as they are! Congrats for taking a rational approach. And good luck for 'navigating' the strongly one-sided focus groups of responders. (I currently: live on the water way /canal, sail, kitesurf, fish, and boat - so have multiple perspectives on water way usage). I think the proposed changes are excellent. Thank you very much.
- jetskis don't even create a wash so don't see the point of having a no wash zone for skis
- JetSkis going past my residence are continually making too much wash and any steps taken to reduce wash is a good move.
- Keep it simple
- Keep it simple stupid
- Keep it simple. If you want vessels to be planning in an area, refer to it as a planning zone, or planning wash.
- Keep wash down around canal areas. All wash is environmentally hazardous.
- Kids in tinnies don't care about signs. More consequences are required for breaking the law. More police patrols are required.
- Large cruisers using GPS, may indicate 6 knots when travelling against a 2 knot tidal flow, i.e. 8 knots through the water. This can generate a very significant wake for people fishing in anchored small craft, especially in restricted width waterways like the Coomera River north arm.
- Larger craft create to much wash at speed putting smaller craft in danger. It would work if it is going to be policed.
- Larger crafts make large wash at any speed most don't get to the planning level - larger boats must travel at slow speeds (displacement)
- Larger cruisers ie 8.5M and above by their nature and fuel tank, motor locations unfortunately cause wash with the rear end so low in the water
- Larger vessels over 8m should reduce wash when passing anchored, smaller vessels.
- Larger vessels who are able to sustain a "Courteous wash" could be considered for higher speed limits? Conversely for vessels unable to sustain a "courteous wash" at the posted speed.

- leave as is.
- Legislation needs to be supportive of speed limit areas due to some arrogant boat skippers disregarding other waterway users well-being.
- Let's open up more gold coast canals!
- limit those big stink boats wash, so smaller vessel can survive, and come home without being swamped.
- Maintain 6 knot no wash signage
- Many good seamen understand wash and would abide by the notion of optimal wash - its those who are unskilled, inexperienced and unaware that concern me. Just because people have obtained a boat licence does not in any way seem to promote understanding or adherence to any rules regarding speed especially in proximity to hazards - like anchored vessels, people on surf ski's, kayaks, SUP's etc. I believe that a numerical speed limit is the only language inexperienced people grasp and as such should be maintained in an area so populated with such users.
- Many operators have no idea their wash causes impact to other users. Many don't care. I am a volunteer skipper with VMR Jacobs Well. Looking at the map of proposed changes it seems a large section of our response area will be changed from green to yellow. Our primary rescue vessel is 7.8m. This would mean Old Main, (Eden Island Channel) Tabby Tabby Channel Walleys Gutter will have 6 knot limits applicable to those vessels. This will have adverse impact on our response times, activation times, operating costs and training.
- Many people disregard these signs regardless which is what gets residents and the like frustrated in the first place.
- Max speed all vessels 10 knots outside of the 6 knot zones. That stops all the problems with wash destroying our river and bay banks and the very dangerous wash cause by large speed boats when they pass slower vessels.
- maximum stern wash height only 200mmin put in massive height numbers that can be seen from 200mtres
- Maybe a few more police to help adhere vessels in these zones and continual advertising
- Messages about wash rely on each individual interpretation. In 10 years on Gold Coast waterways I have rarely seen boats operating in a "courteous wash" manner
- Micxing a speed limit with a Wash message allows drivers to select the category they wish to adhere to. i.e. they may wish to adhere to the "no wash" restriction, which means they can justify going faster than 6 knots, and vice versa. There shuld only be 1 measure, Wash OR Speed.
- More education about wash effects on other vessels and Foreshores eroding. River banks eroding is a large concern and vessel wash has impacted on many local waterways
- more education for boat owners would help with wash edicate
- More education is needed to ensure that water users "do the right thing".
- more education needed as some people have no idea or don't care.
- more focus on wash within the canals is vital !!!
- More needs to be focused on wash, some of the large vessels don't give a damn about how much wake they are leaving. Sometimes up to a meter. I ride a jetski but I see a lot of idiots spraying others, very dangerous. In the 6 knots area of the Coomera river I leave more wash at 6 knots than I do at 40.
- more police on the beat
- More policing needed all round.
- More responsibility should be given to the skipper. QPS and simlar have the authority to book skippers that act irresponsibly, and promote that skippers can be booked from photographs showing poor seamanship (eg damaging wash). I believe this is already happening.
- More scientific research on the effects on wash on the plane for both small and large vessels is needed. When jetskis are on the plane there is "no wash"
- Most boat owners don't seem to care about wash, when you tell them to slow down they say they are going 6 knots but still have lots of wash
- Most new boat owners don't understand what boat wash does should educate not penalize experienced boat users.
- Most of the larger boats don't even consider their wash.So speed limits are more important than wash limits.
- Most people have no idea on there wash from there vessel but will complain about other vessels wash. 1150 signs are located across the coast and people still don't take notice. More Policing and Fisheries patrols out on the waterways would help. I can be out on the water all week and only see the enforcement agencies once.
- Most power vessel skippers have no idea of how dangerous and damaging their wash is and possibly don't care because they never look astern .
- Most small craft people have no idea about wash, it is all about speed, the consequence of wash are not related to speed and probably don't care anyway! Therefore having sensible speed limits and Policing them is essential.
- Most small vessels make less wash when on the plane.
- Most vessel over 15 metres are unaware of the wash they do produce.
- Mostly that the message needs to be understood by way of constant social & print media reminders. That way operators cannot play dumb when approached by water police.

- must be very clear ... " no wash" .. No ifs or buts .... How can the cops deal with a block of ifs & buts ????? .. Ps .. You can get "no wash" .... Just idle
- must teach boating etiquette - include manners and etiquette in future boat licence courses / exams
- my 16ft boat produces more wash at 6kts than planning.
- my comment on the last page relates to this page also.
- my vessel puts out far less was planning that it does at 6 knots.
- Needs to be enforced.
- Needs to be enforced. Most Jet Skis operators don't care.
- Nil speed limit for small vessels
- No
- No
- no
- no
- No
- No
- no
- no
- No enforcement!
- No further comment
- No further message
- No wash = No wash. Reduce wash, reduce wash to what? What's an optimal wash, optimal wash is relevant to distance from moored vessels or narrow waterways. Does the wash impact the front of the vessel or the side. Is it a tiny moored in the main channel or a 50ft cruiser. I constantly yell at boat owners to slow down in my 6 knot zone. They yell back and state they are doing 6 knots (even though its obvious they are not) I then yell out look at the size of your wash. They then normally show me their middle finger. Every weekend without fail!
- no wash all boats the same
- NO wash is a simple approach and is lost on large 10-15m boat drivers, who often swamp all other boats. Courteous is a great concept, but I fear will be lost on "joe average"
- No wash is black & white. Courteous wash leaves it too open to interpretation.
- No wash is certainly a clear message, but due to the fact that is is un-achievable, it does present a conflict between achievable and enforcable. Reduce wash however lets people stretch what is acceptable. My view in red is no wash and have enforcement flexible, new yellow zones go for optimal wash.
- No wash is clear. The others are subjective and will be abused.
- No wash is no wash
- NO Wash is standard definition which everyone understands so changing the lingo to OPtimal Wash or Courtesy wash will just confused people.
- No Wash is understood. Optimal wash and courteous wash are subjective
- no wash means no wash regardless of speed or length of vessel
- No wash means no wash, boaters are not adhering to this theory, especially around Public & Commercial Docks
- Not all Boaties obey the rules
- Once again the vessels who create this wash will continue to do so in my opinion. When you have 50ft and lager vessel passing on the plane with 1 meter of wash only 3 meters from your sailing vessel and then they laugh their heads off watching us bounce around in their wash.....these people will not change. I wish they would use a courteous wash believe me!!
- Optimal is unclear about what is being optimized eg fuel use ? wave height ? Minimize wash is a better word. Boaties know how to do that.
- Optimal wash is a confusing term
- optimal wash is a subjective standard
- Optimal wash is what you may hope for but in reality the operator can do any speed up to the limit meaning optimal may not be achieved, especially for wake boats (We need specific rules and places for them) Optimal wash is unenforceable. You answered the all of Q13 questions in your last question - talking about wash and being able to enforce it are two different things.
- Optimal wash makes sense to me. Reduce and courteous is more susceptible to interpretation.
- Optimal wash should be renamed Planning area. Most boat operators will understand this term better

- Optimal Wash, could be viewed as minimise or maximise. Trim Boat to Minimise Wake. There needs to be more teaching in the license requirements to explain all benefits of proper boat trim.
- Owners of larger boats that do not plan well need to be educated on "Courteous Wash" have had and seen many swamped boats and injuries due to these operators having no regard to other users of the waterways.
- Owners of some of the larger planing boats ignore curtesy,all they are concerned about is getting from A to B. Areas between the South Currigee and North Currigee need to be posted at 6 knots for monohulls over 15 meters.
- People are dumb ! Don't set them a vague notion - sadly they don't understand the impact they have as the wash impact occurs after they have already passed.
- people are too inconsiderate of others now days to think about their Wash affects on others.
- People struggle to stick to speed limits let alone wash limits
- People tend to do the maximum allowable speed rather than consider the amount of wash their vessel produces at that speed.
- People that complain normally have a floating pontoon which is a noisy jetty. Solid jetties make no noise. I find it sad that people move to the water front and want boating to stop. I live on the gold Coast hey, I realized it was there when I moved in.
- Perhaps a "size guide" would be preferable to a "no wash" or "courteous wash" etc. In this regard, a large vessel travelling at 6knots can still create a sizeable wake. If the wake limit was "under 1 foot" or "under 2 feet" etc, it may be easier to assess the size and hence the impact, of your wash.
- Plaining boats over 8 metres cause many instances, of safety concerns, when passing in relatively shallow waters. Words like "optimal wash" and "courteous wash" will have no effect whatsoever. This is something that must be policed as fatalities are on the horizon as boats get bigger and bigger and the number of courteous skippers get smaller and smaller.
- Please don't focus all attention on wake boats as the major source of wash
- Pointless suggesting any speed limitations when these fail to be policed, eg Currumbin Creek
- pointless without a strong education campaign
- Police the area more and apply fines or impound vessels which contravene the limits .
- Policing and public reporting would assist if followed up by authorities. Large vessels don't seem to care about beach swimmers and anchored vessels
- Previous comments apply re wash. Up to 8 metres cause less wash on the plane. Regarding 'courteous wash' it needs to be taught to most operators of Riviera flybridge cruisers
- promotion of wash is a great deal; subjective. Wash is a term used to justify inappropriate behaviour (i.e. Ignoring of red zone limits). Waterways in the Gold Coast are becoming "lawless", so having quantifiable indications of speed should be favoured over wash size.
- Public pontoons and boat ramps should considered when setting wash limits
- Putting a speed number on a vessel is pointless as all vessels have different optimal wake reducing speeds. Also are you saying a boat WITH a skier may travel at a different speed than one WITHOUT? Thats how it looked.
- pwc create more wash when at low speeds, makes more sense for reduced wash, variable speed. same goes with some boats
- PWCs produce less wash at higher speeds
- recreational boaties are not aware of the noise and damage that the wash creates.... or they don't care.
- red zone - no wash - simple.
- Reduction of wash is important where birds are roosting as wash causes them to abandon the site. Only the skipper who knows the capabilities of his boat knows which speed generally reduces wash. Birds are also sensitive to fast moving objects. Thus moderate speeds may be the optimum.
- Regardless of wash, too many don't care and not enough is done to police it
- Same as previous comment about small boats making less wash at speed rather than 6 knots
- See earlier comment
- See previous comment regarding wash
- See previous response regarding Knightsbridge east Broadwater enterance and wash. Some waves hit us at more than 9ft when vessels pass us at speed, too close to the walls. Please give us a floating bouy
- Should be penalties for vessels producing large dangerous when passing another vessel
- SIGN " Your the Skipper, your responsible for wash damage"
- Simple!!!!!!!!!!More motorised vessels more wash. More seed more wash. You only have to sit on the waters edge to see what happens.
- Skippers of large power boats in general have very little seamanship and regards for other vessels. If they did you would not need to regulate the speed at which they travel in the channel regardless of other boats around.
- Small boats are better to move faster than cheat 6/7/8knts. There will be less wash and interruption

- Small boats planning cause the least wash, but big boats planning don't always. The outstanding problem is the wash so this needs to be the focus. The model of "over 8 metres - under 6 knots seems to work well in other areas.
- Small craft do not maintain the 30/60m safe distance from any other craft travelling at reduced speed. They certainly do not maintain this distance from skiers in the water.
- Small vessels at speed (on the plane) often produce less wash that at low speed.
- Small vessels such as jet skis can produce next to no wash when on a plane, though still must adhear to speed limits aimed at preventing wash which cause smaller vessels to actually create wash where they otherwise wouldn't.
- Small vessels such as PWC cause minimal wash however have I feel unfairly have the biggest restrictions.
- smaller boats less wash, thus having a set speed is silly. Each boat has a optimal speed where wash is reduced, the reality is people whom whinge about wash must understand a busy waterway is full of wash, if its an issue go elsewhere! the attraction to the area will only grow, each person breaking the law, ie riding too close, passing on the wrong side should be fined, lets not get focused on speed its more about control of the vessel in a safe manner.
- Smaller vessels such as PWC should be aloud to traverse at higher speed as create no wash at that speed.
- Some boaties travel at 6 knots in large boats that throw considerable wash at that speed even when "no wash" signs are in place
- Some boats including Jet Skies produce more wash at 6 knots. To produce no wash they would either have to crawl or go faster. I would now wash signs rather than 6 knots. It does not affect my boat as it is over 8 meters but the boats that go past my moored boat at the back of my house at 6 knots produce an annoying wash but those that go faster leave no wash behind which I am happy with.
- Some owners do not regard other users in their seamanship (or lack thereof).
- some powerboats show no courtesy to other water users and can be very dangerouse to smaller vessels . Many jet ski users seem to have no comprehension of the rules governing them and how dangerouse their actions may be.
- Some small (4 to 6m) deep V hull vessels create substantially more wash at 6 knots than they do on the plane..
- Some vessels have little wash at about 6 knotts and should be encouraged as when they are under 6 knotts there is lots of wash.
- Someone is going to be hurt one day along the stretch of South Stradbroke Island known as Currigee....there shouldn't be man made surf (MASSIVE WAKES) breaking where boats are anchored and children swim...prime example would be Crystal Blues recent disgusting behavior
- Speed and Wash go hand in hand and should be the responsibility of the Skipper to operate the vessel to reduce wash wherever practicable. This should be a fundamental key message in communicating and promoting seamanship.
- Speed and wash is a big problem with larger boats driven by unaware and non caring drivers.
- Speed does not mean a lot, different types of boats create different wash at the same speed. Boat skippers need to be aware of what wash THERE boat is creating and act accordingly. I have a 34 foot boat that does 12 knots flat out with hardly any wash but get slamed by Rivs going the other way flat out and so close I don't get time to turn into the wash. I'm always aware of what is happening infront of my boat and behind as well. A lot of these warriors just do not have a clue or don't care.
- Speed limits are not currently enforced and are therefore largely ignored. Therefore adopting a qualitative approach to describing wash will not be anymore effective. Policing and enforcement needs to be increased.
- Speed limits should apply to marked channels and busy areas only. If your in a small boat or jetski you should be ok if you are well away of the channel
- Speed zones should be for safety. Other area should be optimal wash
- Speed, vessel size and No Wash zones are the best measure
- spell check "Planning vessel" above !
- Statements about wash are virtually useless unless there is provision for the Authority to monitor and fine vessels for breaching the speeds/wash. Some larger vessels produce 2 metre bow waves at speed and swamp vessels doing a lesser speed when passing. Large vessels over 10 metres should be limited to 15/20 knots in protected waters with the unlimited speed being reserved for offshore boating. Vessels should also leave a minimum of 30 metres when passing a slower vessel.
- stick to the speed limit and not the size of the wash its not possible to go the speed limit and create "No Wash"
- Stick with a straight, easily understood message. NO WASH.
- stop making to so complicated have 2 zones and only have slow zone near boat ramps. and stop trying to be big brother and let people take responsibility for there actions. and no top speed limit make it unlimmited
- Strong focus/education about achieving and maintaining optimum/appropriate boat trim.
- Take away no wash signs
- The coomera river needs the no wash to be reviewed... Its not applicable along most of its passageway.
- The faster the boat the smaller the wash
- The greater the speed, generally the greater the wash.

- The lack of enforcement of the current 6knot speed limit between Sanctuary Cove and Coomera Waters allows for excess wash that is eroding the banks on either side of the river. This sediment is then reducing the depth of them river at this point making it almost unusable for any keeled vessel except at high tide. If the speed limits aren't enforced then the river will require dredging and the rock securing of the shoreline.
- The message is good, but the education needs to be there. Seamanship is very lacking on GC waterways as is courteousy. A high powered jet ski will not create much wash, but the seamanship evident in general operation by most users (get ya licence and go for it) is shocking.
- The message needs to be clear NO WASH
- The most damaging wake can come from Vessel 6.5m and under. Educating these owners in the correct way to set there vessel, i:e setting the motor trim, etc. will go a long way in reducing wake.
- The other key thing to think about is the start and stopping points of zones. A vessel slowing from 40 to 6 knots or vice versa generates more wash. A classic example of this is the proposal to change the position of the change on the western side of Cronin Island. This is to occur where there is a funnel effect with no natural place for the change and will result in significant increases in infrastructure damage and non compliance. this was the reason for the reverse change in 2008.
- The people causing the problems are very unlikely to take any notice of a request for "courteous wash" as they have NO CONSIDERATION FOR OTHERS. We have passed massive vessels whose skippers were very considerate of passing vessels. The problem is that, left to each person's discretion, the inconsiderate fools will not change their behaviour! Courteous ones already do so.
- The previous survey about people observations of optimal wash may well only relate to those who observe vessels already at high speed. According to the AMC report, optimal wash means a vessel has to pass through the damaging wash phase to achieve this. According to the AMC report, promoting optimal wash means a vessel must produce damaging wash at some location to achieve it. Surely, in light of the AMC report, we must lower speed limits to 5 knots or less on all narrow waterways to comply with the moderate sensitive shorelines index. This is truly good policy making. I am horrified to think travel times is a criteria for policy making, when the evidence of vessel wash exceeding 5 knots leads to damaging was for moderately sensitive shorelines is before us. We must be advised scientifically as to what is appropriate speed limits and by also including a shoreline sensitivity index and liability profile for residents who maintain revetment walls.
- The proposal suggests an expectation of courtesy and competence on the part of power boaters which is unrealistic.
- the slower small boats go the more wake they put out . i have a 6m boat and when i do 6knots theres a big bow wave that gets put out, i go just a but faster and theres no wake. it makes me wonder every time i do 6 knots why they bother about bank erosion..
- The slower the boats go the bigger the wash
- • the term "technically unachievable" allows boaties to do whatever they deem to be appropriate for themselves and with disregard to others in the vicinity.
- The terms should be changed to something more self explanatory. This is to help younger boat and ski users to understand and comply
- The Water Police are not regular visitors here at Hope Island, probably under resourced. The bird life is prolific here and on the small island previously referred to there are 2 nesting sea hawks (sometimes called sea eagles). Their habitat is being reduced as more trees collapse as their roots are destroyed by wash. The evidence is easily seen.
- The Water Police need to step up in monitoring this & the problem will reduce. Jet boats go well over 6 knots every day & the Water Police do nothing about it.
- There are a lot of water craft that produce a smaller wash at planing speed and a much larger wash at 6 knots, I think most people would be courteous enough to operate there water craft at there optimal wash
- there are still many boat owners who fully disregard the existing no wash zone son the Nerang River. Private and commercial boat owners are also unaware of the no wash boundaries near moored vessels.
- There are too many disrespectful jet skiers that seem to not care either way. I don't believe they will listen to what you say.
- there is a general disregard of all rules on the gold coast and most certainly the worst i have seen in the whole world in my long experience. Speed limit signs are not the problem, its the mentality and lack of policing.There needs to be more advertising regarding safe and logical operation of a marine vessel.
- There should be no speed involved with wash of a vessel, If this is about wash that is. A small vessel on the plan will make a smaller wash than 6 knots (jet ski)
- Today no regard is taken for wash whatever the intentions of the regulations. Unfortunately the proxy of speed limits appropriate to vessel length is the only type of rule that boat users will consistently follow and that can be enforced through policing.
- Too complex a system.
- Too many powerboat people are oblivious to the destruction they leave in their wake. Anything more than an absolute speed limit from the bridge to the seaway will generate destructive wash, damaging small craft and washing small children off the recently renewed spit beaches. Whilst the various definitions of wash are all well and good, these people just do not care, and they are not policed!

- Totally agree for smaller boats (i.e jetskis) that being up on the plane reduces wash
- Trying to get the average boatie to look behind at his wash seems impossible when either over taking another another vessel or in 6 knot area. In narrow channels either slowing down or giving suficant passing room seems difficalt to achieve with many of todays boaties. Their is the group that pull the power off and push 1/2 the bay and pull the rest swamping every one as they go by.
- Unfortunately different types of vessels produce different types of wash at different speeds. It is very hard or nearly impossible to legislate for all situations and all types of vessels.
- Unfortunately one boat owners idea of optimal wash may not be the same as the other vessel which encounters it.
- unfortunately people can pull up and drop the anchor in a main channel and then think they own that spot and NO wash should affect them. You can liken this to stopping in the middle of the M1 and setting up for a picnic. (It will cause major issues and it would NOT be allowed) so why should people be able to stop and anchor in any major channel?? Common sense is not always common.
- Unfortunately, as the wash is behind the boat, many skippers do not see the effects of their wash as they are focused on what is in front.
- unsure of question
- Until there is a common speed limit [6 knots] vessels will continue to ignore the damage they cause and treat waterways such as the Nerang River as speedways.
- usually smaller vessels once on the plane produce less wash than when travelling at lower speeds. Vessels usually travelling around the 6 knot speed create alot more wash than if they were on the plane.
- Various boats produce different amounts of wash, common sence should allow the skipper to decide at what speed is best for the vessel to produce the least wash.
- Vessel owners and operators should be more aware of their individual wash characteristics at differing speeds. At present the 40 knot zone is treated like the old unlimited road speed signs. Emphasis needs to be placed on courteous wash in green zones.
- vessel owners really care about their wash, either in the canels, 6 knot areas, or on the broadwater. hench the problems we are having
- Wash and speeds are vessel and conditions dependent, the reduction to 6.5m vessel length will assist. However, one must assume that skippers will tend to lean on the throttle a little, therefore the optimal and courteous are too flexible.
- Wash classification is very subjective, and will be interpreted differently by different stakeholder. Eg what a trawler considers to be a courteous could well be considered unreasonable by a person in a kayak.
- wash is a good message - although some wash takes 5-10 minutes to make an impact. How is the public going to identify the correct vessel making wash?
- Wash is a huge issue for people on beaches in the gold coast broadwater. Anchoring and disemabarking small vessels on a beach is dangerous when large vessels are producing a large wash.
- Wash is about about the size of a vessel and the courtesy of the skipper. The larger the vessel, the larger the wake and the more a skipper should be courteous to fellow wateway users
- Wash is an important factor and is an obvious, physical and visible indicator. All vessel operators should be able to understand this if they are trained and licenced to operate the vessel. Everybody (including minors) should be licenced however to understand the rules and requirements. Optimal wash may be ambiguous and prone to individual judgements which may differ from one person to the next.
- Wash is an issue in canals, many canals are for residential access & are not intended as transport areas. In these areas 4 knots is a more appropriate " No Wash " speed.
- Wash is critical and obviously linked to speed resulting in erosion which translates into cost. I repeat install cameras.
- Wash is important but using vague terms like "optimal" and "courteous" wash is probably doomed to failure. I personally have experienced being just aground in a fin-keel yacht in a channel where a passing powerboat producing even a reasonably small wash could have sunk the yacht. The only way to ensure good behaviour is to define speed limits that will ensure minimal wash in areas that are sensitive to wash.
- Wash is not easily measureable and subjective, therefore difficult to control. Speed is measureable and therefore controllable.
- Wash is only an issue when it affects other vessels, adjacent shorelines and structure, etc. The plan to create the new yellow, variable speed/length zone in the Broadwater is an overkill in addressing this issue. I don't believe it will have the desired outcome...and will in fact have greater negative outcomes than positive ones.
- Wash is only one consideration - speed limits for safety reasons with increasing boat traffic are even more important. The volume and velocity of wash needs to be minimised in rivers to minimise erosion and inconvenience to moored boats - the current speed/length limits seem to do this reasonably well although a little more enforcement may assist more than anything.
- Wash is open to interpretation, You clearly have to state speed limits according to boat size, that way it can be controlled and policed.
- Wash is very difficult to prove beyond reasonable doubt as it is a perception and relies on effect to detirmine severity. There should be more support to enforce existing offence provisions.

- Wash no wash all craft have different characteristics some at low speed create more than at high speed others in reverse no wash in areas that may be ceceptable to waves mornings, ramps should be signed accordingly but to block entire rivers with red zones is ludicrous
- Wash should depend on your surroundings and how your vessel wash could affect vessels, your surroundings, structures and people. People need to be taught to look over their shoulder and consider the affect their wash is having. Its nearly impossible to enforce legislation in relation to wash so education is the next best thing. The yellow zones would not have to have a seperate speed limit if operators did the right thing in relation to their wash.
- Wash signage appears to have little or no impact on certain skippers. If a wash focus was pursued, there would need to be a commensurate level of policing to create the mind shift required
- Wash to speed is not good when you are pushing against a big tidal run.
- We can't rely on people being courteous. There are too many antisocial people to use this as a standard.
- We have a 40 ft boat that only goes up to 12 knots. It is so unpleasant and dangerous when you get these huge boats of 8 m plus that pass us so close and there wash is enormous for us to manage. These huge boats need to be far away when overtaking. We almost slammed into the mangroves on our entrance to Sanctuary Cove coming from north due to a smart arse that passed us just 2 metres away from us.
- We have a 6knot, no wash sign outside our house- nobody takes any notice of it- no one polices it. Now residents are responsible for their revetments there should be stricter rules
- We have a sailboat and generally sail most weekends. We regularly have large motor boats zooming past us causing a large wake and jet skis circling around us to show off. This happens in a 6knt no wash area! Not enough is done to patrol the people who ignore the regulations.
- We live on Marine Drive North Sanctuary Cove. About 8 years ago a 6 knot speed limit for all vessels was erected to a zone to the north western section of Sanctuary Cove which should have been increased to include all residential housing up to say the Santa Barbra Park. We constantly have boats over 8m doing way more than six knots in front of our property which causes so much damage to our moored boat to our pontoon, we have hade to carry out repairs to our undermined revetment wall because of continual wash from wake board boats and larger vessels not abiding by the speed limits. We have installed mooring whips to help alleviate damage to our boat which has helped but even one of these snapped in half after a large boat went passed doing probably 12 knots. We have replaced a heap of our mooring lines as well as these simply snap when larger wash hits the pontoon & boat. There is a huge sign facing up & down the Coomera River nearby that states All vessels 6 knots within 30m - Jetskis within 60m. Obviously a heap of water skiers and jetski operators do not know what 30m or 60m means. Even though this section of the river is quiet wide, boaties seem to think that doing over 6 knots on the far side of the river that there wash will not end up hitting everybody's property on the near side of the river. This zone requires immediate re-zoning.
- What a load of rubbish that a faster speed reduces wash. I suggest you get out on the river and watch the pontoons being thrown around. Though I was told by a member of the water police the pontoons along the Isle of Capri stretch should not be there, and are illegal as they are on Council land ????
- What about "minimise wash".
- When living in places where boats have been going for many years wash is something which is expected to happen.
- Where the river banks are steep, heavy wash does increase erosion and reduces the clarity of the water. Rocky shoals will increase the wash in certain areas.
- Whilst encouraging faster speeds to reduce wash in the instance of allowing vessels to get on the plane, this is not a blanket fix. In an ideal instance that would be the outcome, however certain craft for example jet skis can have a tendency to be ridden at maximum speeds with no or minimum regard for general safety or courtesy let alone wash.
- Whilst there is a definite relationship between vessel size and wash generation, there are vast differences in that produced by different hulls and mode of operation of the vessel. For example, a PWC at low speed with one rider can produce almost no wash, but at the same speed with three on board can appear to produce as much wash as a five metre fibreglass hulled boat. Whilst it may appear that damaging wash can be lessened by increasing speed to that of planning, the trade-off is a dramatic increase in engine noise. This is particularly evident from PWCs and small "tinnies" which typically have two-stroke engines running at high RPM.
- Who cares about wash it lasts for 5 seconds
- who is going to police this, you can call it what you want but most inconsiderate boaties are ignorant of others and giving a "nice" name wont change anything.
- Widely ignored on the waterways.
- Will fall on deaf ears for the idiots in tinnies who sometimes are as young as 11 and idiot jet-skiiers. Message might be better focused on sharing the waterways. Up the Nerang River we used to have many dolphins, but only one I have seen this year had a huge gouge in its back.
- Will these conditions be enforceable the same as speed limits?
- Without strong, consistent and constant enforcement nothing will change.
- YES COMMONSEANSE
- yes, run a campaign where people are encouraged to look over their shoulders and observe the damage in their wake. take note of the cause and effect of their speed in relation to their own vessel. All boats cause differing wakes. Just be sensitive to what your boat does at what speed.

- You can achieve very small wash, but have to be doing a low speed less then 6 knots. But it's larger vessels that cause the problem. It is some times better if the small vessels go faster as they make a smaller wash.
- you must intermittently police and penalise in the 6 knot areas , particularly around marinas if you want the non caring minority to take notice and slow down.
- Your over catorgising it all way too much for recreational users
- your wash chart show that wash is significantly less at 6 knots than any of your suggest new speed limits. no wash areas - in front of houses / pontoons moored vessels should be - no wash and a 6 knot limit

Q.15 Please select the most appropriate option below (this question is about how well you understand the [2-channel] proposal, not whether you agree with it)

- 55 foot Riv's wash will cross the whole bay
- Any vessels should be able to go anywhere.
- As I no longer have a boat I am not sure of this
- As long as decent markers are added to make the Grand side easy to find the channel for smaller boats, great.
- Both strategies fail to recognise multiple use areas. These are areas where non-powered and powered craft interact. In these areas power craft speed limits must be reduced to six knots so that they can comply with their obligations to give way to and keep clear of non-powered craft. Such restrictions still leave substantial areas of the Broadwater where powered craft can operate at maximum speed
- Can not understand why red zone in option 2 is not close to boat ramp
- clearly the eastern channel should be for transport and movement. the western channel should be passive, however there maybe times and parts of the western side that may need to open up for transport Ie like runaway bay now.
- Deregulate
- Don't agree with all sections, some yes but I think it is too much green to yellow
- Environment, (Did you know Dolphins feed and travel South up the Western Channel of a morning. Flocks of Pelicans feed in the Western Channel. What will happen to the s ea grasses in the western Channel????) Safety of the hundreds of people who participate in non motorised sports I the Weatern Channel. The effect of noise on the thousands of people living on the Broadwater. They are the rate payers but don't even get a consideration.
- Further thought needed.
- I
- I am not familar enough with the area to comment
- I am sure the water users will get whatever they want
- I do not understand how the Two Channel Strategy improves safety for all users
- I don't agree with the two channel proposal
- I don't think the two-channel strategy is a good idea, smaller vessels can use it now if that are not comfortable wit the east channel. It would be great to see the moorings gone and the red zones removed but good luck getting rid of the moorings.
- I don't use this section of the waterwaters so cannot provide valid and meaningful responses for this specific area
- I live on the Board water and don't see any need for any change!
- I think its getting to technical... Boats greater than 8m speed limit should be reduced in the Broadwater. There shouldnt be two passage ways its to confusing. Vessels 8m+ should be made to go slower than 40 knots period. There water displacement is enormous and the owners disregard for any vessel on the water is ignorant.
- I understand the proposal but max speed in the yellow area should be 10 knors
- I understand, but believe there is much further discussion required
- i'm not farmiluar with the area
- impossible to determine what the 2 channels proposed are from the charts
- In all of this I can't see anywhere one might anchor peacefully in the Broadwater without having small craft buzzing all around the vessel.
- includes changing the Marine Stadium from green to yellow. This is pointless as until GCWA permanently remove the moored boats no boat can exceed 6 knots in this area. The GCWA needs to permanently remove these boats and open up this area for Marine Stadium use.
- It does not matter what limits are imposed if they are not enforced
- KISS ... this is all too Technical ... when there is NO POLICING. We need EDUCATION re speed / wash etc.
- Main channels should be treated like a highway 40knots
- Neither strategy protects the vulnerable western shore of South Stradbroke or the GCCC Public Campground where people anchor and small children swim
- Not sure I filled this in because of the behaviour of fishermen
- Option 1 includes changing the Marine Stadium from green to yellow. This is pointless as until GCWA permanently remove the moored boats no boat can exceed 6 knots in this area. The GCWA needs to permanently remove these boats and open up this area for Marine Stadium use.
- Ridiculous concept.
- same again ... Without real pro-active rule enforcement all is pie in the sky

- See below
- The 2 channel strategy fails to accommodate the needs of all stakeholders. Sailboarders, Jetskis, jet boats, moorings etc let alone the environment. There has always been a hidden agenda for the second channel. Show some level of honesty.
- The maps are not detailed enough to make an informed decision.
- There should be open speed and wash zones nomatter where u are in the bay unless you are passing a mored vessel or anchored fishing vessel then courteous wash should be applied
- These maps don't seem to encompass the area I am concerned with or have knowledge about.
- to complicated
- waste of time. what real benefit do you get?
- we agree with green to yellow however disagree with red to yellow and stand by our previous recomendations as to the western channel
- who comes up with these ideas
- Would like to see the the area to the north of Wavebreak included as yellow for 1 km.
- Y

Q.18 Do you have any additional feedback regarding the two-channel strategy?

- 1. The area adjacent to Marine Parade Labrador, where there are a number of moorings opposite the boat ramp, "Aqua" through to "Luminair" requires a slower zone for all vessels. 2. Jetskis which are becoming faster and faster are a major concern where there continues to be almost total abuse of speed zones.
- 2 channels merging near 3 bridges, the Southport Yacht Club, a narrowing Broadwater and throw in a strong tidal flow is not safe.
- 25 knots is fast enough you don't need to do 40 knots
- 25knots or 40knots for vessels under 8m is there REALLY a discernible difference in the slower 25knot wake. Reducing the tidal waves produced by large vessels at high speed in river areas is fair, everywhere else should be 40knots for all. Don't bugger up our recreational days, us workers get so few. Hands off! Remember what Australia use to be like before we were over governed I sure do. Give us Australia back!
- 6 knot zone in two canal area should be maximum 12 knots
- 6 knots ONLY ar NERA5a Yellow zone totally to seaway
- A limited trial period would see if it would work
- A stratergy is only good with enforcement.
- A two channel strategy will only work if very small vessels under 3m are not limited in yellow areas.
- Address noise not with speed control but a blanket ban on noisy craft
- Again your wording are highly ineffective to the most to grasp your real meaning on what it is your wanting or trying to manipulate in this proposal strategy for most recreational users based on their competency rate of you needing their approval
- Agree with option 1 yellow area in western channel should be 25K for vessels under 6.5M
- Agree with two channel, as there is little need for larger vessels (>6.5m) to enter those areas other than accessing canals. However, restricting <6.5m sends tinnies, jet skiis and small runabouts out to the rougher eastern channel with large vessel wash. The definition of smaller vessel, < 6.5m means wash for sailing skiffs etc in eastern channel is reduced, but those vessels are not discouraged from using the channel
- All good if speeding around the Broadwater is the desired outcome but where is there a quiet anchorage for lunch. Anchor on the north side of Wave Break Island on a weekend and try to have a peaceful lunch with boats less than 6.5m bow up or jet skis at speed or kids in tinnies passing within a couple of meters of your boat. The law about speed limits when passing moored vessels is totally ignored.
- An area for water skiing and wakeboarding would be great on the broadwater. Rather than having to ski in shark infested murky water. Maybe between Labrador and wavebreak island or adjacent to sea world.
- Any speed reduction of boats in the broad water is a good thing
- anything that can keep boats larger than 25-30ft away from the mainland bank (using the eastern channel) will be good as the boat wash is significant especially around boat ramps.
- Apologies.. I don't use this section of the waterwaters so cannot provide valid and meaningful responses for this specific area
- As mentioned earlier we need a large vessel speed restriction for peak periods such as weekends and public holidays. They are most destructive to the environment, they create dangerous conditions including dangerous wash both for other craft and on the beaches where kids are swimming amongst vessels being thrown about. For a large prportion of these large vessels their gain in speed is minimal. There will be serious injury or death if this is not addressed.
- As stated above re: 6 knot speed limit near Marine Pde, Labrador. Jet ski speed should be reduced to maximum 25 knot limit south of Seaway. Current situation is very dangerous.
- As stated previously, I don't believe either option will provide the outcomes that are being promoted. It is stated that the aim of these changes is to 'reduce wash' and 'improve transport efficiency'. What does 'improve transport efficiency' mean? This is a very general and open statement, and needs to be explained in more depth. Far more input into the final decision should be obtained from both the commercial and recreation vessel community...via workshops, where open discussion can take place.
- As there are many anchorages between Wavebreak Island and Versace, speed limit should be limited to 6 knots for all vessels except jet skis and tourist jet boats. Wash is a big problem for all moored or anchored vessels.
- At peak times, the broadwater is uncomfortable for smaller boats, owing to the amount of chop generated by large boats at speed generally. A strategy to move large vessels at speed away from beaches and recreational parts can be followed, but it is not rational to suggest that large vessels be slowed to the point where they generate no wash at all. However, they should be slowed in areas such as Wavebreak and the Seaway to lower the danger to smaller vessels.
- At the start of the survey i did not agree with seperating vessel sizes to speed in yellow zones. it stated that speeds are reduced to 25knot for smaller vehicles of 6.5m and less, that doesn't make sense either. I dont understand the maps, the suggestion is to seperate vessels into east and west channel like was trialed at Hollywell by different

speeds in yellow zone for boats under 6.5m , what about larger boats? I think it could work at Labrador with the new channel, but not at marina mirage it seems to narrow. I support the 6 knot zones south and north of Wave break around Marine stadium and boatramp there, and that is on neither map. no wonder it is confusing. why does the yellow have green line around it?

- Awful maps, unclear. Remove the 6 knot near the grand for small boats is a great idea and will avoid all the rough water. BUT needs more channel makers (lit) and "no anchor"zones to keep it clear.
- Big boats slow down to much wake
- both "channels" are so shallow, will it make any difference?
- By slowing down the broadwater, where do you take your speedboat? You are also slowing down the moreton bay area. This will have a negative impact on the marine industry.
- Cannot understand if you are out on the water to enjoy your day why you need to speed. 6 knots would make the Broadwater are safer destination for all.
- Changing the red zone in the western Labrador channel is ridiculous. Jet ski and power boat noise for residential properties on Marine Parade will go though the roof. Keep the 6 knot zone in place for all users.
- Come on let's just make a descision. Big boat need to go slow smaller boats can go faster. I like the responsible wash idea. I have three boats and get frustrated going slow for an hour to get to the broad water from helensvale in my smaller boat to go fishing. I don't need to go flat out but everyone speeds anyway so let make a sensible decision and allow small boat to go 20kn
- Confusion for visitors and people who don't go boating often.
- Courteous wash speed regulations for anxhored fishing vessel's
- Curlew Island is the most ecological sensitive area for the whole of the Broadwater except for Jumpinpin. Currently the birds survive because they only have minimal disturbance for traffic using the inside channel. The main feeding area for Eastern Curlews is directly beside this channel and they are now critically endangered. Any change in speed limits here should result in in a reference to the EPBC to allow this change. This area is also a passive area for paddle boarders and kayakers. The increase in Speed limits is particularly worrying because it will encourage jet-skis into areas where they have previously not been a problem
- Definitely keep the huge powerful boats away from the slower boats. This needs to be monitored more in the water and the ones that break rules by being rude and uncourtious to other boat owners need to have their boats removed. They laugh at you and know how uncomfortable it is to us slower boats
- Deregulate
- Do not change the way it is now we live on this water way and use it every week if you want change educate the casual boat use in the rules instead of a 2 hour class and everyone gets a licence!
- Do to ongoing problems of wash between the two Currigee campgrounds. Extend the yellow zone to include the eastern channel between these points. Plan a study to compare the number of boats, amount of wash generated and effects on turbidity over seagrass beds in Eastern and Western Channels with the new regulations. Implementation will require a significant on water presence to ensure that non complying vessels are appropriately informed of the consequences of their actions and the benefits to all users of compliance
- Don't change something if it's not broken? Leave the broadwater how it is and don't fuck anything around. Keep it how it is!!!
- Don't change what works, in particular don't restrict speeds anywhere. In my opinion speeds should be increased to allow opportunities such as ferries to work.
- Dredging key holes for boat anchorages would give boats a place to beach out of wash.For example visit the key hole on the south west side of wave break. creating areas like this would help separate traffic from recreational users
- Dredging not allowed (refer Independent Review and Minister Mark Bailey). mooring removed in 2016 need to be replaced to increase the availability of low-cost storage options for local and visiting yacht owners.
- Dredging to create two channels only a few metres apart is non-sensical. There is not enough traffic on the waterway to warrant two channels or a traffic separation scheme. Keep the major traffic lanes on the seaward side of the Broadwater and multiple use areas on the inland side.
- Few of the big boats do 25 knots. Many little boats do 40 knots. So the strategy actually promotes having big boats in the western channel and little boats in the main channel. Which is arse about. Congestion around the Seaway is what demands a lower speed limit, not wash consideration. Idiots on jetskis are dangerous and unpredictable, sailing boats are more unpredictable, tacking unexpectedly, very dangerous in congested waters.
- For either option to be effective there needs to be significant on-water 'plain english' signage. This will assist those who hire pontoon boats with a drivers licence and those out of touch with the rules.
- Forcing large vessels along a single channel will make it practically impossible to enjoy the beach area along South Straddie at Curragie
- From the crossing marker sth end of Wavebreak to the Grand and all west of Wavebreak should be 6 knots
- get on with it, make it sensible and practical for all water users, don't pander to the minorities.
- Get on with the dredging then boats will have more chance of not interfering with each other

- Good proposal - Once south of Wave Break larger vessels need to slow down due to wash so the larger yellow area would assist in this.
- How is compliance going to be managed? More Water Police, More Education, More signage?
- I again reiterate the need to have 40 knots for all vessels under 6.5m in all areas in side including the Boradwater, a slow speed for vessels up to say 15m and 6 knots for all vessels over 15m in all of the Broadwater and all other inshore areas. These large boats can go off shore if they want to go fast. No need in side as they are just in dangering lives, property, etc.
- I agree with the two channel strategy however I believe the yellow zone should allow vessels up to 8m to travel up to 40knots. I definitely disagree with the introduction of a yellow zone just south of wavebreak in the eastern channel on Option 1. This will cause big boats come off the plane and back on the plane which creates larger wash for a larger amount of time as the accelerate.
- I am A marine master with a lot of experience and grown up on the Broadwater and would be happy to help in bettering the area if contacted
- I am not sure what you are asking
- I am opposed to speed limits being changed in the broad water as I am quite happy with the current conditions/rules and regulations. However if one strategy were to be implemented I would favour option 2 over option 1. This option would provide the desired reduced speed and alternative passage on the western side of the channel for smaller vessels that wish to avoid larger vessels and higher speeds. It will also maintain the current rules and regulations for those who do not want further reduced speed limits being imposed and more increased regulations.
- I am unable to understand the two options, there is simply too many rules that weeekend boaties won't be capable of comprehending. How many signs are you going to need and in weird places to make all these imaginary lines and differing speed limits work. Sorry, you are trying hard but if I am lost in the workshop stage, no body is going to get it on the water! This entire proposal/discussion is very hard to understand. Blanket strategies over areas that should and shouldn't be changed is challenging my continued interest.
- I believe implementing Option 1, provided the vessel size remains at 8m, is optimal. I say this because I believe the main causes for concern are the luxury motor yachts and cruisers which create huge wakes on the broadwater and make things unsafe for smaller boat users. There any lots of boats under 8m which have small wakes compared to the motor yachts and cruisers.
- I believe that vessel operators would still mostly stick to the main channel for heading outside of the seaway. The Labrador channel is more utilised by passive craft & further to this, since the previous dredging operation took place there is more sandbar north & south of Loders creek.
- I can't imagine many small boat owners are complaining about the channel that is there now. The water ways need to be kept open in both directions.
- i don't know the area
- I dont think a 2 channel strategy will make any difference
- I don't use this area so I would prefer to leave comment to those who do.
- I have never seen larger vessels 8+m respect in a courteous manner the smaller craft on the broadwater. Also, Ive never seen these boats when cruising an enormous speed with massive dangerous wash/wake get pulled over by water police. Only smaller craft runabouts and jet ski's... All this noise is making me get frustrated. 8m+ boats speeds should be reduced throughtout the whole broadwater and spit..
- I live at the labrador section where it is 6knots now there is no enforcement and everyday boats and jet skis are speeding through some at 30knots plus. It has also become a defacto safe area for Kite surfers and paddle boarders and I am concerned there will be accidents esp. with no enforcement
- I suggest that if all Green Zones on the Broadwater were changed to Yellow it would encourage the operators of large cruisers (8m+) to pursue their "speed runs" in outside waters and use inside waters for travel at responsible speeds.
- I think it is a step in the right direction...
- I think it's a good idea. So long as it does affect smallers vessels 6 knot zones.
- I think most vessels will still take the shortest route up to the seaway and deal with the wash, however the option of a safer area on the landward side of the broadwater is an excellent idea. I also think the variable zone near Item B is a great idea to stop larger vessels speeding through that bottleneck, which can only make it safer for smaller vessels.
- I think the larger boats are the main problem as they don't seem to care about the smaller vessels. I think we also need a better area for the tourist jet boats as they can be unpredictable, they also use the sand banks and sea beds for amusement.
- i think the new proposal is a great common sense approch for our waterways
- I think you're on the right track, larger vessels have caused dangerous situations for smaller craft, Something needs to be done to both preserve the right to have a larger vessel, but also the consideration to smaller vessels
- I would suggest reducing both south and slightly north of the Seaway to 25 knots for all vessels. This is by far the busiest section of the Broadwater. By reducing speed in this area it will promote the movement of vessels from this area as there are many vessels that tend to stay and play in this zone. For most boat and many pwc's, 25 knots still

allows travel within the area, but will reduce freestyling and inappropriate behaviour. I would suggest making the area east the main channel near seaworld as a 6 knot zone and west of channel through to SovereignIsland as a 25knot zone as well.

- If there is traffic separation, encourage big boats in the eastern channel, Small boats still need to be able to use the eastern channel. The western is smoother water for the smaller boats.
- If you are worried about wash, leave the speed limit at 40Kt and limit the size of the boat to 8M or less. Any further speed limits is just clogging up the water ways unnecessarily
- If you want to separate large from small craft, you will need to define and enforce with penalties.
- I'm guessing the larger percentage of vessels fall into the Smaller category and as such we should lean towards the majority of users.
- I'm not sure. In terms of the dredging. There is a lot of build up and oysters at the Holywell road bridge in Biggera waters. Near the Biggera waters primary school. The channel is so narrow and shallow that is causes damage to boats and jet skis coming through.
- Implementation requires significant dredging in portions of the western side of the Broadwater.
- In my opinion many will be concerned about the determination of the speed in yellow zones and are therefore biased or otherwise concerned when reviewing the proposed coverage.
- In the Nike cliche - "Just Do It"
- Introducing another speed limit (25knots) will not be understood or enforceable. It will confuse locals and visitors.
- It comes down to communication and policing.
- it could work
- It doesn't matter what you do the big boats and the jetskis will still drive all over the smaller boats.
- It is a great proposal that may require a few minor changes once implemented. My opinion is that further enforcement is required for areas of heavy traffic usually around the seaway. It is a bit of a loose operation with a variety of boats travelling at various speeds and not following simple procedures and "rules of the road" which is what creates a potentially unsafe passage.
- It is the best option all round
- It is well worth trying and, on the face of it, should succeed in improving the boating experience.
- It was pointless building the new boat ramps and jetty north of the southport pool if you are going to increase the boat traffic and speed past it
- it will push more traffic in to one area
- Its a great idea.
- It's unenforceable without a massive increase in water police resources. It is clear that this is already a problem after numerous complaints and reporting's to the police with no results with the limited speed zone approach currently used. There needs to be a massive increase in the police presence in residential waterways.
- Just do it
- Just reduce the wash speed of all vessels in the main channels (north/south) and save the cost of dredging the Labrador channel
- Keep it simple, as a beginner boater frequent changes work okay on maps are not that easy to be compliant out in the water when considering many factors at once. More regulation equals more likelihood of error and less focus on being safe whilst figuring out the right zone, speed etc
- Keep speed low.
- Keep the large boats to the side in the yellow zone, allowing smaller fast craft to go into the open waters at full speed away from large vessel wash.
- Large and high powered vessels travelling at high speeds cause very dangerous wakes and wash and create a risk of smaller craft taking on water or passengers being thrown out of small craft. It is essential to introduce yellow zones instead of green throughout as much of the broadwater as possible to ensure the area can be enjoyed by many and not ruined by a small number of wealthy and arrogant large boat users.
- Large private vessels (some irresponsible weekend helmsman) - more often around the summer season - traveling at 40 knots passed SeaWorld in the Main channel can create some extremely dangerous wash to smaller vessels. Some Captains of large vessels think they have the legal right to do 40 knots and if they are passing close by to smaller vessels then their wash is the smaller vessels problem. Some can get very close indeed as they speed pass. Some owners of large vessels that are taken out for a spin (say once or twice a year) create very dangerous situations on the Seaway main channel. I have been using this channel daily for more than 20 years and so have experience of this.
- leave as is.
- Leave in place the 40kn speed limit for the broad water and morten bay do not reduce the speed limit to 25kn.
- Leave it alone
- leave speed limits alone or put them up and make it simple stupid. 2 speed zones is all thats required

- Leave the channel system the same but focus more on the areas like up near the Coomera river e.g. South arm ect.
- Lessinging of speeds is a good idea.
- Let's have an open constructive forum
- Many smaller boat owners will still choose to use the main channel.
- Many vessels do not have speed indicating instruments. How do you propose educating those skippers about what 25 k means? Jet skis usually travel above 25 k do any have speed indicators as they will want to use yellow zones?
- Minimise dredging
- More markers or no one will know what is going on ... which is the problem now anyway .. not enough markers ,,,
- More publicity to promote options
- Most chaotic part of the Broadwater on a Sunday is south of the seaway. Slower big boats will be much safer!
- Need red zones outside SYC hollywell , disabled sailors and learner sailors need to feel safe when they are training.
- Needs regulating
- Neither of these strategies limit the speed of vessels with massive wakes causing havoc for other waterway users anchored near South Stradbroke or going ashore there. It also does nothing to limit the speed and wake caused by fast vessels passing much slower vessels such as ours in the 40 knot zone.
- Nil
- No
- no
- No
- No
- No
- No
- no
- no
- No
- No
- No
- no
- No
- no
- no
- no
- No a fan of it
- No comment required
- No further comment
- no more 6-knot areas on the Broadwater.
- No. It is a positive step forward.
- Nobody will comply with detailed & complex rules that are constantly changing as one moves around the Broadwater. Just stand on the Shore at Paradise Point by the 6 knot restriction(and Wavebreak Is.) & occasionally you may see a boat comply. No Policing means all the " Resident " longterm boats anchored in this area are 1) Never moved on even after Months or years in the same area 2) Annoyed by the Weekened Warriors causing wash to disturb their day .
- Not 100% sure of the strategy.
- Not really sure, what you are trying to achieve with the separation?
- On Option 1, The area just south of seaway in main channel should remain green to eliminate wash from larger vessels transitioning to and from the plane, while also not getting mixed signs to look out for.
- One channel for 6 knots, one channel for greater than 6 knots
- Only to say you are introducing new regulations for the people who are abiding by the current rules, how do you plan on stopping the people who will disregard any changes you apply as they disregard the current regulations?
- opening up areas is great but not at the cost of closing areas down by length and speed and bring in more speed zones
- Option 1 includes changing the Marine Stadium from green to yellow. This is pointless as until GCWA permanently remove the moored boats no boat can exceed 6 knots in this area. The GCWA needs to permanently remove these boats and open up this area for Marine Stadium use.

