



Speed Limits Review

Consultation Report

August 2014

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Abbreviations

GCWA	Gold Coast Waterways Authority
MIN	Marine Infringement Notice
MSQ	Maritime Safety Queensland
NSW	New South Wales
PWC	Personal water craft
QBFP	Queensland Boating and Fisheries Patrol
QPS	Queensland Police Service
SA	South Australia
TOMSA	Transport Operations (Marine Safety) Act
TMR	Department of Transport and Main Roads
VIC	Victoria

Executive Summary

The Gold Coast Waterways Authority (GCWA) undertook public consultation for a Speed Limits Review, in response to community feedback from the GCWA Waterways Management Strategy consultation that this was the priority issue. The response has been very strong relative to comparable local consultation exercises, confirming the strong community interest in this issue and generally validating the process.

Key points emerging from the consultation include:

- Rules need to “make sense”
- Some of the current rules are illogical or “stupid”, resulting in low compliance rates
- The waterways are for public enjoyment first and foremost; resident’s concerns are secondary
- The current rules have compromised navigability to cater to a minority of residents
- Navigation requires seamanship, including judgement in response to variable conditions
- Simple rules deny the complexity and need for judgement, thereby creating stupidity
- Wash is perhaps the most valid issue
- Managing wash is complex, vessel-specific and situation dependent
- Knowledgeable and experienced boaties are complemented by visitors and ‘weekend warriors’
- Education and signage are important and need to be done better – more intelligently
- Enforcement is important, but in the first instance should be friendly – ‘wardens’ and warnings
- A minority of ‘hoons’ create issues for the majority
- Repeat offenders should be dealt with harshly
- Alternatives such as license suspension and/or vessel confiscation may be appropriate
- Stricter license requirements, including re-testing and/or ‘big’ boat licences should be considered
- Cameras may be useful/appropriate, but the issue is complex, with divergent views and concerns
- Big vessels are a special concern meriting different rules
- Some craft such as PWCs and wake-boats are more prone to ‘hooning’
- There is some support for restricting craft/activities; but perhaps more for tougher enforcement

There is a strong diversity of views and the above highlights are by no means representative of the whole community. It should also be noted that the community showed a high level of sophistication, particularly with issues such as wake and wash, and they have a strong desire to be treated as ‘adults’. They also reacted to the broad nature of many of the questions, feeling that the answer was more complex and that a reduction to principles was therefore problematic. For example, variable speed limits may be a good idea, but it all depends on where you draw the line between a ‘big’ and ‘small’ boat. The survey did consciously adopt this approach and the risk of criticism and in hindsight it is still supported. However, it does potentially mean that there may be some need for further consultation about the ‘details’ around implementing a particular course or direction in response to the broad consensus.

Overall, there is support for revised rules that:

- Remove some 6-knot restrictions to allow ‘sensible’, vessel and condition dependent slow speeds
- Promote accountability, including for appropriate control of wash
- Consider alternatives such as variable-vessel length or perhaps a speed between 6 and 40-knots
- Revised education, including a strategic signage review
- Some change to enforcement, including licensing and penalties

All of the above changes are complex. While there is support at the broad level, there are divergent opinions in terms of the subtleties. A balanced approach is therefore needed, which will possibly include additional targeted consultation. This also means that there are possibly no ‘right’ answers that will make everyone or perhaps even most people happy. It may also mean that an iterative change process will be necessary, where changes are monitored and then perhaps optimised over time through adjustment.

Community engagement

The consultation process for the Speed Limits Review was highlighted by the following events:

- Formally commenced in the last week of May 2014, following noting by the Minister
- 'Soft launch', included posts on the GCWA FaceBook page GCWA website
- Website provided access to the Discussion Paper and the web Survey
- Sanctuary Cove Boat Show display including printed Discussion Papers and large map display
- Letters sent to key stakeholders, including local members and Councillors
- Discussion Papers provided for distribution to CGC libraries and elected member offices
- Mid-June, Interactive Map tool released
- First of two advertisements run in the Gold Coast Bulletin
- Electronic direct mail sent to 800+ subscribers
- Mid-July, electronic direct mail sent to ~700 stakeholders who had completed the Survey, but not commented on the interactive map
- Consultation formally closed late July following advice to the GCWA Board