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- Option 1 is best I believe as it may reduce wash along the western side of the spit section. Might be better to leave Bums Bay as 6 knots, with the exception of marine events.
- Option 1 now has a man made sand stock pile that has been gazetted as an island, won't this limit the area anyway? Still find it hard to believe the GCWA agreed on this island in arguable the busiest stretch of water in QLD.
- Option 2 can be used by any length of boat if they choose. Option 1 disrupts the flow
- Option 2 if need be but there shouldn't be any further restrictions.
- Option 2 is better but the western channel near the broad water parklands needs to be made safer and easier to navigate. I don't think a 6 knot zone near the seaway is necessary if that western channel is improved for smaller vessels
- Option 2 is the better in my view, with greater protection given to the Marine Stadium proper. It promotes more of a "main thoroughfare"/"service road" split in the waterway, which would assist in providing corridors for commercial traffic, such as water taxis. Both options seem to contradict what is proposed in the interactive map(???)
- Option two would be disastrous for small craft south of Wave-break Isl.
- People should NOT be able to stop and fish or dive in the faster second option channel. We need transport channels that are thought of as roads and then passive channels for all boating needs.
- People swim and sail and play on the west side of the broadwater. Jetski hoons going flat out and even the jet boats come over to the east side and do doughnuts whilst kids are swimming and people enjoying the broadwater/parks etc. Also very noisy. Keep all the traffic on the east in the main channel. Just have minimal channels to access the boat ramps and creeks but with 6 knot restrictions for safety. Also too many people put crab pots and freeloading anchorages blocking the east side as it is.
- Please Don't change 40 knot speed limits. Change 6 knot limits to variable speed limits where safe to do so.
- Respect the impact of other non powered water users on a free for all western channel
- Retain the Red Zone and extend it to Loder's Creek from the Grand Hotel. Far to many kayakers (including large school groups) kite surfers, wind surfers, stand up paddle boarders, fisherman, swimmers, out riggers etc. use this relative safe area. Increasing to speed of motorised vessels will lead to accidents on the water and future deaths.
- Run a public educational champagne on the collision regulations. People are stupid. Education is the key, not over policy
- Running more boats along the heavily populated residential and parkland areas is only going to increase noise, decrease safety for non motorised users such as SUPS, sailboards etc and the say the least very unpopular for the majority of gold coast residents who don't own a boat.
- Same again .. Unless you include real pro active rule enforcement all is just pie in the sky
- Signage would need to be drastically improved for this to have any effect.
- Size of vessel is not the only consideration. Speed of larger vessels is the key issue as a 40foot sailing catamaran at 7knots creates little wash or wave whereas a 40foot cruiser travelling at 20 knots causes all sorts of dangerous wash for smaller vessels as well as making it uncomfortable for any other passing vessel.
- Slowing down way too much area
- Some commercial vessels need exemption such as a ferry service Jet Skiers need more training or should be shot on sight ...
- Something needs to be done in the seaway; it is ridiculous to allow surfboard riders to paddle across the seaway, usually in dark wetsuits, when there are boats everywhere including idiots who do not observe the 30/60m rule around other craft travelling at slower speeds and boats anchored or drift fishing.
- Sorry, I have read it a few times and looked at the maps, but I just dont get it. If I was to parapraphase what I think you are saying is the big boats go north closer to the ocean and the smaller boats go up the channel closer to the mainland. But are the speed limits different? Sorry, I dont get it.

- sounds to me like there is two rulebooks . Where does it stop as soon as you bring in a second rulebook . just like if I go shooting their areas you can shoot and areas that you can't shoot,or will that change to. you can shoot in some areas as long as you have the Right size gun .sorry doesn't work .polic what we have in place & inforce. As an idea . The Australian government setting up their own YouTube ,for an example, all areas . Have a local login . Have fisheries daily login ,weather, local bait & tackle , preach education, enforcing a login to be on the water in that area & fines may apply without a login. Brag your catch section. Get the community get involved in resolving some of the issues we have .public stoning or softened shame & blame . Seems jet skis are so popular now . Which we know is not going to back off any, let's bring their own color to the water. Minimal upset for existing license holders. At time of registration renewal they get up dated but through the government YouTube channel it can be made clear.
- Speed limits by themselves cannot manage the busy southern Broadwater for all users. The notion that a thoroughfare at any planing speed through this area will solve interaction issues, satisfy all users and prevent marine incidents is fanciful and simplistic. Dedicated, specific management of the area is required. The strategies in the GCWA Speed Limit Proposal do nothing towards management of the Broadwater. Required: 1. Separate activities and allocate specific, dedicated areas (zones) for jet-boats, jet-skis, sailboards, navigation and moorings. 2. Undertake proper Risk Assessment (including statistical data) to identify hazards, hazardous events, consequences and mitigation strategies. 3. Enforce regulations. The “Two Channel Strategy” fails to accommodate the needs of all stakeholders. Abandon the strategy to accommodate safe, risk free commercial and recreational
- speed restrictions, harsher penalties and increased police presence on the western foreshore of hooning jetski riders and out of control tinnie kids. jetskis should be forced to do 6 knots in the yellow zone.
- Spend money on enforcement instead of more channels for people to disobey the rules in
- Stop giving in to the speeding boat/jet ski club----you need to be more observant of the continual breaches. We have lived at Labrador on the Broadwater and know from daily experience that the existing rules are continually breached-----the signs at the Grand Hotel ramp are ignored every hour every day.
- Stop listening to Bruce, he does not have the biggest say ok..
- Stop the wash should be the key point 10 knots in the yellow areas would go a long way to achieving that.
- "The “Two Channel Strategy” fails to accommodate the needs of all stakeholders. Abandon this strategy to accommodate safe, risk free commercial and recreational use. Those affected include; a. Sail/Kite boarders b. Small Dinghies (sailing and otherwise) c. Paddlers d. Jet-skis e. Jet-boats f. Moorings g. Environment"
- The 2 channel strategy fails to accommodate the needs of all stakeholders. Sailboarders, Jetskis, jet boats, moorings etc let alone the environment. There has always been a hidden agenda for the second channel. Show some level of honesty.
- The 2 channel strategy is completely irrelevant until enforecment of the existing speed zones can be accomplished.
- The Broadwater just needs dredging, reducing speed limits is a cheap option instead of committing to the dredging. Deeper water, better access and let boaties enjoy the Broadwater.
- The broadwater needs areas where power boats are banned
- The channels in both rivers are very narrow,it's impossible to segregate vessels by size.
- The current Broadwater speed limits are fine.
- The current channel is shocking and would not work without major dredging. I had a 16 foot ski boat and ran aground several times between Marina Mirage to the Grand and it was not low tide. Very Dangerous.
- The existing system is good
- The hollywell trial should be continued. It is impossible for fast moving craft to avoid the fleet of learner sailors at the southport yacht club at hollywell.
- The idea of a reduced speed limit along the outside of marine stadium is great but due to the narrowness of the channel a lot of my friends and me actually only do 6 to 8 through that stretch due to the jetskies that take off from the beach at break neck speed. We also stay to the left of the starboard side of that channel to keep a safe distance from the beach.
- The intersection of the east & west channels near Runaway Bay has a West Cardinal mark. Is this encouraging larger boats to enter the west channel ?
- the key issues are in the rivers not the broadwater.
- The main problem with the Broadwater and associated waterways - is that is not an overall 'Master Plan' for the Spit / Waterways / Southport and Main Beach connectivity. There have been ample studies completed - there is a solution that will be integrated and can provide a reasonable balance between the waterway features and the built environment - and future direction for the built environment. Such a plan can look to incorporate isolating some islands for migratory birds / dedicate main vessel navigation corridors / identify islands for day tripper, dive, and other activities, identify future sand replenishment areas or sinks for beach replenishment. A Master Plan can and must be undertaken in the near future then it needs to be implemented on a staged basis.
- The maps are not detailed enough to make an informed decision. I am being forced to select an answer without being given enough details to make an informed decision therefore in order to move on the next question I am ticking unsure.

- The present set up with speeds in the Eastern and Western channel at Labrador provides ideal separation of higher speed uncontrolled activities as we see constantly in the Eastern Channel from the generally safer behaviour in the Western channel where The survey must take into account all factors including safety, wildlife, personal
  The separation of the uncontrolled higher speed boat activities in the Eastern Channel opposite Labrador and the safer non powered activities such as Kite sailing, wind surfing, canoeing swimming, fishing in the Western Channel opposite Labrador and for this reason the red zone in the Western channel at the Grand must be extended to Loders Creek. I am staggered how little SAFETY is part of this survey. Currently on Saturday and Tuesday at 0800 there is group of 18 to 22 jet skis tearing along the Eastern channel and Hooning around in circles on the seaward side of Wavebreak. The elimination of the red zone opposite the Grand will encourage these Hoons into the waters now used by the non powered water community. Learn from Dreamworld, safety always has to be a priority.
- The speed limit should be 6 knots in all Gold coast waterways
- The speed limits should be left alone and do not make it complex by having lanes etc. I use a 4.3M tinny, a very low free board 6M speed boat and lager 10M fishing boat. I drive to the conditions and the boats capacity/limitations. You don't need lanes. If people cant drive to their own or their boats capacity they shouldn't be in a boat.
- The term "big boat" has been used. The broadwater is not big boat friendly and thought needs to be fostered to get "big boats" out of the broadwater. Trial a "dock and depart" proposal where big boats need to exit the broadwater ASAP.
- The Two Channel Strategy has failings that it is going to promote more Motorised Vessels to speed around the Braodwater in more places. This is a dangerous strategy as more and more Motorised Vessels are becoming registered in South East QLD and on the Gold Coast it is plain to understand the Waterways are going to become more crowded with Boating activities and use of the Waterway. Congestion is going to be an ever increasing result and the only answer is to reduce and restrict speed limits and passage access for those types of vessels not increase the areas and passages of where they can increase their ability to rat run or hoon around with very little regard for other Water users and swimmers of the Gold Coast. By lessening the areas where Motorised Vessels can speed around is going to promote more safer passage in and around the Waterways. Otherwise where does all this increase of available passage for Motorised Vessels end as more and more registrations continue? What do we do, dredge all the sandbars and sea grass beds completely out of existence in the Broadwater that aid for fish and marine creature or Marine and Shorebird Habitats. Get rid of all passive water users and swimmers out of the Waterways so its just an exclusive domain of Motorised Vessels. This tunnel vision of the Waterway of creating more access for Motorised Vessels and Developers being able to reclaim land into the Broadwater which is pretty hypocritical has to stop so that the Waterway can be left in as much of a healthy state as possible and what it is renowned for in its current beauty without stuffing it completely as what id being proposed here and Developer self interests.
- The two channel strategy is very power boat focused. A strategy that discourages small vessels from using the main channel will create animosity between large power boat operators and smaller sail boats which need the wider channel for sail operation.
- The waterway must be kept open in both directions, a proper dredging program funded from registration and licenses fees would provide greater utilisation and safer outcomes for all vessels.
- The western channel should be a no wash zone from Sundale Bridge to Runaway Bay, for all vessels.
- The wider option denies the commercial vessels operating from Seaworld, captains landing and marina mirrage as well as those power vessels from SY Club accessing the seaway in an efficient manner, Small vessels always have the inner route against the western shore with few larger vessels accessing this route due to depth of water.
- The yellow zone should extend further south from the seaway to Marina Mirage. Large vessels create a large wash affecting the pontoons at the Spit boat ramp and the pontoon and moored vessels at Volunteer Marine Rescue.
- There are a lot of vessels that create low levels of wake such as the very popular party pontoons that are typically over 6.5m but will be unfairly put into the same speed limit as the large gin palaces (rivs etc) that plow hugh holes in the water. hence the focus i believe should be on the amount of wake .
- There are many considerations from Wavebreak to Southport. Option one would create a good Anchorage at night at the southern end of Wavebreak Island and protection from northerly's. I wouldn't like to see Bums Bay with an open speed limit. Consideration for the commercial operators and how a 6 knot limit will effect their businesses.
- There are no boats parked in the Broadwater and if they are they know it's a 40 knot zone so it's their fault
- There are not lines in the water, skippers are going to go where ever they want in my opinion.
- There is an assumption that boats operating at slower speeds create a smaller wake. Agreed that at 4 knots that would be true. Trying to manage all stakeholder requirements will take more thought and investment. Also not convinced that the final sentence of the first paragraph is based on anything other than speculation. The 2 channel strategy may promote separation. That will be up to individual operators and / or those boats that only transverse North- South along the channels. I wouldn't be satisfied that a successful review of speed limits only resulted in "promotion" of a two channel strategy and reduced speeds. Time to investigate how we stipulate boat compliance requirements with regard wake size at speed and support with IT (camera's etc) enforcement rather than trying to manage the end result.
- There is no need to change this as the Broadwater is the perfect environment for space and distance between boats while travelling at speeds

- There is nothing wrong with the speed limits, there needs to be more police presence for personal water craft ad more education. Large vessels still need to go to Sovereign Island Cruiser sales area.
- There is so much traffic on the broadwater during a busy weekend, it will be hard to police. A lot of people do not understand or follow water rules as they are at the moment...
- There need to be a 6 knot limit for power boats for the whole of the Broadwater - no exceptions
- There needs to be more dredging to keep both channels operational to both directions of traffic
- This 2 channel strategy will create more high speed traffic closer to the shore where the most swimmers/pleasure craft are, and more wash on the shores. It doesn't make sense. to do this !!
- this is a good review of the area
- To confusing for most ppl
- Too complicated to implement with any chance of success or consistency
- Trying to get a small boat across is almost frightening during the weekend, the big boats rule
- two channels will help with craft passing through, however the most dangerous part is at the north end of the spit where jet skis try to jump the wake of boats moving through this area, again an area not policed properly !
- Very complex issue but agree that a restricted speed around the spit beach is essential. Also if you have ever seen the little jetty at the stadium boat ramp getting smashed by big wash waves, it is frightening and dangerous for kids and boaties who use this very popular jetty. Six knots for vessels over 6.5m from Sundale Bridge to north of the popular North Wavebreak anchorage (both sides) in my opinion.
- Very hard to evaluate.
- very very confusing !!!!!!
- Vessel speeds should be restricted in all areas of the broadwater.
- Vessels over 8 metres in length being on the plane and travelling in excess of 6 knots south of the Seaway is extremely unsafe. Some of these boats are 40 to 50 feet in length and plane through the area with wake at 1 - 3 metres high. This is very unsafe for smaller craft and the many moored boats and swimmers in the area.
- Vessels over 8 meters should not be restricted while approaching the seaway for more control and safer passage
- Vessels over 8m should be restricted to 'no wash' speeds across the entire broadwater as their wake places the users of smaller craft at risk especially with the increasing use of kayaks and stand up paddleboards, etc
- Vessles, irrespective of their size, will need to use both channels but if small vessles venture into the eastern channel with the bigger boats, they should expect to deal with the wash.
- waste of time and for what?
- We can separate, segregate and make as many rules as we want, however the licencing laws need to change. Education is the key.
- West side of chanel has alot of recreational users.eg canoe wind sports. Lower speed limit needed there for safety.
- while the theory would work the major problem withinh the broadwater is the abundance of sand banks which need dredging, the back channel has been severly affected with the sand spreading vastly over the past years. maintaining the two channels with well organised and regular dredging is the most critical step
- Whilst the Broadwater is being shared by both small and large craft , there is no option but to decrease speeds in some areas for the lager boats (over 8 Mtrs) and to increase speed limits for boats under 5 Mtrs in other areas .
- why do boats have to do high speeds in a built up area, are the bigger boats fined for the damage they do to the environment, or higher fees for registration than a sailing yacht or similar vessels like house boats. isn't the saying speed kills, and to get a boat licence is so simple, you might as well not get one. what about a 100 hours with a training facility using all kinds of vessels from sail, mono-hull, multi hull, water jet, tenders, house boats, power boats, displacement hull and planing hulls. until you change how you train and approve the boat owner the problems are going to change, unless you implement the speeds with fines, then why bother, why are houses on the water front required to protect the edge of their properties while the real damage is caused by boat owners.
- Will major dredging need to be done to open the new area
- Without the policing of speed limits , ten channels wouldn't make any difference . Dredging of any channels wouldn't be necessary as often if wash from power vessels ,particularly large vessels , if speeds were reduced and policed .
- Yes, too many vessels using it for anchoring closer to Southport.
- You can't seriously expect people to make a "learned" judgement based on this. The whole thing is totally confusing and appears an attempt to blindside the Public.
- You will do what ever the councilors want you to do.Have you not the infrastructure in place allready for a fast ferry service.

Q.19 A "grandfathering" allowance would allow existing owners of vessels between 6.5 and 8.0m to operate in Yellow zones as if they were a smaller vessel.

- Computerisation over time will assist in reducing policing this exemption, with police and rangers having access to on the spot searches of Gold Coast registered vessels. Registration only needs to be checked by policing agencies when visually, someone is pushing their luck and behaving in a manner inconsistant with the objectives.
- i disagree with a new zone and new length this impacts on all new boats and existing boats that are built and registered to meet requirements
- " grandfathering" for commercial vessels only.
- "Planning" does not automatically minimise wash. My 15 metre vessel planes beautifully, but still produces a magnificent wake. The same applies for many 8 metre and lesser vessels. I cite the 26 foot Bertram or Caribbean hulls, which produce a nasty, tall wash which can easily upset a small tinnie.
- 10 knots only in the yellow zones. 6 knots all other zoned area
- 5 years not 2 years is fair
- 6.5 to 8m adhere to 6 knots in yellow zones. Its unsafe to change this rule
- 6.5m is too small. there are lots of boats over that length that have a minimal wash at the correct speed. These types of rules are bad for the waterways users and local business.
- A limited 'transition' period may be the fairest approach.
- A stunningly stupid proposal
- A vessel between 6 and 8.5 metres on the plane would still create unsafe wash and wave as well as danger in the Broadwater with an ever increasing large variety of boat traffic
- again .. Whatever is done .... Without realproactive rule enforcement .. All is just a waste of time and money .... Get qld govt to increase marine policeing funding ... Double the fines ... Compliance will be then immediate... Things will then work.
- again too difficult to police,
- Although unfortunate for existing vessel owners a hard and fast rule is the only approach
- As I said before there are not lines in water and they will go wherever they want regardless
- As said this only effects 10% of boats so effect will not be great and is unfair to owners of these boats. Plus most boats between 6.5m and 8m benefit from optimum wake
- As you mentioned earlier in the WASH protocol, it is common sense when a boat 8 Mtrs and under is making too large of a wash and it is at that time whether or not that you are inside the new yellow zone area , that common since should prevail to slow down and make a smaller wake.
- Back to the drawing board with that idea it's ridiculous. Aside from the obvious fact this is basically unworkable, people invest a lot in a vessel to render it unfit for it's intended use is criminal.
- Boat sales companies have been exploiting the 8.0 metre speed restriction selling boats with no regard to the damage they cause to the waterways. Give them the 2 years to change their habits, they'll come up with an alternative, and it will preserve our waterways. People will downsize.
- Clear and simple regulatory frame work is key to public understanding and consistency
- Completely disagree with a transition. Make the change, set a date and everyone works to it.
- Currently the waterways does not have the resources to stop the kids in their tinnies so how would this be policed?
- Difficult to monitor and enforce
- Does GCWA really want to get into arguments with boat owners about how old their boats are? Consider two owners with boats from the same mold. One registered earlier than the other. They could have different speed limits. How is the speed safe for one but not the other?.
- Don't change it!
- Don't understand completely
- Gold Coasters are effectively funding or wearing any impacts. It follows locals should enjoy an enhanced benefit.
- Grandfathering is a ridiculous suggestion. How abaout if I own a car, does that mean I can ignore changed speed zones on the M1?
- Grandfathering is just weakness----giving in once again.
- grandfathering is not a great idea but if it was going to apply would need boats to be clearly marked and take into account the wash the particular vessel makes at speeds before being granted
- Grandfathering is one of the most abused systems of bureaucratic nonsense as can be imagined. The last thing the marine industry needs is more grandfathering.
- Have actually spoken to some boating and jetskiing associations?

- how can GCWA police this ?
- How would the police or spectators know which particular vessel is grand-fathered? Also, visiting boaties to the area will model their behaviour on what they observe - leading them to exceed the limits since their boat is not ;grand-fathered.
- I believe common courtesy would the best result. Very difficult if not impossible to regulate.
- I do not support the concept of grandfathering. These new zones are either been introduced to increase safety or not.
- I don't think locals cause more or less noise/wash than those who are not locals - they are all equally to blame!
- i dont understand why this would even be a consideration. if you change the rules, you change the rules for everyone, no exceptions.
- I enquired at GDWA what vessels want or need to use the Western Labrador channel if the yellow zone was implemented there. No answer or explanation was given
- I made an investment based on long standing rules
- I own a 7.92m Pontoon and i purchased this vessel as it was just under the 8m length, My pontoon puts out a very minimal wash as it doesn't have the draft of a started 8m vessel
- i still dont understand the intend of the yellow zones, the more I read the more confused i am. Sorry cant answer question because of this.
- I think GCWA just needs to bite the bullet and set the new limit at 6.5m
- I thought we a state of QLD, get the GC notion out of the rhetoric... marketing to a broader community and inviting more rec boaters to GC is and should be on the agenda, talk boating community of QLD not just GC... Apply some common sense. Make the rule, role it out in registration renewals for all geo limits surrounding new information to GC region owners and add information to all MSQ sites, clubs/ramps, boat show attendance etc
- If i was to buy a high performance car & the speed limit is reduced in a certain area i wouldn't expect grandfathering provisions to apply just for my vehicle. Ono rule has to apply to all.
- If owners of vessels between 6.5m and 8.0m believe their vessel outputs wake of a similar size to a smaller vessel on the plane, then they should be able to pay for their vessel's wake to be measured, and given an exemption certificate if it passes. Owner pays, not anyone else.
- If you own an 8 metre boat, you will be severely disadvantaged and that is not fair. I live on main river and wash is part of it, stop listening to few whinging hone owners who bought on the river for all the benefits, but now want everyone doing 6 knots past their place!!!! It's wrong.
- Im more concerned about the people who have purchased property to be able to go boating and the impact on them that this could have. It could make it very difficult and time consuming for people to access use the broadwater.
- It is the current large vessels causing problems. Commercial operators adhere to wash considerations. Recreational boat owners with cash and buy first boats that are large seem to be more problematic
- It should stay at 8 Metres too confusing People have boats 8 to be able to move at higher than the 6 knots
- It's either a good idea and for good reason OR it's not! Suggesting a 'grandfathering' is likely to make the rules unenforceable.
- Just allow all vessels 8.0m or under.
- Just keep it at 8m. All people do is register their vessels as shorter anyway. 8m is a clear size that everyone is familiar with. It is also a size where vessel weight and hence displacement starts to increase significantly ie. normally not trailerable, usually have twin engines along with the extra fuel that goes with them.
- Just rubbish, deregulate
- Just stay at 8m that is well known and understood. We don't need more rules to remember as we are already well regulated.
- Keep it simple
- Keep it simple and allow all existing speed limits to be maintained or preferably expanded so ther are less 6 knot areas
- Keep it simple; bring in rules and enforce them.
- KISS .... Get some Policing, enforce the present Law (which is a joke it rarely happens) & try and Educate.
- leaving the length at 8 meters makes it more cost effective for a commercial vessel to operate. example: water taxi or small ferry. Keep it simple. Leave it at 8 meters for everyone as long as the vessel can get on the plane and reduce it's wash.
- look at the data of non-local boats on Gold Coast waters - why should non-residents be adversely affected?
- Make the changes and get on with it!
- Make the Western Channel a Red Zone from the Grand Hotel to Loder's Creek
- Many of the waterways of the Gold Coast are in sensitive ecological areas. While wash is a problem, craft travelling at high speed is a documented problem for wildlife causing the wildlife to abandon roosting and feeding areas. The new strategy may encourage jet skis into areas where they have not been a problem - eg shallow water near sensitive areas.

- Many owners would have made investment decisions based on the current rules.
- maximum 200m stern wash boats on the plane what ever speed under 40 knots
- missed the real problem
- Monohuls such as mustangs ,Rivs are notorious for large washes .
- More legislation for the sake of legislation. Bravo.
- More rules for too few police.
- Most recreational operators cannot obey the Current laws so think all these changes will not improve anything. We need more water police presence
- Nil allowance. Only a grace period of education.
- "No ""Grandfathering"" Speed limits by themselves cannot manage the busy southern Broadwater (Southport Bridge to Seaway) for all users. The notion that a 'thoroughfare (west or east) at any planning speed through this area will solve interaction issues, satisfy all users and prevent marine incidents is fanciful and simplistic. Dedicated, specific management of the area is required. The strategies in the GCWA Speed Limit Proposal does nothing towards management of the Broadwater. a. Separate activities and allocate specific, dedicated areas (zones) for jet-boats, jet-skis, sailboards, navigation and moorings. b. Undertake proper Risk Assessment (including statistical data) to identify hazards, hazardous events, consequences and mitigation strategies. c. Diligently enforce regulations and existing legislation."
- No allowance for larger vessels they need to stay off the plane in these restricted zones no point making all these rule to then give out permits ignoring them. If that's the case can I have a permit to do another 20km faster that the designated street signs, ill get there faster and my cars new and safe? I think not, so why would the marine environment be different.
- No allowance should be made. Let them buy a new boat that complies, or else slow down. This is precisely why the erosion problem exists, why perpetuate it?
- No allowance. Make the change and users have to comply. Same with road rules.
- No allowances as it would create confusion and be impossible to implement.
- No allowances, how will it be policed? It's impossible. One rule for ALL
- No change is required except simplification
- No grand fathering, just adds confusion
- No grandfathering
- No Grandfathering - stupid idea and unworkable.
- No grandfathering should be considered and all vessels operating on the Broadwater should be on the same operating principles of wash, wake and speed. Both recreational and commercial vessels.
- No sure I understand "grandfathering"? Also no matter what a salesman says something like Crystal Blue is never truly on the plane
- No way to readily determine who would be subject to the "grandfathering"
- No way, If the change is approved and accepted all must comply!
- One rule for all Motorised Vessels or non at all. As others in the grey zones/grandfathering/concessions of rules are just going to flout the rules and the already difficult task of Enforcement of speed limits will just become that more harder for the Police than it all ready is. Other over 6.5 metre Vessels are going to see concession holding Vessels going at speed in areas of restricted wash and speed and then they will think "Oh well, if that guys doing that speed in that Vessel in that location, well I will just do the same thing". A case of Monkey see, Monkey do.
- One rule for all users otherwise costly and confusing to all.
- One rule for everyone is absolutely essential
- one set of rules for everyone.
- Please no, just stay with 8m limits, its a good size and many 7-7.9m boats plane effectively and with good wash. Grandfathering will get heaps of abuse to drivers and police will need computer reading of regos to enforce. Silly
- policing of compliance is the key issue. at present there is very little policing of the current laws
- Rather than further mess with the speed limits until there is a major issue with them, Why not consult the public on a beautifyingvyhe foreshore strategy?
- Refer my previous comments regards boat compliance matched to enforcement. Concessions and allowances don't apply on our roads. Despite massive improvements in road and car quality over the last few decades, cars capable of performing superbly on the race track still need to comply with speed and other rules established half a century ago. It stands to reason that pursuing a strategy that only results in a channel change in one part of the waterway plus changes to speed or vessel lengths could cause uncertainty.
- remain at 8.0m
- Rescue Vessels need special allowance for life
- Set the rules and make people comply, following an appropriate education program.

- Should the God Father clause extend to ownership of property. A resident may have bought a waterfront house with an expectation for use under the old rules and the proposed plan would prevent changing of boats.
- Simplicity and clear qualification will minimise "misunderstandings" and achieve full compliance by all craft in a reasonable time period. Also it will promote early compliance through education programmes and practised routine.
- Slow the big boats down ,promote safe courteous seamanship .. "grandfathering" rules confusing.
- So some would set the example for others. You can't live with two laws....it would be like changing us to driving cars to the other side to align with the US but allowing some to remain on the current side of the road. Crazy to have two rules.
- Specific areas should be allocated to accommodate commercial and recreational use. The misconceived Labrador channel can be divided into zones for these users.
- stop wasting tax payers money on this stupid waist of time new rules that are so confusing no one will understand and will get in trouble with law.
- Strongly disagree with any intent to implement resource intensive measures to check, rule or consider individual or even group wash/planning hulls. The proposal should be based around marine safety - it either is or it isn't. If it is, then new rules apply to all for safety reasons.
- Strongly support this allowance as many have made significant investment in vessels of this length due to the existing policies.
- The concept of grandfathering is ridiculous, creates massive enforcement issues and total confusion. If you introduce new speed limits then that applies to all vessels, what's the point of new limits with the objective to reduce wash issues if you allow grandfathering for vessels that will create wash.
- The different between 6.5 and 8 meters is minimal and standard across the state.
- The length should be 8m anyway
- The limitations you are proposing are just good seamanship and being aware of the impact of your actions. The effect on a run up to Tipplers etc will be minimal. No Grandfathering required
- The Mustang 28 was the most popular sports cruiser in Australia for this very reason. Is the GCW going to pay the owners for the instant value drop of their vessels ?
- The option I ticked could read "...vessels that can (and WILL) get on the plane..."
- the rivers are not really an issue but they need better signage, dredging and thought of as roads and transport corridors instead of people winging about some wash. reality if you buy on a main river you should expect wash and people going up and down the rivers on the plane 8m and under with optimal wash.
- The rules have to be consistent and clear.
- The speeds in these areas are already seemingly unpoliced, or hard to police at best. Giving some boats permission and other similar boats restrictions in the same areas sends the wrong message and would be unenforceable.
- There is dumb ideas, and there is this
- There is no way you can Police these views, who is paying for this survey as so far it will not give you what you want!
- This approach is too open to interpretation .
- This brings up the excuse of I didn't know/didn't read the signs. Having black and white rules simplifies the enforcement for everyone.
- This crazy and too hard to police
- This is ridiculous and undermines the value of a regulation change. How would you know how long an owner has been the 'existing owner' etc?
- This is stupid and will cause all sorts of issues. Make a decision, use a faze in period and then enforce it.
- This position is unenforcable
- This sounds very confusing and would very difficult to enforce. As an example we would not agree with allowing a older car to do 100km/hr on the motorway but then say that if you bought a new car you can only do 80km/hr because we have changed the speed limits. This system will not work, there needs to be one limit for all.
- This would be unworkable. Needs to be 'one in all in', otherwise enforcement would be very difficult.
- To confusing guys just make it a blanket rule. Has any of you timed how long it takes to get around the gc water ways and then thought about your rules you are trying to introduce
- too complicated
- unworkable unenforceable
- Wash areas are used for good measure. All boat operators should abide by the rules.
- Wash is at least in part a safety issue, so no allowance should be made for any vessel.
- We are a city viewed by many as a holiday destination. We should be making boating simple and enjoyable. I believe the best way to achieve this in this instance is to have once allowance for all vessels. Furthermore, if somebody from out of town sees another boat of a similar size going much faster (and doesn't realize they have an allowance) they will automatically think they can increase their speed too.

- We live in and have our boat registered in Brisbane but spend the majority of our boating in the Gold Coast waterways.
- What is a Gold Coast registered vessels? I thought boats are state registered!
- Whilst many owners have an appreciation of what is required there are many who do not know or do not wish to know and therefore if all were treated alike this confusion may be minimised
- Who will enforce this?
- Who's idea was THIS?
- Would be too hard to monitor GC registered vessels. This would require extra policing and be costly and an inconvenience to boaters
- Yes until t changes ownership
- You guys spend far too much time considering the minutiae. No wonder federal, state and local govt budgets are so broken...

Q.20 A "commercial" allowance could be customised to address particular vessels and their needs, with the threat of revocation providing a compliance incentive.

- 1 rule for all. Otherwise complex and messy, plus "elitist"
- 10 knots only in the yellow zones. 6 knots all other zoned area
- again we should encourage of movement of people on our waterways fast and efficiently
- All boats same rules!
- all so difficult to polic, needs heavy fines so people pay attention
- Any damaging wash and shoreline stability should be the primary deciders. Travel times should be based on bank stability and liability. It is the same principle the Council uses for Floodplain planning, that is, any increase in liability to existing residents shoreline stability should NOT occur due to proposed changes upstream.
- As I said above in the last question about
- As with road traffic a public transport bus is required to comply with the roads signed speed limit, it does not get to travel faster than cars because it is carrying passengers. The same should apply to the waterways, the signed speed limit applies to all users as a matter of courtesy and safety.
- Ask the average Skipper what " Optimal wash " is and you will get a blank stare. The licensing Laws mean that nobody cares , or takes any notice , of speed / wash restrictions, after they have their License.... its too easy yet the vessel they could be in charge of is a Lethal Weapon at speed..... proved by the fatalities & accidents ... most experienced at speed.
- Based on the assumption of greater responsibility and understanding of their vessels and the sensible speeds at which wash is minimised. Problem will be other less responsible vessel operators being drawn into considering that their vessels should be allowed the same latitude.
- Bloody jet boat operators are a menace and should be made to conform to the rules like everyone else!
- business have been developed and run, millions invested , changing rules will have a large impact tourism is gold coasts main business this will have a huge negative impact on broadwater experiences
- care factor?
- Cause for changes would be ignored
- Commercial enterprises should not be laden with regulatory burden, tourism is at the heart of Qld waterway management and must be allowed to grow.
- Commercial Jet boats often use shallow areas to thrill passengers. They frequently ignore roosting wildlife and speed limits. The behaviour of these boats needs to closely managed.
- Commercial operators should drive for optimal caution rather than speed.
- Commercial operators, particularly Jet Boat operates, already seem to operate with impunity to the speed zones, so no allowances for them should be made.
- Commercial vessel operators are some of the worst offenders on the Broad water; particularly the jet boat thrill seekers.
- Commercial vessels have the ability to destroy the amenity of a waterway. A good example is the constant flow of 'City Cats' passing by Kangaroo Point (Dockside Marina) where vessels in the marina are routinely damaged from the wash of the passing commercial traffic, even though the City Cats were 'apparently' designed with wash reduction hulls.
- Commercial vessels must comply to the same as the rest of the boating comunity
- Commercial vessels that wish to operate under this proposed allowance should apply for a permit to do so. Otherwise stick the limit for the zone/waterway and wash description.A small fee should be attached to this
- Commercial water transport exemption should be allowed for in the future ... we need more public transport and speed is important to make it viable.
- Compliance in relation to wash is rarely successful. Look at the statistics. How many people have e been successfully prosecuted for causing excessive wash ?
- Defies the purpose of a rule if one makes exceptions.
- Deregulate
- Essential for ferries
- Everyone needs to be policed based on the same rules which need to be as simple as possible.
- I am unsure as to the areas suggested, but have had issues with previously with alloy cat approx 8m commercial operator within tipplers passage. He was unaware of 6 knots and no wash 30m obligations
- I can only imagine one instance where commercial operations would need an allowance, and that is if you lot have all ready made up your minds to lower lengths and lower speeds, in which case any future rapid ferry venture would definitely need relaxations. Ditch the stupid ideas and this question does not exist.

- I don't know what this means
- I don't support restrictions.
- I have been on a 40ft boat anchored in the Brisbane Rive when the City Cat has passed by. To an observer, the evidence of wake on the water is minimal but the rocking and rolling of the anchored vesset was very significant.
- I have more than 10 commercial vessels pass my residence daily. Their vessels create minimal wash and they always abide by the speed limits. The difference between these guys and boat owners, they advertise their companies on the side of their boats which is self policing.
- I have the commercial jet boats in mind when I answer this question. In general, the jet boats create very little wash when on the plane. Less even than a planing tinny.
- I would support this if more information was provided about how it would be applied to jet boat and jet ski tourist operators
- If commercial boats operate to different laws to private boats it could (will) create an us & them mentality..
- If it can't get on the plane in the yellow zone the speed needs to be reduced
- In no way should this apply to "Spirit" that McLarens monstrosity or Crystal Blue...they ate simply too big to operate at speed inshore as they currently do
- jet boat operators are one of the main offenders.
- Jet boat tour operators already do not obey the 6 knot rules. They drive recklessly on the waterways and should not have any allowances.
- Jet boats dont follow rules and they will kill someone one day.
- Just stick to 8m as commercial crasft have already been bought or built to this standard.
- KISS
- Leave the broadwater alone!
- Monkey see monkey doo. Recreational vessels will blindly follow. If commercial vessels are able to create a wash why do anything at all here?
- More consultation with commercial operators required.
- Needs to be clear rules. Also making allowances defeats the purpose and creates an us/them approach.
- "No ""Commercial Allowance"" - Manage risk by allocation of areas (zones) Speed limits by themselves cannot manage the busy southern Broadwater (Southport Bridge to Seaway) for all users. The notion that a 'thoroughfare (west or east) at any planning speed through this area will solve interaction issues, satisfy all users and prevent marine incidents is fanciful and simplistic. Dedicated, specific management of the area is required. The strategies in the GCWA Speed Limit Proposal does nothing towards management of the Broadwater. a. Separate activities and allocate specific, dedicated areas (zones) for jet-boats, jet-skis, sailboards, navigation and moorings. b. Undertake proper Risk Assessment (including statistical data) to identify hazards, hazardous events, consequences and mitigation strategies. c. Diligently enforce regulations and existing legislation."
- Not sure how long the jet boats are however they drive recklessly and generate large wakes performing spins close to bathers in the broadwater so they should go closer to the spit only.
- Not sure if I understand this correctly or not, however it is my opinion is that the jet boat out of Surfers adheres to a 6 knot speed limit. They have plenty of waterways to do their thing.
- Okay for commercial jet boats, parasail boats etc. but not for other vessels such as large sports fishing vessels for reasons set out in item 18.
- One rule for all or nothing. If you are going to grant concessions apart from the same I mentioned in the previous questions comments I stated. The concession Vessels are going to create masses of Shoreline Erosion and potentially run aground and destroy Sea Grass Beds from cutting it to fine in Channel and area locations that are generally unsuitable for them.
- One rule for all, same as swimming pool fencing,safety first!!
- Perhaps exempt "no wash" ferries only
- Recreational users would see commercial vessels operating and copy
- Require a separate zone to reduce risk
- Same restrictions should apply to all as they are being implemented for environmental and social reasons, what difference does it make if the same boat type is commercial or recreational.
- same rule for everybody
- Same rules should apply to all vessels, private or commercial.
- See noise comments earlier as these commercial vessels have been a major contributor to this form of pollution. West of wavebreak should be restricted to six knots on public safety and noise grounds.
- Sensible allowances should be granted but limited. People are sheep and if too many allowances made, many will simply follow/copy either out of ignorance or simple he can i can. Arguments could also be made for riding inside another vessels wash which could be troublesome.

- Slow the big boats down ,promote safe courteous seamanship
- some of the commercial vessels have the worst wash
- Specific areas should be allocated to accommodate commercial and recreational use. The misconceived Labrador channel can be divided into zones for these users.
- The Broadwater is NOT a broad water . Speed and wash is dangerous and damaging within the size limitations of the area .
- The current commercial operators on the broadwater are probably the single greatest danger to the safety of all other waterway users. I personally have been subject to dangerous and reckless behaviour on the part of a commercial operator than would have led to severe injury had I not taken evasive action that I was not obliged to take under the usual rules of navigation.
- The limit should be 6 knots for all vessels the waterways
- There has to be one set of rules for all.
- There should be no distinction between commercial and non-commercial vessels in regards the wash and wave that either can create.
- This again would make things very confusing for the general public. If they see a commercial vessel on the plane(such as a jetboat) then there is every chance that they will follow.
- This is a bit like being able to cross double white lines to overtake a cyclist, "if it is safe to do so". So why were the double lines put there in the first place!
- This is reasonable.
- This period of consultation has already taken too long, and needs to be implemented swiftly or the change is unlikely to happen at all. The Gold Coast Broadwater is a congested nightmare especially on weekends where there is simply too many idiots on the water and not enough enforcement (through no fault of the departments - as they cannot expand enough to cope with the volume of water users)
- This puts businesses such as jetboat xtreme under threat as well as seaworld whale watching tours
- This seems the most appropriate method
- This should not include any non-commercial skipper operations - jetski hire etc.
- This would encourage other vessels to do the same speed
- Tourism operators would benefit from this as they would be able to operate from a hub which is closer to tourist accommodation, versus being further away.
- VMR rescue vessels over 6.5 meters should be included in "commercial" allowance.
- Volunteer Marine Rescue vessels in particular should be exempted
- We all know more consultation will lead to a waste of time. The optimal wash principle is a great step forward. I would like to see that principle enforced.
- what are you talking about!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- Where and how would this allowance apply? Is this for water taxi services, for example?
- Which commercial vessels would be customised?
- Who is your expert on wash that will consider this? Years ago QBFP would jump on a GC boat and 'assess' whether its' wash was 'reasonable' to give an exemption to the speed limit in the Nerang River. No Gov't agency has the resources to revisit this resource intensive task (with no real measurable output). Allowing privatisation assessment or certificates will simply result in skewed figures.
- Why make rules and then demand only some people follow them, maybe because those rules are ones that should not have been passed in the first place.
- Will these allowances achieve the objective of changes and better management? If the problem is such that changes are needed, why exclude commercial operators, they have to change as well.
- would need to see the details proposed, there is little enforcement or monitoring of some operators at the moment, with jet boat operators regularly going very close to resting birds on Curlew Island and near fishing pelicans, cormoranst at the moment
- Yes we need to use our waterways for commercial purposes
- you don't see main roads allowing Taxis to do 150kmph
- You will get endless complaints from property owners that don't understand the rules. .

Q.21 A "water-skiing" allowance would allow vessels between 6.5 and 8.0m to operate at small vessel speeds while engaged in a tow-behind sport, in certain areas, at certain times.

- 6.5 to 8 metre vessels are most unsuitable for use as skiboats, particularly when this proposal would encourage their use in narrow waterways.
- 6knots should be the speed limit in all Goldcoast waterways
- A ban boats towing at less than 20 knots you ban tubing, knee boarding and small kids on any type of water skiing is likely to be from 8 to 18 knots. Banning skiers above 25 knots you ban plenty of towed sports with little wash including recreational skiing, Barefooting and slalom skiing. The survey also included the assumption that all wakeboarding is done behind wakeboarding boats which is incorrect. The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinny and small ski boats that also tow water skiers, tubes and knee boarders on the same day.
- A ban boats towing at less than 20 knots you ban tubing, knee boarding and small kids on any type of water skiing is likely to be from 8 to 18 knots. Banning skiers above 25 knots you ban plenty of towed sports with little wash including recreational skiing, Barefooting and slalom skiing. The survey also included the assumption that all wakeboarding is done behind wakeboarding boats which is incorrect. The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinny and small ski boats that also tow water skiers, tubes and knee boarders on the same day. Many modern ski boats are longer than 6.5m - this would allow for these boats to still be used and keep the industry strong
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- A busy channel/ navigation area is not a suitable safe location to be towing a biscuit
- a vessel over 6.5 should not be used for water skiing .
- A vessel towing creates a larger wash. Implementing this allowance would conflict with the aim of this study. Designated ski areas could solve this.
- A wash will still be created. Perhaps a small section could be set aside in an isolated area where beaches are less used.
- Absoulutely not, I live on the Coomera river, 8 metre vessels towing tubes and skiers just destroy everything, their wash is huge.
- Again, who would enforce this?
- An unessary complication by changing from 8 meters
- And if not towing? Give it up! If a vessel is fit to do speed and reduce wake.... let it.
- Areas such as Paradise Point north of the current six knot zone should be a water ski zone, NO Anchoring. This allows for park based ski groups to utilise the area currently obstructed by illegal long term anchoring vessels. Also a ski zone between Charis and land ends against the shore and channel.
- As a water skier, It is unnecessary to tow someone faster than 25 knots particularly in a boat over 6.5 m. If skiers want to go faster they can get a smaller tow boat.
- As Above ..Why make rules and then demand only some people follow them, maybe because those rules are ones that should not have been passed in the first place.
- As long as its in a designated Ski Area.
- As mentioned earlier, there are narrow areas on the Coomera River where skiing is currently allowed and this should be changed.
- But consideration should be given to properties in a previously restricted that dont have revetment walls to protect their property against wash. Increased wash will now effect these propetries, but at whose cost to install protection walls
- Buying a boat is already a daunting task for many first timers. The last thing our industry needs is more rules and regulations to confuse and potentially discourage people from enjoying the boating lifestyle.
- Clear defined ski zones can have specific rules, i see this as a sensible approach. If i were to ski in a defined area i would consider it my obligation to familiarise myself with any rules and restrictions.
- Confusing to all
- Consider these options a ski boat towing an child skiier up to 25 knots is ok a large ski boat towing an adult skiier at 30-34 knots is ok because of the allowance a small ski boat towing an adult skiier at 30-34 knots is ok because of it's

size a small ski boat not towing just driving at 35 knots is ok a large ski boat not towing just driving at 35 knots is not okay because it is not towing Really. That is too confusing and doesnt really reflect the safety and wake difference.

- Defies the purpose of a rule if one makes exceptions.
- Definitely not. The ones who want to speed will just tow a toy even if it is not being used .
- Disagree sould make to much wash for smaller vessels
- Don't want hoons on the waters
- Give the Waterski & Wakeboard fraternity a dedicated area. If anyone goes there and expects other than heaps of wash then they deserve it. This way it is easy to manage and Regulate & enforce .
- Great
- high wash,,, board riding boats ,,,,with a wash height of more than ,,,,200mm while towing are not allowed at sanrta barbara water sking area,, ,,,,,,,all boats traveling thru santa barbara while water sking is in progress must not exceed a stern boat washheight of more than 200mm at any speed,,,,,,,,,,,,,,,,
- however being an old school water skier and water front home owner, the gigantic ballast tanks/inland surfing/wakeboarding/wake boats is one of the main issues with water skiing 's demise creating dock damage and just plain old pissing off people. I would think that maybe a good law for these boats is be if you are towing a skier/boarder surfer the boat must be clearly on the plane and not going 9-11mph with 100 litres of water on board!
- However do understand the need for designated ski & wakeboard areas.
- I believe the Skipper is responsable for all activities in and about the vessel and must engage in towing activities that are commensurate with the activity
- I dont see this as very relevant as very few ski boats are longer than 6.5 metres. Easy to regulate as its very obvious if there is a skier behind. The problem you have are the wake boarding boats that deliberately add ballast "weight" to make a much larger wash.
- I run a Wakeboard and ski boat dealership on the Gold Coast. This affects me and my customers immensely. The Gold Coast is the Water Sports capital of Australia, there needs to be ample areas for wakeboarding and waterskiing. If there arent dedicated or shared areas, this affects the success of us as a local business.
- I suggest that designated areas are set aside for this activity.
- I support this allowance without location (except 6knot zones) and time restrictions.
- I thought one of the reasons for the speed restrictions is the amount of vessel wash. The same amount fwash is given out whether they are engaged in towing or not. Again, making the rules confusing and hard to justify.
- I would support this proposal, however, some of the wake boats these days are designed to fill with water and make lager washes at high speed. I don't support in these circumstances. The washes are hugh and dangerous to small vessels and property along the shore line.
- Ideal - this is simple and easy to enforce -
- If they want to ski, get a ski boat, don't expect to ski behind a mammoth. I am a skier, I don't need a 25 foot wave making monster to ski behind. Send the wake boats out into the ocean.
- If you are going to allow exemptions to the speed limits for vessels between 6.5 and 8m, then you might as well not have the speed limits to begin with.
- Information on the location for water ski-ing would need to easily available to all
- Inland lake systems such as Clear Island Waters and other water contained by the lock system would be ideal for waterskiing. It's deep water and unlikely to suffer environmental issues caused by crashing waves from boats. If it's only sharks biting skiers that residents are worried about, they would be just as vocal about water activities in the Broadwater and rivers too.
- It might be reasonable but it might also add some confusion /complication to the rules.
- It might be time to consider banning wake boats from some sections designated for water skiing.
- It seems logical provided a watch is kept on compliance
- It would silly to have two boats travelling side by side at the same speed producing the same wash, yet one is legal due to towing a rider, while the other illegal.
- Its not safe to break the speed limit, unless you add greater complication and danger to situation, then it becomes safer? You cant go over 100kmph, unless you are towing a caravan, then you travel at 666Kmph Traveling at 40knots because towing rather than 6 knots, is a 666% speed increase
- Just allow all vessels 8.0m or under.
- Just rubbish, deregulate and allow tow sports without restriction
- Kiss
- Leave as is Ski zones are ski zones
- Leave it at 8m and everyone will be happy and its simple.
- Make more places to ski..... Marine stadium should be a ski area not a anchoring area. It was built for events!!!!!!
- Need for areas than current

- Need more of these areas though
- Need to consider wake boarding, as the wakes are particularly large
- "No ""Allowance"" - unenforcaeable Speed limits by themselves cannot manage the busy southern Broadwater (Southport Bridge to Seaway) for all users. The notion that a 'thoroughfare (west or east) at any planning speed through this area will solve interaction issues, satisfy all users and prevent marine incidents is fanciful and simplistic. Dedicated, specific management of the area is required. The strategies in the GCWA Speed Limit Proposal does nothing towards management of the Broadwater. a. Separate activities and allocate specific, dedicated areas (zones) for water skiing, jet-boats, jet-skis, sailboards, navigation and moorings. b. Undertake proper Risk Assessment (including statistical data) to identify hazards, hazardous events, consequences and mitigation strategies. c. Diligently enforce regulations and existing legislation."
- No water skiing or tow situation at all
- Now this is getting stupid, there is nothing wrong with people skiing atm, it's just the fucking council that does have anything better to do so they decide to fuck us boaties around once again. Leave the Broadwater alone!
- Only if skiing as the speed is required or the sport cant be done. its wrong people with a large boat can ski, and that type of boat would create little wash. its the bay cruisers, that cause the wash and waves.
- Only in certain areas at certain times, away from others who can share the space without ruining it for all
- Open to abuse. Would need to be clearly llegislated. Could just drag a ski behind if want to go faster
- People will not co operate
- Refer above response. Water skiers can already ski up to 40knots and any quicker speed trails/practice is not for our river systems.
- Regardless of whether the vessel is water skiing or not, there issue at focus is wash created. This again creates to many exemptions which people simply don't understand.
- Same as above, why change anything if you are going to allow some vessels to continue at speeds that create the problem. Water skiing is a specific sport or activity and some vessels should not tow skiers.
- same rule for everybody
- Seriously? More water skiing? There isnt enough room
- Should be wash dependant
- Shouldn't the allowance be given to a zone (aka Santa Barbra) and not the vessel (or maintain >8m differentiation)?
- Ski areas specially allocated and clearly marked for these activities.
- Ski boats 6.5m-8m are exactly the type/size of boat that needs to be targeted to reduce unnecessary wash, particularly in the recent advent of wake skating / wake boarding which requires the largest possible wash from the boat (with some boats using their onboard ballast to create a even bigger wash)
- Skiers are the biggest abusers of the system and certainly shouldn't be allowed special treatment.
- slow the big boats down ,promote safe courteous seamanship
- So long as tow behind sport is limited to certain areas and drivers are courtes by emptying ballasts.
- stop , over complicating, make it so you can waterski with vessels up to 8.0m
- Subject to, tidal conditions, moored vessel locations, high density traffic and main channels.
- Supported as per Q20. We need to be consistent in these areas.
- That is crazy. So you want to decrease wash but you will allow wakeboard boats over 6.5m with ballast on board that are designed to create wash operate but other boats over 6.5m just transiting can't operate?????? Seems a bit counter productive.
- The interests of all recreational water users should be considered and accommodated if possible. An appropriate area set aside for water skiing / towed activities would be a reasonable proposal provided the area/times are chosen suitably.
- The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinnys and small ski boats that also tow water skiers, tubes and knee boarders on the same day. How can you ban a single water sport behind the same craft as allowed water sports? Prohibition during peak times is ridiculous.
- There are readons why the current areas of 6knots exist and towing skiers or inflatables at speed if there areas were changed to yellow zones .... Is not one of them!!
- There is more stopping and starting than any other activity with waterskiing. Allowing large vessels to waterski would conflict with your previous statements about courteous, optimal etc wash! This would be a big mistake given our waterski areas are largely in waterways with privately owned tidal works structures.
- There needs to be more of these areas to sustain the current number of people participating
- There needs to be more ski areas, not less. So great.
- they cause terrible backwash and endanger lives.
- This is a great common sense proposal - particularly at Clear Island Lake where there is plenty of room for these activities to be carried out safely. In fact there is so much room than in the existing ski areas on the Nerang River

that it is a "no brainer" to me. Also there is far less "through traffic" than on the river so it is much safer for the participants.

- This is both restraining and promoting tow sports/wash in congested areas. More research needed here.
- This means people with larger vessels cannot tow properly and may have to buy another boat
- Too busy for waterskiing where the large vessels reside
- Too dangerous in narrow sections of waterways such as Coomera River
- Unclear whether vessels of this size are producing optimal wash for their activity. (wake boarding in this case is meant to produce a large amount of wash) not optimal
- Wake boats are an issue with wash
- Wake boats often put out much larger wakes than large boats over 8m
- Wakeboarding needs to be considered
- wash issues
- Water king must be prohibited in western channel at Labrador for the safety of non powered water pursuits.
- Water ski vessels over 6.5m would be discouraged, perhaps this would be a good thingwithin waterski zones.
- Water ski,wake boats eats, should have nominated areas at all times, but only in nominated areas.
- Water Skiing / Wake Boats are the worst culprits for wash and lowering the length allowance will only increase the problems.
- Water skiing and wakeboarding is a source of fun and entertainment for boaters and I believe that wake boats and ski boats should be an allowance as not only do many people on the Gold Coast enjoy wakeboarding and water skiing but many professional athletes live on the Gold Coast water ways and need these waters to practice.
- Water skiing areas are small and generally common sense is required.
- Water skiing is a huge part of the Gold Coasts history and development and should be preserved at all cost.
- Water skiing is fine but wake boarding with vessels specifically designed to fill with ballast and create wake are a nuisance to other boaties and of substantive bank erosion concern. And this particular activity seems to attract a real dick head bogun element. The vessels come decked out with loud music systems that impact on canal dwellers, fishers, waterfront pak users and general amenity.
- Water skiing is inconsistent with global times. The wash damages mangrove environments, boats create noise nuisance and are increasingly disrespectful to SUP riders and paddle ski users.
- Water Ski-ing must be promoted as a Gold Coast "Lifestyle", not further restricted.
- Water skiing should be limited to water skiing zones
- Water Skiing should not be restricted
- waterskiing is a great sport and should be encouraged
- Watersports area a family enjoyment that should be encouraged on the gold coast and allowances should be made for this. It is the huge watercruisers going 40 knots that will run over a small craft or person in the water. They cannot even see the water close to the front of their boat!
- Will require much more stringent policing, then currently takes place. At present anything goes anywhere at anytime, seems to be virtually zero policing, particularly of Jet Skis.
- You cannot put restrictions on this as hundreds of people have spent thousands on wakeboard boats for skiing.
- you have ignored wake boarding which causes significant wash and is a slow speed activity. tow behind sports should be prohibited in all rivers with pontoons, jetties, and housing on the banks. noise pollution is another issue with tow boats - many have modified and noisy exhausts.

Q.22 Please rate the following statements [about activities intended to enhance wash]

- 10 knots only in the yellow zones. 6 knots all other zoned area
- 6knots should be strictly enforced for ALL vessles within 100 metres of the western shore
- A ban boats towing at less than 20 knots you ban tubing, knee boarding and small kids on any type of water skiing is likely to be from 8 to 18 knots. Banning skiers above 25 knots you ban plenty of towed sports with little wash including recreational skiing, Barefooting and slalom skiing. The survey also included the assumption that all wakeboarding is done behind wakeboarding boats which is incorrect. The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinny and small ski boats that also tow water skiers, tubes and knee boarders on the same day.
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- a calendar prohibition would need to be strictly enforced for it to be of any value.
- a prohibition at all times
- A wish wash approach to a issue that needs A one common rule of thump approach again to recreational boaties of enforcement just like traffic rules which we all know yet up to us if we break them meaning the strategy in the right place of knowing the responsiblities the responsibility is up to us knowing the rules are simple and consensus
- Again .. give the Wakeboarders. tow behinds, Waterskiing , Jetskiers their own dedicated areas so they can play to their hearts content.
- again boaties doing the right thing are going to be penalised due to the ignorant few.
- Again common sense would prevail , but as I said earlier discretion on wake size is important and obviously wake boats or large wave making craft would not be allowed from using yellow areas due to wake size .. But a small craft with a minimal wake could still toe inflatables or skiers etc but not in current existing 6 knots areas which are maybe changed to yellow
- Again I would only prohibit the activity of water skiing and tow-behind sports if the boat is making a wash bigger than intended for the purpose. (i.e. wake boarding behind wake boats). Normal water-skiing activities have been taking place on the Gold Coast waterways for 50 years and there has never been an issue. It is only since the introduction of these wake boats that there is now a problem. Normal water-skiing, towing tubes and discs are not a problem and should continue to be allowed.
- Again it's the idiot jet boats causing The most trouble acting unsafe
- Again, if reaching the optimal wash stage means the vessel has to go through its maximum wash stage, then we need to understand shoreline sensitivity to that wash before an informed and scientific based decision can be made.
- All boaters have the right to safe travel on the waterways.
- all speed limits in Goldcoast waterways should be 6 knots.
- All such activities should be banned from the Broadwater and rivers.
- all year round & a blanket ban on all skiing & towing situations
- Any changes to speed limits should apply to all boats and not be dependent on either type of licence or type of activity.
- Any proposal to prohibit certain activity needs alternatives. Peak times are used by all, not just the martini set.
- As a retired water sports operator in Spain , I have seen many accidents including with Jetski and water ski vessels, inc accidents with persons riding on tow behind toys. Strict Laws were implemented in Spain with regards to there use. jetskis were banned in the 1990's in Spain (cost del sol) I was one of the first operators to be able to operate ski's on my beach concession after providing a safe work approach, which included remote cut offs to the skies. Large vessels at low speed and small vessels at high speed is not a match made in heaven,but sadly that's where some end up. My advice proceed with caution. Low speed for all vessels in narrow Inland waterways.
- as stated in last question area.
- Ban wakesurfing in yellow areas!!!! Retain wakeboarding and water skiing. There is a massive difference between all three!
- Better signage, more awareness, increase patrols, keep the speeds as they are
- Blanket rule, enough compliance regs to learn, abide by and if all becomes too hard will deter the merit of owning and going boating. KISS theory, areas to plane speeds, no wash restrictions, etc.
- Boat wash from wakeboarding is very different to traditional waterskiing.
- Boats designed to create a bigger wash should not be used in low wash areas
- Can't band sports on a weekend. Please

- Common sense within the constraints of distance rules should dictate activities during peak times, not regulation.
- Complete ban on "Superyatch Surfing" is essential
- Defined ski areas for high wash activities, as mentioned in the report, are a good idea.
- Depends on the reasons. Is it safety, erosion or consideration (moored boats, houses or other users)
- Difficult to assess, and I don't think all yellow areas can be considered equal in terms of impact of wash.
- Don't ban tow sports at anytime, open Monaco st dawn till dusk
- Don't confuse things, a prohibition should stand at all times
- don't copy NSW they got it wrong now its all about speed cameras, please keep the water ways fun no need for more policing and revenue raising. for those households on the water ways they knew before they purchased a house on the water!
- Ease up, you're trying to say some can some can't, we ALL own the water. When used respectfully there are no problems the current rules have it covered. There will always be waterfront wingers crying about a boat spoiling their bbq. Thats like saying all roads should be 20km/h so we don't upset residents. Erosion is not the issue in a lot of places and where it is, if an owner us concerned THEY can pay for appropriate protection as THEY CHOSE to live in an erosion prone area.
- Far too dangerous in busy, narrow sections of the Coomera River
- Finally a good answer to choose from - "operator behaviour is the main issue, not the activity or vessel type "
- From my experience, wakeboard boats obey the rules and stick to limits and ski areas. It is the tinnies that cause issues and the large boats (8+m) that run at 7-12 knots that cause the damage.
- Having timed prohibitions just becomes messy to follow and enforce.
- How can you ban a sport based on the boat that is towing it weekends is when everyone wants to be out
- I believe it is the larger motor yachts and cruisers that cause concern due to their wash on the broadwater.
- I do not like the idea of the YELLOW ZONE at all. If you like, get rid of the RED zones and make them YELLOW zones, then I might agree to the principle.
- I do not see great danger from speed apart from the odd poor boater usually on busy holidays. The rest of the year when they are not around the area is very much quieter, however we will be punished forever for the fault of a few. More training, enforcement with technology of current rules would be enough. Large vessel owners making excessive wake is the main culprit.
- I specifically bought on the river for the ski zone. Don't live here if you don't like it. There aren't enough ski zones as it is.
- I suggest an allocated area(s) for these activities even within the yellow zone excluding residential, environmentally sensitive areas and areas experiencing erosion problems.
- I would rather peak times than 6 - 8am any day.
- If operators are courteous there is no reason that a "no-wash" area would not work
- If there was a prohibition during peak hours when would people use it!!!!
- If this includes jet skis, their behaviour seems closer monitoring. They behave with little respect to other waterway users and do not abide by the rules regarding space. Their speeds with the new models that have been released are up to 100km an hour. To have that go past a vessel or kayak or swimmer or other waterway user can be very dangerous and should be monitored. The speeds and hoon behaviour are making it scary to go on the water. 17 year olds on their dad's jet skis are the worst. Also the big groups that take up the whole waterway when they pass at 100km an hour. Dangerous, loud and rude.
- If vessel wash is the issue, then it should be managed at all times, not just some of the time.
- If you work and your kids attend school you effectively can't participate in skiing activities. Would be great for the unemployed.
- If your objective is optimal wash then allowing vessels to tow shires etc at just below planning speed is just creating the problem. Wake boarding should be restricted to places where it does not create a problem, hence it should not be allowed in yellow zones.
- In my area, there are a number of tress that have fallen into the river over the past two years. Water skiing seems to produce minimal wash while wakeboarding wash has much more energy. My neighbour was washed off the rocks at the rear of his home by a wake/surf boat. The boat did not stop.
- In zones where water based activities were present before construction of residential housing and pontoons, restrictions should not be introduced because a few residents did not do there homework before purchasing or building. You can't build a house in the middle of the M1 and expect all traffic to slow down for your house and ban certain vehicles from passing or using it. So same rules should apply. Areas on the Gold Coast around the Broadwater should be Dredged and sandbanks enhanced or created to give sheltered water for tow activities to take place and move vessels out of the river systems.
- It is possible to set aside areas for waterskiing and towing activities
- It seems that most people have a limited understanding/little regard for the wash their vessel creates.

- It would be useful if the current rules were enforce. They certainly aren't in the area where we live. That is on the Nerang River at Sorrento.
- It would depend on the number of users of the waterways and this is not consistent at all times.
- Jet skis need to be looked at. They are a dead set pain. They have very little regard for the comfort of others.
- Keep it simple otherwise enforcement becomes difficult. Instigating times for certain activities is fraught with problems
- Keep water sport rules and regulations the same.
- Kiss
- Kite surfers can exceed 40 knots in this area. They should comply with speed signs too. They are dangerous as they don't give way and just career out of control at you..
- locate water sports areas away from residential areas and the problem is fixed
- Nanny state!!!
- Need more detail - as with most proposals, the devil is in the detail and trite, simple rules after fail. However, I stick by my basic premise to seperate traffic lanes from multiple use areas, and as a general principle put all traffic lanes on the seaward side of the Broadwater and multiple use zones, with strict 6 knot limits for ALL powered craft, on the landward side.
- No further comment
- No potential increase to wave and wash should be considered.
- Not all wakeboard person use large wash boats, so don,t ban the activity ban the wash.
- Not sure if mentioned further in the survey, but I feel very strongly that most if not all yellow zones need to prohibit Jet Ski "freestyling". Signage and legislation needs to push this hoon type behavour to the eastern channel and the like.
- Obviously I don't like idiots of any stripe operating on our waterways. Hard to avoid though.
- On the Gold Coast we have reduced the area skiing , wake boarding , tubing ect can take place , so everyone has been forced to enjoy there sport in a very small area's causing owners in these areas to complain . We need more areas that people can enjoy these sports . The more water area people have to use the less wash and noise the land owners will have to deal with. Most water front owners don't even have boats or utilise the water and shouldn't have the right to have a say in the survey
- One set of rules. Standing orders work best.
- Operator Behavour is the main issue - not the rules
- Operators are always going to be the problem. You are leaving it up to the discretion of poorly trained skippers
- Optimising anything without robust enforcement is pointless. Enforcement relies upon a prescriptive approach. If you wish to embark on the subjective, law debating avenue, then it needs to happen at the same time as prescriptive regulation is in place. Change the culture while the prescriptive rules apply. If you can't slap the hand of an offender, it will be rafferties rules.
- our FACTS above are WRONG. Wakeboarding (unless small kids) is done at 17-21 knots by boats ON THE PLANE. You also have made the assumption that all wakeboarding is done behind wakeboarding boats which is incorrect. The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinnys and small ski boats that also tow water skiers, tubes and knee boarders on the same day. How can you ban a single water sport behind the same craft as allowed water sports? Prohibition during peak times is ridiculous.
- People wakeboarding and skiing have a higher alert level as to what is going on around them. They are looking out for obstacles, other vessels and protecting the people they are towing from any incidents. They are not there issue unless there is a risk that their wash is damaging the environment or property. Restricting them in to smaller areas only produces more wash in a smaller area
- Please no more stupid 8am till midday restrictions. The runaway bay - para point is a nightmare. Always checking your watch
- Police stupidity with tough fines repeat offenders confiscate the water craft for 30/60 day but do no stop responsible people from having a good time
- Police young people in Tinnys
- Provided areas are set up and are marked clearly you can not stop the sport of water skiing.
- quality of the marine licence and no timed use of the boat, limit on speed to years or boat hours, no drinking to be enforced. wake comes way down the line
- Ridiculous statement to consider this. Education is key. Tow behind sports are very tiring and no one does it for long anyway.
- Sadly it's the current culprits who would exploit prohibitions, especially if they are ambiguous.
- same answer maximum 200mm boat wash at santa barbara water ski area only all boatsat the speed it takes to do it otherwise no wash minimum,,,,,,,,,,,,,,,,,,,,whats prohibtion mean ,,,,!!!!!!!!!!!!!1
- Seasonal no watersports bans need to be well publicised and policed
- See previous

- slow the big boats down ,promote safe courteous seamanship
- So long as Wakeboard Vessels Judge the traffic and recreate appropriately it should be an issue, however the surrounding traffic also needs to show consideration for these boats whilst in tow.
- So much more work for the Police.
- Some of these statements are poorly worded
- "Speed limit by itself is too simplistic "NO WASH" is the only clear message. - "Optimal Wash" and "Courteous Wash" message is subjective, unenforceable and will be abused. Speed limits by themselves cannot manage the busy southern Broadwater (Southport Bridge to Seaway) for all users. The notion that a 'thoroughfare (west or east) at any planning speed through this area will solve interaction issues, satisfy all users and prevent marine incidents is fanciful and simplistic. Dedicated, specific management of the area is required. The strategies in the GCWA Speed Limit Proposal does nothing towards management of the Broadwater. a. Separate activities and allocate specific, dedicated areas (zones) for jet-boats, jet-skis, sailboards, navigation and moorings. b. Undertake proper Risk Assessment (including statistical data) to identify hazards, hazardous events, consequences and mitigation strategies. c. Diligently enforce regulations and existing legislation. "
- Speed limits are so poorly enforced. Very few comply with the current 6 knots
- Take the water activities out of the river system and into the open Broadwater area to reduce issues and nuisance related complaints.
- The above questions provide contradicting evidence for analysis. Deregulate!
- The large majority of wakeboarding on the Gold Coast is towed behind jet skis tinnys and small ski boats, that also tow water skiers, tubes and knee boarders on the same day. How can you ban a single water sport behind the same craft as allowed water sports. Prohibition during peak times is ridiculous!!!!
- The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinnys and small ski boats that also tow water skiers, tubes and knee boarders on the same day. How can you ban a single water sport behind the same craft as allowed water sports? Prohibition during peak times is not supported.
- The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinnys and small ski boats that also tow water skiers, tubes and knee boarders on the same day. How can you ban a single water sport behind the same craft as allowed water sports? Prohibition during peak times is ridiculous. Wakeboarding and waterskiing is a typical family sport by putting limitations on when and where families are able to spend quality time together is downright wrong and oppressive.
- The penultimate statement is a nonsense
- The Skipper must be Responsable for the on water activity of the vessel, if identifying activity behaviours is problematic, then an information and awareness campaign should be launched to address these issues. Prohibition is not supported
- The skipper/boat operator needs to be aware of the vessels effects.
- The statements are considering unenforceable (non existant) laws against ideology. No percieved beneficial outcome.
- The strategy is to reduce wash. So it should by definition ban vessels specifically designed to create wash. Send them out to sea.
- The type of watersport is not the differentiator. My 18ft outboard ski boat hardly generates any wake even when my teenage son is waterboarding. This wake is much smaller than the normal wake generated by some boats, even they are just driving not engaged in watersports.
- The waterways are the peoples and should be available to everyone anytime with out restrictions whats next... Locked boat ramps?
- The waterways should not discriminate any vessels on them
- The yellow zone is aimed at allowing a faster travel to smaller vessels that do not create wake. Not all areas of this are suitable for water skiing so maybe there needs to areas that are prohibited from skiing activities. The largest vessel in the Malibu range is 7.62m. How many of these are registered on the Gold Coast? To incorporate these vessels maybe an exemption can occur in certain designated water ski areas?
- There has never been an accident on the water ways with a skier or wakeboard
- There is a particular issue in Sea Eagle Lagoon at the top of the tidal portion of the Coomera River. The nature of the area and the activities mean that vessels rarely get up to planing speed and as a result generate excessive wash that causes excessive erosion and damage to moorings and structures. Making this area a 6 knot zone is counter to the intent of the strategy, and so the logical tool needed to limit this ongoing damage is a further restriction on activities.
- There needs to be dedicated areas for these activities. Not one or two, but several. The issues of tow sports in around anchored and operating vessels in my opinion is a significant and foreseeable risk. skippers really should choose better locations, but the network should provide adequate opportunity to conduct these activities so everyone can enjoy the waterway
- There needs to be dedicated zones for these types of activities with a limit of uses as is the case with most of those activities in other locations like in NSW. These locations need to be in areas where there is minimal impact to

Shoreline Erosion or Chopping up Sea Grass Beds, Noise Pollution to Local Residences and away from known swimming spots and traditional known passive water craft and user locations.

- There should be areas set aside for skiing and wakeboarding
- There used to be dedicated water ski areas which I think was sensible. Now people water ski in main channels, pretty dangerous I think.
- These activities need to be in the green zone, probably in designated areas if that is possible.
- These activities should be limited to designated ski zones within the yellow areas i.e. not permitted in all yellow zone areas
- This is a driver education issue not a speed limit issue. question 5: not sure what you are asking.
- This whole survey seems biased toward prohibition or increased rules by bureaucrats that have no idea about the value of Gold Coast waterways and the uniqueness of the opportunity.
- This would just be confusing to have different rules on different days.
- Today I nearly got tipped over in my small craft by a wakeboarding boat on the broadwater and I was amazed at how huge the wake was - it was breaking with white caps and similar to a large cruiser at high speed. Waterskiing and tubing etc should be acceptable as they do not cause huge wakes or wash, however purpose built wakeboarding boats must be prohibited from yellow areas
- Traditional zones used for tow sports should be recognised and any new zones designated away from high traffic areas.
- treat rivers and creeks like roads speed kills and there are enough marker bouys to place warning signs on to advise operators of conditions
- Universal prohibition or not. Don't complicate it with yes and no times.
- Wake board boat make a very large wash intentionally so the rider has a wave to perform tricks on Waterskiing wash is optinal wash
- Wake boarding and now surfing behind wakeboard boats is a major problem. The damage to the shores and rivers is huge, not sure about dame, but should be banned in rivers and where there are children skiing and tubing. They are too dangerous and they don't care. Also consider the noise
- Wake boarding and skiing are not an issue in the bay however those kite surfers are a mess to navigate and they do not give way or take into consideration evasive manovers are more difficult to perform in a vessel and so they should give way to all vessels rather than expect the vessel to give way when they are so irratic
- Wake boarding creating biggest wash with damage and erosion between Sanctuary Cove and Gold Coadt city Marina
- wake boarding is primarily a weekend holiday sport, so banning in these times is silly. This is a tricky one to deal with and requires more consultation. How it is policed will be the issue. For me i lean towards ski zones only during daylight hours any day of the week. Maybe restricted weekday use in other areas? We all should be able to enjoy the Broadwater but we can't forget that it is a narrow waterway with lots of traffic and sensitive shorelines.
- Wake boats are a problem. The ski area adjacent to Sovereign Island bridge is not a suitable location for Wake Boats as there are moured vessels in close proximity.
- Wake boats are not suitable for Carrara or similar river bank environments... Jets skiers need more education about their 'slow wake' in harbour and around other vessels. Very few obey go slow /no wake speed limits. (They cant help it... they have no brains)
- Wake boats by their design create wake, operators do not necessarily understand the damage that these boats cause and that associated community cost. More education or an additional registration fee for ballast wake boats may be a better consideration.
- Wakeboard and other towing sports are enjoyed by people during peak times. I.e. children on weekends and school holidays. Why take this away from them
- Wakeboard and sking in the Nerang river in Benowa should stop as too much damaging wash and congestion. There will be a fatality one of these days as powerful boats with inexperienced drivers and collisions are inevitable
- Wakeboard boats should be banned from areas where jetties are involved as the wash is destroying private property and causing extreme bank erosion,
- Wakeboarding and Skiing could be allowed in designated areas.
- Wakeboarding can be towed behind any ski boat. many wakeboard towubg voats make little wash. tinnys etc
- Wash is a problem. Those causing it are well aware of it ,but just don't care.
- Water skiing and wake-boarding or any activities that require constant turn and churning should be totally restricted to those areas where such activities cause no harm to marine areas or moored craft.
- Water skiing areas require high speed boat turns which generate powerful washes. There is a place for these activities.
- Water skiing operators in this area are mostly responsible. The only exception is one or two operators who ply this part of the river with a row of speakers playing "music" loud enough to be heard a kilometre away. While most problems occur at weekends and school holidays, waterways need to be policed like roads.

- Water skiing or towing activities should be prohibited at all times in yellow signs except designated areas where signed. These areas should consider erosion, traffic and the nature of the waterway. There are plenty of places on the brodwater and rivers these zones could be made available.
- waterskiers are as entitled as anyone to their use of the waterways. Why consider banning them on weekends. It is the only free time many have.
- Wave energy enhancement defeats the goals of this strategy, being both the reduction of wave interference on banks river banks, mooring infrastructure and other vessels. Wake enhancement should be prohibited in yellow zones. It is possible to wakeboard without wake enhancement and areas that the environment can sustain the enhanced energy waves could display wake enhancement area signs. Wake enhancement in yellow zones could eventually undercut the public support (conservationists, waterfront residents) that will be required for this stategy to better fit the uses of the Gold Coast Marine users
- wave making boats are the problem with endangering people on the river and causing erosion to banks.
- We are trying to promote kids getting out of the house and into outdoor activities (away from ipads, TV etc), how will we do that if there is nowhere to go!
- We need areas for passive craft to enjoy safely without risk from being mowed down by a motorised craft.
- We used to water ski where Paradise Waters is now. I am just introducing my kids to it. The area in front of the park just north of Loders creek is great for it, but could still be improved. Its a perfect picnic area also. Maximum boats on the water etc and education on which way to travel is a must.
- Weekdays and holidays are so busy on the water, that I now refuse to enter the area for fear of the clowns using it.
- What are you trying to ask? Some questions don't follow through and don't make sense.
- Whatever strategy is followed, then it must be made simple. The current road rules are an example of what NOT to do, with multiple speed zones on a single roadway, designated 25,40,50,60,70,80,100 and 110 kph zones, as well as others applying to certain times, such as school zones and entertainment precincts.
- Why is there a distinction being made between wake boarding and water skiing? They're both water sports that use enlarged wake to perform tricks.
- Yellow zones need to be for vessels that can plane, not the larger vessels that plough through the water creating large wash and dangerous situations for other users and smaller craft.
- You forgot jet skis and the Rivera crowd who think they can got as fast as they want in large boats where they want regardless of wake and damage they are causing
- you kidding?
- You need to understand that water skiing requires minimal wash and wake boarding requires maximum wash. They are completely opposite when it comes to wash. You can hardly claim you are optimising wash when you have a full ballast tank in your wakeboarding boat!
- You simply need more areas designated to these types of water sports to reduce the impact on all other areas and congestion at peak times. Tour port a prohibition at peak times is rediculous as most of us are already time poor and we get out to enjoy our pass time when we can.
- Your FACTS above are WRONG. Wakeboarding (unless small kids) is done at 17-21 knots by boats ON THE PLANE. You also have made the assumption that all wakeboarding is done behind wakeboarding boats which is incorrect. The large majority of wakeboarding on the Gold Coast is towed behind jet skis, tinnys and small ski boats that also tow water skiers, tubes and knee boarders on the same day. How can you ban a single water sport behind the same craft as allowed water sports? Prohibition during peak times is ridiculous.
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- Zone areas for use to ensure safety

Q.25 Proposed map changes on the Nerang River are modest, but most of the river will be affected by proposed changes to vessel length and speed for the Yellow zone.

- 10 knots only in the yellow zones. 6 knots all other zoned areas
- 4 knots is inappropriate for maintaining steerage with the currents in Coomera River. Maintain 6 knots no wash
- 6 knots should be the speed limits for all gold coast waterways.
- 8 m should be reduced to 6 m not 6.5. That extra half mt makes quite a bit of difference in overall size.
- 8.0 m to 6.5m perfect
- Again I support reducing the vessel length to 6.5m, but think the speed limit should be 40 knots the whole way. Common sense needs to apply as it does on the road and police need to monitor this.
- Appears to revert to similar zoning from 10 years ago which was better.
- Closed waters such as the Nerang River with dwellings should not be exposed to crazy boating and that only occurs when speed is involved.
- Commercial vessels need 'some' exemption on a case by case basis. Future Ferry Transport could be very beneficial for the GC... and speed will be the deciding factor if it is viable or not.
- Confusing
- Current 40 knot areas on the Coomera River around the Santa Barbara area are very busy on some days. I witness every weekend people not following current signage and believe by increasing some of these current 6 knot zones the traffic will spread and be less condensed. This may encourage people to leave the sheltered river areas where there is a larger percentage of housing as the travel times will be reduced. If this was the case, the needs to be greater enforcement and education on distance off rules and general collision regulations.
- Depending on the noise impact of increased speed on residents in the immediate vicinity, more consultation required and opinions canvased before any long term decisions made.
- Don't know. Please change the survey so that respondents are not forced to make a response that they don't agree with just so that they can continue the survey. Please ignore my answer that I "don't support any changes" to this question.
- Don't use the Nerang river so can't really comment.
- getting onto the plan and off sub plane for all vessels is important especially against the tide/wind.
- Give more consideration to the Wakeboarders, Skiers, Tow behinds & Jetskis & give them dedicated areas but enforce the rules outside those areas.
- Have printed out maps and viewed them.
- How is anyone going to measyre "optimal wash"? It will confuse everyone incuding police.
- However jet skies are a different proposition to boats. They should be allowed a faster speed up to 40 knots. Their wash is minimal.
- I also don't support reduced vessel length. People cant live in an industrial estate and complain about the noise or inconvenience. Don't see how that logic doesn't apply here.
- I am reluctant to agree with 25 knots for smaller vessels. I travel the open areas very safely at speed above 30kn and with minimum wash. But i don't live there.
- I boat and jet ski, in particular jet skis need to travel at high sppeds to be fit for the intended purpose. Restricting use or providing speed zones will make people less focused on the surrounds and more focused on their speed and cause MORE incidents not less. while common sense is not common, in most cases riders don't want to get hurt and drive to conditions, thus self regulating. These waters provide calm and safe protected areas to ski in, make people go into open rougher waters and more people will get hurt.
- I do not know the area well enough to comment
- I don't agree with further restrictions. I think know leg and common sense should be used by boat operators . Should be less restrictions on main river. Should be faster and easier run out to broadwater
- I don't boat on the Nerang River so offer no opinion.
- I don't know enough about the Nerang River area.
- I don't know much about the Nerang so have no comment to make. But the survey requires an answer.
- I don't know this area well enough to comment.
- I don't support the length reduction
- I don't support the reduced speed from 40 to 25 knots, the skipper should be aloud to made decisions based on the boat that they are in control of.
- I don't support the speed reduction (40-knots reduced to 25-knots)
- I don't use the Nerang river and am not familiar with it, so there should be a "not applicable"/"no opinion" option

- I have a 7.9m cruiser that planes well , I live at Benowa waters and it will just take forever to get to the Broadwater. I stay to the middle of the river to make minimal wash at shore!
- I have no views on this area of the GC - The options provided did not accommodate for this situation and as such the status quo was selected
- I see absolutely no logic to the changes on the Western side of Cronin island. The new change point is not a natural barrier and will increase the already significant noncompliance. The start and stop point will drive significant wake down the "funnel" and cause structural damage as it previously did before the 2008 changes. The extra several hundred metres adds little to transit times. The eastern side is wider so I can see some logic and there is the obvious change point at the bridge.
- i support maximum 200mm stern wash with boat on the plane or do 6 knots
- I support the sensible use of the waterway and the proposition of optimal wash depending upon circumstance. No. of users etc. Ps. I currently own a boat that has a length at waterline of 6.3 metres and an overall length of 7.9 metres.
- I would support the first dot point if the vessel size was reduced.
- Keep it to what's needed
- Leave the Nerang river as is.
- Less than 7m is more appropriate for yellow zone.
- More of it should be yellow
- Much of the Nerang should be no wash, reduce risk to small boaters learning to boat, reduce erosion/noise.
- Never use the Nerang, so cant comment.
- no wash ,no jet skies ,no wake board boats
- No wash protects properties
- Opening up the area along monaco street is appropriate and safe.
- Optimal wash is a subjective term and should not be used. Why is dredging required in the Nerang river?
- Optimal wash should reflect the speed selected by the skipper to provide optimal wash.
- People are stupid and won't understand 'optimal' wash! Reduced wash is better wording
- Planning sport cruisers at 7.5m will create less wash planing than at six knots
- Please do not reduce 40 knot limits to 25 knots
- Please see my earlier comments on this matter
- Question 23 - I agree with the changes to the Coomera River but don't agree that the yellow zone should be modified to promote optimal wash
- Regulations almost never enforced in the area where we live. That is on the Nerang River at Sorrento.
- Should be wash related, not speed
- Skippers largely won't care less about optimal wash if they can get away with it, based on my first hand observations of behaviour over the last 2.5 years, living on the Coomera River. That being said, it makes sense for smaller boats to get up on the plane. About 75% of smaller boats going past my place (currently officially 6 knots) do that now, anyway.
- Southport to seaway should be red
- Taking the 6 knot zones out is fine but the coomera needs a third ski zone above the highway.
- Taking the 6 knots out is fine - but the Coomera needs a 3rd ski zone above the highway.
- The 40 to 25 knot wake difference is negligible the impact is unacceptable!
- The nerang river has to many speed regulations. It takes too long to navigate from nerang boatramp to the broadwater. Optimal wash should be allowed for vessels under a cirtain length
- the nerang river is being choked with speed limits, the journey from carrara to the broadwater takes well in excess of 45-60 minutes due to the many 6 knot zones where they serve little or no purpose to increase safety.
- The noise and wash from vessels on the river is quite unacceptable and much more of the river should be red zone and yellow zone speeds reduced much more.
- The proposed changes may have devastating consequences for Coombah Creek. It is a principal wildlife reserve. This is being proposed in the absence of knowledge of what is found here. There are sensitive areas all along the length of this creek with the area approaching Coombabah Lake very sensitive. As most of this creek is shallow with the main channel poorly defined. A high number of migratory birds protected under the EPBC live here. Opening this area to go-anywhere Jet Skis will have dire consequences for the wildlife found here.
- the propsed 6 not zone C i do not support . i will not be able to waterski from my property .this has been a right of use for over 50 years. this will stop my children and family from participating in there chosen sport.
- The Skipper must be responsable to operate the vessel at a safe speed that reduces wash and an Information and awareness program to communicate reduced wash approach should be implemented

- The speed should not be reduced. There should only be 2 speed limits as many boats dont have speedometers. 6 Knots is simple as it generally means off the plane. Most boats arent capable of 40 knots. Having a 25 knot speed may be confusing
- This is a loaded question but I had to tick something to move on. . It does not give an option for reducing speeds in the 40 knot zones.
- This is ridiculous...
- This is way too complicated.
- Too many 6 knot zones already which are not safety related
- Upper Coomera River is our concern
- Vessels should not exceed 6 knots anywhere in the Nerang river
- Water skiing was huge on this river and here are no areas available to ski currently. Please keep in mind the skiers when considering this option
- We don't use the Nerang river
- We need enforcement of the existing rules, not new rules !!!!!!
- Why not match speed limit to waterway width ie bank to bank? Narrow areas have reduced speeds and wider areas can cope with a high speed limit. This reduces erosion and complaints.
- You made the rules we bought a boat based on those rules!

Q.26 Water-skiing on the Nerang River is currently prohibited, except in designated areas. The Strategy would allow water skiing in any Yellow area, for vessels under 6.5m travelling less than 25-knots.

- 6.5m vessels traveling at 25knots will create a large amount of wash
- Again Give the wakeboarders, Waterkiers & tow behinds & jet skis their own areas to carry out their sport with no interference.
- Again, ski boat operators should be made aware of a strong police presence.
- All Water sports activity should be promoted and supported in ares suitable for there use.
- as you know, things would be so much easier if all captains had good seamanship and respect for others on the waterways... It would be helpful to have designated water ski areas so the kayak and jet ski community operate elsewhere
- Based on the average mentality of many drivers and ad hoc enforcement, keep the existing skiing restrictions. Skiing time have worked in the past and are easily enforced, plus more dedicated skiers come to respect the times and problems become minimal.
- Boat length and speed need to stay the same
- BUT , the strategy should retain the small boat length at 8.0m
- But boat speeds should be 40 and lebgth 8m
- But the vessels shouldn't be speed limited to 25. Should stay at 40
- Deregulate the entire river
- don;t know the area well enough to comment.
- Don't know. Please change the survey so that respondents are not forced to make a response that they don't agree with just so that they can continue the survey. Please ignore my answer to this question.
- Don't really know.
- Don't use the Nerang river so can't really comment
- Everyone bought on the River knowing of the activities. Like the traffic and airports ,it will always get busier. If people don't love it move on! We are all fortunate enough to live in an amazing place We all have a choice!
- Extending the water-ski area might work, but not with the current idiots in their speeding tinnies no jet skiers.
- However, I do not support to speed reduction from 40 to 25 knots.
- I do not support the reduction in vessel length
- I don't know enough about the Nerang River area.
- i don't know the area well enough to be absolute supportive but generally agree that sing should be expanded. However i still see the requirement for specialised ski areas to accommodate wake enhancing vessels.
- I don't support prohibition of any watersports, expansion of water ski areas is welcomed
- I don't use the Nerang river and am not familiar with it, so there should be a "not applicable"/"no opinion" option
- I have no views on this area of the GC - The options provided did not accommodate for this situation and as such the status quo was selected
- I live on the river in a no skiing zone but boaties and jet skis and wake boats can be seen towing skiers almost daily. Need much more policing and much better signage
- I support the proposal to allow waterskiing, but without the boat speed and length restrictions.
- I thought the yellow zones were only restricted to 25 knots for vessels over 6.5m? Will this include water skiing as well? I think all vessels under 6.5m should only be able to do 25 knots regardless of whether they are skiing or not.
- I would also support further expansion. There are not enough skiing/towing/wakeboard areas anywhere throughout the Gold Coast.
- Increase speed and water skiing on Clear Island Waters (F) is completely outrageous. This is currently a quiet residential area and "the lakes were constructed with the intention of providing habitat for a wide variety of wildlife" (Council webpage). People have paid a premium for quiet lakeside living, and this proposal would completely destroy this amenity. Property would be devalued and significant and costly (to the owners) wake damage would result. This change could be a breach of the EPA Act 1994 on the grounds of both noise and environmental amenity degradation. The lake currently serves as one of the last quiet breeding grounds available to water birds in the region. This is a seriously bad idea.
- It should include vessels up to 8.0 metres
- Many, but not all, are show offs and trouble makers who break rules more than they obey them. So certainly should be banned from the Nerang River.
- Need to look at vessel size as some boats used may not "fit" these restrictions

- Needs to be higher than 25 knots to waterski and description should include wakeboarding
- no board riding boats with washes exceeding 200mm on the plane or 6 knots,,, tfs all board riding boats to water areas that the wash doesn't up set other users of the water big lake areas buoy lined
- No comment - but the system will not allow me to proceed without ticking one box.
- No comments
- Not enough water ski zones as it is. It gets busy and dangerous as boats also passing through. Need more ski zones for safety. Teaching kids is hard enough without worrying about all the tinnies and big boats passing through.
- open up recreational skiing
- Refer to my last comments!
- See my previous comments about the practicality of the 25 knot limit and different types of watersports.
- Should be banned east of Bundall rd
- Should be wash related, not activity.
- Ski area in Marine Stadium
- Slower speeds more wash Increase speeds to 45 knots increase areas and you will spread the load on all banks
- The associated noise with skiing nor jet skis is not in keeping with making the area livable. As much as possible water sports should be well removed from residential areas. Or in the least limit the hours of operation to maybe 6 hours in the middle of the day eg 9Am 3PM
- The boat length needs to stay longer and speeds higher
- The current areas is a good balance of use, providing something for most peoole.
- The restriction of the speed does not necessarily equate to less wash.
- There is a fair amount of wash observed when boats turn at speed and when just motoring down the river from Nerang.
- There is really no where else on the Nerang that has the room to safely turn with a waterskier in tow.
- To dangerous waterskiing
- Tournament waterskiing (with a very small boat wash to aid performance) is conducted at 56kmph or close to 30 knots. These boats and this type of skiing has been conducted on the Nerang river without environmental issue for 50 years. It's incomprehensible that any resident along the existing ski zones was not aware of waterski activity before they purchased. No need for expanded zones. Issue may exist for wake boats that create very large wakes. Trying to regulate zones with speed or boat length rather than noise and wake size will be decisive.
- treat rivers and creeks like roads speed kills and there are enough marker bouys to place warning signs on to advise operators of conditions
- Unfortunately 25 knots is not faster enough to ski, especially barefooting. Keep the same areas or expand where safe to do so, but 40 knots for boats under 6.5m needs to remain. I think you need to ban wake boats though or have special areas for them.
- Very concerned by the low speed increase wash in "wakeboard" boats, a compromise of environment, noise, danger, small craft, moored craft at back of homes are considerable issues..
- Vessels under 7.5m
- wake and noise are more important than speed and length of vessel i believe are the important issues
- Wake boat just dont make sense... give them a kite board and burn the boats....
- Wake boats produce massive wakes and considering this needs to have further thought. Water skiing on the other hand aims for no wake and this would suit there proposal
- Wake-boarding causes too much damage and danger to all surrounding areas and humanity.
- Wake-boarding isn't the problem at hand and neither is the "wake-board boats". The majority of wake-boarding and waterskiing are done by jet skiers and tinnys, behind vessels that have little to no wash at all. How can a activity or a sport be blamed? The problem at hand is boat users driving their vessels carelessly, throwing a wash (no matter how big or small) to close to other river goers, docks and to banks.
- Wakeboarding should most definitely not come in to play here. Not sure if you guys realize but 3 of the worlds best wakeboarders (harley clifford, Coby France, Cory teunissen) live on the coomera river. These guys travel the world representing Australia and bringing home gold medals to our country. These guys live and train on the coomera river, it's not fair to let this effect guys like this.
- Water ski areas need to be increased, 25 knots is too slow for some water skiing and barefoot skiing. 6.5m is too small for most ski boats.
- Water ski boats don't tend to create a great deal of wake, as they are up on the plane. Wake-boarding boats however are specisically designed to create a large wash and thus should be managed more stringently.
- Water skiers generally run faster than 25 knots so the speed limit need to be increased to allow for this and barefooting as well. The designated areas need to incorporate wakeboarding also.

- Water skiing areas are adequate, but a reduction to 25 knots eliminates a lot of skiing activities as it is too slow for slalom skiing.
- Water skiing at 25knots would be very hard to get up on the water.
- Water ski-ing in any areas amongst heavy river traffic is dangerous.
- Water skiing should be allowed unrestricted
- Water skiing should only be allowed where the waterway is wide enough to safely accommodate traffic in both directions so wash doesn't affect other boats and residents living on the water.
- Water skiing should only be permitted well up river were it is wide and quiet.
- Watersking or towed behind floatie/biscuits only. Wakeboarding with ballast vessels is incompatible with teh rioparian environs of this city. It needs to be noted this activity originated in the USA where the bulk of it is conducted on freshwater lakes with rock canyon or rock shorelines - not soft sediment or developed canal areas like here.
- We not use the Nerang river

Q.28 Please pick the option below that best represents your views regarding each of the proposed changes in the Moreton Bay Marine Park.

- 10 knots only in the yellow zones. 6 knots all other zoned area
- Again 40 knots for all vessels under 6.5m, slower for vessels between 6.5m and 15m and 6 knots for all vessels over 15m everywhere except in open waters.
- Again wake board boats don't travel fast however create the biggest wash
- Area adjacent to Dux anchorage must be made RED!!! Also anchorage area at Paradise Point please.
- As the navigation channel in its current location runs through the anchoring area it should remain red as currently transiting vessels do not obey the speed signs and wash is a constant issue for anchored vessels. Making the area a yellow zone will increase agitation between vessels at anchor and those transiting the area above 6 knots. As the seabed formation to the south continues to lend itself to a larger anchoring area, the red zone should be extended to the south to create a greater anchoring area. If a revised channel alignment would remain reasonably stable, the GCWA should consider moving the navigation channel to the west of the anchorage area when funding is available.
- At 6 kn my bass boat generates maximum wash.
- Clear Island Waters should have the speed limit increased as the waterways are very wide and would provide a safe environment for people to enjoy water sports.
- Current signage could be changed from "6 knots" to "6 knots within 30m of moored vessels (60m PWC)"
- don't know anything about this area
- Don't know. Please change the survey so that respondents are not forced to make a response that they don't agree with just so that they can continue the survey. Please ignore my answer to this question.
- Driver behavior and not speed is the issue. No more 6knots please!
- E/W channels connecting Main Channel and Canaipa Passage, Green to Yellow E/W channels connecting Main Channel and Canaipa Passage, Green to Yellow Agree E/W channels connecting Main Channel and Canaipa Passage, Green to Yellow Unsure E/W channels connecting Main Channel and Canaipa Passage, Green to Yellow Disagree - Channel into The Bedrooms, Green to Yellow more cost more policing little or no result, let people live don't over regulate.
- For Clear Island Waters lake, the changes should only benefit residents with their own water access A boatramp should not be allowed
- For safety Speed limits should be 6 knots .
- Get the anchored boats out of Jacob Wells channel, You can only do 6 knots as there isn't 30m between vessels.
- hardly anyone keeps to the 6 knots at Millionaire`s Row anyway..
- I am not au fait with these areas so do not feel qualified to comment further
- I do not know the area well enough
- I do not support 40 to 25 knots ANYWHERE. It is unnecessary and I have to ask the real motivation behind the idea. It's not wake.
- I do not supports reduction of green zones and welcome the removal of red zones where practicle
- I don't have enough first hand knowledge to decide what's best.
- I have insufficient knowledge of these areas to make a comment.
- I live in Clear Island Waters and the area proposed for an increase in the speed limit is perfect and safe. It is ideal for the kids to enjoy watersports. It is the vocal minority who do not even own watercraft that oppose the proposal.
- I think there should be no changes in these areas
- Industry feedback and advice to BIA has not commented on MBMP. Our earlier comments regarding length and speed, boater education and behaviour still stand.
- It is very encouraging that you have listened to clear island waters residents and proposed changing the large lake to a yellow zone. Well done.
- just change them all to green 40 knots zones
- KISS ... keep 6 knots & 25 knots .. & dedicated areas for special sports.
- Less speed better and safer boating
- many vessels less than 8m and greater than 6.5m such as party pontoons that are very popular dont create much wake, please consider.
- Marine Stadium should be a red area
- McKenzies is quite narrow and the area near the Bedrooms is a major intersection for vessels. I believe that more caution should be shown by all vessels in these areas.
- Millionaire row and tiger mullet are anchorages. Mackenzie's is too confined, speed will promote collision.

- Narrow channels such as Tiger mullet and Mackenzies should be 6knots
- Need to deepen fishermans channel so there is low tide access between main channel and canaipa channel without having to go all the way to the pin and around that way for big deep draft boats.
- No real knowledge.
- NOT CERTAIN
- Not familiar with the area
- Not familiar with these water ways so not fair for me to comment
- Not game to go near the Bedrooms it is so shallow!
- Not sure what you meant "Millionaires row". This term generally applies to the area North of TSS and no change has occurred here. The area for the change is opposite Regatta beach and further south in the narrower part of the river
- Once again ,policing is essential .
- People will speed through these channels and not get caught, why? Because the cops aernt around!! These zones are pointless
- Please don't take away this great area for higher speed boating.
- Rearly in this area.
- Silly to force me to comment areas I know nothing about...
- SLOW THE BIG BOATS DOWN ,PROMOTE SAFE COURTEOUS SEAMANSHIP
- The difference between 25 and 40kts is realistically not going to be enforced.
- There are anchorages in these areas so why increase the speed in theses areas?
- These are not my areas , local residents need to make the decisions .Talk to the people with homes affected by boat users in ALL areas.
- these areas should be back to 40 knots and the responsibility placed on the skipper to not create damaging wash when other boats are around.
- These decisions should be based on bank stability assessments for moderate sensitivity index compliance.
- These need to be absolute no wash zones irrespective of speed.
- treat rivers and creeks like roads speed kills and there are enough marker bouys to place warning signs on to advise operators of conditions
- Unfair of me to comment as I have used these areas nor intend to in near future.
- Unfortunately, I believe that strict speed limits in these areas are needed for the skippers that do the wrong speed but once again these limits need to be enforced. A good example is "Millionaire's Row" on a Sunday morning starting @ 4.30am.
- Unsure why the region north of Jacobs Well is referred to as "above Calypso Bay" as it is nowhere Calypso Bay!
- What map?

Q.30 Please select the statements below that reflect your opinion of the Strategy and this consultation.

- This SBWS does not cover the Coomera River upstream of the Highway until the weir. This small stretch of river is populated and used by many passionate water skiers and wakeboarders, as it is the best water ski area on the Gold Coast. It provides general flat water conditions with many parts of the river without water front residents or pontoons. Those pontoons and jetties that are present are extremely solid and sturdy to withstand regular flood conditions. The Lake also provides the ability to ski a long distance from pontoons allowing wakes to dissipate. The area from the 6 knot zone under the highway to the Weir needs to be added as a Ski Area to allow Barefooting, Wakeboarding and Slalom Skiing
- I believe a separate licence endorsement That would allow the operator discretionary Powers to manage their wash speed and activities not conforming with the outlined endorsement guidelines would result in severe penalties.
- My motorsailor only does 6-7 knots which I find very relaxing until some moron in a 50 footer flies past ,at speed ,10 metres away and none of that wash is courteous!
- 30 days notice without any public notifications or advertising this survey other than an email appears to be not good enough this is a very important topic and decision proper consultation should be done this comes at the very busy christmas time when we are all focussed on our business why have you chosen now to do this survey and not made the community aware of the fact you are again undertaking this and the results will have a big impact
- A great effort and discussion opportunity. You have embarked on a massive task, with varied options. This was quite a difficult read. I can only imagine how many additional posts and signs will be required to sign post these varied options, if they do come to fruition. The end result for me is that 40 and 6knots have been selected by the safety regulator for the state and variables in between fast and slow really won't amount to much - 1. in behaviour and 2. resources are diminishing and expectation rising - who will enforce 25kts? KISS principle for people who just want to enjoy the waterways. Slow where its dangerous (not residentially motivated restriction areas like Coomera river), and faster where it is not. If I had to chose, I would be more supportive of 6 and 25kts for all of the GC. Thanks
- A very confusing survey!!!
- Again, I am of strong belief that the area from Surfers to Main beach should be reduced in the areas that are currently 40 knots down to 6 knots. Thanks for your time and interest for all of us involved in the day to day activities on our waterways
- Again. Many of the speed limit changes are nothing to do with issues. Its all about the person in charge of the vessels. More police presence needed.
- All boaters operate their boats flat out because they CAN. I drive certain vehicles that can do 100 mph (160KPH) plus however I abide by the speed limits allocated. All boaters will continue to exceed the speed limit unless adequate enforcement is carried out.
- All questions referred to the Broadwater, Nerang River. Would like to have a "your say" about the Currumbin Creek and the Tallebudgera Creek.
- All very well to produce this extensive report. But if - as usual - nothing is done to enforce the new rules it will have been a complete waste to time and taxpayers' money.
- ALL water craft should have to stay well clear of beaches, so may times Jet Ski and wind board riders harass people on the beaches in the broadwater. Good behavior is only evident when the water police are within sight...and as soon as they go the hoons are back at it.
- As an active family participating in many watersports we are genuinely concerned that our liberties as boat owners and sports minded people are being eroded for the sake of many who just don't like our sport or are concerned that they have to contend with a minority of poor and uneducated or informed boat drivers. We fully understand that their are those that are not considerate of others whilst out having fun but the majority of us are we want our waterways to be open to all personalities and for all people to have fun and enjoy themselves on Qld waterways but by restricted it means once again another favourite past time for families is eroded and the family unit suffers because of it. Please consider those in the sport that love and want to continue can do so in their own time and in the areas that they have become familiar with and not pushing everybody into the same area with limited space and therefore the opportunity for accidents and animosity with others.
- As caretakers of a lifestyle resort where most of the residents are fit, active 70 to 80 year olds who enjoy the river at their back yard, I have grave concerns for their safety with the wave making vessels that use the section outside our residence. To fish off the jetty they can be in danger of falling into the river from backwash and boarding the resident pontoon boat can be dangerous when wave boarders are using the river. We have observed people in kayaks and dingy being near turned out of their crafts from backwash. With another lifestyle development in process at present beside us, there will be danger too more people as well. Weekends the river is used by many family orientated groups including jet skis and they are all in danger should the wave vessel come along. Backwash from jet boats, dingy and jet skis cause no concern or endangerment. . There is huge damage being done to the riverbanks with trees falling into the river causing more stability issues with the banks. Damage is occurring on the jetties along the river edge as well. It is definitely not appropriate for this/these vessels using and destroying the river solely for the benefit of one person who is aware of our concerns as we have spoken and we observe them avoiding passing our jetty when we are there to take photographs and videos. Will it take a death for appropriate action to be taken? Such a beautiful area of value to the Gold Coast is being destroyed. Such a shame.

- As previously mentioned, enforcement is a major issue with water police having too few resources to even address complaints, eg Currumbin Creek. At the forum which I attended, the overall comments supported lower speed limits not increasing these as proposed for Coomera River. The whole of the Broadwater should have a maximum speed limit of 20 knots.
- At the end of the day it is all about enforcement and that is where the failure occurs.
- Big boats need to respect wave size and smaller boats around them. Small boats need to respect people in the water and private property such as jetties and moorings
- By chance someone told me about the Survey. Half way through the allotted time I saw a small notice in the local paper. A bit late!!!!!!!'
- Concerned how the GC waterways are becoming a Nanna zone. More 6knots, more channels and waterways affected by a few stupid people. Jet skiis are vilified as all hoons. Small waterways are cluttered by fisherman anchoring or trolling up the middle making passage dangerous or difficult. Fisherman block narrow shallow canals and abuse ski drivers who cant slow down as it will be too shallow to continue. Consider "no fishing or anchoring" in the middle of canals instead of stopping traffic using the canals. Large boats driven by people who never owned a really small tinny blast up the waterways and swamp everyone, oblivious to their actions. A few spoil it for many, and knee jerk reactions ruin it for the majority. If you want feedback, setup a tent at Tipplers on a Weekend morning and ask the people.
- Congratulations on a well presented strategy that makes sense. The concepts of optimum and courteous washes will no doubt bring a lot of discussion but are a part of future qualitative regulation that is far more constructive than nonsensical quantitative regulation.
- Consider strategies to make jetski use safer, more respectful of swimmers, moored boats and other boating parties.
- Consideration should be given to the Broadwater being a PWC transit zone only. PWC behaviour in the Broadwater is generally poor and potentially dangerous to other waterway users. Any type of freestyling should be permitted in offshore waters only.
- Define boat length - do you mean Length Overall (LoA) or Waterline Length (WLL). different authorities use different definitions.
- Do some serious Dredging I see the Dredgers sitting doing nothing and lets have some action on dredging
- doesn't look like anyone running this survey actually owns a vessel
- dont clog our waterways with slow moving vesels struggling against the tide /wind
- Dredging is the number one issue within the GCWA. In the last ten years, silt and sand beds have moved dramatically restricting easy use of the waterways. The inside of Sovereign Islands is nearly prohibitive even though dredging has been carried out. Often you look at your depth and are shocked at how little water is under you, sometimes in more open waters. Broadwater west needs fully dredging; create some nice beach areas and create depth of passage. Then the bigger boats in the main channel wouldn't need to be as concerned about the smaller boats as they would use this western channel. Fishermen in tinnies who anchor in the main channels take their lives in their own hands and are a dangerous nuisance. That needs addressing. As do cray pots in main channels with flotation corks. I have enjoyed everything from a 5.7m bow rider for 19 years, going on to a 30 ft, 40 ft and now a 52 ft sport cruiser. I also have a three seater jet ski which is great for going down the Nerang. We currently live at the top end of Sovereign Islands looking straight up the Broadwater, so we witness all forms of boating behavior. Fortunately the speed and wash of boats doesn't concern us unduly as we don't have a jetty because the waters are too rough. Jetty owners as we were in our previous home on the inside of Sovereign get the roughest treatment from boaties. Sheer disregard. Eventually as a home owner, you ultimately pay for the damage caused to your jetty. Thank you for reading my comments and including me in your survey.
- Education plays the biggest part in any process. Obtaining a license does not make you competenet on the water. The simple task of passing another vessel head on are unknown by such a large number of boaters let alone navigation.
- Enforcement and dredging as well as noise concerns within the nerang river are my biggest concerns.
- Enforcement of the speed limits will continue to be a problem without a higher profile of Enforcement Officers.
- Excellent idea, and well thought out changes. I fully support the proposed changes. Good work!
- Excess speed and inappropriate behaviour is a major issue throughout our waterways. Additional policing and heavier penalties are required.
- Gold Coast Bulletin article
- GCWA needs to clearly define what are the speed/boat length restrictions in a yellow zone BEFORE anyone can make a decision on any questions in this survey. For example, you cannot make an informed decision on boat wash in a yellow area if you don't know if it will relate to a 6m or a larger 8m vessel??
- GCWA will take what they want from this proposal and use it for their current plan and intent. The “Two Channel Strategy” fails to accommodate the needs of all stakeholders. Abandon this strategy to accommodate safe, risk free commercial and recreational use. GCWA should be honest with stakeholders as to why they insist on proceeding with "Two Channel Strategy" without risk assessment and risk mitigation. This would be a more professional approach.

- get on with it and show leadership for the waterways being used as transport corridors and places to enjoy for all forms of water sport. those that don't own a boat or pay rego should NOT be listened to. its for the enjoyment of all and the more people that participate the better. get people off the roads by introducing low wake water ferries. what better way to get around the GC.
- Get rid of the old boats over staying there mooring time limits!!!!!
- Good Job Hal keep up the good work
- Good work, very sensible options. Congrats.
- Great Job - Lets hope we can increase the speed limits in the 6kn areas where there is no risk for boats under 7m.
- Heard about the survey in the paper and raises the question of whether the waterways authority are really interested in a response rather than going through the motions of perceived consultation.
- I actually asked water police today after being nearly capsized by large cruisers at speed about changing the broadwater speed limit for large vessels and they told me about this review and encouraged me to participate. Large cruisers at speed are as dangerous as someone driving the streets in a tank or monster truck and they are often the most likely to have a large drinks cabinet on board as well! Thank you for your time!
- I agree with this statement from a friend of mine. This is the main sailing area used by kiters and sailboarders. By nature of the sport, we don't move through the area once or twice but hundred's of times crossing the channels. The reduction of speed for boats over 8m does NOTHING to improve the safety of this group which has been highlighted to GCWA numerous times. Jetboats that are all under the 8m limit can still recklessly freestyle through the narrow Ray Newlyn channel and other parts of the sailing area in close proximity to sailors at 40 knots! Along with the Jet ski hire companies with riders with 20 min experience again at speed. Clearly this shallow, narrow area is unsuitable for any boats travelling at speed given the primary users of this area are sailboarders and kiters.
- I am an experienced Broadwater user (since the 1960's) currently have a stand up and a sit down jetski, ski boat and a SUP. I think the proposals are sensible. I have had a boat swamped and damaged by a large boat wake at the Howard St ramp while putting it on the trailer so I am aware of the force of these large wakes in a confined channel.
- I am an interested stake holder and want to Ensure the best out come for Qld boaters that does not impost on recreation. I note that the 2016 incident data reports don't reflect a need for radical change to boating legislation or speed restriction In fact the trend is nuetral.
- I am concerned about fisherman throwing their hooks at boats moored in the Coomera River, urinating against the boats and generally acting badly.
- I am confused about what is proposed and why it is proposed.
- I AM cynical about this process. I believe that the GCWA is controlled by local business interests, especially developers, and wants to be SEEN to be consulting with the public. I believe the GCWA Strategy and revolving plan are plans in name only and are not followed. I am extremely cynical about the statement that GCWA are increasing moorings when over the last year they have removed 40 on the western bank and have made low cost (and emergency) storage of vessels impossible. The obvious result of this is that vessel owners without the means to pay for marina berths are taking advantage of free anchorages - the renewed crowding causing unnecessary angst amongst the boating community. Some people are now dumping their boats at anchorages, but these dumpers are allowed to remain in place, causing further problems for legitimate users of anchorages. I have lost faith in the ability of the general boating public to have significant or effective input into the Gold Coast boating experience.
- I am cynical because I believe the ultimate hidden agenda is to totally restrict and minimise boating in all of these areas. The Authority placed "unauthorised" restricted hours up in the Broadbeach Waters precinct either late last year or early this year to test the waters and it was immediately challenged and the restrictions removed. This is a pretty good indication of what they are trying to do. Completely shut water sports down.
- I am cynical because of over regulation without evidence of real issues
- I am cynical in many ways to change. Changes are good in the whole however changing the water laws will not solve the situation unless they are enforced.
- I am on record having complained expressly about my individual situation for the past 4/5 years without a single thing being done to address my concerns. I have spoken with many staff who could not have been nicer and more helpful yet cannot do anything as such. I get told that my issues are not waterways but compliance / policing issues then get told the reverse by the Water Police - so everyone blames the other party. It's one thing to have a set of rules in place to manage our waterways but it's another to enforce compliance with these and to penalise those who do not obey. This then becomes a resource issue with State Gov to provide the appropriate budget to deal with it. I can see a lot of effort has gone into community consultation which is appreciated but I wonder in real terms what this will actually deliver in outcomes. It's all about managing expectations.
- I am very happy that the vocal minority's view that clear island waters should stay a red zone has been ignored and those of us in the majority who use the waterway agree it should change to a yellow zone. Thank you for listening
- I applaud the effort, but some of it is counter intuitive. Like the two channel strategy which really directs big 22 knot cruisers to the western channel and 40 knot jetskis to the eastern channel. And makes allowances for grandfathered "big boats" that have caused problems for years. It is time they are stopped. And wake boats should be banished out into the ocean. As should that monstrosity that was on television this last week in November that they were surfing behind. What an absolute pig!! Totally self indulgent with no consideration for anyone or anything except his self centred ego. An arsehole. The other thing this survey needs to consider is the makeup of the responders. Jetskis

operators are going to want high speed everywhere, and that is understandable, but they could tip the balance against mature boaters who want a quiet afternoon anchored up in millionaire row with the grandkids. Or tiger mullet. And woe betide them if they meet our friend in the monstrosity coming the other way in Mackenzies. If you look at it objectively, Gold Coast waterways don't have the water depth or width to support boats over about 45 feet doing more than displacement speed. Just wait till Christmas and see, even in the Broadwater.

- I appreciate the consultation process however I t tends to listen to the cashed up minority that wants to live on Gold Coast Waterways but never intends and never has intended on using them instead preferring to complain about everything that happens on the water in or around their property like it is there piece of private waterway.
- I believe if there are changes policing is the other issue as no one takes any notice of the current structure, I understand that there is only a small number of police to patrol our large area.JetSki owners are the main offenders and it's only a matter of time before we have serious accident. I also believe we need to look at the jet boat operates and there areas of use as a lot run over sandbanks, this can't be good for the sea beds.
- I believe in utilising the awesome lifestyle we have with minimal effect to all.(Consideration for all) Having said that, there are plenty of people who buy on the river for prestige rather than lifestyle. If peace and tranquility is what they are after there are plenty of beautiful lakes without watercraft! As with airports/roads /and waterways , population growth and expansion brings the inevitable. (noise, traffic, congestion and undesirables) But please don't stop people enjoying our waterways by over regulating everything!
- I believe this survey has been too narrowly focused - eg wash from craft Speed of craft and noise generated is significant in quiet areas and areas of high environmental value so there are more factors to consider other than wash from boats. The survey does not appear to put sufficient emphasis on the impact of jet skis and opening up new areas for them by raising speed limits in previously red areas. A great deal of work needs to be done to understand areas which are of ecological significance both within the Moreton Bay Marine Park and outside of it. This survey does not appear to understand the impacts of fast moving craft in sensitive areas. eg Coombabah Creek, North branch of Coomera River and Curlew Island.
- I don't believe GCWA will discuss an alternative to the Two Channel Strategy with the general public.
- I got an email from my Councillor.
- I have agreed with option 30.1 regarding the GCWA and it's attempted look at the speed limits, but I feel the GCWA is being brow beaten by lobby groups ie. Jet Ski organisations and wake board associations, combined with the retail companies to open larger areas for potential jet skiers and wake boarders, I guess my advice is for the GCWA and GCCC to have a talk to the Waterways in NSW and asked why jet skies were banned from Sydney Harbour? I do hope speed limits and designated speed areas are planned correctly so that the possibility of a disaster on our beautiful waterways will never occur, so the GCWA and GCCC don't have to suddenly be looking for reasons for setting poor regulations due to lobby groups. Good luck!
- I have been living on the Gold Coast waterways for 36 years and I understand that due to increased usage, there needs to be an updated plan for our waterways. But unless the rules are inforced there probably is no point bringing in all these new zones. I have lived on a 6-knot canal for 19 years and about 25% of vessels obey the 6-knot zone. The worst offenders are jet skis , family bow rider/ wake boats , fishing boats and party pontoons.
- I have lived on Clear Island Lake for about 20 years. In considering the protests from some Clear Island Waters residents to the proposed increase from red to yellow zones on Clear Island Lake please bear in mind that there are several very vocal elderly residents who have views that are not representative of the vast majority of residents. The Gold Coast has a lot of residences available on lakes or waterways where there is no access for motorised watercraft. Why then certain people elect to live on a waterway where motorised vessels are permitted and then proceed to constantly complain about the use of motorised vessels on the waterway is a complete mystery to me. The primary channel through Clear Island Lake from the Bermuda St bridge near Robina Island to the Boobeegan Creek weir is a much wider channel than the Nerang River and has a lot less traffic on it. It therefore has never made sense that the speed limit on the river is mostly 40 knots but it is only 6 knots on the lake. As it makes no sense the 6 knot limit is almost universally ignored. On the occasions I have spoken to water police about it they privately agree that the 6 knot limit makes no sense. Let us enjoy our waterfront lifestyles please!
- I have mentioned a few times but i will again. We need large vessel restrictions on speed during peak periods such as weekends and public holidays. It is extraordinarily dangerous on the beach and on the water when multiple large vessels are traveling at speed. They are still relatively slow so smaller vessels reluctant to take on the enormous wake tend to sit behind them which is dangerous in it self surfing wake etc. But the large vessels also stop or slow suddenly and the smaller vessels can almost end up in the back of the larger vessel or they react quickly to go around without actually looking behind them for approaching traffic. Tackling the wake from large vessels both oncoming and those traveling same direction can be very dangerous. Boats fishing or anchoring in the shallows can get pushed up onto sand banks by the wash. Boats beached or anchored/tethered near to the beach get bashed around by wash. Generally their are children swimming close to shore or playing on the beach where these boats can sometimes be picked up and dumped on the beach by this wash. I have been swamped in my Bass boat on 2 occasions and felt unsafe nearly every long weekend out on the water. Further consideration needs to be made for anchoring in or near channels. Often the channels take up all the deep water area in that particular stretch of channel. The deep water is popular for fishing and the edges popular for crabbing. Banning anchoring near to or in channels will require narrowing the channels so that deep water be accessible to the fisherman. I think the narrowing idea would be a bit silly and so propose anchoring be allowed.
- I have read the report and accessed and used the interactive map.. I feel this consultation was well handled.

- I have spent many hours trying to explain the disruption to residents lives, no sitting out in gardens or on balconies, closing windows on hot days ,damage to retaining walls and pontoons. The water police suggested photos would help but then residents were targeted for extra noise by the water users and the police were not interested in seeing the photos. The hoons are definitely in control of the river , the water police are too busy to come that far ,or if they do, a warning has somehow gone out . I feel very sorry for people in the area where the speed limits might be increased.
- I hope the GCWA get more funding or powers to implement the changes proposed. My understanding, and I have spoken to many GCWA persons. They have no money and really have no control over the waterways other than putting up a few signs.(which they tell me they can't afford). Waste of good talent and taxpayers dollars For people who want to improve the Gold Coast lifestyle I wish them the best.
- I hope you succeed with creating a workable and safe solution which is clear to implement.
- I know this consultation does not encompass Live Aboard issues on GC Waterways, but I hope in the future the GCWA can open it mind and support the possibilities of 'Living On Water' options as outlined here ... Please cut and paste this link to a Google Drive Doc... https://docs.google.com/document/d/169zH81ae0QAMkQcYS7ql8OAYLCT-od9EGbR841j8OMw/edit?usp=sharing
- I like the changes in zones on Map B. leave Maximum speed limit at 40. leave vessel length at 8m. Please add a water skiing and or wakeboarding zone in the broadwater where it is safer and more pleasant to ski in clear water.
- I like the idea of a two speed area in the broadwater. As an ex owner of a large boat it was hard to be a responsible driver when there are small vessels sitting at the edge of the channel or travelling nearby in the channel and needing to get off the plane to avoid an incident. I think maybe a rethink of Jetskis is in order. Whilst they are somewhat noisy they throw up little wake at speed and create little structural damage. Perhaps a transit zone for skis on the far western side of the area opposite the yacht club and marina mirage would avoid the congestion in the channel on weekends. I would like to put forward the strongest possible objections to the changes on the western side of Cronin island. I would be interested to know the logic of this change. The river funnels down in this area and basic hydrodynamics would say this is an inappropriate place to have such a change in speed. Boats accelerating and decelerating create the most wash and the plan appears to be to have this at the spot where the river narrows.Currently it is in the area where the river widens significantly and the wave effect is dispersed. There is no natural barrier where the proposed change is to occur. Is there a plan to put a sign in the middle of the river? The rate of non compliance along this stretch is already significant and this would result in an increase in non compliance. This speed limit was changed in 2008 because of the significant issues with structural damage and risk of injury caused by the wake action. Changing this back would be a regressive step for minimal improvement in transit times. I strongly object.
- I note that the GCCC did not contribute to your budget. They should. As rate payers here we don't even get a bus service and yet the GCCC spends our rates on trams when at least some of that hugh expense could be used to protect our waterways, our revetment walls and environment concerns. The Gold Coast has more water ways than Venice, where of necessity, speed controls are rigorously policed and observed.
- I only heard about this through a retailer sending me the link.
- I operate a commercial vessel that takes me from the Nerang river to Moreton Bay and have found private big recreational boat owners are by far the worst offenders for excessive speed/wash ignorance and or arrogance will always be te issue with them.
- I thankful for being able to give my opinion as a respected responsible recreational user whom likes good well appointed changes for the better Thank you all the best with this as a best postive outcome for all to enjoy and keep safe water wise
- i think the importance of taking care of our waterways is terrific, i use these areas every week and enjoy all aspects of boating. i do think the major lacking is in the policing of deserted trash boats all over the broadwater, bums bay, wavebreak and now the most noticeable accumulation of illegal mooring and live aboards is Paradise Point. I respect the water and our enviroment but how can the GCW ignore the boats with direct overboard sewerage when it has been made aware of boats in areas with liveaboards for over 2 years.(same boat, it moves from one side of Sovereign Island bridge to the other every week, yes the blue yacht) So many of these boats are not seaworthy, registered, insured... Turn a blind eye yet want to fine and if you go 10knots on a jetski in a 6 knot zone????/ Clean up all areas of the water.
- I think there are bigger issues than the speeds. While I think there are too many 6knot zones, I think there needs to be some serious dredging as the waterways are under 1m at low tide even in main river channel. More police to stop the Tinnie rats as I have seen 3 flip over in a week from skylarking. Someone will get killed. They hang around between Monaco St to Ross st and near the Carrara markets and clear island waters but I have seen one police boat in 12 months. Need more police. The large boats which travel at around 8-15 knots are the biggest issue for damage to banks, jetties etc. need more ski zones as there are not enough and this is dangerous. Rowers and kayaks who train early morning (clubs) need to have lights or only row in day light as I nearly killed about 6 training the other morning. No one had lights and in the middle of the river. Nearly hit them and I would have had to live with that for ever through no fault of mine. Absolutely ridiculous. I think the current speeds need review and remove some 6knot zones as they are not there for safety but look at the other issues first and worry about this second.
- I think you need to review the commercial jet boats operating on the Broadwater. I feel they are dangerous to other waterway users. It would be like allowing V8 cars to drive at high speed and do burnouts on our roads.
- I would like to have a section of mudgeerabah creek (behind the robina stadium) opened for barefoot waterskiing.

- I would like to see a reduction of speed at nighttime in Broadwater. Driving a boat at 40 knots in darkness is insane. We have a safety issue here. Those jet skis can be very scary sometimes. I do feel strongly about it.Please do something. Thank you very much.
- I would offer my congratulations on the way that you have gone about this process. After many years of involvement in Catchment Management the best way for change is to take the community with you. That gives them ownership and in that way they will support and respect it. It may not be easy but it is extremely satisfying.
- If current laws are not being policed all these changes are a waste of our money
- if this wasn't in the news I wouldn't have known about it....
- In general I am in agreement with better passage movement throughout the tributaries but I am very concerned about the creation of any 2nd passageway from the Southport Bridge extending along the western side of the Broadwater in front of the Broadwater Parklands Southport. My main concern that valuable marine habitat shoals and Sea Grass Beds will be excavated and dredged out of those areas and that opening it up for Motorised Vessel access is going to create huge impacts to do with shoreline erosion. Not only this it will impact significantly on cutting a path straight through a major traditional area of where passive water craft have been using and frequenting the Broadwater for well over the past 40 years and could potentially expose the passive water craft users of the nearby areas to harm, injury or death from collisions with speeding Motorised Vessels and Motorised Vessels having greater increased access developed through those areas. The whole area out in front of Shearwater Esplanade and down to the Southport Yacht Club at Hollywell needs to be deemed a 6 knot no wash zone to aid in preventing shoreline erosion there and protecting swimmers, local High School Children regular sporting activities in that area, passive water craft users (SUP, Windsurfers, Kiteboarders, Canoe Paddlers, small sailing vessel users) from the hazards of that part of the Broadwater being as it currently is a Motorised Vessel Freeway whereby many hoon through there at top speed an a regular basis with very little for the safety of other traditional users of that area of the Broadwater.
- In light of the AMC report, I believe the speed limit should be reduced to 5 knots in all zones that have a Sensitive Shoreline Limit < 180J/m. It should not be based on consultation about travel times. The AMC report clearly shows that making a red zone yellow will allow for maximum wave energy to be produced in locations before reaching the plan and that must have an increased liability for the residents along those shorelines. At the very minimum and again in light of the AMC report, the Waters Authority must act to promote reduced wash from users, that red zones must be made 5 knots and yellow zones must be defined as "25 knots speed limit for vessel's under 6.5 m".
- Increase recreation and safety and protect environment which means much more low speed areas The most important considerations should be Keep It Simple and enforce the regulations.
- Increased numbers of vessels using the waterways requires more controls to manage properly. Generally this looks to be a step in the right direction but the implementation will be the biggest challenge. Identifying influential people in the boating community and ensuring they help support the process would be a good starting point. More on water patrols in the early years (not weeks or months) to inform public and help to change attitudes will also be required..
- It all comes down to the operator and enforcement.
- It appears that the consultation is focussed on the symptoms rather than the cause. There is no doubt that boat wash can be destructive to other boats, property and may even be a safety issue. Not convinced that trying to regulate via a crude combination of speed and boat length to geographic points on a map, without consequence can be effective. It's time for technology and policing to keep up with the 21st century improvements to boats and boat power plants. Fixed camera's and fixed radar, similar to those in existence on our roads helps both the safety and revenue requirements for responsible government. Enhancements to existing boat compliance to include things like manufacturers wake size could then be matched to geographic points on the map and provide enforcement agencies clear direction.
- It is certainly a vexed issue with many different views. One thing is clear, a weekend out on the Broadwater is no longer a pleasant or safe experience. Dealling with the wash of a 40 to 50ft hull passing within 5 to 10 meters in a narrow channel is not only unpleasant but dangerous as the only way to avoid a seriously violent rock & roll or being washed up on the adjacent bank is to turn quickly to meet the wake head on but when the passing vessel is close, this is not possible. I mentioned earlier the deterioration in quality of life on Boobegan Creek with the noise and danger from speeding jetskis, kids in tinnies with motors screaming and boats bouncing up the creek with the bow so high that they cannot possibly see reliably where they are going and bow up boats for towing wake jumpers. All of them are happy and relaxed in the knowledge that their chances of winning Lotto are far greater than their chances of being caught.
- just waisting tax payer money have 2 zones keep it simple as the old saying goes
- Keep up the good work.
- Large boats dont care about the saftey of smaller boats whether moored or underway Wake boats make a large wake intentionlly Jets ski's are more likely to break the rules (i have skii's and a boat so im no biased) Water rats are a huge problem everywhere, dont require a licence for 6hp, no policing need far more water police to get boaties back into good behaviourl habits
- Leave the broadwater alone!! There is nothing wrong with it and good luck changing these speeds because lots of boats that I know of have and will outrun the police. Leave the place how it is, don't fuck with it, and everybody will enjoy their day out on the water.
- Lets not forget the economic benefits from waterskiing. I bought my boat from a dealer on the gold coast. Every year I get the boat serviced at a boat yard on the gold coast. I buy all my waterski gear on the gold coast. In the last

5 years I have bought 5 wetsuits for my family which were manufactured and purchased on the gold coast. I have another wetsuit ordered. I buy all my petrol for my boat on the gold coast. All the snacks my family consumes are bought on the gold coast. I'm a member of the Qld Barefoot waterski club which meets about 5 times a year in gold coast locations. If you make it more difficult for families to waterski on the gold coast, we will just go somewhere else eg dams around brisbane, ballina, grafton, etc. Everyone loses.

- Loaded responses, those ones. I choose: This is all about toying around whilst the underlying clause is too many people want to use the broadwater, too many people think only about themselves and enforcement is understaffed. Change is not necessary. Logically, there has to be decisions made, but this proposal is all about tugging at the lowest hanging fruit, rather than looking at the issues.
- Looking forward to changes in the speed limits. Red zones are very time consuming for south Stradbroke island residents. The proposed changes are good sense.
- Management of the waterways is poor. The proposals in this strategy do nothing to improve that Management. More honesty would be a start. Abandon the 2 channel strategy and manage the area properly.
- More need to remove moored boats on the GCWA
- More police to stop kids spraying jetties, I hope we don't have to wait until some kid is killed. It doesn't matter what river your on in the Gold Coast area there is some kid spraying a jetty, police the 30m rule !
- More responsibility needs to be given to the skippers to do the right thing. People that are going to be irresponsible will do so irrespective of new rules. The waterways on the Gold coast are for all to enjoy. it seemed that this was kept very quiet and was tried to be passed without public knowledge.
- My greatest concern is that a strategy might be agreed upon, but then council decides on something else. I do not trust Tom Tait's 'develop, develop' mentality. Strategetic planning is for the betterment of the community, not to be disregarded on a whim of councilors.
- My main concern on the Gold Coast waterways is wash from large vessels (over 8metres) on the plain. These lager vessels need to be slowed down to off the plain in congested areas to a real no wash speed.
- My understanding is that educing the speed limit for smaller vessels (PWC for example) from 40 knots to 25 knots in the yellow areas is increasing travel time and wash. Please explain?
- My vessel is a 21.4 metre (70 foot) motor yacht with twin 600 hp motors. I try to keep speed to a minimum in all Broadwater areas so as not to affect revetment walls or sports fishermen on small tinnies. When crossing the western side of the seaway on Friday afternoon doing just 8 knots I was swamped by a large Riviera entering the seaway and travelling at some 25 knots with a huge bow wave. It turned North towards Runaway Bay also upsetting many fishermen in the Seaway. Once in the Seaway and safely back inshore, boats should immediately reduce speed. We have had smashed crockery and wet cabins from inconsiderate speedsters in control of large vessels over 8 m.
- None of the above. We need enforcement of the existing rules, not more/new rules !!!
- Not an easy solution to a vast problem.
- Nothing needs to change as this will only complicate things
- Nothing will change until more policing is on the water. Listen to people that are out on the water and actually use it.
- On an unrelated site Note. The upgraded road at the spit finger is nice, however you have provided nowhere near enough parking. The spit used to be one place you could rely on to get a park on a hot summer weekend however i doubt that will be the case now. Please consider adding additional parking bays
- Only became aware of this survey by accident. Enhanced communication to all registered boat owners would obtain a more representative response rather than giving special interest groups an advantage.
- Our property backs on to the main channel from the Casino to the Nerang River just south of the Monaco Street Bridge. We have a consistent problem with the "tinnie rats" in groups who deliberately "flaunt" the 6 knots zone. The speeds at which they travel (and also Jet skiers) is alarming and dangerous. Some of these kids appear to be about 10 years of age or less, it is disappointing to see them getting away with this type of behaviour, every day. Not sure if we can comment later in this survey but, homeowners with CCTV cameras focused on the canals should be able to upload the info to the authorities to correlate areas (and persons) of concern. Some form of confidentiality would be required to "protect" the homeowners from retribution by these persons.
- Overseas we have come across " Local Wardens " These are well skilled Locals who have the Authority to stop a Vessel & educate the Skipper on the Rules. They have the Power to issue various types of warnings etc. A Data base is kept and repeat Offenders are pulled before the Water Police to do some explaining. I suggested this years ago & was howled down. Why would it work in another ' Western, English speaking Country ' & yet couldn't work in Qld ???
- People swim and sail and play on the west side of the broadwater. Jetski hoons going flat out and even the jet boats come over to the east side and do doughnuts whilst kids are swimming and people enjoying the broadwater/parks etc. Also very noisy. Keep all the fast traffic over to the east in the main channel. Just have minimal channels to access the boat ramps and creeks but with 6 knot restrictions for safety. Also too many people put crab pots and freeloading anchorages blocking the east side as it is.
- Please bring in some speed limit so people realise they are pissing off fisherman when they dont consider their speed and wash will affect the anchored fishing vessel and they also drive straight over fishermans fishing lines without

looking to see where they are in the first place fo4cing the fisherman to take drastic action by racing around in an unstable environment to grab a knife to cut the line that it now cought in the prop of some unconciderate fools boat that should have given adequate space and slowed his speed as to not disrupt or endanger the fisherman in the fishing vessel. Swinging a knife around to cut a fishing line snagged around someones prop while they fly past with children on the fishing vessel is a unsafe practice . Something needs to be done. Also more regulation and policing should be brought in for the placement of crab pots around the waterways. To many people are searching other peoples pots and throwing out pots to close to pots already set in the area

- Please do something quickly to make the waterways safe for all users!!
- Please dredge some key holes to create new anchorages. for example create more location like the key hole on the south west side of wave break island. dredging some keyholes will give more boating destinations and separate traffic from anchoring,mooring baching and swimmers ect.
- Please promote campaign vis BIA, boat clubs and ask them to send out message and survey to their databases.
- Please provide moorings soon. I have been waiting years.
- Please remember the passive crafters.
- Policing must be increased to make any change work. Tinny and Jet Ski Hoons take no notice of signage. Police should have power to impound craft as teenagers take no notice of anything. They continue speeding and jetty splashing without any fear.
- Proposed changes are a step forward and appear to be a good move. They need to be enforced (currently seriously lacking and needs to be addressed as a priority). There is an increased danger of collisions in new yellow areas due to volume of vessel traffic, lack of understanding of boat regulations (especially correct passing), combined with moored vessels in navigation channels. The lack of courtesy by a large proportion of Jet Ski operators (as a group) far outweighs the need for concerns over waterski questions in this survey.
- PWCs or boats that have modified exhausts to make them significantly louder than manufactures specs should be banned or a maximum db level set for use in the area.
- Rather than making changes perhaps enforcement of current rules would go a long way to resolving all of the issues outlined in the afore mentioned reports with out incurring the expense of all these additional reports and changes. From my observations (approximately 300 hours per annum) the main offenders are vessels well over 8.0 m and it seems that all boats between 6.5 and 8.0m are being penalised and the target of your changes which will make minimal or no difference and have no impact on the major offenders as they will continue to break the rules without repercussions.
- Recently my wife and I were in Singapore where we were told by many residents that, - the locals were encouraged by the government through education to exercise courtesy and tolerance to all, both residents and visitors. This was very apparent and it is working, which makes for a great environment. This should be adopted for our boating society.
- Reference needs to be made to the GCCC Vision 2020 document from about a decade ago. Also, allowance needs to be made and a calss exemption determined to allow Fast Cat ferries (such as so successfully operate in Brisbane River). The road traffic is killing the Gold Coast and alternatives such as trunk route ferries has to be implemented. It;s ludicrous that we have more rivers and canals than Venice or MAsterdam yet you cannot even get a water taxi from one location to another. Just nuts.
- Saw an article about it on the news. It is very rare to see Water Police patrolling the reach of the Coomera R in front of me, where I observe breaches of current rules happening consistently every day.
- Slow the big boats down ,promote safe courteous seamanship
- Some greater clarity around reporting of inappropriate behaviours and contact details to do that would be useful. While the majority of users do seem to be responsible, it is the hooning behaviour that is disrespectful and dangerous, and the means of stamping out this sort of behaviour need to be more obvious. As a relatively new boatie that mainly uses the Coomera River, I have valued the resources associated with this survey, particularly the data around speed and wash. I have found signage on the Coomera River to be inadequate and would appreciate commencement of different speed zones to be more clearly marked. Thank you for the opportunity to participate.
- some study on canal speed limits as 6 knots , no wash is an excessive speed in many canals. would suggest adoption of NSW canal speed limits of 4 knots for all vessels
- Some thought should be given to restricting nighttime activities on the Nerang river
- Speed zones will also have to enforced. At the moment most vessels don't obey speed zones.
- Suggest consideration is put toward speed limits in anchorages and or near moored vessels. The current laws are ineffective and the non-compliance is dangerous and creates rage between skippers. In particular, idiot jet ski riders within anchorages need to be addressed. I am not anti jet ski (I even own one), but every time I am on the water it is clear why jet skiers are targeted and are often banned (ie Sydney harbour). It is clear (as a generalisation) jet skiers either don't know the rules, or chose to ignore. Given the foreseeable risk and recent record of injuries (Aust wide) it seems very clear to me that a immediate and significant focus needs to be placed on compliance of the existing laws for jet skis.
- Supportive of making red zones to yellow zones. But do not support making green zones to yellow zones. Especially if this is going to impact and change existing 40 knot zones to 25 knots.

- Thank you for the time you spend looking after the waterways. Please consider dredging the channel at the hollywell Rs bridge in biggera waters where all the oyster shells and build up is. Opposite the primary school. Please also consider how we can protect waterway users from jet skiers who travel is pack or travel at 100km an hour or jump waves too close to others. I feel there is a great risk to safety and the lack of respect makes the water less enjoyable.
- Thank you for your efforts, I hope they bear some fruit.
- The biggest danger is to Surfers paddling at Currumbin and the Seawall. No mention of this, just wakes???
- The Coomera River section between the start of the north arm heading to the broadwater up to the start of the water ski section at Santa Barbara needs to be Red Zone (6 knots all vessels). This needs to be enforced.
- The focus should also be on the young children allowed to drive high speed water crafts who the majority have no respect or regard for rules or regulations, and other people for that matter. How will this be addressed. Harsher laws need to be enforced onto these people before more people or property is hurt/damaged.
- The GCWA have been doing a great job along with the Gold Coast City Council and sate government assistance ie. Broadwater Parklands, with numerous improvements to the Broadwater over the years, well done and thank you.
- The main problem with boating activities on the Gold Coast is simply that of the attitude of what would appear to be the vast majority of those operating the vessels. There appears to be little consideration for fellow waterways users and residents in areas adjoining canals and rivers. Any existing or proposed speed and/or wash strategies can only be effective if accompanied by a thorough and relentless campaign of education and enforcement. The matter of enforcement is seriously lacking in Gold Coast waters. There are few Police available to patrol literally thousands of kilometres of waterways, so therefore speed limits, waterski restrictions, noise and wash limitations are simply ignored by the greater percentage of operators. No amount of legislation will be effective until the actions of boat operators are controlled. In the absence of a visible presence, then surveillance equipment must be employed, and action taken quickly to issue warnings or fines as appropriate to let those offending know that they will be apprehended.
- The majority of recreational boating is undertaken with safety and consideration, there are three exceptions, jet skiers who modify their noise output, hooning speed boats with noise modification and similar tinnies. These operators are no different to "hoons" on the roads, they spoil things for others and you will never eradicate them completely. The best you can do is to police the waterways and minimise the impact of these 'hoons'
- The most common excuse for an infringement notice is " I did not know" apart from a fine the skipper should be required to do a refresher course with one of the many approved training providers. The problem of behavior and " I did not know" partly comes from Queensland being the only state that has a liftime licence, and unlike a motor vehicle licence where most use their vehicle every day, a boat licence can be years between usage. I am positive if you were to get a group of people that have held a boat licence for more than 5 years and gave them the present assessment for a boat licence, not one would pass. Skippers need to recognize their responsibility to other persons on board their vessel and not treat them as passengers but instill a culture of safety, and make others on board feel part of the safety on board. After all a fun day on the water is a safe day on the water,
- The proposed changes seem to centre a lot around wash and that vessel speed is the significant factor, completely ignoring the biggest factor that affects the amount of wash is the number of wash creating vessels that pass. While I would like to think that a major effect of wash is bank erosion this is not apparent in the survey. Other factors that significantly affect wash are water depth and lateral restrictions. Keeping the higher speed limits in the Eastern channel at Labrador where the water is deeper and the banks further away means wash effects are minimal compared with the Western channel which is shallower and the western bank of the channel is close to where vessels pass. Is it true as a cynic stated the reason for increasing the allowable speed in the Western Channel at Labrador is to allow speed boat racing around the outer broadwater at Labrador?
- the proposed changes to the Carrara water ski zone will severly effect our lifestyle. we are property owners in this part of the river .we chose to live here because of our passion for water skiing. the water skiing community should be consulted directly.
- The same speed restrictions to large vessels in yellow zones should also apply to jet skis.
- The section of beach opposite the south Currigee campground is in the Morton Bay Marine Park, should be classified a yellow to promote environmentally sensitive behaviour in part of the marine Park. Additionally, this section should be yellow purely based on the safety of the little boat. (the poor people). Secondly the trial 6 knots zone between 8 am and 12 noon near the yacht club at runaway bay should be stopped, as most of the users for which the trail was intended to go sailing in the afternoon to take advantage of the wind. Maybe it should be 6 knots when they are using the area, maybe indicated by flashing lights during use.
- the ski area at Santa Barbara should not extend to the" bend in the river " but be restricted to area in front of Santa Barbara park. the pontoon will be more damaged than they currently are from the wash
- The Speed and Behaviour Management Strategy report is incorrect re access to Clear Island Waters. It states “Access to this area is limited by locks, thereby regulating potential demand”, incorrect, the area is accessed by a singular lock. Access passes for this lock can be purchased by non-residents of Clear Island Waters for single day usage. Increase in noise from on-water activities. The report “acknowledged noise from on-water activities as real but isolated”. The complaints may be isolated but the noise is not. People have given up complaining about noise and speeding craft as nothing is ever done. Although the severity of the wash may be decreased by the higher speed the frequency of the wash is likely to be increased. The wash from higher speeds would also impact greater when water levels are above the revetment walls. The ski zone would be of no benefit to probably 90 to 95 percent of residents in Clear Island Waters as they are not boat owners. 100% of residents purchased in Clear Island Waters knowing

that is was, and always has been, a 6 knots speed limit. It would be a distraction for motorist on Robina Parkway. The ski zone would be in the designated swim zone for the Gold Coast Triathlon heats which is used be hundreds of people. It is naive to believe that boats do not come within 30 meters of properties. If a ski zone is to go ahead why not make it the whole of Clear Island Waters so that all home owners can enjoy the experience!

- The speed limit should be 6 knots on all Goldcoast waterways
- The strategy does not appear to encompass Sea Eagle Lagoon, upper reaches of the Coomera River... which must be 6 knots and returned to the amenity it once had There has been no public consultation in the past, just inaction by many departments that has allowed the creation of a nightmare in the region.
- There is no mention of Tallebudgera Creek throughout this survey. I would have thought it would be relevant to make the current 40 knot green zone to yellow restricted zone. I think there needs to be a reduction in speed to 25 knots for all vessels and possibly 6 knots for vessels over 8m. I would also maybe look at incorporating a restriction to 6 knots at the peak Christmas time. It is very busy over the holiday period and with the number of kayaks and stand up paddle boards being used, there is a high risk of an incident occurring. The current state of sand buildup just doesn't allow for vessels travel at a speed of 40 knots!!!
- There seems to be little policing on the water.
- This came up up a couple of years back and then an election was called and this all got sidelined
- This is an important issue that affects many residents of and visitors to the Gold Coast. The current proposal is lacking and needs to be reconsidered, especially in the major use areas (i.e. not the rivers and creeks that I can't really comment on). The major issue that is not adequately addressed are the areas of multiple use, in particular, where wind and paddle-driven craft interact with powered craft. While many power craft operators are alert, conscientious and aware of the navigation rules and their obligations under them, there is a very large cohort who either don't know or don't care. I do not exclude the commercial operators from the latter category, in particular the parasail and jet boat operators, which both of whom I have personally witnessed unsafe, bordering on reckless behaviour, that through the actions of others fortunately did not result in accident or injury.
- This proposal does not make our waterways better, just more over governed and achieving nothing. I don't think it is in the larger communities best interest, just a vocal minority. Why didn't I find out about this survey with my boat rego / license etc? Seems sneaky.
- This SBWS does not cover the Coomera River upstream of the Highway until the weir. This small stretch of river is populated and used by many passionate water skiers and wakeboarders who have bought in and use this area, as it is the best water ski area on the Gold Coast. It provides general flat water conditions with many parts of the river without water front residents or pontoons. The area from the 6 knot zone under the highway to the Weir needs to be added as a Ski Area to allow Barefooting, Wakeboarding and Slalom Skiing.
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- This SBWS does not cover the Coomera River upstream of the Highway until the weir. This small stretch of river is populated and used by many passionate water skiers and wakeboarders, as it is the best water ski area on the Gold Coast. It provides general flat water conditions with many parts of the river without water front residents or pontoons. Those pontoons and jetties that are present are extremely solid and sturdy to withstand regular flood conditions. The Lake also provides the ability to ski a long distance from pontoons allowing wakes to dissipate. The area from the 6 knot zone under the highway to the Weir needs to be added as a Ski Area to allow Barefooting, Wakeboarding and Slalom Skiing.
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- Too many slow zones from Marina Mirage up the Nerang river. In 1995 there was only 2.
- Too much " Pie in the Sky "and not enough action on the commonsense front .Begin with the basics and implement changes which will support the environmental requirements of the area .

- Un restrict the water ways, less rules, why do baby boomer after living life to the full now want to add layer upon layers of rules...
- Unfortunately it is a minority of irresponsible vessel operators who create the need for objective speed limits rather than subjective wash limitations. Accordingly, given the options I support enforceable speed based restrictions in areas of congestion and proximity to property and moored vessels even though this results in sub-optimal outcomes in some circumstances.
- Unfortunately there has been no thought in changing the green zone in front of Currigee Camp ground, the wash generated by larger boats ploughing through the water generate large wakes that at times floods the camp ground and also injures the children playing at the waters edge. This needs to be looked at urgently, maybe even a green to red may be required.
- We are local boating residents of the Broadbeach Waters area for over 35 years. We have seen many changes to the speed limits on the Nerang River over this time and we have often questioned why we have to reduce speed down to 6 knots on a main river. Many of our neighbours and friends have sold their boats due to the time it takes to get to the Broadwater. We are pleased to see that consideration is being given to lifting these restrictions in some areas but disappointed in that we may now be penalised due to the size of our boat (7 metres) which in effect changes nothing in our circumstance. Thank you for giving the public an opportunity to be part of this process.
- We do these surveys, but little or nothing seems to happen. In the meantime, I face a $10,000 plus bill to replace a boat ramp damaged by the wash coming from vessels disobeying speed limits. I also keep one or two bags of cement handy to make repairs to our seawall.
- What good are rules without enforcement. We live on main river in sanctuary cove. The 6 knot sign is directly in front of my home and 1000 vessels speed by every weekend
- Why aren't long term anchored vessels removed from the Broadwater? Why isn't the emptying of bilge tanks on live-on moored vessels checked?
- Why does the G C W A continue to zone the area between the the South Currigee and north Currigee as 40 knots all vessels .The Chanel is to close to the beach. Please listen to the local residents and make it a 6 knot zone before someone is killed from the wash on the beach from those who don't care how much wash their Riv puts out .
- With some final tweaking this may provide a workable, simpler solution to the many threats and frustrations associated with moving about Gold Coast waters.
- Yes ... If no increased funding for police / fisheries patrol = a waste of time for this plan. I attended the gcwa meeting at currumbin rsl monday 25 july 2016 .. Well attended .... Several people raised the issue of speeding boats / wash in the 6 knot canals ...Locals cop it all the time ... But it appears to fall on deaf ears. I live on a canal ... … The qld govt impose the land owner is responsible for retaining wall damage repair ... But they do not sufficiently fund law enforcers so a zero tolerance can be achieved from law breakers etc on the canal water ..If this can be put on top of list then great for policeing, great for locals and great for waterways authority.
- You wont be able to please everybody, but thanks for trying.

Appendix E – Additional comments (email, post)

Note: The comments that follow have been edited to remove personal information such as email or street addresses, names and phone numbers.

Correspondence #1

Sent: Saturday, 22 October 2016

To: GCWAMail

Subject: SBMS interactive map - Problem or praise

Hi all concerned,,

hope you like the reading

this is a an on going acceptance of the waterskiing area that has been operating since the last adjustments, years back,

there is at this time no changes required , much more than the control of the boats that continue to upset every body with their massive washes, which started with riveria boats and ended up with the board riding boats, wake riding and surf board riding boats with 15 people in the boat and 500kg of water on board as well,

one of these boats operating in the santa barbara ski area completely wipes out the ski area for every body and they should have been stopped when they started years ago, now that you are opening up other areas that have the width to reduce bank wash ,,all wake board boat owners should be advised that if they want to carry on this sought of sking , they should use the new areas only, and that is where they should operate for the safety of all skiers,,

and also for the santa barbara waterskiers and the thousands of other skiers who use the area, don't need a water sking area with a wash height from other boats that are so ridiculiously high, that their boat can't even get thru the wash, let alone a skier, who can't ski over that wash, a sign should be put in place north of the marina and at the start of the waterskiing area that you are entering a 200mill wash height area and while water sking is taking place , that a low maximum wash height of 200mill, which is 4 inches ,,is all that is permitted, and is all they are aloud to produce from the stern of their boat,and , is their maximum speed limit and or iin dollars the fine applicable $$$$$$$$$,,

my 5 mtre ski boat at planning speed with driver and observer produces a 2 to 3 inch wash at 28 mph and doesnt carry any more people than that at any time who don't cause a viewing problem for the observer or driver , the ideal number of people in a boat while towing a skier probably should only be 3 people maximum in a boat towing a water skier at any one time at santa barbara ,for safety purposes ,as was 25 years ago, was the answer,

the 8 mtre mustang boats with 4 owners and no experience have always been a problem due to their ownership situation and experience, doing 8/10 /15/20 knots thru the sking area, have been an ongoing pain and these boats seem to turn up during the week , as our group ski during the week we only encounter high wash problems from big boats ,but not that many , and this is due to the time we are sking,

the river is much quieter at this time of the week and,,we have been going 20 years plus and have more experience with what goes on with the river at santa barbara than any body on the coast , that of course is at santa barbara only, i am also involved with the park ,,boat ramp,, at santa barbara and its problems, and that has been daily, for the last 20 years,

this icon area is one of a kind as to who it caters for, and where they come from, and needs policing at 11 am to 1pm every now and then on the week end just to keep up a show of control,, which hasn't happened for 15 years, if this is possible and that includes catching the jet skiers who seem to think santa barbara is to far away for police to turn up to , the police only need to come by car they don't even need a boat, sounds to easy ,, but that is the only way you can catch these jet skiers, and a lot don't have a license as well,, i hope these few words i have put together help, because the public require some back up, as i don't get involved with the people who create problems down at the river, because i live a 100 yards away ,,which is to close,,

we do need those last 2 moorings to disapear if possible,, the top one the guy lives on board most nights, and the boat is an old/new one , which replaced an old catermarang which was sinking, and the boat and had gone know where in 18 years that i know of, the house boat next to it is owned by randorf who also owned the house boat that sunk further up river down from the boat ramp and you are fighting with, please let me know what might be transpiring if anything as their are a lot of people i talk to down here who are also involved with santa barbara and its operations,

regards,

======

Sent: Monday, 24 October 2016

Hi,

Thanks for your input. Will take your comments on board, but suggest you consider taking the survey and/or providing comments on the interactive map.

Cheers,

Brian McRae

Manager (Strategy), GCWA

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Sent: Friday, 28 October 2016

To: GCWAMail

Subject: SBMS interactive map - Problem or praise

hi,,,all,,,,,,,,,

this is from ""the group"" previously named,,,the santa barbara water ski club, and as a water sking group we are still the same people operating at santa barbara water ski area ,for sport exercise and relaxation, for the last 20 years,,

my 2 emails i have sent to you over the last week with this above email address have important information to out line a safe continued direction that the ski area must have to stop the continued interruption and damaging wash situations that need not to have happened,

even yesterday,, a nsw 40ft yatch moored opposite the ski area and blocking off the total ski area, read the sign opposite the boat ramp, which really couldn't be read easily, from the boat ramp side , the yachtie could only recognize the area as a 6 knot area, along with a lot of other people in the past , who can't read the sign either ,that turn up to the boat ramp , they can't read the sign from that distance,, as anything but a 6 knot area and even cruisers under 8 mtre with a stern drive doing 12 knots ,, drive past and total the river on the way past,, can't under stand or don't understand the sign,,

i used to go to your meetings a long time back, but due to the co-operation i got ,no body wanted to help , so how about soughting this out and understand whats going on at santa barbara,

i don't get and haven't got a penny from all of this work i put into the area,,but it seems that santa barbara is out of site and out of mind , and that includes the police when they are really wanted, they never turn up unless some body is dead,,

i was down the river at another time seeing a jet ski operator totalling the river and neally every one else, and saying to another person ear shot away ,,what sign,,, (so what) what does that sign mean !!!!!!! This is on going every time we are sking which is every week,,the poor under standing of the signage is hopeless,, and has to be read as easily as a stop sign is read ,,,,saying,,, (stop),,,,

with the right signage and changes which brisbane haven't got either which i have suggested to you before and haven't been implicated, and as as a result nothing has changed very much to help rectify the simple changes required,,,so now we still have the same problems from year to year,

as what i am talking to you about is from a 20 year operator of the santa barbara area,,and 30 years else where and also keeping the santa barbara park running ,, which has been problem free for many years, with my imput and direction

to do this i negotiate with the council who are always most co-operative including,, if i need sand for the ski area i get it,,,, my decisions are based on experience of 50 years of professional, commercial and social water sking ,,

how would you like to play golf every week and there was something or some body blocking off the golf course or somebody with a radio blasting out noise abuse, you would do something about it,, wouldn't you,,santa barbara is on the map as a water ski area and always has been a great area for a bit of everything which is catered for now , ,,,,,,, except idiots,,,,,,,,,,,,,,,,,,,we need the correct signage to work,,,,,,,,,,,,,,,,,,,,,,,,to control the idiots

(but what has happened is),,,,,, somebody let jetties be installed in a to narrower thru area on the river which has created an on going problem for the dept of waterways who had legislation for that place in place for jet skiers for that area as a start , to not to exceed certain moves, or speed limits ,,but thenwaterways allowed jetties ,,,to be extended out into that all ready narrow area,,and not only stuff it up for waterways,who cop all the complaints but for every body else,, this river at this point is gradually getting wider at this narrow point every year, but we are not needing any jetties or pontoons to block the river off any further, boats cannot be moored on any ofthe jetties and this should have been advised before the jetties were allowed to be put in,,heads should have rolled or legislation should have been put in place for this problem not to happen,,

this river belongs to everybody and always has, who ever allowed this idiotic move has nearly ruined it for thousands of people not only up stream but who ever drives past this point,from both directions,,

this afternoon a 25 foot aluminium fishing boat went past at above planning speed and the legal speed for the length,, with 2 big outboards pushing it ,, their wash was not a problem or their speed,, their wash height was 200 mm and there was no rolling back wash ,which for that size boat wash usually takes 5/8 minutes to flatten out if they were passing at 6 knots which normally destroys the water for all that time, and for every body using it,,

this as you no comes down to boat design and weight, i build boats ski boats,, not board riding boats ,, house boats ect , i have hundreds of thousands of hours on the water especially at santa barbara,,, not the the ocean so much, i have skied on all size rivers narrow wide lakes ect,,all thru australia in my life time ,,,and santa barbara was runniing beautifully 10 years ago, till somebody decided to 6 knot santuary cove, backed up by a politician who had her photo taken on a buoy at the the top of the ski area, by d.O.T..So she could get an $80,000 retirement package after serving 3 years as a poly, from that day on every body wanted a piece of who ever let this happen and she wasn't the only person with something to gain by the changes , but every body north and south of there has suffered ever since,,when a 200mm stern wash on the plane was all any boat needed not to do 6 knots to solve the wash problem,,

this is the rules for water front properties ,,,if you buy a water front house and that is what you have for good or for bad,, thats the way it has allways been , but then it turns to who knows who does'nt i t ,,,, !!!!!!!!!!,,,,,,,

,take a stand and change things for the good, of not only the gold coast people ,,but everybody else who visits here from where ever,

note to river changes,,,,,,!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

good luck

======

Sent: Monday, 7 November 2016

To: GCWAMail

Subject: SBMS interactive map - Problem or praise

hi,,,,,,all ,,,,,,,,,,,,,,,,,,,,,,,,please read this with an answer,,,,,,,
,monday 6th nov 2016

,,as i am ,,

,and have been ,,,only interested in maintaining the watersking and park/ area for every body for the coomera river at santa barbara, i also have tried to cater for the board riding boats ,who have been the main on going pain since theiy came on track,, years back, with their weight and wash height and also loaded with up to 15 people on board, who authorized that many people to be in a boat while operating as a ,,,,ski boat,,,!!!!!I idiots !!!!!

there are a lot of other type boats along with them,,, who are just as bad ,,, trying to push their boats to a speed they think they arn't doing any damage, to anybody, but have no idea their back wash totally buggers the river from one end to the other for 5 plus minutes after they have past,,,

the mechanics and logistics of a board riding boat and other similar boats that transit thru santa barbara are loaded ,, to a 2 / 3 ton boat plus,,,, this weight plus,,, can't been catered for on the narrow er parts of coomera river or any area of water less than 200mtres wide at any more than 6 knots no wash,,,and definitely ,,,not,,, at santa barbara,,, their speed thru santa barbara cannot at a speed be anything more than 6 knots unless they have been water tested to exceed a speed limit that suits the conditions of the area or the river but a wash height,, like a motorized yatch,, houseboat ect there wash height is not a problem ,,,,

unless the width of the river is at least 200mtres wide.,, which it is not at santa barbara ,at anything less than that width , won't cater for any heavy rear stern wash , which is due to their boat design and weight,,, there isn't a simple fix answer because rear stern wash comes into it as well from a heavy boat non planning,,

,, all board riding boats ,,at their board riding speeds,, don't give other boaties time or a chance to get over their wash or out of their way, a normal single or double skier has had it ,, hitting a wall of water like that can only end up in the water,,, no boat can get thru a wash height that big without doing some damage to the boat, people in the boat or the skier,

"" hey """" don't believe me have a go, i have nearly been sunk many times with 30 gallons of water over the deck its not a joke,,

,,,, note:;; ,most signage is not explaining the problem easily enough ,, main problem needs a photo of a boat and a boat wash height,, ""maximine boat wash height"", 200ml,,,, ,,along with the $$$$ sign,, that every body under stands,,,not every body went to school,, but they under stand the $$$$$,,dollar sign,, which hits them in the pocket,,,,,, no money sign you may as well whistle dixy,,,,,

there are board riding boats with 3 or 4 people on board travelling at 30mph, which this is to fast for a good board rider,, at that speed , but the boat can get away with a reasonable wash height on the ,,,,""full plain"""",,,,and at that speed,,producing a slighly lower stern wash height may be able to transit a slower area with out creating a wash problem,, and going to another area further on,, but still a wash height that is in most cases to much for the majority of boat users, as like tourists and the locals alike who use the river, this type of boat may still be a problem,

i also keep an eye on,, and supply my free services for the santa barbara boat ramp/ barbque/social area/ swimming area / and after 20 years, and using and seeing the river and what happens on it every day, i have managed to keep the whole show on the road,

,i can offer my time to finalize the sking area at santa barbara if you like, who i do need there ,, is the final yes / no people,,,what i don't need is the people who haven't got the expertise and/or don't use the santa barbara area, / my expertise is 10,000 sking hours in narrower rivers than the coomera, and 59 years of boating/ and many other commercial operation and building of boats plus other directions that help put a plan to-gether,, i am not particually interested in the other areas as what i handle is enough, even though i am familuar with the total coomera river i don't use the other areas enough,, but i do know what is going on,,

with many thousands of people still enjoying the santa barbara area and putting up with the on going problems, it has been a pretty poor show ,over the last 20 years, and all these problems has to come to an end,

hal has been helping the situation a bit along with 1 or 2 others over the years ,,but seems to be limited to how far anybody is prepaired to go or can go ,,

santa barbara area combines to many simple problems that requires the water police to turn up ,, who don't want to show what the laws are all about,,and they hate santa barbara,, and won't turn up for anything less than a death, which we haven't had ,, to date yet,,

i will say this again this area is here to stay ,, and who knows who seems to be a problem/ sometimes as to what should be done and what can be done, it appears santa barbara is a to hard file, but it need not be ,, it is about balls and who wants to loose them,, keeping in mind you can't satisfy all the people all the time but some sports are here to stay, if you don't use the area, and know what goes on , come down and have a look,, it is not a to hard file, just the right co-operation from the right people is all that is needed,,

the speed limits are all up to the boats ,, their wash , weight , planning capacity, design unknown !!!!!!!!

"""" make it simple""" for the sking areas"""",,,,,,,,

this area

maximum stern wash height 200ml on the plane ,,,,,,,or,,,,,,,, maximum wash all other boats 200ml,,,"" no wash""

sign needed ,

,,,, while watersking is in progress no boat parkink area,,,,,,,,,,

regards

======

Sent: Friday, 18 November 2016

To: GCWAMail

Hi,,,

,i have answered before, i think but keep reading again,,,,,,,,,,,,,

,rear stern wash from any boat must not exceed 200 ml,=4 inches on the plane,,,,,,as boat mass and weight of a boat is the problem and the minimal speed to attain this 200ml stern wash is ,,,,,,25 to 40 knots and 200ml from the stern of all boats on the plane for what ever speed the boat has to go ,,to get this minimum wash height, to slower boats thru the ski area are a pain,,

ps, i believe the tweed are out to ban board riding boats

regards

Correspondence #2

Sent: Monday, 24 October 2016

To: GCWAMail

Subject: SBMS interactive map - Problem or praise

FYI - Please note the error in the speed limits at Tallebudgera Creek estuary.

The little creek going north is NOT a 40 zone - it is always has been 6 and is signed to this effect.

In anycase, GCWA should review this area's speed limit.

The number of people who now use this area increases every weekend - people take their kids here but are restricted to east of the bridge (very dangerous on the out-going tide - I personally have dragged back 3 Russian tourists who were headed for NZ) The whole estuary should be a passive area for literally the hundreds who go here every weekend and not be limited to 4 speed boats and their crews with the obvious danger to little kids and others learning to use SUP's / kayaks. This area is totally unsafe for towing anything around at 40 knots and it is only a matter of time before some little kid gets in the way or is not seen by a speeding boat and/or skier/wakeboarder. I was a water skier for many years and love the sport, but this is not the place for it.

Talle Estuary should be a passive area the same as Currumbin Creek estuary.

I strongly recommend GCWA survey this area over a few weekends just to see what is happening and properly assess the situation.

Yours

======

Sent: Monday, 24 October 2016

Hi,

Thanks for your input. Will take your comments on board, but suggest you consider taking the survey and/or providing comments on the interactive map. (I can see a comment on the map for this area – assume that was from you.)

Re that creek, I think the map is technically correct. There is a statewide Gazette notice for all smooth waters that is the source of the 40-knot speed limit. For the Gold Coast waterways, this is the 'default', with other Gazette notices, if present, lying over the top and modifying the effect of the smooth waters gazette. There is also a statewide gazette for the waters of all canals (6-knots). This creek is not a canal (canals have a legal definition under the Canals Act). In the case of Tallebudgera Creek, there is a specific gazette declaring a 6-knot speed, with the following definition:

Tallebudgera Creek

(a) The waters seaward of an imaginary line drawn across the creek in an easterly direction from the boat ramp at Awonga Avenue, Burleigh Waters

(b) Upstream of an imaginary line drawn in a northerly direction across the creek from the extension of the western side of Mallawa Drive, Palm Beach

All of this information is available here:

http://www.msq.qld.gov.au/~/media/msqinternet/msqfiles/home/waterways/speed%20limits/speedlimitsqldwaterways.pdf

That little creek falls outside the boundaries of the definition above and it is not a creek, therefore, the speed is as per the smooth waters gazette (40-knots). My records do show a sign there, so I take you word for the fact that it is a 6-knot sign. However, I'm pretty certain it is wrong and would, therefore, be unenforceable.

I'm not suggesting that the area is suitable for a 40-knot speed. If you look down the coast there is a small creek, Flat Rock, south of Currumbin Creek, that is also subject to only the smooth waters gazette. We probably don't have very many examples like this – where the speed is obviously not reflective of the practical realities of operating a vessel in that area – on the Gold Coast, but I am told there would be similar situations throughout the State.

We will, as you suggest, consider this area, along with all other areas with comments. While we do get occasional concerns such as yours about this area, there was not a significant response during the 2014 review. If you are aware of others that share your concerns, encourage them to get on the interactive map and add their comments.

Cheers, Brian

======

Sent: Monday, 24 October 2016

Thanks for your response - appreciated.

The 6 knot sign is certainly on the creek as discussed - having it gazetted as 40 tends to defy common sense as I would not even consider paddling my surf ski up this creek.

Awonga is incorrect - spelling is AWOONGA AVENUE and suburb is KOALA PARK NOT Burleigh Waters which is west

of West Burleigh Road some one km. away. Defined speed limits should be from boat ramp at Awoonga to boat ramp at Murlong Crescent - start point for limits are given but not the end point.

Equally, the western end should be the overhead HT lines which clearly define this limit - pass the power lines and you are breaking the law.

I am disappointed with GCWA response to lowering the speed limit from 40 to 6 in Talle Estuary. Again, common sense is screaming that this is totally UNSAFE in such a restricted space and adjacent to beaches and a caravan park used by kids and others in more passive sports. It is entirely selfish for just 4 boats to hold this area hostage and force many east of the bridge to areas subject to strong tidal flows. It should not be up to me to go around beating up a petition to make GCWA change it's mind. I consider it GCWA's responsibility to undertake a proper risk assessment and act accordingly, not claim "lack of public response" as justification for leaving the speed limit at 40knots. I hope you have your response ready for when the first child gets run over by a speedboat and/or wakeboarder. I don't ever want to see that news and GCWA should not either.

Sorry for being so hard but I feel very strongly about this situation.

Yours,

======

Sent: Tuseday, 25 November 2016

Thanks for the corrections re the names, although I have of course simply quoted from the 2004 Gazette. Interestingly, while the street is Awoonga Avenue, the canal on the southern side of the estuary is named Awonga Lake (with one “o”). As for the suburb, the Queensland Globe indicates you are correct about it not being Burleigh Waters, which is to the NW, but the correct suburb is Burleigh Heads. Koala Park is a locality, within that suburb. Regardless, you are correct about both errors in the gazette.

Re the definition, it is typical for them to give a start point and a bearing, where the end point is based on where the line based on the bearing will intersect the shoreline, such as when the boundary crosses a creek. I think I correctly understand your suggestion that the line/bearing should connect the two boat ramps, which is a different boundary than the current boundary. The upstream boundary is basically as you suggest, the power lines, although slightly different as Mallawa Dr is aligned on a slightly different vector. There are rules/conventions about how they write gazette notices, based on legal precedent, etc. I agree with you that the large high tension lines are prominent and would seem to be a good reference point, but I can imagine that may or may not get through the system.

Re your ‘disappointment’, I can offer some insight into the parameters within which GCWA is required to operate. This may or may not ameliorate your sentiment – just intending to explain, not convince.

The power we have been given to set speed limits comes from “TOMSA” (Transport Operations (Marine Safety) Act 1994). That Act includes the following passage:

29 Achieving an appropriate balance between safety and cost

(1) This Act is primarily about marine safety.

(2) Even though it is possible to regulate to achieve the highest level of safety, this would ignore the impact of the regulation on the effectiveness and efficiency on the Queensland maritime industry.

(3) Therefore, this Act establishes a system to achieve an appropriate balance between safety and cost.

This passage illustrates the fundamental context required for decision making. The Act goes on to discuss the “general safety obligation”, providing a performance-based, rather than prescriptive regime. A common phrase to express this would be “drive to the conditions”. This is not disimilar to the obligation on the roads to operate a vehicle safely, which means that it can at times be unsafe to operate at the posted speed limit and you can get an infringement notice. With respect to speed, there are more specific obligations related “distance off”, that prescribe a 6-knot speed when a vessel is within 30m of certain things, such as swimmer in the water.

So, the context for a regulation is not whether there are hazards in an area at times due to variable factors such as congestion or other waterways users in general. Rather, the justification should be something more permanent, such as restricted visibility due to natural landforms (such as a river bend), typically combined with a narrow waterway and/or shallow depths, such that it is pretty much unsafe at any time to operate at speed. Arguably, that area of Tallebudgera has a higher speed than the rest of Tallebudgera because it is wide open, promoting good visibility in general and relatively deep/free of shoals, as illustrated in this aerial photo, where there are clearly shoals upsteream and downstream:

As I said, not intending or expecting to convince you, just looking to shed light on the legislative context for decision making. The GCWA Act as well speciifies in the main purpose "…while keeping government regulation to a minimum." So, community response via something such as this review is quite important.

Cheers, Brian

Correspondence #3

Sent: Wednesday, 26 October 2016

To: GCWAMail

Subject: Interactive map question

Hi,

On the interactive map there are red/green circles with 1 and 0 marked in them but I cannot find what they mean, as per the circle in the Tallebudgera creek green 40 knot zone ?

Also where is the “next menu item” tab that explains more about the map? as per "About" on the last line and I dont think it meas the tabs on the top right corner.

Your email address in the "About" has a dot after au so pasting address needs to remove the dot before sending

Kind regards,

======

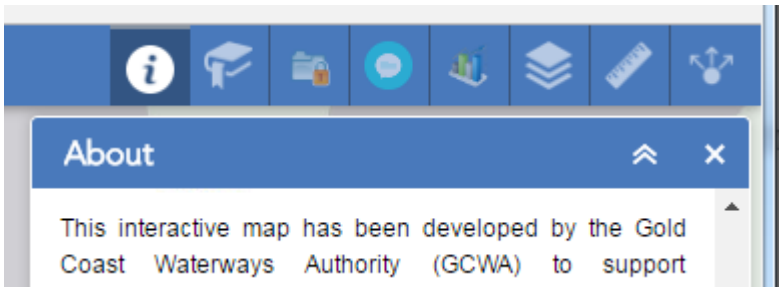
Sent: Wednesday, 28 October 2016

Hi ,

Thanks for the feedback. It’s always interesting to find out what you might have forgotten or otherwise missed in your planning.

The red/green circles indicated “thumbs down” / “thumbs up” votes that have been provided by stakeholders. So, if you log in, turn on comments, select a polygon on the map and vote, the map should change to show your vote (either creating a circle where there wasn’t one, or changing the count if others had already voted on that polygon). To see this, you’ll have to click on another area of the map, so that you ‘de-select’ the polygon. So, the circles are meant to give you an idea, at a glance, of where others have expressed an opinion and the general thrust of their vote(s). If you select a polygon with votes, you can also read any narrative comments they might have provided. Hopefully that makes sense and isn’t too full of technical jargon, but if you still have questions, let me know.

Regarding the “next menu item” tab and tabs on the top right, the text is referring to the area shown in the screen shot below:



The “About” tab (white circle with a blue “I”) is the first tab in the menu. The next tab is the bookmarks and if you select that and then select the “All GCWA waters” bookmark, you’ll get more information about the map. Each of the other bookmarks also have information about that area, based on the information provided in the Strategy on the various maps. The other menu item tabs also provide information relevant to that tab.

Sorry you had issues with the email link. You should actually be able to just click on it and it should open a new email, to that address. This does depend on how your particular computer/device/browser is set up.

Don’t hesitate to reply or phone if you have additional questions.

Cheers, Brian

======

Sent: Thursday, 27 October 2016

To: Brian McRae

Subject: Re: Interactive map question

Hi Brian,

Thank you for the info.

Re Tallebudgera creek I did a thumbs down for the 40 knot zone and put in a comment to have it changed to 6 knots.

I see the circle has changed from 0-1 to 0-2 so I must have done it right.

In my comment I mentioned I made a video (a couple of years ago) of the speeding boats. I think I sent to State MP Michael Hart and in turn he sent it to the police who in turn did a patrol and that was it. There has been no change in the attitude of speeding boats and hooning boaties. Changing the 40 knot zone to 6 knots would fix all the problems and make the creek much safer and more popular.

Kind regards,

======

Sent: Thursday, 27 October 2016

Hi,

Glad my advice helped.

I understand your sentiment, but I'd argue that changing it to 6-knots won't "fix all the problems". We do get complaints all time about boats speeding in 6-knot areas and also concerns similar to yours about enforcement. The water police do a good job – the discussion paper I wrote in 2014 provided some figures that showed they do as good or better here on the Gold Coast than elsewhere in the State – but they can't be everywhere and speed on the water is more challenging than on the roads in a number of respects. I'll accept that it would make a difference, but at a cost as well – winners and losers. We're obligated to consider both sides. Indeed, our legislation emphasises a "light-handed" approach. If we simply banned all boats or all motorised craft that would also have benefits. It's always a matter of deciding when and where lines get drawn. If we get lots of 'votes' similar to yours and the other stakeholder that has already voted, and few or none opposing, that will make it easier to justify a 'heavy-handed' approach in that location.

Cheers, Brian

Correspondence #4

Sent: Monday, 31 October 2016

To: Hal Morris

Subject: Re: As was promised an update from Biggera Waters

Dear Hal,

As i promised you before to keep you updated on the feelings of the area and also provide you feed back, so here goes.

[Email content unrelated to Speed and Behaviour has been edited out]

…However they are not happy at the overlooking of the reduction of speed limits to 6 knots starting at the mouth of Biggera Creek, they feel that that 500m could make the difference in safety and their personal comforts by reducing noise pollution caused by the reflective properties of the buildings on both sides.

They have made this known through me in the survey.

They are divided as to the reduction of speed limit in the western channel, not over the reduction and most believe it does not go far enough but by only targeting the larger boats and forgetting it is the jet skis and commercial operators from sea world who create the most havoc and the greatest risk to safety.

Thanks,

======

Sent: Wednesday, 21 October 2016

Hi,

Just wanted to acknowledge that I'd received a copy of your email.

Glad to hear 'the community' is responding through the survey.

I would encourage you to advise people of the opportunity to contribute through the interactive map as well. That's designed to promote a dialogue about specific areas, such as the mouth of Biggera Creek, which you mention below.

There's a link to the map on the GCWA web page for the Speed and Behaviour Management Strategy:

http://www.gcwa.qld.gov.au/blog/read/?i=24

Cheers, Brian

Correspondence #5

Sent: Tuesday, 1 November 2016

To: GCWAMail

Subject: SBMS interactive map - Problem or praise

Thank you for the detail included in the interactive map, it is of great value.

But, I do have a significant problem.

The Proposed speed limit changes to much of the Coomera River are to be congratulated. However, the glaring omission is Sea Eagle Lagoon.

The lagoon has a densely populated shoreline. It is a significant fish breeding area, where unfortunately a small minority of land owners have managed to cut out some stands of mangroves.

High speed racing jet skis cause continual erosion and mooring damage as well as creating dangerous conditions and noise nuisance to both residents and responsible recreational users of the lagoon.

Drunken and/or underage, (clearly unlicensed) jet ski users abuse this water way on a continual basis. It is only a matter of time before there is a catastrophe, most likely involving children on inflatables, by these irresponsible. speeding idiots.

The Authority is to be congratulated for the placement of speed restricting bouys which have had limited success.

However, please consider reducing the speed limit on this special lagoon, for the sake of safety, the environment and the amenity of the residents and responsible users. This is not an open waterway, but a crater-like micro waterway in which noise bounces across the water like an amplifier.

I would be pleased to discuss this issue with Waterways Management at any time.

Regards,

======

Sent: Wednesday, 02 November 2016

Hi,

Happy to hear you appreciate the detail available through the interactive map. However, I notice that there have not been any votes/comments on the map regarding Sea Eagle Lagoon. Given the clear convictions you express below, I wonder if you are aware that you can sign-in and add your views to the map?

If you need any further advice, let me know. I would like to promote the map, along with the survey, and would be interested in any information on how I might be able to improve communications about the consultation in general and the map in particular.

Regarding your comments, I do think I understand your views, but to play devil's advocate (because I do hear from 'both' sides):

- Wash is a significant issue and 6-knots is not necessarily the best management tool
- Fetch diminishes wash effects and Sea Eagle Lagoon is atypically wide, providing physical characterisitcs that support recreational activities in way that many other areas of the GC waterways do not (not to dismiss the environmental values you ascribe to this area)
- Behaviour, notably things such as 'freestyling', is governed by regulations, but enforcement is an issues. While 6-knots is in some ways easier to enforce than freestyling, if enforcement resources are limited, which they are, then any regulatory solution is of limited effect (noting that you cite a number of other potential regulatory offences, such as drunkeness and underage).

As you would have seen from the survey and/or strategy, a significant issue we have invited feedback on is activities that enhance or promote wash, such as wakeboats, but the same could apply to freestying, etc.

We also need to be mindful of the not insignificant community that likes to participate in recreational activiites, many of whom (they've talked to me) bought in the area (many areas, have spoken with similar residents on both Nerang and Coomera) so they could enjoy their sport in their favourte area. Arguably, at least some of thiese people, if not most, do so responsibly and they shouldn't be punished for the behaviour of a few…

As I said, just sharing the other/contrasting perspectives put forward to us.

Cheers, Brian

======

Sent: Wednesday, 02 November 2016

Hi Brian,

Many thanks for your prompt and considered response. I will certainly look to add some comments to the map.

Please don't think that I am a grumpy old man. I love water sports which is why I bought here, and I agree that the many responsible users should not be punished for the few. There are many kayakers and canoeists who use the lagoon, but once the "few" take over the waterway, they are forced out of the water.

It is a pleasure to see young families being towed responsibly behind boats or jet skis with watchers aboard for safety. However they also don't need to be towed at 40 knots to enjoy the experience.

I agree that the wake boarders can do lots of damage at slow speeds, and they have been discouraged by the recent upgraded signage, but jet ski free styling is a daily occurrence, as is after dark use of jet skis with no nav lights.

I am also well aware of the difficulty of, enforcement, however it should be possible to do a bit of outside the square thinking to address these issues by adopting some alternative and innovative strategies. After the event, knee jerk reactions to a serious injury or death, are the norm in these situations … eg Dreamworld. I would be happy to contribute to a bit of creative thinking such as a 6 knot limit being applied to non-towing craft, but a higher limit being applied to skiers and inflatables.

It is a sheer delight to see the owner of the ski school training his proteges or doing his own high speed runs. Poetry in motion! Clearly, responsible, safety conscious users should not be made to pay for the "few". But, the "few" need to be eradicated before they spoil it for all.

Brian, I have a wealth of community participation and am far from a professional winger.

Again, my thanks for your response.

Regards,

Correspondence #6

Sent: Saturday, 29 October 2016

To: GCWAMail

Subject: SMBS - Inquiry from Strategy

In regard to Illegal activities on the waterways – Tinnie Rats and speeding Jet Skiers.

Not sure if we can comment later in this survey but, homeowners with CCTV cameras focused on the canals or other waterways should be able to upload the info to the authorities to correlate areas (and persons) of concern.

Some form of confidentiality would be required to "protect" the homeowners from retribution by these persons.

I cannot find anywhere we can do this……please advise if this is possible.

Thank you,

======

Sent: Wednesday, 02 November 2016

Hi,

There isn't a question per se on the survey related to camera evidence, etc. The 2014 review did have at least one question in that vein, with a mixed response (some support for cameras, but very dependent on circumstances, how they are used). As you may appreciate, GCWA is not responsible for enforcement. Our partner agencies, QPS and QBFP mainly, look after that. As I understand it, you can currently submit such evidence to them. Whether they act on it and how they do so is, from my various conversations, a topic of discussion and differing opinions. The matter is relevant broadly in the context of the Strategy, but for us the willingness, or otherwise, of those agencies is the most poignant, pragmatic, reality. So, while the Strategy does have a brief paragraph regarding cameras, no questions on the survey and no substantive proposals.

I will take your feedback on board. There are of course a few areas on the survey where you can type in comments, and you can write whatever you want there, but I'll admit that none of them are particularly suited to the issue you raise below.

I hope that responds to your query, but please let me know if you have additional questions.

Cheers, Brian

======

Sent: Wednesday, 2 November 2016

To: Brian McRae

Subject: RE: SMBS - Inquiry from Strategy

Thank you, Brian,

I appreciate your response and comments.

So, a human does actually read the responses……

Can you please find out from the appropriate people where we can send video evidence….what they do with it then is up to them.

I don't seem to be able to locate an email address and can't be bother waiting on a telephone to simply get the run around.

Thanks anyway,

======

Sent: Wednesday, 02 November 2016

Glad you appreciated the response.

Yes, the same human that prepared the Strategy and survey, so that may or may not be a good thing

Good question re 'where' to send evidence. The QPS doesn't make it easy to get email addresses – after 12-years here I only have a handful. They are not available on the whole of government directory.

I did have someone tell me they had provided photos through a general QPS web link (like Crime Stoppers, I assume).

I did a quick Google and came up with this:

https://www.police.qld.gov.au/online/On-Line-Reporting-and-Updates.htm

Maybe the “Hoon Online Form”? I haven’t used any of these, but you would think that one or more would let you provide evidence such as photos or videos…

Let me know if you have any luck, or otherwise.

Cheers, Brian

Correspondence #7

Sent: Wednesday, 2 November 2016

To: GCWAMail

Subject: Re Speed and Behaviour on our waterways

We live *[address edited out]* on Dunlop Canal (Hooker Blvd.)

Firstly let me say I have put many complaints about this particular stretch of water to both the water police and our council, hoping something will be done before a tragedy occurs, and as I am composing this a ski boat has just gone by our property at around 100km per hour – totally outrageous. This has gone far enough, not to mention the high speed jet ski's that speed up and down this waterway.

The police say to film them and send them the pictures – it is impossible they are just going too fast – they are a blur.

This canal is the main canal for a huge area of Mermaid Waters and has seen a large increase in boat use in the past 6 - 12 months particularly. This canal is also used by the Institute of Sport for training Olympic rowers, it is used by our surf clubs for training and by many private kayak users, kids on paddle boards etc. The number of high speed 'hoons' is growing out of control – this includes all boat sizes from tinnies to 40 footers – there is also risk to people as they go flat out into/under the Hooker Blvd bridge which is a blind corner and is an accident waiting to happen and which could kill anyone who happens to be in the wrong place at the wrong time. I certainly hope that nobody ever gets hurt, however rest assured that with all the complaints I have made regarding how dangerous the Hooker Blvd bridge section is, if somebody should be hurt or killed at that area I will pursue through the media that this could have been prevented if only action had been taken.

All of our 6 Knot signs in this area have gone missing and have not been replaced – they should be prominently displayed on all bridges with a warning that the speed limit will be enforced.

However from experience they will not take any notice of signs – we need Police to actually issue warnings and then book repeat offenders and have demerit points applied to their licence – this is what hurts these people the most and may be the only way to get them to understand that it does matter what they do. They do not have respect for other people or for where we live and they can be young or old - age doesn't seem to matter. I know the police have very limited resources but even to have one sit with a speed camera by the side of the canal for a few hours on a Saturday or Sunday would be very revealing! I also believe that one of the main reasons for this happening is that most of these people do not have a boat licence. Anyone can go and buy from a tinnie through to a huge cruiser and go straight on the water without any licence check. We cannot drive on the roads without a licence so why is it OK on the water?

Another major concern is also the damage that is done to the water frontages - council spends millions of dollars on retaining walls and sand replacement each year only for the boats to wash out the sand and destroy the work very quickly. Then there is the damage done to people's pontoons and boats with the wake they set up with their speed.

Regarding speed limits one area which is very bad and dangerous for smaller craft is between Marina Mirage to the seaway – it should be 6 knots the whole way. Many large vessels power through there and have no regard for the huge wash and holes in the water they leave behind which smash smaller craft around dangerously. Some of them actually think it is funny to power past a small boat, and seem them nearly get swamped (happened to us many times) and if you yell at them they just give you the finger and go faster. Not funny, not smart and highly dangerous.

I wish you good luck with trying to do something positive to stop the hoons and make boating a safe environment for all to enjoy.

======

Sent: Wednesday, 02 November 2016

Hi,

Thanks for your input. I will integrate it into the response, but I would also encourage you and anyone else you think would be interested to complete the survey and possibly leave comments on the interactive map (all accessible at: http://www.gcwa.qld.gov.au/blog/read/?i=24).

Regarding the main issue in your email below – speeding vessels on Dunlops Canal – as you are no doubt well aware, it is a 6-knot area and there is no intent under the proposed changes to alter this. So, your concerns support the observation that creating 6-knot areas is not a panacea and behaviour and enforcement are essential management considerations.

I am also sure from your email below that you are aware that the police are the best people to contact. When we get complaints of this sort, we do forward them as appropriate, but I think it is as, if not more, effective if they come direct. As we are running a consultation process, great to have your feedback on this now, but at the risk of stating the obvious I wanted to make sure I'd responded with complete/accurate advice.

Re the signs, GCWA does look after those and I will advise the appropriate officers. However, I'm sure you'd agree that neither ignorance nor lack of signage is likely to the issue when it comes to 'hooning'. I suspect that most if not all of the repeat offenders know it is a 6-knot area. I'd also be willing to bet that the lack of signs isn't an impediment to the police issuing infringement notices.

Regarding damaging wash effects, the Strategy does propose some changes intended to 'improve the system'. Many vessels, particularly smaller vessels, create the most damaging wash at speeds between ~6-knots and ~15-knots. The wash at 6-knots might be better than the wash at planning speeds (typically >15-knots). But, for a range of reasons most people probably go 8-knots rather than 6-knots, in which case it is far more likely that it would be better, in terms of wash, to let them go faster so they can trim their hull. Needless to say, this also improves travel times. For larger boats, while this would apply to some of them, proportionately more of them just make worse and worse wash as they go faster (they bog-plane). So, the proposal is to reduce the length and, where appropriate, change some red areas to the variable speed.

From a behaviour standpoint, the idea is to improve opportunities for reasonable people to behave reasonably. Some of the 6-knot areas have potentially been driven by the behaviour of a few hoons, as opposed to environmental characteristics. When I was running workshops with the police and our other government partners after the 2014 review, I did ask about Dunlops and Little Tallebudgera, as they stand out on the map as transportation 'arterials' – relatively long stretches that provide the only access to the Nerang River for a large number of canal allotments. On that basis, they are a potential candidate for a change from red to yellow. The 'wisdom in the room' was to leave them alone. This was in part due to the rowing and other passive craft use that you mention I thought I'd share all of this, just so you know that they are aware of this area and the issues, as well as being interested in its management.

Re the Broadwater, there are proposals to make parts of the Broadwater "Yellow" (the variable speed area, with a reduced length and speed), mostly on the western side, but also on the east adjacent to the Spit beach near the Seaway (one of two options). This is mapped a bit in the Strategy, but you can explore it a bit more in the interactive map (link above). All of this is explained as well in the survey, as the two-channel strategy, which is aimed at addressing the issues you raise below of small and large vessels (which also has a behavioural component).

Cheers, Brian

Correspondence #8

Sent: Monday, 7 November 2016

To: GCWAMail

Subject: RE: 7km - Coomera or Nerang - 9 minutes or 38?

I don't like it

Why not focus on enforcing exiting rules including in residential canals i.e. 6 knots zones!

Regards,

======

Sent: Monday, 07 November 2016

Thanks,

Enforcement is a valid issue; was part of the 2014 review; and is also included in the Strategy.

The 2014 review included some stats on infringement notices, here and statewide, that showed local police were leading the effort statewide. It included additional discussion about what this may or may not mean, but It arguably showed evidence that the frustration expressed by residents such as yourself is not attributable to a lack of effort on the part of responsible agencies.

GCWA doesn't have enforcement powers, but we work with the agencies that do, as well as the community, to try to improve the system. The proposed changes are prompted by feedback from those that responded to the 2014 review. Part of that feedback was that most boaties try to do the right thing most of the time, but we need to help them, through education, including signage, promoting seamanship and making sensible rules.

There was a significant feeling that there were too many 6-knot areas, with some of them unnecessary or inappropriate. The proposed changes do not include any revisions to the 6-knot speed limit that applies in residential canals.

The police can't be everywhere all of the time. A culture of appropriate behaviour – seamanship – and peer pressure is important, as is some visible enforcement to reinforce the message.

Have you tried contacting the police and/or providing them with photos? I have interacted with a number of residents over the years and I know that most have, with little or no satisfaction, but I have also heard the occasional 'good story'. The more pressure/complaints they get, particularly in an area, the more likely they are to allocate resources.

Cheers, Brian

======

Sent: Monday, 7 November 2016

To: Brian McRae

Subject: RE: 7km - Coomera or Nerang - 9 minutes or 38?

What is the use of changing the rules when the existing ones aren't enforced.

Yes I have called the police and lodge official complaints many times. During the warmers months of the year it is rare for there to a be a day when a boat doesn't go past our place at over 6 knots.

What is your strategy to education and promoting seamanship with minors?

My tip is less time and money spent on changing rules and focus on enforcing what is already in place. That might mean redistributing resources from GCWA to Qld Police.

Regards,

======

Sent: Tuesday, 08 November 2016

Thanks again,

Some of the feedback we got in 2014 from the community was that most of the people try to do the right thing most of the time, but we needed to have sensible rules (thus some of the changes), educate/promote and crack down on the recalcitrant hoons.

The Police do enforce the rules. Whether they do enough and/or need more resources is debateable, but they issue more infringement notices here than elsewhere in the State – so it is not a lack of effort.

The wash messaging – "no", "optimal" and "courteous" – discussed in the Strategy is a key strategy for promoting seamanship.

Cheers, Brian

======

Sent: Tuesday, 8 November 2016

To: Brian McRae

Subject: RE: 7km - Coomera or Nerang - 9 minutes or 38?

Great, please focus on educate/promote and crack down on the recalcitrant hoons.

More infringement notices might suggest a bigger problem here than else were and more needs to be down to get this number down???

Regards,

======

Sent: Tuesday, 08 November 2016

Yes, you are correct about that as one possible interpretation (mentioned along with other in the Discussion Paper in 2014, such as whether the effort everywhere is sub-standard, even if we are the 'best' of the lot).

Cheers, Brian

======

Sent: Tuesday, 8 November 2016

To: Brian McRae

Subject: RE: 7km - Coomera or Nerang - 9 minutes or 38?

Another day of honing in my canal... it is a shame gcwa cant do anything about it.

Correspondence #9

Sent: Monday, 7 November 2016

To: GCWAMail

Subject: RE: 7km - Coomera or Nerang - 9 minutes or 38?

This survey is far too complex for me to get the answers correct.

My say is this

Large boats need to be kept to a low cruising speed as their wash is dangerous. I do not care how long it takes them to get from A to B, it is the about the journey NOT getting there fast, this is why there are speed boats.

I live on a canal and we need to maintain 6 knot speeds in the canals

This is to stop erosion, noise and keep everyone safe due to the width of the canals.

Large boats also are allowed to speed around markers such as at the intersection of Jacobs well and inlet coming down to couran cove, this is so narrow that all boats should be made to reduce their speed due to the width of access.

Residents that live on the water have as much right as boat owners to have a say, even though I am both.

======

Sent: Monday, 07 November 2016

Thanks,

A key proposed change under the Strategy is to reduce the length in the variable zone – from 8.0m 60 6.5m. Management of wash, as you note, is the main reason.

The Strategy maintains the 6-knot limit in canals – no changes.

I think the intersection you are referring to is the one in the image below. It is a 'tight turn' and anyone that cuts it is likely to run aground as there are shoals alongside the channel. We do have plans to widen the approach from the South (40m to 60m).

The public consultation is open to everyone – we don't discriminate or track boat owners vs residents vs tourists, etc.

Cheers, Brian

======

Sent: Tuesday, 8 November 2016

To: Brian McRae

Subject: RE: 7km - Coomera or Nerang - 9 minutes or 38?

Thanks for taking the time to respond Brian I appreciate it, and I believe that the marker in question does need widening. Keep up the good work.

======

Sent: Tuesday, 08 November 2016

No worries. Nice to have a 'satisfied' customer.

Cheers, Brian

Correspondence #10

Sent: Friday, 4 November 2016

To: GCWAMail

Subject: Survey feedback RE Speed and Behaviour Management Strategy

Dear Sir,

I have read the proposed Strategy paper on the above topic and I would like to say I am happy with all of it. I agree with the recommendations and hope it will be implemented entirely as proposed without any changes. As a boat owner I welcome the changes if they happen and thanks for the opportunity to provide feedback.

Regards,

======

Sent: Monday, 07 November 2016

Thanks,

Certainly nice to get some positive reinforcement. You aren't the only one, but dissatisfaction is always a disproportionate motivation for comments.

Cheers, Brian

Correspondence #11

Sent: Sunday, 6 November 2016

To: GCWAMail

Subject: Speed Limits on waterways around Mermaid Waters

Good morning

We have for a number of years been plagued by speeding tinnies and jetskis in our waterway. On a couple of occasions we've seen the Water Police tow boats of offenders away. Notwithstanding the noise factor, harassment of kyakers and rowers, we have a number of wild swans, ducks etc for which we fear. Could you please advise what the speed limit is? We would be only too pleased to have a (speed limit) sign on our property as a deterrent.

Thank you

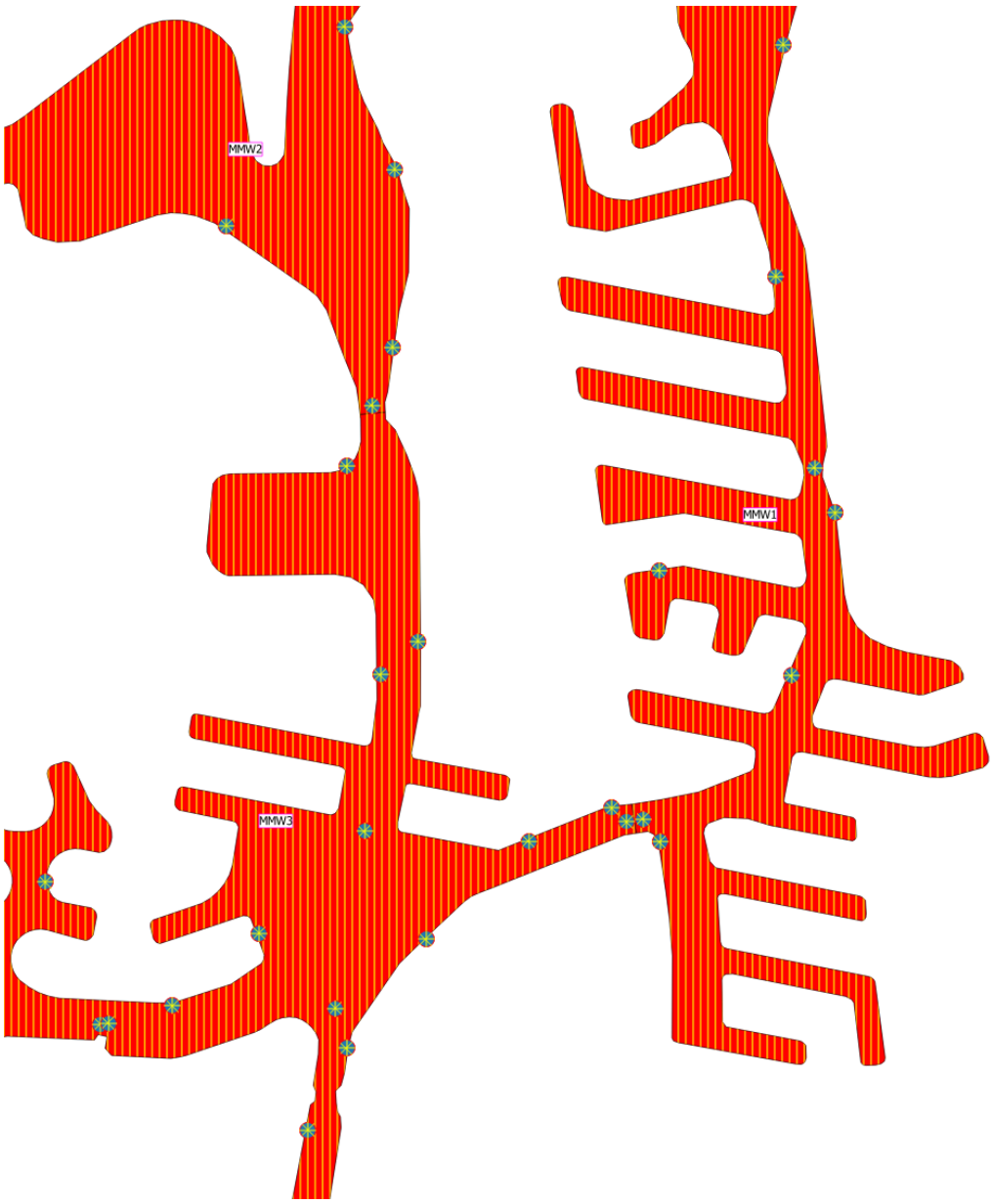
=======

Sent: Tuesday, 08 November 2016

Hi,

The speed limit in that area is 6-knots, for all vessels, as shown in the screenshot below from the interactive map we have created to support the consultation (red is the colour for all 6-knot areas). You can access the interactive map, and if you wish sign in and leave comments, through the link on the GCWA website -- http://www.gcwa.qld.gov.au/blog/read/?i=24):

The interactive map doesn't show signs, but I've provided another image below that shows the location of signs in this area (blue/green circle with a yellow cross). As you can see from the image, there are a lot of signs in the area. While some of these may be missing and not all of them (but certainly most of them) are speed related, it's fair to say that there is no shortage.



In 2014 we compared this to the 50 km/h rule for local streets – it is deemed to apply whether advertised or not. Canals on the Gold Coast are similar in that there is a blanket gazette of 6-knots for all canals (statewide, not just on the Gold Coast). As most of htem are cul de sacs, you arguably only need a few signs, at the entrances. While there may be some 'innocent' speeders, the majority are probably aware of the speed lmit and extra signs won't matter. Regardless, thanks for your offer to 'host' a sign on your property. I will pass this along to the responsible manager.

There aren't any simple solutions to the problem you raise. The police do make a good effort – the 2014 review produced some statistics showing that the water police here issue proportionately more infringement notices than other areas of the State. But, there are a lot of waterways and logistical challenges. I know from conversing with other residents with similar concerns that it can be frustrating and seem ineffective to complain to the police, but I would nevertheless encourage you to do so, particularly if you can supply evidence, such as photos or registration numbers. It is fairly easy from a photo to tell if a vessel is going faster than 6-knots. While the police have a heavy workload and my not be able to act on all complaints, the more they get for various areas or behaviours, the more likely they are to allocate resources.

Please let me know if you have any more questions and if you haven't already done so, consider completing the survey and/or leaving comments on the interactive map, as well as encouraging any neighbours or friends who may be interested to do the same.

Cheers, Brian

======

Sent: Tuesday, 8 November 2016

To: Brian McRae

Subject: RE: Speed Limits on waterways around Mermaid Waters

Brian thank you for your response. I have done the survey, however a number of the areas are not familiar to me. I'm really more concerned with our area.

Much appreciate that others are interested in our waterways. Thank you.

======

Sent: Tuesday, 08 November 2016

No worries.

Cheers, Brian

Correspondence #12

Sent: Saturday, 5 November 2016

To: GCWAMail

Subject: Speeding

I live in clear island waters on the east lake. The 6km speed limit is constantly being violated especially on weekends How can this be dealt with please.

======

Sent: Tuesday, 08 November 2016

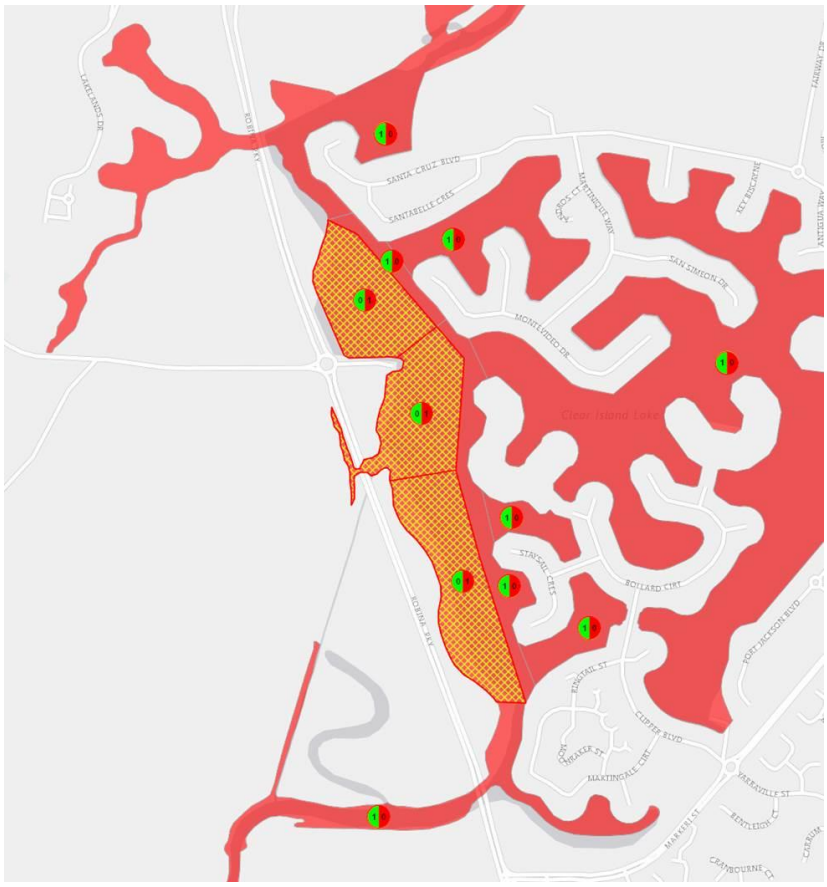
Hi,

Happy for a phone call at your convenience if you'd like to discuss this further, but I thought it might be helpful if I sent you an email, rather than call the number in your email below, at least in the first instance.

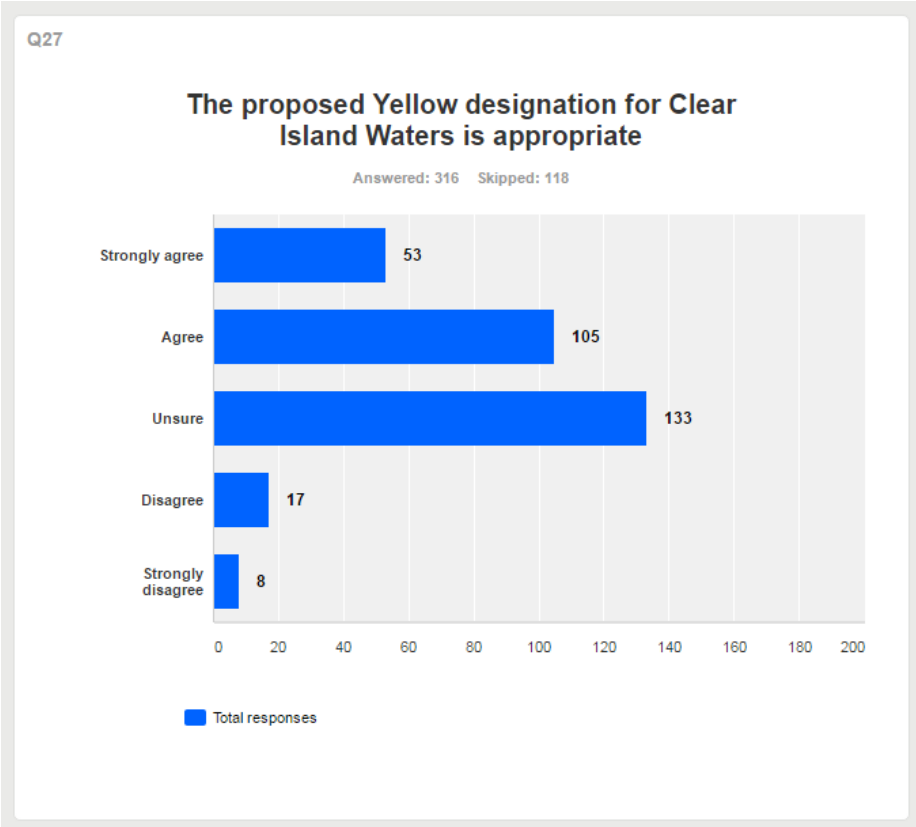
Regarding your complaint/query, violations of existing speed limits are a matter for the Queensland Police (07-5509-5700). The 2014 discussion paper we put out on speed documented the considerable effort they make in terms of infringement notices issued. But, the waterways here are extensive and offer a number of challenges. . I know from conversing with other residents with similar concerns that it can be frustrating and seem ineffective to complain to the police, but I would nevertheless encourage you to do so, particularly if you can supply evidence, such as photos or registration numbers. It is fairly easy from a photo to tell if a vessel is going faster than 6-knots. While the police have a heavy workload and my not be able to act on all complaints, the more they get for various areas or behaviours, the more likely they are to allocate resources.

I see your address is on our mailing list, so you should be aware that we are currently mid-way through a consultation on the draft Speed and Behaviour Management Strategy.

You may or may not have seen that the draft Strategy proposes a change to the main water body at Clear Island Waters, from 6-knots for all vessels to 25-knots for vessels under 6.5m in length (still 6-knots for larger vessels). This is part of an overall attempt to respond to feedback form the community in 2014 that 6-knots is not the best way to manage wash and that smaller craft produce less damaging wash at faster speeds that allow them to trim their hull and get on the plane. In the case of Clear Island Waters it also reflects the wide nature of the water body and relatively good visibility, notwithstanding the inaccessibility of the area in terms of locks and the lack of boat ramps. On the screen shot below, 6-knot areas are shown in red and the yellow indicates the proposed change to the 'variable' speed limit (25/6 knots for under/over 6.5m).



The above screen shot is from the interactive map we have created to support the consultation. The circular symbols indicate comments that have been left – in this case 1 'vote', with thumbs up (green) for the existing 6-knot areas (no change proposed) and thumbs down for the proposed change (the red half of the circular label, in this case on the red area with yellow hatching, representing the proposed change). The online survey has a specific question regarding this area with a 'mixed' response to date, the majority being 'unsure', as shown in the screen shot below.



The main page for the consultation is located here:

http://www.gcwa.qld.gov.au/blog/read/?i=24

From there you can read the Strategy and supporting material or leave comments through the survey and/or interactive map. I'd encourage you to 'Have Your Say' and to also invite any friends or fellow residents to do so as well.

Please call or email if you'd like additional information or would like to discuss this further.

Cheers, Brian

Correspondence #13

Sent: Saturday, 5 November 2016

To: GCWAMail

Subject: Re: Have your say - Speed and Behaviour on Gold Coast waterways

you have made it to technical, keep it simple, what we want is a better waterways, re speed, dredging, and illegally moored boats. the average boatie is not up with wave to length of boat. if you don't fix to days problems, then don't worry about the future, as it will be to late. Regards.

======

Sent: Tuesday, 08 November 2016

Hi,

Thanks for the input. Not sure about the 'average' boatie – you may be right, but I was really impressed with the sophistication of the response we got in 2014 to the Speed Limits review. We got a lot of comments, some spurious, but the technical basis of what is in the draft Strategy for managing wash came out of the boating community.

Part of what they said was that some of the current rules are 'stupid' and that approach promotes non-compliance. So, from their perspective that is a problem 'today' than needs to be fixed. That still leaves enforcement as an issue and non-compliance in 6-knot areas, which is an issue for the Police. While GCWA isn't responsible for enforcement, we are trying to make some changes that will promote better compliance and, therefore, allow the Police to focus their limited resources on the 'hoons'.

We have also been working on dredging and anchoring. When I started in 2004, there hadn't been any dredging expenditure since 2000. It took me until 2007 to get the money flowing, but since then there has been ~$3M+/yr invested in dredging. We also confiscated and destroyed derelict vessels a bit after I started and I know we've taken vessels recently for anchoring violations (not my area any more, but I know that is being well looked after by another manager, with a new officer recently recruited for that activity amongst others such as Doug Jennings Park). There are admittedly issues, so not trying to argue that it is all perfect, but there is energy going into managing 'todays problems', as well as improving the system. Growth and increased demand is a reality everywhere in the Gold Coast, including the waterways, so you have to do both – manage and plan.

Cheers, Brian

======

Sent: Tuesday, 8 November 2016

To: Brian McRae

Subject: Re: Have your say - Speed and Behaviour on Gold Coast waterways

Hi Brian, Thank you for your reply, I truly hope the GCWA are able to move forward with getting a plan that will see a better type of behaviour on our water ways, what we have on the coast is a real Gem, and with a little care by all its users and controlling bodies, we will have a clean and enjoyable play ground for years to come. When I look back to say the 70/80s most craft cruised at around 8 knots, but I understand that what is expected by a number of users is a higher speed, and my own 45ft vessel will do 20 knots, but is the Broadwater and our rivers, is this the place for this speed??? Cheers,

======

Sent: Tuesday, 08 November 2016

Depends on who you ask ☺

Cheers, Brian

Correspondence #14

Sent: Monday, 7 November 2016

To: GCWAMail

Subject: Fwd: 7km - Coomera or Nerang - 9 minutes or 38?

Good evening GCWA,

Could you please email me a copy of the spreadsheet at your convenience and advise if the proposed changes are based on overall boat length or boat length measured at waterline?

Regards,

======

Sent: Tuesday, 08 November 2016

Hi,

Copy of the spreadsheet attached. One of the columns is chainage ("Ch"). We developed a chainage system for the channel network, where the Seaway is "0" and all of the other values tell you the distance to/from the Seaway in meters, travelling via the channel network. You can find chainage maps here, under "maps":

http://www.gcwa.qld.gov.au/resources_and_forms/

I can email you a pdf, single page version, but it is 10 MB, so I don't like to do that without asking, The website versions are split N/S.

I hope you don't find any errors on the spreadsheet, but if you do, or just have questions, let me know. If you want to look at a map of the existing and proposed speed limits, check out the interactive map if you haven't already done so and maybe sign-in and leave a comment (link here: http://www.gcwa.qld.gov.au/blog/read/?i=24).

Re you question about length, that will have to get resolved if we go ahead, but the mostly likely outcome would be that the new rules would be the same as the existing rules, which use hull length – bow to stern, excluding appendages. In practice, registered length will probably be used in the field for enforcement, so there are some potential issues as the owner may or may not have reported an accurate length. I think there are penalties for supplying false information on registration, but obviously some imperfections, as is the case with any regulatory approach.

Cheers, Brian

======

Sent: Tuesday, 8 November 2016

To: Brian McRae

Subject: Re: 7km - Coomera or Nerang - 9 minutes or 38?

Thanks Brian for the prompt info. I will have a look at it on the weekend. I have a 28 ft Mustang that has a LWL of 6.3 metres so I was just trying to confirm what speed restrictions apply.

I was also thinking of situations where you have wake board boats with skiers etc that may be only 5 metre boats but displace a lot of wake. Ie. I'm not sure that the length measurement alone is the answer.

Cheers,

======

Sent: Tuesday, 08 November 2016

Spot on, length alone is not optimal. But, any solution needs to be enforceable, which means it can't be too complex, such as actually taking into account the relevant characteristics of a vessel such as displacement, etc. There is a question on the survey re 'activities designed to enhance wash', such as wakeboats, whether through design and/or operation. Speed limits aren't the answer, as you increase wash by operating at slower speeds. So, do we prohibit certain activities in certain places?

Cheers, Brian

Correspondence #15

Sent: Monday, 7 November 2016

To: GCWAMail

Subject: SBMS Spreadsheet

Reference your mail, thank you I would be interested to see the spreadsheet used to calculate the trip times.

Regards,

======

Sent: Tuesday, 08 November 2016

Hi,

Copy of the spreadsheet attached. One of the columns is chainage ("Ch"). We developed a chainage system for the channel network, where the Seaway is "0" and all of the other values tell you the distance to/from the Seaway in meters, travelling via the channel network. You can find chainage maps here, under "maps":

http://www.gcwa.qld.gov.au/resources_and_forms/

I can email you a pdf, single page version, but it is 10 MB, so I don't like to do that without asking, The website versions are split N/S.

I hope you don't find any errors on the spreadsheet, but if you do, or just have questions, let me know. If you want to look at a map of the existing and proposed speed limits, check out the interactive map if you haven't already done so and maybe sign-in and leave a comment (link here: http://www.gcwa.qld.gov.au/blog/read/?i=24).

Cheers, Brian

======

Sent: day, 07 November 2016

To: Brian McRae

Subject: RE: SBMS Spreadsheet

Hi Brian,

Many thanks for this, I'll review and the spreadsheet and revert with any queries I may have. 10Mb is no problem so please send me the PDF version.

Regards,

======

Sent: day, 07 November 2016

Here you go.

Cheers, Brian

======

Sent: Tuesday, 8 November 2016

To: Brian McRae

Subject: RE: SBMS Spreadsheet

Hi Brian,

Many thanks. I have reviewed your spreadsheet and checked it against my own calculations and can comment as follows:-

- Your calculations comparing routing via the North Arm or the South Arm assume that one is travelling South as you measure the distance to / from CH8600, whereas in my case, and many others I'm sure, we use the North Arm to travel to the Northern parts of the Broadwater
- As I am travelling from Hope Island Resort, I also have to traverse the yellow section just down river from Gold Coast City Marina to just after the start of Sanctuary Cove. This would similarly be affected by the proposed reduction in length from 8m to 6.5 for eligibility for the higher speed limit in the yellow zone.
- Therefore by my calculations, the change in regulations will add an additional hour per outing of travel – 30 min each way. While my boat is capable of around 40knts, this is very uneconomical and therefore my cruise speed is around 25knts, which I have used for my calculations.

- Interestingly, cruising at 6knts on my boat, which is a fully planning hull, uses more fuel to cover the same distance than had I been at 25knts and puts up as much wake!
- The real culprits in the Coomera river are the large sports cruisers and other semi planning hulls that, even at 6knots, put up a massive wake.
- See my calcs below and attached. I have also attached the measurements I used which will open in Google Earth.

Calculation of Additional Travel Time

	Distance Km	Time @ 40knts	Time @ 25knts	Time @ 6knts
Coomera River Upper - Yellow Section	2	1.6	2.6	10.8
Coomera River North Arm - Yellow Section	5.56	4.5	7.2	30.0
Total	7.56	6.1	9.8	40.8

Additional Travel Time per outing (mins) 62.0

Thanks I had already reviewed the map and left comments regarding my dissatisfaction with the proposed reduction in length from 8m to 6.5. In selecting a boat for my use, the 8m limit was of primary importance and while I would have liked to have bought something bigger, I did not due to the additional travel times that would result.

In making this assessment has an analysis been made on how many boats will be effected by the proposed changes and is consideration being given for a "sunset" clause to allow those with boats in the effected range to be excluded from the amended legislation such that it only applies to new registrations?

Regards,

======

Sent: day, 07 November 2016

Hi,

[See below for reply + in-line comments that followed]

Cheers, Brian

======

Sent: Wednesday, 9 November 2016

To: Brian McRae

Subject: RE: SBMS Spreadsheet

Hi Brian,

Thank you for your response and sharing the thinking of GCWA. For ease of reference I have commented below each of your paragraphs.

Regards,

[See below for text + comments]

======

Sent: Friday, 11 November 2016

Thanks Mate. Appreciate the time and good input. Added a few more comments below.

Cheers, Brian

Hi,

You are correct, I was interested in that instance in comparing the times under the current rules. This was prompted by someone that told me that everyone takes the North Arm, even to go south. Sure enough, the times are the same for 'big' boats and significantly shorter for 'small' boats. So the current policy effectively encourages vessels to use the North Arm rather than the lower Coomera. As the North Arm is shallow, has shoals and poorer visibility, is narrow and is

considered to have high ecological value, with banks that are more susceptible to erosion than the lower Coomera River, it's a questionable policy.

> I would very much doubt that any boats over 8m currently enter the Broadwater via the North arm when they intend to travel to the Southern parts of the Broadwater. Firstly your assumption that they travel at 40knts in Green zones I believe is not correct, and I would guess that the average speed travelled by vessels over 8m is more likely to be in around 20knts, therefore it would undoubtedly take longer by this route. Secondly, for the issues you identify –" shallow, has shoals and poorer visibility, is narrow", most, if not all, skippers of over 8m vessels would always opt for the Southern arm when heading for the Southern side of the Broadwater. Skippers of large craft that I know, even when heading to or from the Northern sections will only use the Northern arm when the tide is full or near full.
>
> > I actually ran the numbers for that because a commercial operator told us the opposite – that everyone did exactly that, take the north arm to go south. So, I ran the numbers and sure enough the time is about the same. Probably more fuel, some would argue nicer, come not. Of course, I also got told at a meeting the other night that nobody does 6-knots in the Coomera, so makes it pretty impossible to run scenario comparisons.

I take your point about the impact for 6.5-8m vessels, particularly if you include the Yellow sections upstream of Sanctuary Cove. Haven't run the numbers in my system, but your numbers look about right. The only thing I will point out is that those are the times that already apply to large vessels – the increased time in this case is due to shifting the definition of what constitutes a large vessel (as opposed to 25-knots vs 40-knots).

> Agreed, but for myself and other owners of vessels between 6.5 and 8m, this is the critical issue. None of the other proposed changes, i.e. reduction from 40 to 25knts in yellow zones, or the changing of red zones to yellow zones will any effect, as these will only be of consequence for vessels under 6.5m.
>
> > Noted.

Yes, you are correct that length is an imperfect proxy for wash effects and hull configuration, displacement and even operation are all relevant. Part of what has happened – my opinion – is that the existing rules have led to the construction and sale of a lot of 7.9m vessels (in fact or 'registered as') that are built to maximise creature comforts through beam, hull profile and displacement. The sports cruisers and semi planning hulls as you note. So, the arguable need to reduce the link is in part a response to the circumstances that have evolved from the previous rules. You could certainly argue on that basis that reducing the length just perpetuates the 'error'. But, there aren't a lot of alternatives. It would be better to have a system that sorts vessels into those that are capable of optimising wash and those that aren't. But, even if you got over the administrative hurdle of classifying them, you create issues for enforcement and complicate education.

> I believe there is a simple mechanism to categorise vessels in the 6.5m to 8m range that are or are not capable of "optimising wash". As you have pointed out "that the existing rules have led to the construction and sale of a lot of 7.9m vessels (in fact or 'registered as') that are built to maximise creature comforts through beam, hull profile and displacement". This last point - displacement is a key variable in determining a vessels propensity to generate a large wake/wash. Looking at my own boat registration it would seem that displacement or weight is not captured as part of the registration details. However, there is one metric that is on the registration and that is "body shape". The vessels in the 6.5 to 8m that have been built to "maximise creature comforts" tend to be ones that are designed with sleeping quarters and as a result have a closed foredeck. These typically have water tanks, effluent tanks as well as larger size fuel tanks, often carry a dingy and many other amenities on board. These all add to the overall weight / displacement. By contrast, the "day boat" with an open bow, or bow rider as they are known, with seating in the bow is not so equipped and therefore would usually be significantly lighter than a similar length closed bow boat and as a result would likely produce significantly less wake under most conditions.
>
> Therefore an easy means to differentiate vessels in the 6.5 to 8m category would be by "body shape" i.e. is it an open bow or closed bow. As this is a highly visible differentiator it would be easy to enforce and to educate the boating public as to the rules.
>
> > Thanks for the pragmatic suggestion Mate. I will include it in discussions as appropriate. However, if you look at the AMC report we commissioned, while the 11.5m sports motor yacht (presumably closed bow and admittedly very big) was off the chart in terms of wave energy, the 7.8m runabout (presumably open bow) still seceded the suggested limit for a moderately sensitive shoreline, whereas the 6.5m Al runabout was below, as was the 6.3m ski boat (possibly closed bow, but probably not loaded). The wave height of the 7.8m runabout and the 11.5m yacht were similar, and interesting example of the problems with perception – the way the wash looks and the wash effects are not necessarily aligned. (Figures 1 & 2 in the report)

If you are interested in the technical stuff, the Australian Maritime College report we commissioned is interesting and backs up your point re the wash produced by your vessel, which will of course translate into fuel efficiency as it takes energy to produce the wash. Thus the idea In the Strategy about wash messaging. Mariners should always be wash focused (no, optimal, courteous). A particular issue in the 'optimal' area is vessels travelling at intermediate speeds. The AMC report shows that wash gets 'worse' above ~4-6-knots, until the vessel planes (~18+ knots).

> Thank you, I will peruse the report, but the last point you made is something that all boaters, from their experience, would be aware of in any event.

Yes, we did look at the impact, which is why the proposal is 6.5m, rather than 6.0m. Currently (Sep 2016), there are 30,205 vessels registered in the City of Gold Coast local government area (12% of the statewide total). On the GC, there are 2,615 vessels between 6 and 8m. I don't have a current breakdown for the vessels between 6 and 8m, but we ran one in Dec 2014. Almost half (44%) of the vessels were under 6.5m (capturing the 20' US vessels). The next largest chunk were over 7.5m, potentially reflecting a large number of "7.9m" registered vessels (which may or may not be under 8.0m in fact).

> Yes, I have no doubt that a large number of the 7.9m vessels are indeed over 8m. But this is no reason to penalise the legitimate ones that are under 8m. If this is an issue, then a simple promulgation for the need for an official measurement certificate to be obtained from authorised measurer prior to the renewal of the registration, would address this.

Part of what we are trying to address is the 'illogic' of the current rules. The lower Coomera is 6-knots for all vessels, but the North Arm and the Nerang allow small boats to go 40-knots, despite being narrow, shallow and having relatively poor visibility in term of sharp meanders, etc. (comparatively). So, either they should all be 6-knots or the Coomera designation is wrong. We also have a number of 6-knot areas on the Nerang, such as around Isle of Capri, where upstream or downstream residents are pressuring us for 6-knot areas. Same story on the Coomera – I've had requests both upstream (marine precinct to the downstream of the narrow section before Santa Barbara) and downstream (around the estate on the North Arm) to increase 6-knot areas. The development of the area behind Foxwell Island and/or the Maritimo site will probably add demand and pressure of 6-knot areas.

> My personal feeling on this matter is that I believe that it was more than likely through successful lobbying by home owners in the prestigious estates on the south arm that probably resulted in the red zone in order to protect property. I would be interested to know if historically the South arm has always been a red zone or was it since the development of the southern banks. Again a personal view, but I believe if people chose to develop / buy property in an area that was a green / yellow zone, they are not justified in crying foul and requesting that the speed limits should be reduced as they are now affected.

> > At The 2008 review, there were 6-knot areas around Sanctuary Cove and down at Paradise Point. Between was variable, as was the area up near the Marine Precinct. The review recommended, and they added, 6-knot areas at the Marine Precinct and on the lower Coomera to fill the gap between the existing upstream and downstream sections. Similar pattern on the Nerang. So, historically 6-knot areas have indeed grown with development, suggesting that it's not about natural characteristics of the area (it could be if shoaling, etc. were an issue). A component of growth – more boats – would change nav safety, as do in water developments such as pontoons, but not doubt residential development and dis-amenity issues are a factor. One of the objectives I had was to figure out how to change the 'tool kit', as without that future patterns are likely to be similar to past patterns – more and more 6-knot areas.

Yes, if you own a boat between 6.5m and 8m the proposed changes affect you disproportionately. Yes, we have thought about "allowances", for this group and two others, as discussed in the Strategy and in questions on the survey. Whether we can do this and how is uncertain and 'messy'. So, it is part of what we are considering and consulting on.

> > As per my point above, simply differentiate vessels in the 6.5 – 8m range by displacement using open or closed bow as a differentiator.

Correspondence #16

Sent: Monday, 7 November 2016

To: GCWAMail

Subject: SBMS - Spreadsheet

Could I please have a copy of the spread sheet?

======

Sent: Tuesday, 08 November 2016

Hi,

Copy of the spreadsheet attached. One of the columns is chainage ("Ch"). We developed a chainage system for the channel network, where the Seaway is "0" and all of the other values tell you the distance to/from the Seaway in meters, travelling via the channel network. You can find chainage maps here, under "maps":

http://www.gcwa.qld.gov.au/resources_and_forms/

I can email you a pdf, single page version, but it is 10 MB, so I don't like to do that without asking, The website versions are split N/S.

I hope you don't find any errors on the spreadsheet, but if you do, or just have questions, let me know. If you want to look at a map of the existing and proposed speed limits, check out the interactive map if you haven't already done so and maybe sign-in and leave a comment (link here: http://www.gcwa.qld.gov.au/blog/read/?i=24).

Cheers, Brian

Correspondence #17

Sent: Tuesday, 8 November 2016

To: GCWAMail

Subject: SBMS - Spreadsheet

Could you please fwd a copy to this email address.

With thanks

======

Sent: Tuesday, 08 November 2016

Hi,

Copy of the spreadsheet attached. One of the columns is chainage ("Ch"). We developed a chainage system for the channel network, where the Seaway is "0" and all of the other values tell you the distance to/from the Seaway in meters, travelling via the channel network. You can find chainage maps here, under "maps":

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Cheers, Brian

Correspondence #18

Sent: Monday, 7 November 2016

To: GCWAMail

Subject: SBMS - Spreadsheet

I agree with changes. I live on Nerang river. On Waterview Crescent.

Cutting the higher speeds in boats back from 8l/m to 6.5 l/m boats would significant lower the damage to properties (not to mention safety issues)

When a couple of 8 metre long boats come past at speed we have to run back off the pontoon quickly due to the massive size of the wake they leave. I then wait to see if anything had been damaged.

My pontoon has been damage twice in the past 3 years, once was from a yellow rescue craft towing an 8+ metre boat (at least 40 knots) leaving a 2 m high wake.

If my kids were on the pontoon, they would have been thrown flying through the air.

Boats up to 6.5 m don't normally have bedding, toilets etc so the weight different can be significant which will dramatically prevent damage.

The majority of 8 m boats should be happy cruising anyway.

======

Sent: Tuesday, 08 November 2016

Thanks,

I certainly appreciate hearing from people that agree with the suggested changes. You are not alone, but most of the people motivated to write are understandably unhappy about one thing or another (a good sign is a mix of those saying we haven't gone far enough and those that think we've gone too far ☺

Copy of the spreadsheet attached. One of the columns is chainage ("Ch"). We developed a chainage system for the channel network, where the Seaway is "0" and all of the other values tell you the distance to/from the Seaway in meters, travelling via the channel network. You can find chainage maps here, under "maps":

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Cheers, Brian

Correspondence #19

Sent: Tuesday, 8 November 2016

To: GCWAMail

Subject: SBMS - Spreadsheet

Please send me the SBMS. We need to speed things up

======

Sent: Tuesday, 08 November 2016

Hi,

Copy of the spreadsheet attached. One of the columns is chainage ("Ch"). We developed a chainage system for the channel network, where the Seaway is "0" and all of the other values tell you the distance to/from the Seaway in meters, travelling via the channel network. You can find chainage maps here, under "maps":

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I can email you a pdf, single page version, but it is 10 MB, so I don't like to do that without asking, The website versions are split N/S.

I hope you don't find any errors on the spreadsheet, but if you do, or just have questions, let me know. If you want to look at a map of the existing and proposed speed limits, check out the interactive map if you haven't already done so and maybe sign-in and leave a comment (link here: http://www.gcwa.qld.gov.au/blog/read/?i=24).

Your email below asks for the SBMS -- the Strategy, but I'm assuming you wanted the spreadsheet based on the link you used. Apologies if I got that wrong. If you do want to read the Strategy, everything is on our website:

http://www.gcwa.qld.gov.au/blog/read/?i=24

Cheers, Brian

Correspondence #20

Sent: Tuesday, 7 November 2016

To: GCWAMail

Subject: SBMS - Spreadsheet

Kindly email to me a copy.

======

Sent: Tuesday, 08 November 2016

Hi,

Copy of the spreadsheet attached. One of the columns is chainage ("Ch"). We developed a chainage system for the channel network, where the Seaway is "0" and all of the other values tell you the distance to/from the Seaway in meters, travelling via the channel network. You can find chainage maps here, under "maps":

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Cheers, Brian

Correspondence #21

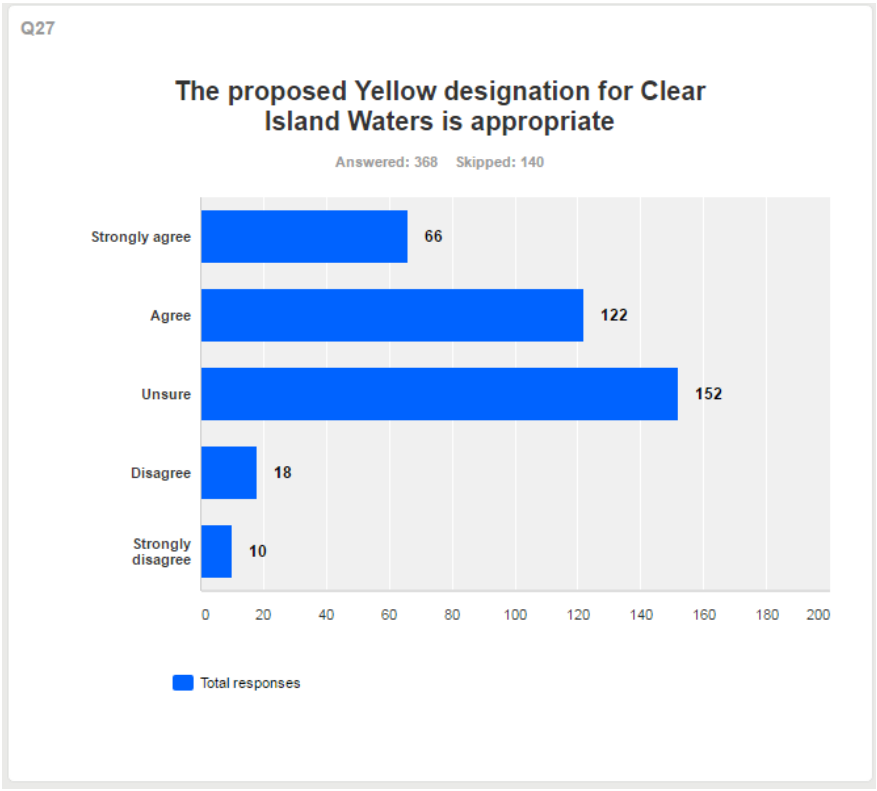
From: Brian McRae
Sent: Wednesday, 9 November 2016
To: Division8
Subject: Consultation on draft Speed & Behaviour Management Strategy

Hi,

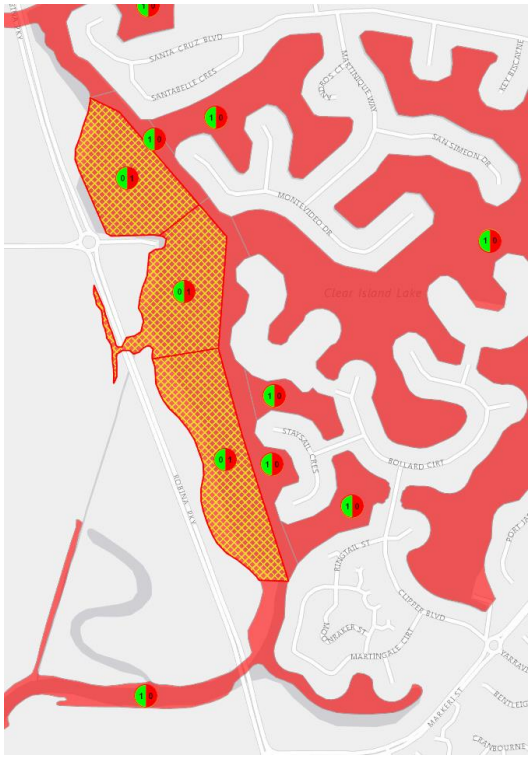
Thanks again for taking the time to call to make sure you had the best information in response to concerns expressed by your constituent about proposed changes to the rules regarding the operation of a vessel in Clear Island Waters. As discussed, here are a few dot points that I consider relevant:

- The Gold Coast Waterways Authority (GCWA) launched public consultation on the draft *Speed and Behaviour Management Strategy* ("Strategy") on Friday **21 October 2016**.
- Consultation is scheduled to run for 30-days, to **21 November 2016**.
- The draft Strategy and other resources are available at: http://www.gcwa.qld.gov.au/blog/read/?i=24
- An online survey (website link above) has been designed to solicit community views on key elements of the draft Strategy
- An interactive map has also been prepared to allow the community to explore the proposed changes and provide comments in a manner that creates a conversation (link above)
- The interim response from both the map and the survey will be accessible during the consultation, in the hope of promoting broad community input and discussion.
- Currently, there are three speed limits on Gold Coast waterways – 6-knots (slow, Red on the map); 40-knots (fast, green) and 'variable', based on vessel length (Yellow)
- The draft Strategy proposes changes to the variable speed limit, in both length (from 8.0m to 6.0m) and maximum speed (from 40-knots to 25-knots) – still 6-knots for larger vessels).
- This change is designed to address two key issues -- the management of vessel wash and transportation times.
- This is possible due to the fact that some vessels, typically smaller vessels, have less damaging wash at planning speeds than they do at intermediate speeds.
- Based on this change, the draft Strategy proposes changes to some of the existing 6-knot areas to the variable speed.
- The draft Strategy also proposes changing some of the existing 40-knot areas to the variable speed, notably on the western side of the Broadwater and the E/W channels in the Marine Park.
- The Strategy also suggests messaging that links speed and wash:
- ○ 6-knots – "No wash"
- Variable – "Optimal wash"
- 40-knots – "Courteous wash"
- Operators should always be conscious of the need to manage wash in Gold Coast waterways – the draft Strategy recognises the importance of education and seamanship
- The Strategy acknowledges a number of challenges, including the impacts to owners of vessels between 6.5 and 8.0m
- Challenges also arise from vessels intended to enhance wash, such as wake boats, whether by design or by operation.
- The Clear Island Waters area is one of the areas where a change is proposed – from 6-knots (Red) to the changed variable speed (Yellow – 6-knots for boats over 6.5m; 25-knots for smaller boats)
- While this change isn't intended per se to allow activities such as water skiing, it would in effect allow that, unless other prohibitions are enacted (which is a consideration, as noted by the example above regarding wake boats)

Feel free to edit that down as you see fit. Bottom line for residents that wish to "Have Your Say" is that they can complete the online survey and/or leave comments on the interactive map. When they finish the survey, they will get a link to look at the interim results (accessible at any time throughout the consultation. FYI, here's a screenshot of the interim results for the survey question that relates to Clear Island Waters:



Response through the interactive map has been a bit slower, but I think it is a great tool and I hope you and/or your constituents will take the time to at least explore it, if not sign-in and leave comments. Here's a screenshot of the Clear Island Waters area on the map:



You can see that one person has left comments – in support of existing 6-knot (Red) areas and against the proposed changes (Yellow hatching on top of red). When you are signed-in on the map you can also see any narrative comments people have left for an area.

Please let me know if you have any further questions or I can be of assistance in any other way.

Cheers, Brian

======

Sent: Wednesday, 9 November 2016

To: Brian McRae

Subject: RE: Consultation on draft Speed & Behaviour Management Strategy

Hi Brian,

Thank you for sending thorough the below information.

Just two questions:

1: Given that I believe there will be a significant number of residents, who are not au fait with on-line surveys, are they able to send GCWA a 'letter' with any objections or comments? If so, to what address, should they write?

2: From the map (red and blue areas) below, am I correct in assuming that the proposed increased speed areas, are only the areas that show yellow hatching, on top of the red? (In other words, the areas still shown as red on the map, would remain as is - i.e., 6 Knots)?

Thanks Brian.

Kindest regards,

======

Sent: Wednesday, 09 November 2016

Hi,

Yes, happy to accept comments by post or email (the information below is on the last page of the Strategy, which is available through the website link)

mail@gcwa.qld.gov.au

or

40-44 Seaworld Dr, Main Beach QLD 4217 Australia

Re the map, yes, the only proposed change on the image below is the yellow hatching. As part of the consultation, we are of course interested in views on the proposed changes, but we are also happy to have suggestions on other areas, whether in support of the status quo (as shown on the map below), or to suggest changes in areas where we haven't proposed any. So, no proposal to change the other 6-knot areas shown on the map in red, but nothing to stop anyone from making that suggestion. (That said, 6-knots is the statewide limit for residential canals and a change to any of the other areas on the image below would be highly unlikely in my opinion, assuming anyone were to even suggest it).

Cheers, Brian

Correspondence #22

Sent: Wednesday, 9 November 2016

To: Brian McRae

Subject: Thanks for your time.

Brian , just a tag to say thanks for your time and info.

I tend to agree that the locals will want a compromise in length if they are to accept a higher speed outside their homes.

Marking boats that are using the grandfather rule could work but Stickers and flags can always be copied . Police will not like the confusion between boats over 6.5 speeding (the grandfather rule) and new owners over 6.5 limited to the old speed.

I am amazed that they do not sit in salt water creek and clean up on speedsters. They would get well over 30 fines on a saturday /sunday.

I will try to complete the survey

keep up the great work

======

Sent: Wednesday, 09 November 2016

No worries; my pleasure.

Cheers, Brian

Correspondence #23

Sent: Tuesday, 8 November 2016

To: GCWAMail

Subject: SBMS - Survey

Had a terrible experience last sunday whilst fishing in ski area of nerang river. There were half a dozen tinny hoons terrorising us while we were peacefully fishing. We were anchored 20 metres from bank when these hoons came inside us yelling obscenities. We are in our 60s and avid fisher people and have never experienced anything like this. They were going much faster than 6 knots and one actually flipped upside down.

We moved up past metricon stadium near bridge when they zoomed up again and did same thing.

Please try and have more water police presence on the nerang on sundays to stop this scary water rage.

======

Sent: Wednesday, 09 November 2016

Hi,

Thanks for the advice and sorry to hear about your experience.

GCWA doesn't have any control over the water police or how they allocate their resources, but we do work closely with them to try to provide the best management of the waterways and I will forward your email to them. I know that they have a lot of challenges and they put in a solid effort and do a good job, notwithstanding how it may appear to people like yourself that witness poor behaviour on the waterways. If you do have an opportunity to capture anything such as registration numbers or photos, I know they do follow up when they can and that good information is important for a successful response.

Cheers, Brian

=====

Sent: Wednesday, 09 November 2016

Thanks for your kind reply. We tried to video the offenders but were so rattled it didnt work.

Kind regards,

Correspondence #24

Sent: Thursday, 10 November 2016

To: GCWAMail

Subject: SBMS - Spreadsheet

yes please send me the spread sheet

Kind Regards,

======

Sent: Friday, 11 November 2016

Hi,

Copy of the spreadsheet attached. One of the columns is chainage ("Ch"). We developed a chainage system for the channel network, where the Seaway is "0" and all of the other values tell you the distance to/from the Seaway in meters, travelling via the channel network. You can find chainage maps here, under "maps":

http://www.gcwa.qld.gov.au/resources_and_forms/

I can email you a pdf, single page version, but it is 10 MB, so I don't like to do that without asking, The website versions are split N/S.

I hope you don't find any errors on the spreadsheet, but if you do, or just have questions, let me know. If you want to look at a map of the existing and proposed speed limits, check out the interactive map if you haven't already done so and maybe sign-in and leave a comment (link here: http://www.gcwa.qld.gov.au/blog/read/?i=24).

Cheers, Brian

Correspondence #25

Sent: Wednesday, 9 November 2016

To: GCWAMail

Subject: The unfair rules

I am a 13 year old girl, I have grown up around boats I drive my boat safety and stay in the laws. My brother is 8 and has just gotten a rubber duck with a 6, how is it fair that kids like us get stopped because of kids who drive tinnys irresponsibly ? I have friends that drive tinnys and it's horrible but all your doing is wrecking boating for kids who do the right thing, your not punishing those who don't.

======

Sent: Friday, 11 November 2016

Hi,

Thanks for taking the time to share your views. I'm not certain that I understand what you mean by "all your doing is wrecking boating for kids who do the right thing". I am looking after public consultation for the GCWA Speed and Behaviour Management Strategy and I did send out an email last week that included a line about "fair or unfair". We are proposing some changes, but they shouldn't really have much of an effect on tinnys, etc. The 6.5-8m vessels are perhaps most affected (not many tinnys that big).

Behaviour is definitely a concern, particularly in relation to wash and we've suggested some wash 'messaging' to accompany the speed zones:

- 6-knots – "No wash"
- 40-knots – "Courteous wash"
- Variable – "Optimal wash"

The variable is the one that we are proposing to change, but dropping the length to 6.5m (instead of 8m) and the speed from 40 to 25-knots (big boats still 6-knots).

If we can do that, then we've also suggested changing some of the 6-knot areas to the variable speed limit. So, in those areas, smaller boats will be able to go faster than the currently can. At 6-knots, a vessel doesn't really make "no wash", but it is small. But, lots of people go 8 or 10 knots and the wash actually doubles, then doubles again, etc., as you go faster. But, when you get up to planning speed, the wash drops. This is the idea behind the optimal wash message – we want to encourage boats to get on the plane, trim their hull and "optimise" their wash. From the survey, people think "no wash" and "courteous wash" are good messages, but they aren't so sure about "optimal". We did also suggest "reduce wash", but it got a pretty similar reaction. Not sure if you or your friends have a better message to encourage boaties to think about their vessel wash in the variable speed zone?

BTW, I have had a number of phone calls, emails and counter visits from boaties, some happy, but a lot of them wanting to complain about something and the need for more enforcement comes up a lot. We don't look after that, but we do work with the Police and Boating and Fisheries Patrol, who do most of the enforcement. We also work with MSQ and they look after licensing issues, such as age limits and restrictions. Also BTW, the most common complaints I get about behaviour are for people on jet skis and kids in tinnys…

Cheers, Brian

Correspondence #26

Sent: Thursday, 17 November 2016

To: GCWAMail

Subject: Unable to get past Q 17 on Waterway speed survey.

To whom it may concern.

I have tried several time to fill in the survey on the speed changes to the Gold Coast Waterways. Each time I get to Question 17 it halts there with a red waring that on Q 17 “Please select an answer” before proceeding. No matter which answer I select it comes back with the same request.

Please inform me on how I can proceed past this impasse when completing this survey.

My answer to Q18 is as below.

Large private vessels (some irresponsible weekend helmsman) - more often around the summer season - traveling at 40 knots passed SeaWorld in the Main channel can create some extremely dangerous wash to smaller vessels. Some Captains of large vessels think they have the legal right to do 40 knots and if they are passing close by to smaller vessels then their wash is the smaller vessels problem. Some can get very close indeed as they speed pass. Some owners of large vessels that are taken out for a spin (say once or twice a year) create very dangerous situations on the Seaway main channel.

I have been using this channel daily for more than 20 years and so have experience of this.

Best Regards

======

Sent: Thursday, 17 November 2016

Hi,

I think I know the issue, as I had one other inquiry with a similar resolution – may have even been the same question. For that question, you have to rate all of the statements (as opposed to picking one). If you have only answered one, or anything less than all of them, the system will give you the “Please select an answer message”. I did set the survey up so you could go back at any time during the consultation and amend your answers (or complete the survey, if you didn’t get through all of it the first time). So, it should ‘remember’ the answers you previously provided and allow you to quickly go back.

If you get a chance, I’d appreciate advice regarding whether that solves the issue, including whether I am correct about it remembering your previous responses.

Re your comment below, happy to give you a response since we have this opportunity. That’s a good illustration of the challenge we have, and are trying to tackle through the Strategy – treating Speed and Behaviour, both individually and collectively. Historically, speed has been used to address behavioural issues and we are suggesting some tweaks intended to get better outcomes.

That area of the South Channel – adjacent to ‘Spit beach’ – is a good example, where a historical approach might be a 6-knot limit there, affecting all vessels at all times. The changes we’ve proposed to the variable speed zone – from 8 to 6.5m max vessel length and from 40 to 25-knots max speed – are intended to provide an alternative, that we can use in some places to apply the 6-knot limit to larger vessels, but still allow small vessels to travel at planning speeds.

In the Strategy and on the interactive map you can see that there are two options for the Broadwater (on the survey too, but might be a bit further on than where you’ve gotten to at Q.18). Option 1 includes a ‘yellow’ area (variable limit) through this area. As with any solution, this still isn’t perfect. Arguably, some large vessels, such as commercial boats with competent and well-behaved masters, could reasonably travel through there at speeds faster than 6-knots, particularly mid-week and off-peak when the water and beaches aren’t crowded. The commercial ‘allowances’ we’ve proposed could be a way to address that, but it does introduce a level of complexity and, therefore, complications.

To date, there is a lot more support for Option 2, with the narrower western footprint that excludes the area adjacent to Spit beach (you’ll get a link at the end of the survey that allows you to see the response to date). But, if we get the proposed change to the variable speed across the line, then we can adjust how/where we use that tool over time.

Thanks for taking the time to contribute and please encourage other operators, boaties or interested residents/visitors you may know to do the same.

Cheers, Brian

======

Sent: Thursday, 17 November 2016

To: Brian McRae

Subject: Thanks

Hi Brian

Thanks for your detailed reply. It's Good to know of the Waterways concern.

I have now managed to fill in the Survey. Not sure why it was holding me up before.

Yes I agree - it is only the larger vessels that are dangerous at these speeds in a congested channel at this location. – Although the majority of the masters in larger vessels are quite respectful of the effect of their wash. However it only takes one or two instances from an insane speed hungry weekend warrior in a large vessel to cause a potential disaster out there on the waterway. If they know they are not allowed do 40 knots I think even these guys will stay to the legislated designated speed. It's the 40 knots sign that makes them think it's a legal free for all area.

As you know it's not the speed alone that is the problem but a combination of the size of vessel, the speed and the distance allocated between vessels when passing. It is all three factors in combination that is the Hazard. I have had a 15 metre vessel travelling at 40 knots in a congested channel in the summer holidays pass by me, allowing only about 3 metres separation between the respective vessels. I must react instantly in situations like this in order to turn my vessel away from the wash. I'm not sure what would happen if I was distracted or too late for this manoeuvre.

Best Regards

======

Thanks Mate,

Your last example is a good illustration of a lack of seamanship. Even if the distance off provisions don't apply, common sense dictates… That's the intent of the 'wash messaging' included in the strategy, to promote a 'mind your wash at all times in GC waterways – no wash (6-knots), courteous wash (40-knots) or optimal wash (variable).

Cheers, Brian

Correspondence #27

Sent: Thursday, 17 November 2016

To: GCWAMail

Subject: Speed limits on our waterways

Good morning,

Following on from our conversation I support, in principle, the suggested changes regarding a 25 knot zone for vessels under 6.5 meters and the control of wash in certain areas.

I live at Budds Beach, and as a group, the biggest offenders of speed are jet skis with some awful personal experiences of being buzzed several times by skis doing well over 80+ km in a 6 knot zone and perhaps 25 knots might give them an encouragement to observe these new rules. Part of our discussion was enforcement of limits by taking photos of offenders, I ask that some discussion between the authorities as to what guidelines need to be taken to achieve this.

Thanks for the time and I hope you achieve your objectives

Cheers,

======

Sent: Thursday, 17 November 2016

No worries; my pleasure.

Cheers, Brian

Correspondence #28

Sent: 17 November 2016

To: Mara Bun

Subject: Gretings and something about speed limits

Dear Mara

I have attached a letter concerning Speed limits and my bird counts for 2016.

The new speed limits may turn both Curlew Island and Coombabah Creek into jet ski picnic grounds.

Unfortunately these changes do not appear to have been proposed with a bundle of strategies to mitigate their impacts.

I also predict that turning 6 knot areas into 40 knots for small craft, will simply open up these areas to jet skis and ensure they are a problem in areas where they haven't been a problem.

It would be a delight to take you up Coombabah Creek and of course over to Curlew Island.

I was up Coombabah Creek yesterday and found 40 Terek Sandpipers and 10 Golden Plovers.

Please photos of them in my count document.

Regards

[Content that follows is the text of the attached letter referred to above]

Dear Mara

Re: Speed Review, Moondarewa Spit and other initiatives

[Content not related to Speed and Behaviour edited out]

…I would also like to congratulate you for encouraging public participation in the speed review.

I am concerned about the move to increase speed limits for many of the red zones. Some of these zones are not channels except at high tide, some are undefined channels or poorly marked channels. The implication is that it is safe to use them at these higher speeds and this could be a fertile field for future litigation in the case of an accident.

The change of red zones to yellow in minor waterways and environmentally sensitive areas is of great concern. While speed in many minor waterways is likely to be self-limiting for conventional craft, this is not the case for jet skis which can go practically anywhere at high speed. I expect them to be a problem in areas –particularly sensitive areas where they have not previously been a problem. The effect is some area could be devastating – Coombabah Creek and the approaches to Coombabah Lake is a case in point.

There are three areas in the speed review which are of concern to me. I have addressed them in the survey but I am writing to you because I believe they require a referral under the EPBC Act.

The future of Broadwater birdlife is far more fragile than most people imagine with every major roost and feeding area facing multiple threats. If you examine my surveys you will see that Curlew Island is the most reliable of all the Broadwater roosts and every effort should be made to ensure that its integrity is preserved.

Coombahbah Creek is the only area that the Gold Coast has, which approaches a wildnerness area or an area which is set aside for wildlife. Its values are poorly understood. Nearly every bend of the creek has values. The approaches to the lake are of exceptional value. Let us not turn it into a playground for jet skis. Once the word gets around that this area is no longer 6 knots – they will be there in force. The same is true of Curlew Island.

Under the Speed Review I am concerned about:

- Curlew Island and Curlew Banks
- Coombabah Creek and Coombabah Creek
- North Branch of the Coomera River.

Curlew Island is my greatest concern.

I am disappointed that the speed options did not include keeping vessel speed to 6 knots. The increased speed limit is likely to significantly impact on the migratory birds including vulnerable and critically endangered species.

I am very confident Curlew Island would pass the test of ‘Significance’ under the EPBC Act. As well as that, it is the residence of a large number of Eastern Curlews (listed as Critically Endangered) and Bar-tailed Godwits (listed as Vulnerable). Accordingly, it may also trigger assessment under the Nature Conservation Act and comments should be sought from EHP on the proposal. Curlew Island is the most reliable migratory bird roost in the Broadwater. It is the best roost we have for international birds in the Broadwater except perhaps Swan Bay (which is an unknown quantity and 26 kilometres from Curlew Island). Jumpinpin was once a magnificent roost but it is now almost destroyed by neglect, human abuse and erosion. I visited Jumpinpin on the 4/11/2016 and only found a small number of birds despite a wide search of the whole area.

All the Broadwater roosts except Curlew Island become submerged at moderate tides.

Curlew Banks is also a very large foraging area. A great deal of disturbance occurs on the eastern side of the island. Most birdlife is found on the western side where the main feeding areas are and there is shelter from human disturbance and prevailing winds. As the tide drops the birds feed right down to the bank of the western channel. It is a well demonstrated fact that migratory birds react negatively to fast moving objects be it people, dogs or watercraft. Scientific studies are available to confirm this.

At present this channel is not a major disturbance factor as not many craft use it and boats move along it at slow speed. If this channel is dredged closer to Curlew Banks than at the present alignment, and more boat traffic is encouraged to use it at increased speed, these vessels will be brought into direct contact with birds roosting or birds feeing close to the channel. As well as this there will be nothing to prevent jet skis from approaching the western side of the island at high speed at the critical time of high tide.

If GCWA has not already done so, I urge GCWA to develop a set of strategies which would mitigate impacts of any harmful effects which may occur from these actions.

Under draft policy 3.21 (EPBC), protective zones of 250 metres are recommended for roosts and this roost falls within these limits. This policy is no longer an official document but it contains a wealth of information which may be used as a guide.

Some strategies would include recognition of the values of Curlew Island and to publicise these values. Employ a protective covenant for Curlew Island and Curlew Banks and then implement a management plan for the area to maintain and increase its shorebird population. You may also wish to consider research to support expansion of shorebird habitat, to reduce the risk to birds from human impacts and climate change events in future.

Coombabah Creek is of high environmental significance. At different times a large number of waders are found here as well as many other wetland birds. The waders already observed here by me are Terek Sandpipers, Black Winged Stilts, Eastern Curlews, Whimbrels and Bar-tailed Godwits and Pacific Golden Plovers. I would expect other waders such as Sharp-tailed Sandpipers and Greenshanks to be found here as well. These birds are seen scattered along any shoreline not covered by water. At low tide the channels in the area are shallow and winding. The area is covered by three layers of protection – National Park, RAMSAR and Marine Park. It deserves the highest level of protection and it is hard to understand the rationale for giving it an open speed designation.

There are a series of sandbanks near the entrance to Coombabah Lake where the Terek Sandpipers roost and feed. I would see this area as an early casualty of a yellow zone. The action to make speed changes here brings the action within the ambit of the EPBC Act. This area is already smothered by urban encroachment. It does not need this additional pressure.

North Branch of Coomera River. There is a useful migratory bird roost on the North Branch of the Coomera River about half a kilometre before it enters the Broadwater. The tangle of shallow creeks between this and the Pimpama River is an important shorebird feeding area. It is not the place wehere fast and noisy boats should be. This should be considered as a red zone. This areas is overlayed by National Park, Ramsar and Marine Park covenants.

I am very concerned about the future of our shorebird population. Curlew Island is the most effective roost in the Broadwater and its loss due to human pressure and disturbance would have consequences on the entire Broadwater. I know the high speed water taxi is an issue in this equation and is perhaps the driver for these changes but these speed changes should not happen in the absence of a balanced plan to protect Curlew Island and Curlew Banks from increased pressures.

My focus is our shorebirds. My values are on the side of the 100 countries which have signed international agreements to protect the future of wetland and migratory birds and to put this priority above parochial interests.

If we are to open up the waters around Curlew Island let us face the full costs of our social responsibility and not cut these costs. In this case the cost is full and proper protection of Curlew Banks and Curlew Island.

Kind regards

======

Sent: Monday, 21 November 2016

Dear,

I would like to acknowledge your email below to GCWA Chairperson Mara Bun and on her behalf thank you for taking the time to contribute to the management of the Gold Coast waterways.

I understand that Brian McRae called you to discuss your concerns in detail and that this conversation resulted in an improved appreciation for both of you regarding the complexities regarding vessel wash effects and how to manage behaviour and environmental considerations. Your submission will be considered as part of the overall response to the current consultation, but I would like to provide a brief response to confirm key points from the discussion between yourself and Brian.

1. The current speed limit in the vicinity of Curlew Island is 40-knots for all vessels (not 6-knots as suggested by your email)

2. Under Broadwater Option 1 the proposed speed in this area would be reduced, from 40-knots to 6-knots (vessels over 6.5m) or 25-knots (small vessels)
3. So, the proposal is to decrease, not increase, speed limits in this area
4. You support a 6-knot area around Curlew Island
5. Your reference to maintain a 6-knot limit was in reference to the western foreshore near Labrador
6. You are concerned that this change would encourage use of the western channel. While very few birds use the western side, the sand banks between the western channel and Curlew Island are used and increased use of the western channel could disturb foraging birds
7. The proposed goal of the 2-channel strategy is to mitigate congestion and big/large vessel interaction by providing a viable western navigation alternative
8. The 6-knot area potentially encourages navigation to the east of the 6-knot area. While this area is depth and tide restricted, it is viable for jet skis at high tide. You noted that both jet skis and high tide are of particular concern in terms of potential wildlife impacts
9. You do not think that wash is currently an issue in Coombabah Creek
10. You think that the proposed change for Coombabah Creek will have the effect of attracting jet skis and you don't think they currently go there
11. Your email advises that "these changes do not appear to have been proposed with a bundle of strategies to mitigate their impacts"
12. The Strategy is fundamentally concerned with addressing wash effects, in particular recognising that the wash from a small vessel at planning speeds is 'better' than the same vessel traveling at 'intermediate' speeds, for example 7-15 knots, that this premises is supported by the report by the Australian Maritime College, and that behaviour, including exceeding the 6-knot limit, whether through inability to gauge speed or unwillingness to follow the rules, is a fundamental concern of the strategy and managing use of the waterways
13. You advocate a 6-knot zone in the Coomera River North Arm, near the mouth, to protect shorebird resources in that area
14. Speed limits are set under the Maritime Safety Act, that this Act has a relatively narrow focus (marine safety) and that the Strategy promotes conservative the use of the 6-knot limit, based on marine safety factors
15. The Strategy proposes a relatively significant reduction in 40-knot areas (65% of GC waterways to 51% or 59% - Broadwater options ½), replaced with the modified variable zone, in large part to mitigate wash concerns in sensitive areas, including areas of the Moreton Bay Marine Park and the Broadwater south of Wave Break Island
16. Certain activities and/or vessels, whether by design or operation (behaviour), give rise to wash concern.
17. The Strategy notes that these problems persist in existing 6-knot areas
18. As the revised variable speed zone is intended to 'optimise' wash, other measures may be required to control these activities
19. 6-knots doesn't work perfectly now and the proposed changes are not guaranteed to be perfect, but a fundamental purpose intent is to mitigate the impacts arising from the current situation (referring to #11 above)

I hope this is an accurate record of the points you and Brian discussed and welcome any corrections. The summary is not meant to ignore or replace your submission – obviously it does not attempt to include your extensive observations regarding avian activity in the area. Nor is it meant to suggest that you and Brian fully agree on every point – rather, some of the points are focused on your key recommendations and others provide the perspective advanced by the draft Strategy.

I applaud your passion and would like to thank you again for taking the time to contribute your thoughts. Brian has the difficult task of integrating the diverse community of perspectives, working with our partners agencies and preparing recommendations for the Board. With the forthcoming holidays, recommendations are not expected until next year, but advice will be provided to all stakeholders as appropriate regarding further developments in relation to this consultation. I note that your address is on our mailing list.

Sincerely,

Hal Morris, CEO

Correspondence #29

Sent: Saturday, 19 November 2016

To: GCWAMail

Subject: Re: Speed & Behaviour - Video intro to interactive map

Your survey is broken, comes up with a red " Please select an answer " between questions 16 & 17 which I had already done but could not get it to go to the next page.

======

Sent: Monday, 21 November 2016

Hi,

I think I know the issue, as I had two other inquiries with a similar resolution – may have even been the same question. For that question, you have to rate all of the statements (as opposed to picking one). If you have only answered one, or anything less than all of them, the system will give you the “Please select an answer message”. I did set the survey up so you could go back at any time during the consultation and amend your answers (or complete the survey, if you didn’t get through all of it the first time). So, it should ‘remember’ the answers you previously provided and allow you to quickly go back.

If you get a chance, I’d appreciate advice regarding whether that solves the issue, including whether I am correct about it remembering your previous responses.

Cheers, Brian

======

Sent: Monday, 21 November 2016

To: Brian McRae

Subject: Re: Re: Speed & Behaviour - Video intro to interactive map

Thanks Brian, your right that was the problem.

I have a Riviera 53 & also an 18 ft fishing boat so I see a lot of this from both sides.

I like most of your proposals, I just hope your survey doesn't get Railroaded by the JetSki fraternity & you are successful in implementing some sensible changes.

Regards,

======

Sent: Tuesday, 22 November 2016

Thanks Mate,

Yes, the changes require ‘stepping on a few toes’, so I hope as well that logic at the system level can prevail over the interests of particular constituencies. The jet skis are an interesting example in that behaviour, rather than vessel design, is the primary issue, at least from a wash standpoint (as opposed to noise, where there is a potential design issue, but it’s unclear to what extent that is exacerbated by user modifications).

Thanks for the positive feedback re the proposals – good to hear.

Cheers, Brian

Correspondence #30

From: Rose Adams

Sent: Tuesday, 22 November 2016

To: GCWAMail

Subject: Gecko submission- GCWA Sped limit review

Dear Sir

Review of speed limits, Gold Coast waterways, issues and recommendations

Please see our attached submission from Gecko- Gold Coast and Hinterland Environment Council. Thank you for the opportunity to be involved in this consultation.

Yours sincerely

Rose Adams

Secretary

[Attachment follows at end of emails below]

======

Sent: Tuesday, 22 November 2016

Hi Rose,

Thanks for the submission. The first half of it responds to the Speed Limits Review Discussion Paper (May 2014). Consultation on the Discussion Paper was finalised in 2014. The Discussion Paper and Consultation Report are included on our website, under "Additional Resources", as background for the current consultation on the Speed and Behaviour Management Strategy.

I sent an email to Gecko and ~100 stakeholders tagged as interest groups, offering to facilitate any special needs. Based on my quick review of your submission, the following points may be of use/interest:

- The 2014 review was concerned with the question of how speed had been used as a tool to manage waterways issues and how it should be used
- The Strategy builds on the consultation response to that review –Recommending changes to speed limits, but also addressing behaviour
- Speed limits are an important tool, but waterways management requires other tools
- Behaviour is a particular concern and speed limits are only one tool, which can have unintended consequences
- "More enforcement" is an option, but it is also necessary to consider whether the regulatory regime can be improved
- GCWA's powers to set speed limits are derived from the Maritime safety Act
- While a broad context is important for regulatory decisions, safety is the primary purpose of speed limits
- Some of areas that are currently 6-knot speed limits are not justified on the basis of safety
- Your submission advocates the use of 6-knot (or slower) speed limits to address environmental concerns
- The Strategy, supported by the Australian Maritime College report, identifies issues with the use of 6-knots to manage vessel wash
- The wash from a vessels travelling at 7-knots is approximately double that of a vessel at 6-knots. At 8-knots it doubles again (so 4x the wash at 6-knots)
- Anecdotally, it would be common for vessels to travel at 7,8,9 or 10 knots in 6-knot areas
- This could be unintentional – boats don't have speedometers and this is hard to judge
- There is certainly also a blatant non-compliance element
- For some vessels, typically smaller, the wash at planning speeds is less than it is at intermediate speeds (such as 7-knots, etc.)
- The graphs in the AMC report illustrate this relationship
- The Strategy promotes a wash focus – wash being important at all times – with messages for each of the speed limits (no, optimal, courteous)
- Reductions in speed (40 to 25-knots) and length (3 to 6.5m) are proposed to the variable speed limit

- This redesigned variable zone attempts to promote “optimal” wash outcomes by allowing small vessels to trim their hulls and get on the plane
- The Strategy proposes changes to the existing speed designations, based on this revised zone
- These include some 6-knot areas, thereby improving transportation efficiency (28% to 24% of waterways)
- However, the larger change is converting 40-knot areas to the slower variable speed to better manage wash (65% to 59% or 51%, Broadwater options 1/2)
- This includes large sections of the Moreton Bay Marine Park, based on consultations with the DNPSR

Regarding your points about the Coomera Marine Precinct, the Strategy does not propose any changes to the 6-knot area (red) around the precinct, nor the variable area (yellow) that adjoins it. The changes are all further downstream.

We did consult with DNPSR specifically in 2014 and the current proposed changes reflect their input. We are also working with them again on the current review.

Gecko’s submission will of course be considered in the context of the overall consultation, but I have been taking the time to respond to individuals or groups that contact me as I have found that this often improves their understanding of what we are trying to accomplish. I note Gecko’s default preference for a 6-knot speed limit in all waterways. I don’t expect agreement, but I do hope this attempt to further clarify what is set out in the Strategy provides you with an understanding that improved management of vessel wash is a cornerstone of the Strategy. There is good evidence that the current approach of using 6-knots to manage vessel wash is problematic; there is also good evidence for the proposed changes. As the success of either approach is dependent on human behaviour, there is no way to say which is more likely to succeed. But it is quite reasonable to assume that we will continue to have the same problems unless we change something.

Cheers, Brian

======

Sent: Tuesday, 22 November 2016

Hi Brian

Thanks for your detailed response. I admit our submission was a bit of a mix of comment on the previous consultation but as an environmental organisation we take every opportunity to encourage more focus/education/effort on the environmental issues. You have indeed a hard job, seeking the elusive “balance”. As a boatie I know how hard it is to stay at that 6-knot level and did note the comments in the Australian Maritime College report on the speed/wash variables. The enormous variation in hull length, displacement, engine size, wind and water conditions as well as operator skills makes it necessary for each individual operator to constantly re-calibrate their speed, in essence, “driving to conditions”. However we would not like to see too much relaxation in that area. Some boaties tend to allow themselves greater levels of discretion than conditions warrant.

At the end of the review we hope that consideration of a range of environmental matters can become a core part of the boating experience for all.

Kind regards, Rose

Gecko
The peak regional environment body.

Gecko - Gold Coast and Hinterland Environment Council Assn Inc.

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Telephone 07 5534 1402
office@gecko.org.au www.gecko.org.au

21 November 2016

Gold Coast Waterways Authority
40-44 Seaworld Drive
Main Beach Qld 4217

Email: mail@gcwa.qld.gov.au

Dear Sir

Review of speed limits, Gold Coast waterways, Issues and recommendations

Gecko- Gold Coast & Hinterland Environment Council thanks you for the opportunity to comment on the above Discussion paper

We welcome this review of speed limits, given the competing uses of our waterways as a result of growth in our population, waterfront development and increased size and volume of boating traffic. There remains a finite area of our coast and other waterways available to accommodate these uses and we seek to ensure that human recreation is not further permitted to impact upon our marine ecosystems.

Our interest lies with the protection of environmental matters, in particular

- the impacts of marine vessel activities upon mangroves, seagrass beds and RAMSAR wetlands and the species utilising these areas. We have particular concerns for the Green Turtle, *Chelonia mydas*, listed as vulnerable under the EPBC Act, Dugongs, *Dugong dugon*, also listed and the many species of seabirds, waders and migratory birds protected under the Ramsar Treaty.
- The green turtle and the dugong occur in this area and both species are almost entirely reliant upon seagrasses for their survival. Marine turtles are recognised internationally as species of conservation concern. All marine turtle species occurring in Australian waters are listed under the *Convention on International Trade in Endangered Species of Wild Fauna and Flora* (CITES). In addition, all marine turtles occurring in the Indo-Pacific region are a priority for conservation under the *Convention on the Conservation of Migratory Species of Wild Animals* (the Bonn Convention or CMS).
- Internationally, dugong are listed on Appendix I of the Conservation of International Trade in Endangered Species (CITES), and on Appendix II of the Convention on Migratory Species (the CMS). Australia is a signatory to both these conventions.
- Wash from boats can cause erosion of the shoreline
- Wash and noise from boats can disturb migratory birds which utilise mangroves and other coastal landforms and habitats for roosting, feeding and/or breeding. Interruption of

1

feeding weakens birds and results in increased mortality during their lengthy flights to and from habitat areas.

We have read the documents referenced in this review. We note with concern that the previous review in 2008 did not result in adoption of the three measures that were identified as receiving broad acceptance (pg. 7). The suggestion of no-wash zones was not implemented due to lack of agreement on an enforceable definition. We note on page 9 that other jurisdictions have managed to identify such zones and Gecko recommends that, as a minimum, the following no wash zones are declared: close to people in the water i.e. popular swimming and diving spots, moored vessels, jetties, boat ramps or pontoons, within 30m of a vessel likely to be adversely affected by wash and the shore.

As well, such zones should be created in the vicinity of mangroves and any sand spit recognised as a roost site for migratory birds, which we discuss further below.

The issues

The review refers to the huge expansion in the number of registered water craft on the Gold Coast and lists three main issues relating to maritime safety. Environmental matters receive only passing coverage, however, and we suggest that marine safety issues need to be integrated more visibly with environmental concerns, such as those listed above. The Gold Coast waterways are shared zones, providing not only recreational opportunities for human residents but also serve as breeding grounds for aquatic species, roosting sites, feeding grounds and rest areas for passing marine life, including the occasional whale and her calf observed sheltering in the Broadwater. Gecko suggests that, while environmental conservation is not a role identified for GCWA, there are opportunities to enhance public awareness of the wildlife utilizing this zone.

Speed limits

While from a conservation perspective we would prefer a reduction in the speed limit that applies in the waters of all canals, creeks, lakes, boat harbours and marinas from 6 knots to 4 knots, we recognize that this would be impractical to enforce. Accordingly Gecko offers our support for a continuation of the current state-wide provisions listed on page 6. We do note however that in the list of restrictions applying in other jurisdictions, the minimum speed various between 4-5 knots.

The writer has some experience with general boating over many years and Gold Coast Waters over several years as a part owner of a recreational fishing operation. From this experience and from discussions with a number of recreational boat owners, 6 knots is generally considered an appropriate speed but one which requires considerable self-control and that enforcement of speed restrictions is lacking. Hooning is not limited to our roads and youngsters who may not have reached the age at which they could apply for a boat license (16) can be seen on canals and other waterways traveling at speeds well over 6 knots. Although no license is required for motors under 10 h.p. it is still possible to create a significant wash if fitted to a small tinny. Better education of the public is needed, which explains the reasons for speed restrictions and the requirement for signage. The actual enforcement will require a visible presence, increased monitoring and improved response to reports of excessive speeds.

The statistics quoted on pages 8-9 regarding Marine Infringement Notices appears somewhat out of date and a more accurate picture would be provided with more recent figures, given the large amount of development and population growth on the Gold Coast since 2012.

The concept of "driving to the conditions" on page 10 is problematic, implying that self-regulation would maintain safety, prevent damage through wash and respect environmental considerations.

Analogies have been made in this document with road traffic considerations but it is clear that such a strategy would be unthinkable on our roads. As with the driver of a high-performance vehicle feeling frustrated at being forced to adhere to necessary speed limits, such as the 40 k.p.h. limit in school zones, so too do the operators of speedboats chafe at having to adhere to 6-knot speed limits. If this is the necessary speed to ensure the above safety and other considerations, it does not seem valid that individuals should be given the freedom to interpret conditions to suit their vessel or temperament.

In the same way, should exceptions be made for a water taxi/shuttle service? All forms of transport, without exception, are required to respect speed restrictions on the roads and a similar regime should operate on our waterways. In a growing city, the number of watercraft can only increase, requiring a safer, not a less-restrictive set of user rules. An example of dangerous interaction between such services is the hazard posed to rowers on the Brisbane River by operators of the City Cat Service [1]. http://www.smh.com.au/comment/the-hermit/citycats-the-boats-that-really-need-to-be-stopped-20150929-gjxhfc.html

The Broadwater is a highly popular site for rowing clubs and speed exemptions for transport could impact on the safety of this user group.

Speed limits in the southern Broadwater-

Gecko supports the default preference, subject to consultation, to have all areas be 6-knots except as otherwise designated.

Recommendations- page 12

Based on our discussions above Gecko offers the following comments on the 12 recommendations:

1. Remove gazetted limits where the intent is reasonably addressed by statewide provisions, for example in the vicinity of anchorages (when vessels are present).	We do not support this de-gazettal which could lead to confusion, difficulties of enforcement. Clear limits need to be indicated on all mapping to ensure compliance and understanding of appropriate speeds.
2. Remove existing 6-knot signs to the maximum practical extent and promote a default 6-knot message, similar to the 50-km limit on neighbourhood streets.	We do not support this. Signage is an important reminder to boat operators of the need for reduced speed in certain zones and encourages more responsible use of our waterways.
3. Retain statewide consistency where possible, but recognise that the GCWA was created to provide an appropriate response that reflects potentially unique local circumstances.	Regulations must reflect that safety, considerate vessel operation and respect for the environment are paramount and are not waterered down for the convenience of tourism or commercial operators.
4. Adopt a "no wash" approach, either in lieu or alongside slow speed limits, if and where possible, to simplify place-based rules and improve outcomes	Agreed
5. If agreement cannot be reached on an enforceable approach to slow speed wash, alternatives including a reduction from 6-knots to 4-knots for all vessels, or a variable small/large vessel limit (e.g. 8/4 knots), should be considered.	Agreed

6. Adopt a "no adverse effects" approach to control the effects of wash on other vessels, looking to the SA model, or the TAS and VIC models (distance off), as examples.	Specific guidelines such as distance off should be clearly stated.
7. If agreement cannot be reached on an enforceable approach to high speed wash effects, alternatives including a slower maximum speed for longer vessels should be considered.	Agreed
8. Promote a "drive to the conditions" ethic, focusing on respect and courtesy regarding vessel wash and understanding of statewide provisions that trigger a 6-knot limit.	Gecko disagrees with this, as discussed above. This approach lends itself to misunderstanding and personal interpretation.
9. Utilise cameras to monitor behaviour and enhance the effectiveness of enforcement resources, with a primary view to education and, as warranted, cautions, intelligence and/or infringements. Systems should also be designed to leverage camera evidence submitted as part of complaints to accommodate frustrated residents.	Agreed
10. Where warranted, bans or restrictions (e.g. time of day) should be used to control problematic activities, but as a 'last resort', to avoid complexity and over-regulation.	Agreed
11. Water taxi/shuttle services should be accommodated where an alternative speed can be demonstrated to facilitate transportation utility and, based on consideration of specific vessel factors, acceptably manage wake and wash effects.	See comments above
12. Speed limits in the Moreton Bay Marine Park should be reviewed with the objective of addressing environmental concerns through alignment with Marine Park zones.	Agreed

Speed and Behaviour Management Strategy

Overall comment

Gecko notes that the environmental values of the Gold Coast waterways and the Broadwater in particular are given little discussion. There is no mention of the specific environmental factors that should play an important role in determining appropriate speeds, for examples the presence of dolphins, whales, dugongs and turtles, all of which enter the Broadwater via the Seaway and are at risk of boat strike; sensitive zones where sea grass beds or mangroves occur and sand spits utilized by migratory birds.

Page 10- Proposal to change red zone to yellow in Coomera River-

Gecko wishes to raise the issue of the Gold Coast Marine Precinct, a project which was referred to the Federal Department of Environment under the Environmental Protection and Biological Conservation Act 1999.

The Coordinator-General's evaluation report [2] on the environmental impact statement identified potential impacts on Matters of national environmental significance as follows:

"The proposed development would increase the number of vessels using the Coomera River, which may increase the risk of boat strike to marine megafauna including turtles, dugongs and dolphins." The report also states that "The proponent has considered the risk of boat strike within the marina area to be low as the seagrass beds around Foxwell Island and downstream from the site are not considered to provide important foraging resources for dugong or turtles. Nevertheless, the proponent intends to minimise the risk of collisions with marine mega-fauna by concentrating traffic to the existing channels, implementation and **enforcement of speed restrictions (6 knots) within the marina and entrance channels and educating the public on boat strike risks including signage at public boat ramps.** Dugong and dolphins are susceptible to boat strike. The increased vessel traffic associated with the project would increase the risk of collisions."

The subsequent approval by Commonwealth Dept of Environment [3] dated 5 February 2014 and **binding until 5 February 2054** stipulates, *inter alia*, that the proponent is required to adhere to the following condition:

14. To ensure the protection of MNES, the approval holder must install signage at a minimum of 5 locations within the Gold Coast Marine Precinct informing users that the surrounding area includes the Moreton Bay Ramsar site and habitat for EPBC listed threatened and migratory species, and providing advice about how to minimise impacts on MNES from boating activities (including boat strike and fishing) and litter. Each sign must be installed in a high traffic area of the Gold Coast International Marine precinct prior to the commencement of operation and be not be less than 1.5 square metres in size."

Gecko recommends that the proposed zone change is amended to retain the red zone in the above precinct area and give due consideration to the location of the transition to a yellow zone. In terms of the Memorandum of Understanding between the Commonwealth and Queensland [4], the parties agreed **that environmental standards are maintained and that Queensland will not act inconsistently with relevant Commonwealth EPBC Act statutory guidelines, plans and policies in its decision making.**

Broadwater Proposed Changes

Gecko prefers Option 1 but retains concerns at 40 knot green zones and potential impact on sand spits, boat strike on marine life entering the Broadwater through the Seaway, divers and small craft.

Moreton Bay Marine Park:

The new red zone is supported. Gecko is concerned at the increase of the yellow zone above Calypso Bay Marina due to wash impacts on mangroves. We suggest that, in the Jacobs Well area, consideration should be given to the proximity of mangroves, Ramsar sites and the presence of seagrass beds, which would be better protected by a zoning of 6 knots, applicable to all vessels, not just to vessels greater than 8m in length as currently gazetted. This area offers significant opportunities for bird watching, environmental education and low impact activities such as kayaking and there remains the possibility of dangerous encounters with speeding vessels.

During a recent meeting between regional environmental groups with the Qld Department of Environment Minister, Steven Miles, the Minister confirmed that a review of the boundaries of the Moreton Bay Marine Park would be undertaken in 2017-2018 in order to consider possible extension of the marine park. Accordingly, there may be additional zones for environmental protection where

a 6 knot speed limit may be more appropriate. Accordingly Gecko recommends that consultation with the Department is undertaken prior to amendments to speeds in this area.

Additional considerations

In recent years an alarming introduction into recreational boating operations is the jet boat which falls under the category of recreational craft. In respect of this type of operations there needs to be:

- identification of exclusion zones and speed restricted areas which take into consideration the presence of mangroves, bird foraging and roosting areas, seagrass beds, safety of marine mammals and fish breeding areas as well as the usual maritime safety issues;
- consideration of blast from jet boats as well as the wash from conventional craft.

We question the "eco-friendly" description of vessels which operate by sucking in water and blasting it out to produce the reported high speeds. The intake of sea life and the potential damage to shallow seabeds, seagrass beds and marine creatures from the powerful blast offers a set of threatening impacts which are as significant, if not greater, than the impacts of conventional craft creating a wake and thus deserve closer scrutiny. These vessels also have very noisy engines which should also delimit areas in which they should operate.

One site offering jetboat rides claims, " Our premium experience, the popular 55 minute "Broadwater Adventure" travels over 35kms, it provides more spins, slides, thrills and is the only jet boating tour on the Gold Coast **to access the protected Marine Park.**" http://www.paradisejetboating.com.au/

Another states, "...the jet-powered turbo engines take you on speeds up to and over 80km/h. Our highly experienced drivers will take you on the ride of your life through their extreme playground, with spins and slides as you **tear around the sandbanks of the Broadwater & Gold Coast Seaway**. You may even spot a dolphin or two racing alongside the boat!" http://www.goldcoastjetx.com.au/#sthash.Y0J1Nv5c.dpuf

These same sandbanks are recognised roosting sites for migratory birds protected under international treaties. Most recently, Curlew Island in the GC Broadwater was recognised as a named place, with the nomination being based upon its environmental value for migratory birds. Permitting wash of high-speed vessels in close proximity is inconsistent with protecting this value.

We thank you for giving consideration to this submission and look forward to further information on the progress of the review.

Yours sincerely

Rose Adams
Secretary

References

1. O'Chee, W., 2015. CityCats: The boats that really need to be stopped. Sydney Morning Herald, 15 September 2015.http://www.smh.com.au/comment/the-hermit/citycats-the-boats-that-really-need-to-be-stopped-20150929-gjxhfc.html

2. Queensland Government, 2013 (amended August 2014) Gold Coast International Marine Precinct: Coordinator-General's evaluation report on the environmental impact statement. http://www.statedevelopment.qld.gov.au/resources/project/gold-coast-marine-precinct/gold-coast-marine-cg-eis-report.pdf

3. Commonwealth of Australia, 2013. Approved Action: The operation and development of the Gold Coast International Marine Precinct at Coomera on the Gold Coast, Queensland. EPBC Act referral 2008/4002 **http://epbcnotices.environment.gov.au/_entity/annotation/dfc5982e-3168-e511-9099-005056ba00a8/a71d58ad-4cba-48b6-8dab-f3091fc31cd5?t=1477451917534**

4. Commonwealth of Australia, 2013. Memorandum of Understanding Between: the Commonwealth of Australia (Commonwealth) And Queensland http://www.environment.gov.au/system/files/pages/b44206bc-d8e5-450b-a05e-4d7c26d8afa1/files/qld-bliateral-agreement-assessment-2014.pdf

7

Correspondence #31

Sent: Wednesday, 16 November 2016

To: GCWAMail

Subject: Re: Speed & Behaviour - Video intro to interactive map

Who do we email photos of these kids being idiots in canals

======

Sent: Wednesday, 23 November 2016

Hi,

The Queensland Police Service is responsible for enforcement matters such as the situation you describe.

You can file a report online at: https://www.police.qld.gov.au/apps/reports/hoonOnline

Alternatively, you can call 13HOON (13-4666) and they will take your report and give you an email address if you want to send in photos.

Ideally, the photo should capture identifying information such as vessel registration number (or you would be able to supply that), allow them to recognise/confirm the vessel operator, and include some background details that allow them to positively identify the location (such as a building or other structure).

The webpage above does also advise ringing Triple Zero if the incident is in progress.

I hope this info is helpful.

Cheers, Brian

Correspondence #32

Sent: Thursday, 17 November 2016

To: GCWAMail

Subject: GC waterways survey

GCWA survey staff,

I recently completed and made a number of comments in your most recent survey on boat speed and safety issues on the Gold Coast.

Unfortunately, I forgot to mention something that's puzzled me for years: where does the GCWA and the Queensland Government l hide information on state boating rules and penalties.

I got my boat licence in NSW many years ago and still have no problem finding out how harsh penalties are in that state. But I've never been able to find out what applies to Queensland boat users. The half dozen licensed boat owners I asked couldn't help me either.

My immediate reaction to this is, why isn't this information plastered all over the Queensland Government, local councils and your Web sites?

Better still, why aren't there media ads like those aimed at motorists who drink and drive?

Thank you,

======

Sent: Wednesday, 23 November 2016

Hi,

They are 'hidden' in a few places, mostly kind of dry, inaccessible stuff such as legislation and regulations. If you wanted to go to "the source", you'd go to https://www.legislation.qld.gov.au/acts_sls/Acts_SL_T.htm and look under "Transport Operations". The Marine Safety Act and Reg are the main documents, but there are a couple of other relevant places. (Links to some other legislation at https://www.daf.qld.gov.au/fisheries/recreational/rules-regulations).

There is an attempt to make this stuff accessible to boaties, in a printed handbook that gets updated about once a year. I think they distribute these at bait and tackle shops, etc., and you can get them at our office here. An electronic version is accessible at https://publications.qld.gov.au/dataset/recreational-boating-and-fishing. There is also an app available (Qld Fishing -- in Google Play or Apple App Store), but I think the focus is more on fishing (there has been some progress towards an integrated app, but not yet available).

I have been working on something for GC waterways, focusing on info such as speed limits, nav aids, bathymetry, tides, boat ramps, etc.

I hope that helps.

Cheers, Brian

======

Sent: Thursday, 24 November 2016

To: Brian McRae

Subject: Re: GC waterways survey

Hi Brian,

Thanks for taking so much trouble to reply to my query about Queensland boat regulations.

I think that your answer explains why there are so many lawless boat users running around our waterways.

Anyway, I'll have a look at what you suggest and decide whether it's worth lobbying the state government to do something about it.

Thanks again.

======

Sent: Friday, 25 November 2016

They do promote it a bit Mate and use channels such as bait and tackle shops and bother to print the booklets and give them away. I think it's just the badging under fishing that maybe makes it harder to find if you are looking for boating. It's a no win situation -- bundling the info has advantages and disadvantages, as do the alternatives.

Cheers, Brian

Correspondence #33

Sent: Friday, 18 November 2016

To: GCWAMail

Subject: Clear island waters water ski proposal

Hi, Not sure who to send this to but I hope it can be directed accordingly. I just wanted to touch base and give my absolute thumbs up in regards to the above proposal as published in the Gold Coast Bulletin. CIWs lakes is so much bigger, wider and more importantly safer to ski than the alternative nerang river. The archaic 6 knot rule has to change!!! The majority of boaties using the lake system already snub the speed limit as they know its not affordable to police it. All the revetment walls are rock so no issue with erosion or waterfront damage and the only other issue brought up by Cr Stevens is the bull sharks. This is a scare tactic. I've been fishing off my deck and throwing meat, chicken carcasses and food scraps to fish and eels 3 to 4 days a week for over 10 years, eels are waiting every night, never seen a shark, been a regular boatie on the lakes and never seen a shark and bet I never will! I tell my kids I would rather them get a speeding ticket on the lakes where I know it's a lot safer than to ski in the the nerang river where I know there's sharks! At the end of day its really the users choice anyway and government should be encouraging a healthy lifestyle not discouraging! More outdoor activities for families to enjoy in my books is moving with the times and showing a proactive view. Busy kids = non mischievous and destructive not to mention obesity! If you need signatures or anything else to get this through please contact me as I will be happy to door knock the residents or what ever it takes to change this archaic law!

Regards,

CIW resident

======

Sent: Wednesday, 23 November 2016

Hi,

Thanks for taking the time to add your two cents.

The proposal has, as anticipated, attracted responses from some concerned residents who don't support the change, so it is nice to hear from 'the other side'. The shark angle was a bit of a surprise to me. Interesting to hear your experience 'chumming'. I know from talking to at least one researcher that we certainly would get certain species of sharks in the rivers and canals, but I did think the Bulletin was a bit too creative.

The proposed changes were mostly a desktop exercise in the sense of being based on an objective assessment of the waterway characteristics. Community views are important – both boaties and residents – which is the focus of the consultation. I'll be summarising the consultation and formulating recommendations, but eventually the decision isn't mine and political considerations will be part of the mix. It's always hard to get a decision when the outcomes involve strong interests, such as residential amenity adjacent to public recreational areas.

We may do some community consultation sessions after the holidays. Would be interested to know where the local community sits. I've heard from a couple that are vocally opposed – you are the only local supporter I've heard from. I suspect that most residents would be unaware and, perhaps, not feel very strongly one way or the other, but hard to say.

I will include your comments (without personal info) in the consultation report.

Cheers, Brian

Correspondence #34

Sent: Friday, 18 November 2016

To: GCWAMail

Subject: Attn: Mr. Brian McRae - Re Speed and Behaviour Strategy - Thank you.

Dear Brian, a brief follow up note to thank you for your time today. It was a pleasure speaking with you and I enjoyed our discussion.

I have read the research and analysis you provided on your website plus other information and learned a great deal about Wake/Wash. I also studied your interactive map which I found highly informative and extremely useful. I now have a clear understanding of your strategy and the benefits of the proposed changes. I believe that with some final tweaking you will be able to deliver a practical solution for Gold Coast waterways.

May I also congratulate you for adopting such a disciplined, professional and informed approach to change and decision making. This is the first time that I have seen anything of this standard since moving here five years ago. It is my opinion for example, that if GCCC were to adopt this level of discipline in their decision making processes the Gold Coast would in many ways become one of the best cities in Australia.

I have completed the Speed and Behaviour survey and have also offered comments in your interactive map. You were kind enough to give me your valuable time to discuss the strategy and also work through my concerns and suggestions with regard to Coombabah Creek.

I wish you and your team every success in delivering your solution. If there is ever anything that I can do to support or assist you please don't hesitate to contact me.

Brian, I don't have your CEO's contact details but if you would be kind enough to pass this to him I would appreciate it.

My best regards,

======

Sent: Wednesday, 23 November 2016

Thanks,

It is always a pleasure to work with stakeholders that have taken the time to read and, while I don't mind an argument, it is also quite nice when I get supportive feedback.

I will include your comments, along with others, in the consultation report (without attribution). BTW, I have had a couple of stakeholders express support for retaining 6-knot speed limits in Coombabah, so I might come back to you regarding your suggestions to consider the boat ramp as part of the planning process.

Cheers, Brian

Correspondence #35

Sent: Saturday, 19 November 2016

To: GCWAMail

Subject: Speed and Behaviour Management Strategy

I refer to my conversations with Mr Brian McRae regarding certain aspects of the above review. I thank Brian for his time. I did not make a submission to the 2014 review but did so back in August 2007.

I wish to make the following observations in regard to the above review:

1. I am in agreement with the changes proposed for the Nerang River.
2. The Broadwater provides a different set of challenges be it in either the Eastern or Western Channel. I operate 4.25m fishing runabout and have been fishing the Broadwater for 40 years. What has happened in those 40 years? Boats have been redesigned, have bigger motors, operate at higher speed and driver's show far less respect to the small boat operator. You may well talk about respect and consideration for others on the water but by and large this is a myth. Fishing anywhere from the South Coomera to the Seaway can be very dangerous at times as given a 40 knot speed limit the bow wave from these larger vessels causes the smaller boat to "rock & roll". Is there any reduction of speed as these large powerful boats approach a group of smaller vessels? No!

   A reduced speed limit of say 25 knots from Crab Island to the Seaway in the Eastern Channel would be beneficial but I don't envisage this happening.
3. Clear Island Waters. I/we are appalled by the suggestion of a water ski zone in the area adjacent to the Robina Parkway. Indeed it is very interesting to reflect upon changes proposed in the 2007 speed limit review. The consideration then was to reduce the speed limit on lakes, canals etc. to 4 knots from the current 6 knots. Now we want a much higher speed zone for the benefit of a small number of users in a residential area. I would assume that GCWA or the GCCC will assume responsibility for damage to the banks & retaining walls damaged through the implementation of such a proposal.

   If this proposal was to be implemented I imagine operators would seek the establishment of a public boat ramp to facilitate access to the ski zone.
4. In the GCWA paper reference is made to the AMC Vessel Wave Wake Report. As discussed with Brian I have formed the opinion after reading the report that any conclusions made reflect a vessel operating in a straight line. Vessels do make turns which usually generate larger bow waves. Ski boats turn at speed!
5. Page 10 of the GCWA paper suggests that Grandfathering provisions be considered in certain situations. This proposal is totally unnecessary. If I had purchased a high performance motor car with the objective of driving to Brisbane in 110 KPH zones and the speed limit is then reduced to 100KPH in certain areas do I get exemption? Hardly. Nor would it be expected. There are enough confusing rules already so let's not make it any more difficult to enforce the rules. One set of rules to apply to all.
6. Education. I made comments in my submission in August 2007 regarding the lack of education for those on the water let alone those that initially don't need a licence to operate a boat i.e. younger persons. I cannot see what has changed since 2007. Ask many boaties of all ages what does 6 knots equate to in KPH. They don't know. So how do you educate youth? Yet at 17 we introduce them to a motor vehicle and start talking of KPH. As I understand it a parent buys a small tinny for their son or daughter shows them how to operate the motor and off they go. Education nil. Understanding the rules on the water. Nil.
7. When these teenagers seek a drivers licence do we enquire of their need for a boat licence. Do they need to undertake a course to gain a boat licence? Or do they continue to operate of the water unlicensed?
8. Enforcement. I again refer to my comments in August 2007. The question is: Has the strength of the GC Water Police been increased at the same rate of increase in boat registrations? I very much doubt it has been increased. On the other had I understand that the strength of Boating and Fisheries on the GC has been reduced.

Thank you for the opportunity to make comments in regard to this review.

Kind regards,

======

Sent: Wednesday, 23 November 2016

Thanks,

I don't see the need to respond to any of your points below. You are well informed. I do take the time to provide info where I think it might make a difference, but I can't see the need in this case.

Cheers, Brian

Correspondence #36

Sent: Tuesday, 29 November 2016

To: GCWAMail

Subject: RE: Happy to be part of the silent majority?

I have taken part in your survey!! I am not one of the silent majority, and I am offended that you deem me to be!!

======

Sent: Wednesday, 30 November 2016

Hi,

Apologies for any offence. Didn't actually mean to criticise anyone for being part of the silent majority – just wanted to make sure that they had made a conscious decision.

I am concerned though, as I definitely don't have a survey response from your email address. You are one of only two replies that I've received stating that they did complete a survey, so I don't think it's due to a major technical issue (I would have expected heaps more if that was the case). I know that Survey Monkey includes partial responses, so even if you didn't complete all the questions, I should still have your partial response.

Are you sure that you answered question #5 of the survey with this address? If you think you might have used a different address, please let me know and I'll check for that. I would like to make sure that I'm not missing your survey.

BTW – if you go to the link on the same device (computer, phone, etc.) that you used to do the survey originally, it should come up with your previous answers, so if you are not sure, you should be able to check that way.

Cheers, Brian

======

Sent: Wednesday, 30 November 2016

To: Brian McRae

Subject: RE: Happy to be part of the silent majority?

Hi Brian,

I have certainly completed the survey. I registered first, downloaded and read some of the background material, and went back a couple of days later to complete the survey. I even remember one of the questions related to whether I had already registered with GCWA (and I responded yes), and I even committed to community meetings.

You could check the following email address (although I don't use it that often) *@*.com.au

Regards,

======

Hi,

That's it Mate. I do have a response from that email address. Nice to have an explanation and know that it isn't 'lost'. I hope the other person that responded similarly turns out to be the same.

So, as you registered with the other address, I've probably got two records for you now. Do you want me to leave both of them active, or delete one of them? If you do, let me know which one.

Cheers, Brian

Correspondence #37

Sent: Tuesday, 29 November 2016

To: GCWAMail

Subject: Re: Happy to be part of the silent majority?

Hi

Link to survey wont open ? This may be a factor

======

Sent: Wednesday, 30 November 2016

Hi,

I tried the link in the email below from you and it works fine for me. I haven't had anyone else besides you report a problem. Here's the link again:

https://www.surveymonkey.com/r/GCWA-SBMS

See if that works. If clicking on that doesn't work, try copying it and pasting it into your browser.

Let me know if that fixes it.

Cheers, Brian

Correspondence #38

Sent: Monday, 5 December 2016

To: GCWAMail

Subject: Speed Limits on The Broadwater

Hi Brian,

Great to chat this afternoon, with regards the changing of speed limits on the Western side of the Broadwater.

I would like to register my concern with raising of the speed limit on the western side of the Broadwater south of the grand Hotel past Len Fox park

We have numerous windsurfers and kite surfers that use this channel without having to worry about fast moving craft.

We also have a number of SUP small business that operate from this area, along with a number of Kayaks and other such like craft.

A bigger concern would be from noise pollution from the hi density living apartments on the Broadwater.

Please keep me informed of the outcome or what further steps I can take to rally the troops to vote against this move.

======

Sent: Wednesday, 07 December 2016

Hi,

Thanks for the email; my pleasure speaking with you and feel free to call or email if you have further questions.

I notice that you aren't on our mailing list. I can add you if you want. They tend to an email newsletter about once a month. Alternatively we do have a FaceBook page if that works better for you.

I will do a broadcast email when the Consultation Report is available (or provide advice as part of a regular GCWA news update). Will try to remember to advise you separately if you don't choose to join the email list.

Cheers, Brian

Correspondence #39

Sent: Tuesday, 20 December 2016

To: Brian McRae

Subject: GCWA Survey - Vessel Wave Report

Hi Brian

It was good to put a face to your name yesterday.

The section copied below is from page 6 specifying 8-14 knots (9.2 – 16 mph). I have plenty of experience with what speed a wakeboarder will travel at as an organiser of many world class wakeboarding events.

90% of all wakeboarders will ask for a speed between 18 to 23 mph (most 21-22mph) – the boards are designed to perform at this speed – this range will cater for beginners to expert – kids to adults. The only wakeboarders to travel outside of this range would be small kids just learning and they will soon progress to ~18mph as the wakeboard fins will not grip properly at the slower speeds.

It is possible that this report was written confusing wake surfing with wake boarding. Wake surfing is done on small surf boards – with the goal of dropping the short tow rope and use the power of the wave. This is an extremely fast growing sport and the boat will travel 10-12 mph to create a wave while the boat is not on the plane. Both sports create larger wakes than water skiing but the wakes are different in shape and power due to the speed of the boat (planning and non-planning). I suggest the GCWA should approach wake surfing and wakeboarding separately.

The GCWA should also remember that a wakeboarder can be and is towed by a huge range of craft. The vessel wave report does not differentiate a wakeboarder towed by a wakeboard boat from a tinny. As a resident of the river I can advise that the majority of the wakeboarding done on the Coomera is towed by small craft creating the same size wake as a water-skier. Your boat length suggestion – does acknowledge this.

Reports that GCWA release to inform the public so the public can reply to your surveys should be correct and factual. What you have released in the consultant's report is simply wrong and misleading.

To ensure GCWA appreciate the positive side of the sport and the economic benefit the sport brings to the Gold Coast I would welcome the chance to have the GCWA team join us out in the boat. Gold Coast wakeboarders are constantly achieving world titles and recognition and putting the GC on the map as a destination to visit. In March you will be hosting the Australian Nationals at the Marine Stadium. The worlds best wakeboarders will be travelling to this event and hopefully the GCWA will have enforced the no sewage dumping rules so we can show the GC at its prime.

I appreciate what you are trying to achieve is controversial and I love the idea of lifting some of the 6 knot zones.

You are welcome to contact me any time if you would like to discuss or see the positive side of wakeboarding.

Regards,

======

Sent: Tuesday, 20 December 2016

Hi,

Yes, good to meet you and others last night.

Will pass your advice on to Gregor. While he was providing consultancy services for us, he is an academic and scientist and I know he's interested in being accurate and professional. I'm sure he'll appreciate the criticism for what it is – constructive.

I was impressed overall with you and your 'crew' and your email reflects a pride and professionalism about your sport/activity. As discussed, I'm sure you conduct yourself on the waterways with respect and courtesy. As you noted in conversation, when it does get crowded the conditions deteriorate and the crowd sorts itself out.

Wearing my 'big picture' hat, I would imagine there are other less experienced enthusiasts that operate their vessel in a manner that is aimed at a less sophisticated version of "enhanced" wash, which essentially means "big", and quite possibly occurs at inappropriate times (such as congested waterways) and/or without appropriate sensitivity to shorelines and property. Ideally this wouldn't happen much and education, from within the community, would quickly follow. But, one of my concerns, is whether that self-correction happens less than it used to and the trend might be for that to continue to erode, meaning as the population and popularity of the waterways grows, we're up for more problems.

Happy to be corrected/enlightened, but I expect I'm not incorrect – the debate is just around how much of an issue this is now and/or what the trend will be. What I'm most interested in from there is what we might be able to do to make things more sustainable – by which I mean sustainable use of the waterways, that we can absorb growth/increase in demand.

Overall, I don't like the idea of allocating spaces for activities – zoning. It can be inefficient as it clusters everyone in particular areas, creating congestion. If you just let people sort themselves out, you are more likely to get optimal outcomes (but only up to a point). Also, if an activity only happens some of the time, like under favourable environmental conditions, by zoning you might limit the use of an area by other groups that might not be so sensitive to conditions. The

other issue in this case is how to define what's OK and what's not. That can be a challenge as is, but if you are also trying to "keep it simple", you end up constrained and forced to compromise. Having said all of that, I think there are potential benefits from providing an environment that connects new comers with those that are more experienced.

Thanks for the heads up re the event in the Marine Stadium. Will try to get by to watch. Happy to come by to chat some more if you have ideas about how and where we might identify some areas and/or rules that might improve management outcomes overall. You might be interested to know that 'kids in tinnies' were most frequently cited as the source of behavioural issues I heard about in this recent consultation. Jet skis came up second. While wake boats/boarding did come up, it wasn't at the top of the list. I'd tend to attribute that in part to self-policing in your community, so well done. When I put the consultation report out, all of the comments will be in there, so you can do some searches if you want to see the types of comments.

I have responded individually to everyone that contacted me during the consultation. I've also told them I'd include their submission in the report – without attribution/personal details (email, names, etc.). Hope that's OK, but if you have any concerns, let me know.

Cheers, Brian

======

[The email above was forwarded to the author of the Vessel Wave Wake Study.His reply follows.]

Sent: 21 December 2016

Hi Brian,

Thanks heaps for passing on this correspondence – it is essential to receive feedback from all relevant parties to be better informed, particularly when delivered in a constructive manner as has been achieved here.

Although it may not be immediately obvious, I think the author of the email and I are pretty much in agreement, although I probably could have used different wording. Just to clarify, I don't believe I stated what speeds wake boarders most commonly operate, but simply that the Yellow Zone permits operation at any speed (up to 25 knots) – and that the range of 8-14 knots is typically where the most energetic waves are generated (as was highlighted in the graph of maximum wave energy versus vessel speed that I provided GCWA - Figure 2 in my report), so operation at these slow speeds should best be minimised. It is pleasing to have confirmation from such a reliable source that very few wake boarders operate in this speed range, and that the vast majority much prefer the far more acceptable speeds of 18-20 knots (in terms of wave energy).

In order to be less "misleading" I suggest we make a couple of changes to the following statement which I included in my report: "It may be necessary to request users of Yellow Zones minimise water skiing / wake boarding activities at 'slow' speeds (say below 20 knots), while clearly stating that the intention is to avoid generation of excessive wash…".

- Firstly, in general I stand by this statement but suggest the "below 20 knots" be replaced with "below 18 knots". My Figure 2 indicates that this should still avoid the worst case speeds, while also recognising the preferred operational speeds for most wake boarders.

- Secondly, by removing the last part of the sentence: "thus inferring that wake boarding at 'optimal' speeds for wave generation is not permitted", recognising that there are in fact different 'optimal' speeds for (a) wave generation and (b) wake boarding.

This topic is one of great interest to me and I'd like to continue the conversation with both yourself and the author.

(BTW – please feel free to forward this email)

Best regards, Gregor

Correspondence #40

Sent: Friday, 9 December 2016

To: Hal Morris

Subject: Re: lower speed limits for Lower Coomera River vessels >6.5m

Good afternoon Hal, a few marine boat manufacturing companies at the Coomera precinct have raised this issue with me as they do a lot of testing (speed, engines etc.) on that stretch of the river. If that was to be restricted they would have to go far down river which of course would increase costs and time quite significantly. Would it be possible to:

- Either nominate a day or time of the week where they could do the testing
- Clearly mark a stretch in the Coomera river where they are allowed to conduct testing

Thanks

Tom Wechselberger

Department of State Development

======

Sent: Friday, 09 December 2016

Hi Tom,

Thanks for the advice/inquiry.

I am working my way through the submissions now and preparing the Consultation Report. I did notice I had a comment re the issue you identify below.

This was an issue we identified and considered back in 2014 when were digesting that consultation and preparing what eventually became the Strategy that was the basis for the current consultation.

One possible solution is the "allowance" we identified for commercial operators. In this case, the CMP operators might be similar to a car dealer, where they have a rego plate that they can hang off any vehicle, for certain purposes. The allowances are not a certainty -- they are simply a possible solution to issues we identified arising from the proposed approach.

Aside from that approach, we had also discussed whether the current area is optimal and whether there are alternatives. The top end of the River, between the RR bridge and the M1, was suggested as an alternative. I understand the trip downstream would be time consuming, but the journey up to the RR bridge should be manageable (if not much longer than the current trip to get out of the 6-knot area headed downstream. Other than that, this area is relatively wide, deep and relatively isolated from residents and infrastructure such as pontoons. Also, I don't think we've got erosion issues here the way we do downstream, not to mention water skiing, congestion, etc.

If you are in a position to facilitate any industry feedback, that would be appreciated. I'm happy for you to pass on my details and/or to make myself available for a meeting or chat.

Cheers, Brian

======

Sent: 13 December 2016

Brian, thank you very much for meeting myself and the maritime industry representative on such a short notice. This is highly appreciated. As discussed the Department of State had some reservations in reducing the size of the vessels that could travel of up to 40 knots in certain areas of the Coomera River as this has the potential to limit the possibility of companies in the Coomera marine precinct to test vessels, engines etc. I appreciate your willingness and time to discuss this matter. I'm confident the solutions you presented will be satisfactory to the Department as well. Please continue to liaise with industry representatives and keep us informed what the decision of the GCWA Board.

Kind regards, Tom

Correspondence #41

Sent: Tuesday, 29 November 2016

To: GCWAMail

Subject: Re: Happy to be part of the silent majority?

Thank you for your reminder to air my opinion.

I just have a simple question:

Now we have speed limits that are infringed upon and that are not enforced.

Why would a lowering of these speed limits be of any use, if they are again not being enforced?

The simple and effective solution would be:

ENFORCE THE EXISTING SPEED LIMITS!

Setting up new rules and laws is a waste of time, if the existing rules and laws are not enforced.

You are proposing a useless placebo.

This also explains why THE PEOPLE ignored your survey.

It's just another waste of time and our tax money.

Get out of your lala land into the real world.

======

Sent: Wednesday, 30 November 2016

Hi,

Thanks for taking the time to respond. I have been providing a personal response to everyone that takes the time to email, call, etc. The proposals are very much based on the responses we got from ~1,400 people in 2014. I read all of them and organised them in categories (which is how they are presented in the consultation report). I do appreciate your views, as I do everyone's, but I'd certainly argue that the proposals are a pragmatic attempt to respond to the real world situation.

The issue of enforcement was addressed in the Discussion Paper in 2014. For the first time that I know of, we provided data. That showed that the water police on the Gold Coast issued more infringement notices than elsewhere in the State, predominantly for speeding. That doesn't necessarily mean the effort is 'enough' – the effort everywhere could be inadequate, the problem here could be worse, etc. But, it certainly shows that they aren't just sitting on their hands.

The 2014 response included a number of recurrent themes, including:

- Behaviour is an issue, with a minority of 'hoons' the problem (kids in tinnies and jet skis get mentioned most frequently)
- Most people, most of the time, try to do the right thing
- But, some of the rules are stupid, notably 6-knot areas where there aren't conditions that justify the slow speed
- A small boat at slow speeds makes more wash than it would if you allow it to get on the plane

Based on that, and other advice, we've proposed some changes that will allow us to remove some of the 6-knot areas, We do this by dropping the speed from 40-knots to 25-knots. Still fast enough to get places and better than 6-knots. A lot of small boats can't go faster than about 25-knots anyhow, so no real impact. More importantly, we've proposed a change in length, from 8.0 to 6.5m. This is based on the fact that bigger boats in general make more wash. So, in certain places these boats will get slowed down, from 40-knots to 6-knots.

That still leaves tinnies and jet skis, the most frequent source of behavioural complaints, allowed to go 'fast' (25-knots). The hope – and there is no way to be sure it will work, because it is all about how people behave – is that the 'more sensible' rules will promote compliance, not by all, but by more people, or at least in more areas. If so, then the police can potentially concentrate on the hoons and the worst paces. The trend over recent times has been to keep making more and more 6-knot areas. The behaviour complaints we get are often in 6-knot areas. More 6-knot areas means more complaints for limited enforcement resources.

While we can't guarantee that the proposed changes will improve things, it is reasonably certain that we'll continue to have the same problems if we don't change something. It is almost impossible to ensure 100% compliance 100% of the time. Good rules, good infrastructure, good education AND appropriate enforcement are all important. We aren't responsible for enforcement, but we are trying to make sure the rules are as good as they can be. This includes consideration of how they affect enforcement resources.

Cheers, Brian

Correspondence #42

Sent: Wednesday, 30 November 2016

To: GCWAMail

Subject: Re: Happy to be part of the silent majority?

Intreresting survey, I am an intelligent person , but got halfway thru this and ..... Who wrote this and what is the agenda. If the census was worded in such a complex manner 90 percent of Australians would have not completed it.

======

Sent: Thursday, 01 December 2016

Hi,

Thanks for the feedback. Glad you found it 'interesting'; wondering about your comment re 'agenda'; see below re your Census comment.

I wrote it the survey, as well as the Strategy. I'd be interested to know whether you read the Strategy and, if so, whether you have the same feelings about it.

The concepts aren't simple. There are the technical bits around vessel wash, etc. Then there's the complexity of human behaviour and trying to come up with a set of rules, and other things such as education, that have the best chance of producing the desirable behaviour. Enforcement gives rise to another set of issues. Another significant challenge is balancing the rights/concerns of waterside land-owners and the public right to use the waterways. There's also the conflicts between user groups – kite surfers vs motorised craft, etc. As you might appreciate, there are also plenty of people who figure it is all very simple – they know the answer. Unfortunately, they don't all have the same answer.

The agenda for the survey was to get feedback on the Strategy. I figured that a reasonable number of people wouldn't read the Strategy, so I felt I had to include some of the Strategy content if I wanted "good" feedback (about 25% admit not having read it; I suspect the number may be higher). I did do some user testing and, as a result, streamlined the survey. So, I agree that it is complex, but a bit of effort did go into trying to balance accessibility and accuracy.

In terms of the Strategy agenda, the aim is better waterways management and outcomes. It obvious reflects my thinking (environmental planner, working here for 12-years, with a range of experience over the last ~25-years managing issues related to people and water). But the major influence is the 1,400 survey response from the 2014 consultation, which included a lot of narrative comments. I did the consultation report for that – it's on our website – and I included all of the comments we got, unedited and organised by theme, so that anyone who wanted to could read my summary/analysis and then go look at all the comments and see whether they agreed with my summary. So, I've tried to be transparent (publishing the details) and objective (reflecting the views of all stakeholders) but I have also subjected everything to my professional judgment. I've also consulted with other professionals – water police, etc. and user groups and talked to a lot of people, whether by email or phone or over the counter, etc.

You may be right about the Census comment. I was quite impressed with the response I got in 2014 – a lot of people took a lot of time to contribute some really thoughtful and insightful ideas. I think the community interested in the GC waterways is not representative of people responding to the Census. I reckon our audience is a bit above average. I can tell you that (to date) 887 people completed the survey, out of the 1,237 people who started it, so about 70%. Definitely a bit higher than your estimate of 10%. BTW, if you did complete the survey, then you'd know that the results are publically accessible – have been throughout (transparency). The figures above re completion rate are visible there. If you didn't finish the survey, here's the link you would have gotten on the last page:

https://www.surveymonkey.net/results/SM-TVYBNRCX/)

I do appreciate the feedback. Communicating is big part of what I do professionally. When the audience is large, it is hard to strike the right balance. I did get about 5 or 6 comments similar to yours, so you are not alone in your views and complexity is probably the issue for some of the 30% that didn't finish. So, don't mean to sound too defensive, or offensive, but I've taken the time to respond to everyone that has contacted me and wanted to offer you the same courtesy.

Cheers, Brian

Correspondence #43

Sent: Monday, 28 November 2016

To: GCWAMail

Subject: Speed & Behaviour Management Strategy.

The Director,

Gold Coast Waterways Authority.

Dear Sir,

Our first boat was a 34 foot diesel bay cruiser. It was purchased in about 35 years ago, and kept at Rudy Mass for many years.

We had a house at Shearwater Canal at Runaway Bay for many years. We now live on the waterfront at Macleay Island, & remain seriously involved with boats.

I have owned a boat building business, and been a Treasurer & Commodore of a boat Club.

I have been concerned about behaviour on the water for decades, & while I think your Draft for consultation is an well researched and documented paper, I feel I should take the time to respond.

The maps (charts) in the document are difficult to read, lacking clear information on shorelines, & key landmarks for orientation purposes.

I have no concerns regarding allowing the commercially registered craft longer than say 15m. to travel at responsible speeds to conduct business.

I am disappointed that there is no reference in your draft to “Smooth Waters, Partially Smooth, etc”. Those of us that own lovely craft which we enjoy operating in “Smooth Waters”(at 5.5k), should not need to be subjected to one meter waves in confined areas like the narrow Broadwater channels and back waters like Mackenzie’s. Our boat draws 1.6m., has a beautiful huen pine hull (79 years old), and should not be subjected to being dumped on the bottom.

When a boat passes us (port to port if we are lucky), we can turn into and cut smoothly through its wash.

When a ****** overtakes us, all hell breaks loose, as we try to minimize the trauma.

Last Christmas, when we were leaving Tipplers & heading South, we had just left the 6k. zone, with boats alongside & coming towards us, when a *****

overtook us making an unbelievable wash. I turned into his wash to try to minimize the impact for my family. I was concentrating on the multiple craft alongside, and coming towards me. I was horrified to find that ******’s mate was right on his tail in his smooth water. As the overtaking craft he had no chance of acting responsibly, & almost cut us in half. He missed by a whisker. Not a fun day.

Some states double the road penalties during holidays. Has reducing the speed limits across the board in these areas during holidays been considered.

Many of our freeways reduce speed limits in congested periods.

We should all be able to share the waterways for enjoyment. We would often listen to the radio when away, hear about the traffic jambs and crashes, & be thankful we were able to be on the water.

This is a serious study, taking years to get together. Let us design it for tomorrow, not have it out of date before implementation.

If you have got this far in reading this, I sincerely thank you.

Regards,

======

Sent: Tuesday, 29 November 2016

Hi,

Happy to chat on the phone – I can ring you or you can call me – but I thought it would be helpful if I sent you a reply in the first instance.

Thanks for taking the time to respond and I’m glad to hear you found the Strategy to be well researched and documented.

Regarding the smooth/partially smooth/open waters, while this is relevant generally, it is not very relevant in a GC waterways context as all of them are smooth waters. The 40-knot gazette applies to all of the GC waterways, on the basis of them being smooth. The other speed limits actually sit on top of this 40-knot designation and provide further restrictions on top of the blanket smooth waters related speed limit.

If I understand your additional points below, then the gist of your argument is that a capable master, such as a commercial operator, can responsibly manage wash, even with a large (e.g. 15m) vessel. The problems arise mainly in relation to inappropriate behaviour – whether due to a lack of skill or respect (or both).

Have I got that about right?

If so, that is the intent of the wash messaging – to provide a simple framework form promoting responsible seamanship. Notably, the incident you describe comes under the concept of "courteous wash". Even when the speed is 40-knots, skippers still need to think about how their vessels wash can affect the surroundings, such as other vessels.

The message I have heard many times, from people such as yourself that take the time to contribute constructively, is that behaviour, potentially of a minority of boaties, is the key concern. If it was an easy problem to fix, I reckon it would have been solved some time ago. I'm not sure the wash messaging and other proposals are 'enough', but they are the best solutions I could come up with, based on reading and considering a lot of advice we got in 2014 (and other research). I will be working over the next few weeks to see how I can tweak the proposals, based on the comments we've received from this last consultation. Any practical suggestions are most welcome.

Regarding the maps, I agree that the maps in the Strategy lack detail. If you haven't had a look yet, check out the interactive map:

https://geocortex.aamgeocloud.com/gcwa/

We developed this to provide that detail. I also prepared a short video on using the map, which might be helpful if this is unfamiliar technology:

https://www.youtube.com/watch?v=Ehnw2_KtTuM

This map should give you all the detail you want, but happy for constructive criticism!

Cheers, Brian

=====

Hi Brian,

Thanks for your prompt & detailed reply.

Yes, I would love to talk to you.

I will phone you, possible Thursday or Friday.

Regards,

.

Note: The subsequent discussion clarified the commenter's view regarding the relevance of "smooth waters" – that the wash from some large vessels produced conditions that were essentially incompatible with what a small boat should be expected to encounter (and is equipped for) in smooth waters. On that basis, he questions whether vessels should be allowed to operate in a manner that creates those conditions (anywhere in GC waterways, given that they are all "smooth waters".). Framed in this manner, this is a legitimate maritime safety consideration.

Correspondence #44

Sent: Monday, 28 November 2016

To: Brian McRae

Subject: RE: Have your say - Speed and Behaviour on Gold Coast waterways

HI Brian,

Just following on from our conversation from last week, when are you keeping the survey open until?

Kind regards,

David Wright

General Manager – Operations, Sanctuary Cove Community Services Ltd

======

Sent: Tuesday, 29 November 2016

Hi David,

The GCWA Board met last night. I had left it open so they had the option of providing instruction. They were comfortable with closing off the consultation. I will send an email later today, to registered stakeholders that have not yet responded, advising them that I will leave it open until the end of this week.

If you need more time to organise a written response on behalf of the Body Corporate, just let me know. I'll accept a late submission.

But, if you want to encourage residents, etc., to complete the survey, they'll need to do so by the end of the week.

I hope that answers your query. Please call or email if you have additional questions.

Cheers, Brian

PS – proposal was 25-knots, not 28, as per the email you forwarded. Minor point, but just for clarification.

More significantly is the point we discussed, which is that the wash from a vessel that is marginally exceeding the 6-knot limit is potentially worse than the same vessel travelling on the plane. You can look at the AMC report and the graphs for additional info. It is complicated and I don't mean to over-simplify. But I also don't want to let the statement in the email you sent go uncontested, as the conclusion that the proposed change will make the existing situation worse is an oversimplification.

The intent of the proposed changes is to address and improve issues, including wash, by considering not just speed limits, but also behaviour. To the extent that the statement below is correct – that the shoreline already cops a hammering – then the one thing that is fairly certain is that this will continue to be the case unless something changes. Boats aren't likely to get smaller or fewer in number, seamanship and compliance aren't likely to get better without intervention and enforcement resources will almost certainly continue to be challenged.

I can't guarantee that the proposed changes will improve the situation, as behaviour is a relevant and uncertain variable. But I can assure you that the changes are rationally and purposefully designed to address and improve existing issues, including vessel wash.

Correspondence #45

Sent: Friday, 25 November 2016

To: Hal Morris; Brian McRae

Subject: Speed limit review

Dear Hal and Brian

I hope you are both well.

Please see attached document outlining some specific concerns, comments and queries relating to the Speed and Behaviour Management Strategy, Draft for consultation document.

I trust you will have some time to review and respond.

Best regards,

[Attachment follows email trail below, with in-line response]

======

Sent: Friday, 25 November 2016

Hi,

Attachment didn't come through. Please try to resend.

As a courtesy, I have been responding individually to queries/submissions I've received. The actual consideration will be in the context of the overall consultation report, which will integrate responses through the online survey, interactive map and other channels.

Cheers, Brian

======

Sent: Friday, 25 November 2016

Thx Brian

Have resent, hopefully the attachment arrives this time…can you please advise.

Further to your comment below regarding the 'overall consultation report'…does my response fall into the area of 'other channels'…and will my comments and concerns form part of that report?

Cheers,

======

Sent: Friday, 25 November 2016

Thanks Mate,

Got the attachment.

Yes, the final consultation report will potentially include all of the submissions received, similar to the 2014 report. I did redact personal info such as names, addresses, phone numbers, from comments last time, but it was otherwise unedited. I do have a couple of formal letterhead submissions, e.g. from Gecko and DNPSR (marine park), which I will potentially provide verbatim, but I won't do the same for letters from residents (historically, I have seen this done and, arguably, any submission to a public agency/process is subject to disclosure under RTI, etc.). If you have any preferences/concerns, please let me know.

Had a quick scan. Will get back to you when I can – hopefully next week – but as there appears to be a lot of substance there, might take a little while to respond.

Cheers, Brian

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Sent: Friday, 25 November 2016

Hi Brian

Thanks for the quick response.

Am happy for you to include my name/business if you wish. Whilst I am the author, the submission outlines concerns of other commercial operators as well.

No rush for you to respond. Maybe a meeting to discuss our specific issues and concerns again would be worthwhile.

Let us know if you wish to meet.

Cheers,

======

Sent: Friday, 25 November 2016

No worries Mate,

Yes, possibly a meeting at some point in time.

In the interim, I will respond, as I have for others, which is mainly to fill in facts, etc., whether in response to queries or to clarify the intent or content of the Strategy.

Cheers, Brian

======

Sent: Thursday, 22 Dec 2016

Hi,

As per my earlier email, I want to provide you with a direct response, as I have done for others that have contacted me during the consultation. The actual consideration of your submission will be in the context of the overall review.

I've pasted the text from your attachment below, so that I could comment inline (your text should be black, mine blue).

Observations and Comments regarding;

GCWA "Speed and Behaviour Management Strategy" – Draft for consultation - October 2016

Date; 21 November 2016

The main geographical area of my concern is the Gold Coast Broadwater from Southport Bridge to Sovereign Island. Therefore, the majority of the following comments relate to this area.

The draft document notes that the GCWA strategy is… *"particularly concerned with improving and maintaining navigational access….to waterways and promoting, managing use…etc, etc"*.

Yet, much of the content of the draft document fails to address this key issue of access. It actually centres around imposing greater restrictions and therefore making access to the Broadwater more difficult.

On page 4 of the document, various '*Key issues and opportunities'* arising from community response to the previous "Speed Limit Review" are listed. This list suggests that wash is a significant issue. However, having studied the community responses to that earlier review…I note that wash was, in fact, not included by the community as a significant issue in the Broadwater.

P.12 of the consultation report is titled Wake/Wash. The text includes: "There are 161 comments in the appendices for this theme, reflecting a relatively strong interest and, moreover, a strong need on the part of many commenters to discuss the subtleties and intricacies relevant to this issue, as well as the relative illogic of current regulatory approaches, notably the 6-knot limit." The proposed modifications to the variable zone are partly designed to allow 6-knot areas that have been primarily created to address wash to be converted to the variable speed. However, the changes are also intended to improve management options. The wash issue that is relevant in the Broadwater is the issue that arises in 40-knot areas, notably the wash from large vessels and the effects of that wash on small vessels. The application of the variable limit in the Broadwater addresses the 2-channel strategy proposed by the Board, which is aimed at traffic separation, providing small boats with an alternative that affords some shelter from the wash from large vessels.

The earlier community response did however highlight a need for *'less regulation…and more responsibility and accountability of vessel operators'*. Yet the draft document is promoting increased regulations…and fails to address the issue of user responsibility/accountability.

We currently have 6-knot areas that lack justification purely on the basis of maritime safety. We are looking to change some of those. More importantly, we are looking to reduce the likelihood of getting more of those. There is a strong emphasis of being responsible for your vessel wash and aligning the speed zones to wash outcomes. The police can't be everywhere all of the time. Addressing responsibility/accountability by enforcement alone doesn't work. Telling everyone they can do anything they want doesn't work if you don't have a clear basis for holding people accountable and the will to use the stick. People don't go 6-knots in 6-knot areas. The police can't enforce it adequately. More 6-knot areas isn't an answer. Drive to the conditions is good and if the only skippers on the water were professional skippers, it might just work. But, we have a lot of weekend skippers. It's all about trying to achieve the best balance. The 2007 review proposed a reduction in length, because it made sense then. That was withdrawn, despite 53% support. The alternative adopted

was to regulate wash. It hasn't happened and the feedback I've gotten is that it isn't practical. So, we've kept the wash emphasis – promoting responsibility and providing guidance – but combined it with a refinement of the regulation based on vessel and wash dynamics.

The *'Key issues and opportunities'* section of the draft document does not cite any need for the proposed *'yellow zones, with decreased vessel lengths and reduced speed limits'* for the Broadwater. It does however, specifically support the retention of the standard 6 & 40kn limits to maintain consistency with the rest of Queensland. However, these new 'yellow zones', which contradict this desire for consistency, have now become the cornerstone of the new strategy. There may be a valid argument to increase speed limits in certain 6kn-red zone areas, particularly in the Nerang and Coomera rivers. An increase to 25kn in some of these areas may be a good outcome. However, reducing the speed in some of the Broadwater 40kn-green zones should not be done using the same argument.

What is being retained, for statewide consistency, is 6-knots and 40-knots. As opposed to 4-knots or 5-knots, etc. Where that applies on the Gold Coast has nothing to do with statewide consistency. In terms of the variable speed limit, there isn't any statewide consistency. Length of 8.0m does appear elsewhere, but so does 6.0m, as well as draft of 3.0m. The speeds used for these variable limits throughout the state vary, including 6, 8, 10, 13 and 15-knots. There is no statewide consistency for variable speed limits.

Further into the draft document, on page 9, it is noted that reducing the length of vessel (from 8m to 6.4m) that will be affected by the amended speed limits in the new yellow zone with only affect 10% of the currently registered vessels on the Gold Coast. If only such a small number of vessels will be required to 'reduce speed', then the value of imposing this new rule must be questioned. If 'wash reduction' is the main reason behind these changes…what is the nett reduction in wash by imposing this restriction…especially in the open Broadwater? This question is even more significant when considering the minimal difference in wash created by 6.4m vessels compared to 7.8m vessels, as displayed in the attached AMC report.

The value, in part, is to be able to remove 6-knot areas that were created to manage residential complaints about wash and have an alternative to manage future complaints. The application of this in the Broadwater, as noted above, is aimed at vessel on vessel wash effects, as well as managing congestion. Re the AMC report, Fig.2 shows that wave energy of the 7.8m runabout (5 pax) is about 50% more than that of the 6.5m runabout (4 pax). It is also over the suggested moderately sensitive shoreline energy limit. Length is a relatively convenient proxy for matters such as enforcement. Displacement would be better, but still not perfect. Then there's behaviour, such as tight turns. Wake boats can be short, but heavy and wash is enhanced by driving slow, not fast. For regulation and education there is a need to simplify a complex reality.

Also on page 9, a comment is made that the previous Speed Limit Review included support for a "medium" speed. This support was not evident in the "community response" to that earlier review. In fact, there was overwhelming support from the community not to change the existing 6 & 40kn limits…except in areas of the rivers that may see a speed increase in some red zones. There was no support for reducing speed in the 40kn areas of the Broadwater. Nor were there any community concerns regarding wash in the Broadwater, other that requiring vessel operators to follow existing regulations and show consideration towards other users.

Regarding the *'Two-channel Broadwater strategy',* explained on page 11…the draft document notes that community response to this particular issue in the previous review … *'was mixed…suggesting (sic) poor understanding'*. However, I suggest that there was clear understanding of the idea…but lack of understanding of the reasoning behind it.

Of the two proposed options for creating 'yellow zones' in the Broadwater, obviously option 2, with the lesser area of impact is the preferred. However, it is still unclear what the benefits of this change are. As previously stated wash was not highlighted as an issue in this area, and whilst congestion (and associated safety concerns) is an issue from time to time, it is only a relatively small percentage of time that has increased vessel numbers causing congestion issues. Furthermore, decreasing the maximum allowable speed from 40kn to 25kn will only have minor positive affects…as previously highlighted, it is acknowledged that only a small number of vessels can travel in excess of 25kn in the first place.

The Strategy recognised the need to consult further on the two channel strategy and there are a few survey questions this time, on both the 2-channel strategy and on a 'medium' speed.

As an alternative, the creation of third option may be a solution;

A narrow channel, maybe 30m wide along the western edge for the exclusive use of passive craft

A few problems with a narrow channel. One is the potential for vessels to travel alongside, assuming the adjacent area allows a faster speed. The second is enforcement. The 'border' is an issue under any scenario, but a narrow channel is potentially the worst option, unless the speed in the channel is faster than the surrounding areas.

Suitable signage throughout the Broadwater to remind skippers of their responsibility regarding speed, safety & wash

The strategy recognises the importance of signage as part of education, reflecting the previous community response.

Vigorous enforcement of the current restrictions

Yes, but. The police can't be everywhere all of the time. They do a good job. The challenge we are trying to address is whether we can alter the rules in a way that allows them to do a better job. One of the problems we've identified is the steady creep in 6-knot areas. More boats, bigger boats and more residents have increased concerns about wash and, to

date, the response has often been another 6-knot area, which doesn't necessarily improve wash and potentially diverts limited police resources.

The draft document also includes, on page 11, comments relating to '*allowances'*. It suggests that allowances may be made for certain vessels and commercial operators. However, it also clearly states that GCWA does not actually have authority to grant these allowance…therefore how can they be offered?

We don't have the authority to grant exemptions; MSQ does. It is not clear how we might be able to make an allowance. That's part of what we will have to address, once we've reviewed the consultation response. One possibility would be to build it into the gazette. We do have some power there, but we don't have any precedent, so there will need to be some discussions, with MSQ, about what's possible.

The section headed 'Grandfathering', again highlights the relatively small number of vessels that would be affected, and therefore needing an allowance…further questioning the benefits that will be realised by imposing the new limits on these vessels.

The benefits aren't derived from solely from those vessels. It's about optimising the speed limits so they can be applied across the waterways, for all vessels, to get the best outcomes, for boaties and residents, both now and as the Gold Coast continues to grow.

This section also covers the area of commercial operators. On one hand commercial operators are praised for creating employment, providing an experience to holiday makers and promoting the destination to other potential visitors. On the other hand, their commercial viability is threatened by possible restrictions and regulations…. that may be introduced without sufficient consultation, understanding of their impact or assurance that they will actually provide any worthwhile benefits.

Further into the draft document, on page 12, the issue of '*activities intended to produce wash'* is covered. This section makes an extremely disturbing assertion. It states that jetboats are seen as vessels that are designed to enhance wash, similar to 'wake boats'.

This assertion is far from accurate as jetboats are, in fact, designed to be exactly the opposite. They are designed to give maximum performance by minimising water displacement. Their shallow dead rise, flat rear hull area and the elimination of any exterior propeller/outboard leg, etc all provide massive gains in reducing water displacement, therefore wake creation. The sinkage and planing area of the hulls of these vessels, when travelling at 30-40kn is significantly less than any other vessel in the same size category. These vessels should be praised for the reduction in wake creation…not criticized for the opposite.

The text reads "design and/or operation". With respect to jetboats, I think it is a fair statement in terms of operation. I think this photo, from your website, certainly supports that and it's just one of many from there that I could have picked that would support that observation

This section of the draft document suggests that wake vessels (along with jetboats) could be precluded from operating in the new yellow zone…. when in fact the impact of jetboats in these zones would be far lower than most other 'regular' vessels.

The following page (13) of the document contains a section that states *"… for most vessels there will be no reduction… (sic) as their speed is less than 25kn".* If this is true…then, I ask again, why are any changes to speed being promoted. The wash created by the small percentage of vessels that are able to travel at 35/40kn must be insignificant. Not only are there apparently only a few of these vessels, the studies made by the AMC indicate that wash creation drops significantly at speeds above 30kn….so where is the need for change?

The length reduction is the relevant factor in terms of wash. You are correct that faster speeds, particularly for some vessels, improve wash. The speed reduction responds to the fact that we only have two speeds. If the only speeds you had for roads was 10 and 75 kph, you'd end up with a lot of 10 km areas. 25-knots (~45 kph) provides an alternative, a response other than 6-knots.

There may be a need to consider changes in certain river areas, but there is no reason for these changes to continue into the Broadwater. There is concern that the negative impacts that will happen in the Broadwater may be clouded, and therefore ignored, by the positives that will occur in the rivers.

The suggested changes to these two separate areas of the waterways need to be outlined and explained very carefully to the community… as two separate matters. Community comment should then be sought on both, as separate issues. The creation of the new 'yellow zone' in rivers should not automatically give a go-ahead for the creation of the same in the Broadwater.

The survey does include separate questions for the rivers and the Broadwater. In fact, the Broadwater questions get an entirely separate page of their own, with four of the 31 survey questions just focused on the two channel strategy. If you drop out the questions on the first and last pages, the Broadwater questions are nearly 20% of the survey.

The following notes specifically relate to the Vessel Wave Wake Study, released by AMC - report 16/M/03(C), attached to the draft document.

There are a number of issues and omissions that need to be addressed;

- Both Figures 1 and 2 omit to show the heights and/or energy of waves/wash created by the various vessels included at 35 or 40kn. Both of these speeds are/should be considered as appropriate for various sections of the waterways…and as the wake heights and energies at these speeds are significantly lower than at 30kn, the report is misleading without including that data.

- Figure 1 shows the difference in wave height created by the 7.8m vessel at 30kn is approximately 80mm higher than that created by the 6.4m vessel at the same speed.

It also shows the difference in wave height produced by the 7.8m vessel at 30kn is approximately 40mm lower than the same vessel at 25kn. Further studies will show the wave height of the 7.8m vessel at 35 and 40kn decreases markedly and will actually be far less than that made by the 6.4m vessel at 30kn.

Figure 2 shows these same inconsistencies, but even more clearly.

The reduction in wave height and energy at increased speeds of 5 to 10 knots far overshadow the difference from 7.8m down to 6.4m vessels. Therefore, there is not worthwhile reason to reduce the vessel length as suggested.

See comments above – the 'medium' speed is not about wash management.

- The nominal water depth used for these studies is noted as 6m. As water depth is a major contributor to wave/wash pattern and intensity…and 6m is not the average depth of much of the 'proposed yellow area' of the Broadwater, I therefore suggest that the study is not necessarily relevant to the areas in question.

It doesn't make the study irrelevant, it just affects the accuracy. The report includes this statement: "To ensure consistency when comparing data, the

values for water depth and lateral distance have been kept constant at approximately 6m and 23m respectively. Similar general trends would result for different values of water depth and lateral distance." So, it illustrates trends, the relative relationship between different vessels, but not the actual values that will occur in any particular waterway. That's quite complex. However, as most of our waterways are shallower than 6m, I expect a correction would generally push more vessels above the moderately sensitive shoreline limit, suggesting a shorter length limit.

- The study measures the wave height and intensity of a variety of vessels, ranging from small jetskis to 11.5m cruisers. The jetboats operated by local commercial operators range from aprox 6m to 8m, and are assumedly lumped in with the generic descriptions #5, 6 & 7 (notwithstanding the previous comments regarding the erroneous suggestion that they are designed to create increased wash). The study fails to consider that jetboats have no propellers or outboard legs, possess extra power (ie, acceleration in getting to planing speed more quickly) …and efficient hull design to reduce draft/sinkage whilst at planing speed. I suggest that to make the study more accurate that testing should be performed using various vessels from the local jetboat fleet.

The study wasn't meant to provide detailed information on the entire fleet or the entire waterways. Both have a number of complexities. Rather, the study was intended to illustrate the potential implications of a change from the current 8m to the proposed 6.5m length. The current 8m rule isn't perfect and any other length we pick wouldn't be perfect either. Measuring wash or wash energy would be ideal, but it's not practical. Nor is it practical to assess every vessel. Even if you could do this, having different rules for everyone would be confusing and chaotic. As noted above, for jetboats the relevant issue is how they are operated. Travelling in a straight line with no passengers they may very well rival a lot of vessels of similar or even shorter length. But that would be inconsistent with the experience you seek to offer – adventure, excitement, spins, thrills, drifting…

In summary, given the significance of the changes suggested and the potential negative consequences to commercial operators and various groups of recreational users of the waterways, along with the incomplete and inconclusive data that is being relied upon, I suggest further studies be undertaken. These studies should be done using 'real life' vessels and should occur in the specific areas of our waterways that will be most affected.

Along with these studies, I also suggest that greater effort should be made to increase community awareness of the details of strategy and the potential outcomes.

As mentioned in the earlier report and review documents… a ‘one size fits all’ solution is too simplistic. There are too many variables between the various waterways, as well as times, seasons, congestion levels, etc. Therefore, a solutions more tailored to specific areas and more focused on the key issues is required.

Yes, the complex nature of the problem does clash with a simple solution. However, one of the strongest community responses, in both 2014 and on the recent survey, has been to keep only 3 speed zones, as opposed to the added complexity of fourth, fifth, etc. Along with views on the need for education, tougher licensing, etc., this all suggests that the system needs to be as simple as possible.

To push for and implement this strategy will create further doubt and distrust among the community and is likely to lead to an increased level of misunderstanding, confusion and difficulty in management and enforcement…all of which were previously highlighted as ‘key issues’ that need to be reduced/eliminated, not increased.

Cheers, Brian

Correspondence #46

Sent: Wednesday, 16 November 2016

To: GCWAMail

Subject: Speed increase along regatta pde

Dear sir

I would like to raise my concerns regarding the possibility of the speed limit along Regatta Pde being increased. I have lived adjacent to this beach for 8years and during that time I have probably seen a boat at least once every fortnight run aground on the sand bank in this area. Because the speed limit is only 6 knots, I am yet to see a serious injury although some must have been hurt during the abrupt stop their boat makes. I am concerned that if the speed is increased there may well be some serious accidents due to people's lack of knowledge of the area. It also concerns me as to whether the wash from faster water craft will damage the shore line along his beautiful public area.

Please keep the speed limit as is. There is no need for craft to go any faster through this area .

Regards,

======

Sent: Wednesday, 23 November 2016

Thanks,

Looking at the bathymetry we have for the area I can see the possibility for boats to run aground as you suggest. However, the shoaling in that area also appears to be pretty typical of conditions in a lot of other areas, particularly along the Nerang River. We have established profiles for the channels in our network. In the case of the Nerang River channel the profile is for a 1.0m deep channel (LAT - so at low tide), with a width of 40m. Based on the data I have, there appears to be adequate access through that area (relative to the design profile). There certainly is a large shoal, but it appears to be avoidable.

I'm not trying to talk you out of your concerns, but I did want to share this information. Shoals are a potential hazard that could compromise marine safety and contribute to a case for a 6-knot area, However, typically this would involve rock shoals or shoals that push vessel traffic towards structures such as pontoons (as is the case further upstream).

Wash is a key consideration in the draft Strategy and is discussed at some length there and in the supporting material. The wash from smaller vessels at planning speeds is less than the wash they make at "intermediate" speeds, such as 7, 8 or 9-knots (or faster). As the exact speed is a behavioural issue, there is no way to say with certainty that either solution -- 6-knots or encouraging small vessels to get on the plane -- will have better outcomes. But there is evidence to suggest that the historical approach of addressing wash by creating 6-knot areas has been problematic and evidence to support the alternative proposal.

I will add your comments to the consultation report. Thanks for your contribution.

Cheers, Brian

Correspondence #47

Sent: Tuesday, 15 November 2016

To: GCWAMail

Subject: proposed 6 knot zone carrara.

The proposed 6 knot zone at Carrara ski area is not represented on the interactive map.

What is the theory behind this decision.

We reside on this part of the river because it is a water ski zone . This part of the river has been a ski zone for over 50 years .

Water skiing is our family sport and recreation .This Decision would be parallel to putting a no surf zone in front of a Beach house.

We are very concerned that the existing rights of use have not been protected in this decision.

Thank you,

======

Sent: Tuesday, 22 November 2016

Hi,

Thanks for pointing out this issue – you are correct that it is not shown on the interactive map. I know it is on the map in the Strategy, but pretty impossible to read at that scale. Here's an image showing the proposed change:

The rationale for the decision, as stated in the Strategy, is the proximity of structures.

As you are a long term user of the waterway in this area, I'm sure you know that there are some rocky shoals, which force the vessel traffic towards the NE bank, as depicted by the blue dotted line that shows the indicative navigation channel. You can also see a couple of signs (green circle with a white star), or at least a record in our asset management system indicating there were signs there at one time, I suspect advising of the shoals.

I think I have spoken with you, or someone else who uses that area, who has said that you can ski towards the far bank when there is a bit of tide. However, I've also spoken with a couple of people about vessel traffic that passing within 30m of pontoons on the NE shoreline at speed. As you no doubt no, there is a default 6-knot limit within 30m of structures and certain other things.

The 6-knot area proposed for downstream reflects less than 60m between structures, so in effect no possibility to legally travel at anything other than 6-knots. In the case above, while some vessels at certain times might be able to keep an appropriate distance off, most vessels some of the time won't be able to do so. The compromise between the two views I note above, is a proposed 6-knot area and a dredging investigation. If we can straighten out the channel here, then the logic for the 6-knot area is eroded.

We left the ski areas to either side. The only proposed change is to slow down traffic in this stretch. It is just a draft for consultation at this stage. I will include your comments.

Cheers, Brian

Correspondence #48
Sent: Tuesday, 22 November 2016

To: Brian McRae

Subject: Gold Coast Waterways Speed and Behaviour Management Strategy

Brian,

I refer to your email to Nicola Udy on 26 October 2016 informing her that the Gold Coast Waterways Authority (GCWA) Speed and Behaviour Management Strategy (SBMS) had been released for public consultation and requesting comment from the Department of National Parks Sport and Racing who have been identified as a key stakeholder. The following comments have been provided by numerous officers within the Department in response to the SBMS.

1. Dredging Investigation Areas

Maps in the SBMS identify a number of dredging investigation areas. One such area is in the North Arm of the Coomera River. This channel has a yellow trigger in the marine park permit issued to the Gold Coast waterways Authority for dredging and material placement (MPW2015/MBMP0066). The permit requires that a dredge material management and placement plan be submitted to the Department for approval. To meet this requirement, the dredging investigation should include the purpose of the project and investigate alternative options.

2. Vessel Length 'Grandfathering' Allowance

Two vessels in the QPWS fleet, MV Caretta and MV Spoonbill, have a maximum waterline length greater than 6.5m. Therefore the proposed speed limit changes for vessels greater than 6.5 m in length i.e. the 'yellow' area, would be time prohibitive to marine park operations. QPWS are in strong support for an exemption or grandfather clause for existing commercial vessels of relevant management authorities.

3. Speed Limit Changes

Changing the existing 6 knot area at Coombabah Creek to a yellow area is not supported. The creek is an important fish habitat area and leads to the Coombabah Lake Marine National Park zone, a designated Go Slow Area for natural values and Coombabah Wetland which is of international importance to migratory shorebirds. The current 6 knot speed limit compliments these values and the relatively undeveloped nature of the location which is highly popular for passive, non-motorised water sports, education and research and appreciation of the natural environment. Retaining this location as a 6 knot area would not constrain existing navigation access as the creek is not a main route to navigation or have any small craft boat launching facilities.

QPWS support the proposed change of Tiger Mullet and McKenzies Channel from a red to a yellow zone. The tributary heading east off McKenzie's channel into Crusoe Island should remain as a red zone as it is outside of the navigation channel, has sharp bends and therefore poor visibility for boat skippers.

4. Depiction of speed limit zones

As the marine park utilises 'yellow' and 'green' colours to depict its Conservation Park and Marine National Park Zones respectively in its public education material, use of the same colours to identify the different speed limit categories may present some interpretation/ confusion for boat skippers. In order limit potential public information and compliance issues QPWS suggest that GCWA consider an alternate colour scheme to depict the various speed limit zones for mapping purposes.

Thank you.

Cheers, Jayme

Mrs Jayme Harrison

A/Manager, Marine Resource Management, Department of National Parks, Sport and Racing

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Sent: Tuesday, 22 November 2016

Thanks Jayme,

Much appreciation for coordinating the NPSR response.

Point 2 re the QPWS vessels is an interesting one. QPS have similar concerns about operational impacts. As a point of information, there are a range of issues associated with any 'allowances', including perception – that other boaties might see QG vessels and either think that they can behave that way or be critical of non-compliance. Just something to think about.

Re #4, while I appreciate the concern, I think might suggest you change the colours next time you revise the zoning plan ☺ Mine match the traffic light colours and that makes lots of sense in terms of slow (red) and fast (green) speeds. I think the traffic light system pre-dates the zoning plan.

Overall, I do note an absence of any comment regarding the fundamental approach in the Strategy for improving the management of wash. I don't need an official position, but I am interested in any professional opinions regarding the

approach and/or the underlying assumptions, e.g., that vessels typically travel at speeds faster than 6-knots in 6-knot areas and that the wash/wash effects are potentially greater under those conditions than they would be if the vessel were allowed/encouraged to travel at planning speeds.

There is a significant behavioural component here and I value NPSR's experience and insight in this regard. In this regard and overall, education is also significant issue in the context of the Strategy. Again, an area where I'd look to NPSR for lessons learnt. Aside from my joking about the mapping colours, there are strong analogies between communicating speed zones and park zones. Signage is an issue, as is effectively communicating the intent of the zones and appropriate behaviour. There is a black and white regulatory/compliance/enforcement element to both, but there is also the softer education and messaging element. My personal/professional view is that the opportunity lies in the latter, for both GCWA as a special purpose entity and in terms of improving management outcomes in GC waterways. So, I would certainly be interested in any feedback anyone might have on that level of strategy & tactics.

Cheers, Brian

15

HOPE ISLAND RESORT

20 December 2016

Gold Coast Water Authority
40-44 Seaworld Drive
MAIN BEACH QLD 4217

Dear Sir/Madam,

SURVEY - HOPE ISLAND RESORT

As you may be are aware, we act on behalf of the Hope Island Resort (HIR) Primary Thoroughfare Body Corporate (PTBC) as Strata and Facilities Managers and write to you in this capacity.

Please be advised that the PTBC Executive Committee Members recently met. At this meeting the Executive Committee Members tabled a request by the Hope Island Marina Body Corporate to contribute feedback for the draft 'Speed and Behaviour Management Strategy'.

Accordingly, the Executive Committee instructed that I write to you noting the issues with increased speeding including damage to revetment rock walls and associated costs as well as disturbance to owners of waterfront properties.

Should you have any queries regarding this matter, please do not hesitate to contact this office via telephone on (07) 5530 9900.

Yours faithfully,
For and on behalf of
The Hope Island Resort
Primary Thoroughfare Body Corporate

Hugh Beutel
Strata Manager
PTBC@cambridgems.com
http://portal@hir.com.au

GCWA
RECEIVED
22 DEC 2016
☐ Email ☐ Fax
☑ Mail ☐ Ctr
File: 230/275/2
Rec: D/50656.
Action Officer/s:
BM.

Correspondence #50

Sent: Saturday, 10 December 2016
To: GCWAMail
Subject: Clear Island Waters

Paradise Radio Yacht Club (Inc).

PO Box 5313, GCMC 9726, Queensland, Australia

Commodore: Allan Walker 0415 925 505

Secretary: Peter O'Grady 0404 881 932

The Manager

Gold Coast Waterways Authority 10th December 2016

Dear Sir

We write to you out of our deepest concerns regarding a recent article in the Gold Coast Bulletin relating to water skiing etc in Clear Island Waters.

In 2008 we "launched" a new sailing club on the Gold Coast for the specific purpose of racing model radio controlled yachts.

We are the PARADISE RADIO YACHT CLUB Incorporated which is affiliated with QRYA, ARYA and therefore also IRSA [International Radio Yachting Association] a division of IRYU [International Yacht Racing Union]

We have been extremely successful in our endeavour and are now the largest radio control yacht club in Australia boasting over 80 active members, racing 5 internationally recognized classes of yachts over 4 days per week.

Our club has been fortunate to have received support and endorsements from Gold Coast City Council, Mayor Tom Tate, Councillor Bob Lacastra, Nifsan Corp and Emerald Lakes Management.

We currently hold Right of Use permits from GCCC for all of our activities at both Emerald Lakes and Clear Island Waters.

Clear Island Waters is a restricted waterway with a 6 knot and no wash restriction intended for residents transiting to Nerang River and beyond, via a lock system.

Those restrictions and laws are currently being disregarded and not policed, with jetskis, tinnies and other vessels, many of which are unregistered, acting illegally. This includes chasing and endangering wildlife and willfully trying to damage our racing yachts.

We find it reprehensible that your organisation can [apparently] be seen to endorse motorised speed vessels of any kind on an enclosed residential and environmentally fragile waterway. This has apparently been done without any fact checking as to approvals granted to existing passive recreational users such as ourselves.

We regret that we missed your consultation which ended last Sunday but hope that your authority will respect our situation.

Yours sincerely,

Peter O'Grady

PRYC Secretary

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SUBMISSION TO SPEED AND BEHAVIOUR STRATEGY

GOLD COAST WATERWAYS AUTHORITY

1. My comments are brief and are confined to The Broadwater adjacent to Marine Parade Labrador.
2. Water levels are low, and are getting lower.
3. The 'basin' adjacent to the park and Marine Parade Labrador is heavily used for quiet activities like kite-surfing, wind-sailing, sculling, board-paddling, exploring the sand flats, and the like.
4. Bird life is prolific and should not be disturbed.
5. The park is heavily used for walking, bike-riding and family picnics – all of which are enjoyed in the quiet peacefulness currently existing.
6. The 2000 or so residences abutting Marine Parade currently enjoy a peaceful atmosphere.
7. The futility of making a complaint about noise is well-known. The utter futility of making a noise complaint associated with water-based activities like jet-skiing and water-skiing is also well-recognised, especially as these activities generally occur at week-ends.
8. Why create a problem where none currently exists in this regard?
9. The two cross channels south of Wavebreak Island offer opportunities for access by larger vessels, if required.
10. Although the GCWA concentrates on transportation issues, I don't think this should absolve it from being a 'good' neighbour to adjoining uses.
11. I exhort the GCWA to consider the effects of encouraging increased access by larger vessels and small boats (including jet skis and water-skiing boats) on the peaceful ambience currently existing in this area.

18 November 2016

GCWA
RECEIVED
24 NOV 2016
☐ Email ☐ Fax
☑ Mail ☐ Ctr
File: 230/275/2
Rec: D/99633
Action Officer/s:
BM

18-11-16 16:19 Pg: 1

GCWA
RECEIVED
21 NOV 2016

☐ Email ☑ Fax
☐ Mail ☐ Ctr
File: 230/275/2

(12)

① PAGE FAX TO: MR HAL MORRIS
(FAX 07 55397355)
FROM: [redacted]

D/49442. [redacted]
Action Officer/s:
BM, HM.

18 NOVEMBER 2016
DEAR MR MORRIS,

RE: GOLD COAST WATERWAYS PLAN - VESSEL SPEED LIMIT CHANGES

I UNDERSTAND THE COMMUNITY RESPONSE CUT-OFF DATE IS 21 NOVEMBER 2016 WHICH SEEMS AN UNACCEPTABLY SHORT AND CLEARLY UNWORKABLE COMMUNITY RESPONSE TIME GIVEN GCWA GAZETTED ONLY SOCIAL MEDIA WITHOUT MAIL OUTS OR CONVENTIONAL MEDIA.

- SPEED LIMIT - MY NEIGHBOUR ALSO INFORMS ME YOUR LETTER STATES THE G.C. WATERWAYS PLAN PROVIDES FOR RAISING THE SPEED LIMIT ON CLEAR WATER LAKE AT MY ADDRESS [redacted] TO A SPEED VASTLY INCREASED FROM THE CURRENT 6 KNOTS TO A SPEED OF [illegible] KNOTS.

  I MUST PROTEST IN THE STRONGEST POSSIBLE MANNER ANY INCREASE ABOVE THE CURRENT 6 KNOT SPEED LIMIT. I HAVE RESIDED AT [redacted] FOR ALMOST 18 YEARS AND IN THAT TIME THERE HAS BEEN CONSTANT HARASSMENT AND INJURY TO THE BIRDLIFE ON CLEAR WATER LAKE BY UNLICENCED, CRIMINALLY NEGLIGENT AND UNDERAGED BOAT DRIVERS WHO USE THEIR HIGH-SPEED "TINNIES" TO CHASE AND VERY OFTEN RUN DOWN BLACK SWANS CORMORANTS AND ANY OTHER UNFORTUNATE BIRDLIFE THAT COMES WITHIN THEIR SADISTIC RANGE.

  TO CONSIDER RAISING THE SPEED LIMIT ABOVE 6 KNOTS JUSTIFIES, EVEN ENCOURAGES THEIR SADISTIC TENDENCIES, AT LEAST WITH A 6 KNOT LIMIT THEY CAN BE HELD TO ACCOUNT IF NOTHING ELSE BY A SPEED LIMIT VIOLATION.

  AS EVIDENCE I REFER YOU TO CHANNEL 9, SOME THREE YEARS AGO, A CLEAR ISLAND WATERS RESIDENT FILMED ONE OF THESE "TINNIE" ATTACKS ON A BLACK SWAN. IT WAS FEATURED ON CHANNEL 9 EVENING NEWS AND I UNDERSTAND THE POLICE TOOK ACTION. I CAN ASSURE YOU THIS OUTRAGE CONTINUES AND WILL WORSEN IF THIS ILL-CONSIDERED INCREASE IN SPEED LIMIT IS ENACTED.

- BREEDING AREA - THE CLEARWATER LAKE SYSTEM BEING A FRESHWATER WATERWAY AFFORDS A REFUGE TO BIRDLIFE THE TIDAL SALTWATER AREAS OF THE GOLD COAST CANNOT DUE TO PREDATORS AND LACK OF SUITABLE FOOD SOURCE. THE CLEAR WATER LAKE SYSTEM IS THE ONLY SUCH FRESHWATER ASSET ON THE CENTRAL GOLD COAST.

  CLEAR WATER LAKE TO THE EAST OF ROBINA PARKWAY IN PARTICULAR IS A SIGNIFICANT BREEDING AREA FOR BLACK SWANS, THERE IS ESTIMATED TO BE IN THE REGION OF 150 IN THE LAKE AREA ADJACENT TO MY RESIDENCE AND ALSO A VERY LARGE NUMBER OF CORMORANTS WHICH ARE RESIDENT DUE TO ABUNDANT FISH STOCKS. ADDITIONALY DURING HEAVY WEATHER AT SEA IT IS CUSTOMARY FOR LARGE NUMBERS OF PELICANS TO USE THE WATER ADJACENT TO STAYSAIL CRESCENT + EAST OF ROBINA PARKWAY AS A SHELTERING AREA IN HEAVY WEATHER CONDITIONS, NONE OF THE ABOVE BEING IN THE LEAST COMPATIBLE WITH THE HIGHER SPEED LIMITS PROPOSED.

- DETRIMENTAL TO CLEAR ISLAND WATERS - THE PROPOSED INCREASE OF VESSEL SPEED LIMIT IS WITHOUT MERIT, DEVOID OF GOOD POLICY AND ULTIMATELY DETRIMENTAL TO THE RESIDENTS OF CLEAR ISLAND WATERS AND SHOULD BE DECISIVELY REJECTED BY GOLD COAST CITY COUNCIL AS DETRIMENTAL TO THE NATURAL ENVIRONMENT, RESIDENTS AND RATEPAYERS OF DIVISION 8.

SINCERELY, [redacted]

COPIES TO:
MAYOR TOM TATE
GCCC COMPLAINTS COORDINATOR - JOHN ANDERSON
RSPCA QLD
GECKO - GOLD COAST + HINTERLAND ENVIRONMENT COUNCIL

Correspondence #53

GCWA RECEIVED 1 DEC 2016
☐ Email ☐ Fax
☑ Mail ☐ Ctr
File: 230/275/2
Rec: D/49875
Action Officer/s: BM.

PERHAPS NOW IS A GOOD OPPORTUNITY FOR THE GCWA TO INTRODUCE A MAXIMUM SIZE FOR WAKE-BOARDING BOATS!!! — SERIOUSLY

Mates catch waves behind superyacht

IT'S not every day the chance comes along to ride the wake of a superyacht, so when it did Jason Daniel jumped.

The founder of clothing brand Loosekid Industries strapped himself into his wakeboard and had a mate on a jet-ski tow him in behind the 24m boat on the Broadwater.

At 20 knots – about double the speed of normal wakeboarding – Jason and friend Matt Kirby surfed the wake as the boat motored past Wakebreak Island.

Superyacht wakeboarding.

The opportunity arose when film company Wildness and Crystal Blue Yachts joined up for a video shoot. "We actually got an invite from Wildness as they were making a video and wanted to film our wakeboarding boat," Jason said. "They wanted to try it and I've wanted to surf behind a yacht ever since I was little.

"That was a no brainer – we were definitely in."

He said it was the first time he had seen anyone wake-surfing behind a superyacht on the Gold Coast.

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GC STYLE

2017 NRL DRAW
EVERY GAME, EVERY ROUND P40

THEME PARK DELAY
10 PROBLEMS TO SORT OUT P2

Correspondence #54
Sent: Tuesday, 09 November 2016

To: GCWAMail

Subject: speed limits

I think the proposal to increase speeds and lessen travel times for vessles <6.5m is a valad one. At planning speeds the vessles create considerably less wake than at 6knts. Further, whey should all small vessles be speed restricted in an attempt to slow down large vessles that crate enormous wakes.

=====

Sent: Thursday, 23 December 2016

Hi,

I'm just trying to finalise the consultation report and I noticed I didn't reply to your email. I have been supplying a reply where there are questions or an opportunity to provide clarification, but I don't see the need for either in this case. Your comment is quite clear and it is always nice to get support for our proposals. Your comment will be included in the consultation report.

Cheers, Brian

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GCWA
RECEIVED
16 NOV 2016
☐ Email ☐ Fax
☑ Mail ☐ Ctr
File: 230/275/12
Rec: D/9227
Action Officer/s:
HM, BM

17

Friday, 11 November 2016

Mr Hal Morris
CEO, Gold Coast Waterways Authority
40-44 Seaworld Drive
Main Beach, 4217

Dear Mr Morris

I note that the GCWA has undertaken a "Speed Zone Review" of those applying to waterways in the Gold Coast region.

One immediate concern is that of the proposal to increase speed limits for craft under 8 metres from six to forty knots in some areas, including the North and South Arms of the Coomera River. I find such a proposal utterly ridiculous and entirely ill-considered in view of what are obvious facts affecting these areas.

- These are residential areas fronting relatively narrow channels
- Increased boat traffic at speed will create a significant increase in noise
- The speed increase for heavier boats (ie four to eight metre vessels) will dramatically increase wash
- Riverbanks are already seriously undermined by wash with vegetation collapsing into the waterways
- Any increased wash creates a relative increase in turbidity, silting and loss of water quality
- Moored vessels and pontoons will be subjected to damage from wash and frequency of large amplitude waves
- The approach speeds of vessels in narrow marked channels will be legally to 80 knots (that is, 148 kph), and given that many PWC riders exceed any legal limits, far greater.
- No time restriction can be applied, therefore any vessel can pass through these zones at any time of day or night. Many watercraft are exceedingly noisy, and these noises carry very well over still water. This is particularly evident in areas such as Coomera Waters and Sanctuary Cove, where there is very little road traffic noise
- All vessels are obliged by law to maintain six knots within thirty metres of a moored vessel. PWCs are obliged to maintain a distance of sixty metres from moored vessels, pontoons and marine structures, and thirty metres from any other vessel when moving at speed in excess of ten knots. At greater than that speed, PWCs are not permitted to operate within sixty metres of a shoreline, with exceptions. Those exceptions would often place all PWCs at speed in the centreline of the river channels, in line astern or directly oncoming.
- The North Arm of the Coomera River adjacent to the Coomera Waters Estate is a designated Mooring Zone, with moored vessels not required to show riding lights during sundown to sunup. Allowing vessels to pass through a mooring area at high speed invites disaster.

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(Registered Australian Co. ABN: 27-063 281 952)

- Increasing the allowable speed for small vessels in these areas virtually eliminates any use of the waterways for paddlecraft such as surf, skis, rowing shells, SUPs and kayaks. It simply becomes too dangerous to venture into such zones at low speed and no options for avoidance of a collision.

I am sure that you are aware that I have campaigned for many years to urge some means of control of poor behaviour on-water by an exceedingly large number of boat operators. A proposal to increase speed in residential areas would only legitimise such selfish and dangerous actions. I believe that the increase in noise and wash would also decrease property values in riverside Sanctuary Cove homes particularly, creating grounds for owners to initiate a class action, which would surely be an undesirable outcome.

One of the prime attractions of the Gold Coast region is the marine environment, with rivers and estuarine waterways holding importance as recreational fishing areas. Any survey of riverine margins will reveal serious erosion, with a proliferation of trees and other vegetation fallen into the channels. With the numbers of visitors increasing and the Commonwealth Games imminent, this aspect of the Gold Coast will undoubtedly leave a poor impression upon many visitors. The GCWA should be seeking to redress these issues, not add to the destruction.

Yours faithfully

John W Bucknell

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*Does not apply to a PWC that is operating in an approved aquatic event or within 0.5nm from land.

†Only applies when more than 2nm from land or partially smooth waters (http://www.msq.qld.gov.au/Safety/Smooth-and-partially-smooth-water-limits).

PWCs travelling at night, or at times of reduced visibility, must show navigation lights (http://www.msq.qld.gov.au/Safety/Navigation-lights) (side lights and an all-round white light which is visible from 360 degrees).

PWC rules on the water

If you're travelling at more than 10 knots you must keep a distance of 30m from other moving boats, unless you're involved in an approved aquatic event or where doing so would endanger you or another person.

Consider the density of waterway traffic in the area to determine a safe speed. You must stay 60m away from, or reduce your speed to 6 knots if within 60m of:

- people in the water
- anchored or moored boats, structures, boat ramps, jetties or pontoons
- the shore
- the boundary of a bathing reserve.

Exceptions apply to the 60m from shore rule if:

1. the waterway is less than 120m wide, and:
    - you operate the PWC as close as practical to a straight line to transit the area
    - you stay as close as possible to the centre of the waterway or a marked channel
2. the PWC is being used in waterskiing or towing.

In coastal waters, freestyling or wave jumping is restricted to:

- beyond 200m of the shore if homes are within 100m of the shoreline, and are in the vicinity of the waters where the PWC is operating. Coastal waters do not include dams and inland waters.

Further information

- Queensland Recreational Boating Guide (http://www.msq.qld.gov.au/Safety/Recreational-boating-fishing-guide)
- Marine Information Bulletin—Operation of Jetlev and Flyboard equipment in Queensland waters (PDF, 456 KB) (http://www.msq.qld.gov.au/-/media/MSQInternet/MSQFiles/Home/Publications/Marineinformationbulletins/mibjetlev.pdf?la=en)

Last updated 31 August 2016

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