The response rate is excellent relative to other similar and recent consultation exercises. The Survey resulted in almost 1,400 individual responses. While the Interactive Map had a lower participation rate, it collected almost 2,000 suggestions. By comparison, the last comprehensive speed limits review for Gold Coast waters generated ~250 responses (MSQ, 2008). The GCWA Waterways Management Strategy consultation attracted ~600 responses. The recent City of Gold Coast Ocean Beaches Strategy reported a similar number of participants -- about 1,400 -- but the Speed Limits Review response is stronger in terms of the volume of information contributed by stakeholders, due to both a longer survey (about twice the number of questions) and the effectiveness of the Interactive Map generating targeted input.

Discussion paper

The discussion focussed on generic issues and options, as opposed to particular geographic locations. This was a significantly different approach than past reviews, which tended to propose changes in particular 'problem' areas (as well as discussing general principles, etc.). This approach was selected as the GCWA has a different context relative to the framework for past reviews and stakeholder feedback suggested that there was merit in a wholesale review, as opposed to minor 'tinkering'.

The discussion paper was available through the GCWA website and printed copies were distributed through a number of outlets, as noted above.

Survey

The on-line survey included a series of questions that were informed by the discussion paper, but did not require participants to have read the discussion paper to participate in the survey. Excerpts from the discussion paper were included on the survey 'pages' to provide some background information or emphasise points that were considered important. The questions were organised in a series of pages that were titled with the following themes: Principles; Speed, wash, noise and vessel size; Education, signage and enforcement; and Strategy options.

The community participation rate in the Survey is quite high, as discussed above. On average, participants took nearly half an hour to complete the survey, however, the median is closer to 15 minutes as advised in the instructions, so it is likely that some people started the survey and then came back to their computer later to finish it, thereby increasing the average time. While there is some evidence of attrition -- lower response rates on questions later in the survey -- most people completed the entire survey.

Each of the survey pages included a comment box and the large number of comment is noteworthy, both in terms of the additional contribution of time by participants and in terms of the interest in contributing to improvement that is evident in the responses.

Interactive map

The Interactive map was a relatively novel attempt to provide a more collaborative consultation experience. In particular, the goal was to provide a platform where participants could see others comments during the consultation, thereby fostering a community conversation, as opposed to the normal process where individual comments are not available until the consultation has closed. While there are some examples of similar tools and academic papers regarding “Public Participation – Geographic Information Systems” or “PP-GIS” theory or case studies, the concept has only had limited application, the tools are evolving and to some degree experimental and there are impediments to community participation that include both experience and technology (hardware and software).

While some aspects of this component of the project are disappointing, it has provided value, in terms of both the specific suggestions contributed for this project, but also issues and opportunities that can be extended to future consultation exercises and other GCWA projects, including educational opportunities. Significant issues included the inability of the consultant to deliver a tool that worked on ‘smart devices’ (tablets and phones), despite this being specified in the scope, and late delivery of the tool. As a result of the delay, consultation was launched without the map being available. Emails were sent to over 700 individuals that had completed the Survey, but not commented on the Interactive map, to ensure that the late launch of the map did not exclude their participation. The final design, while meeting the basic functional requirements, did not meet the desired level of ‘user-friendliness’, potentially hindering the objective of fostering a community dialogue.

Regardless of these issues, the ~2,000 suggestions about specific areas is a significant consultation outcome and the tool has provided that information in an organised format, allowing for more effective and efficient analysis, discussion and presentation of the response.

Advertisements and outlets

As discussed above, a combination of approaches was used to reach the community, including advertisements in the Gold Coast Bulletin (2 Saturdays), electronic direct mail, the GCWA website and FaceBook page, letters to key organisations and elected members, and the provision of hard copies of the discussion papers through local libraries and the offices of M.P.s and Councillors. The Sanctuary Cove Boat Show also provided a significant outlet and opportunity to directly engage with the community.

Response demographics

Questions 1-15 of the Survey requested demographic information, largely mirroring the Waterways Management Strategy survey consultation to allow for future comparison. Some minor modifications were made following consultation with our enforcement partners, largely in relation to information about licensing and experience. The full results are provided in Appendix B; highlights include:

- 84% of the respondents are male; 48% are in the 36-55 age bracket
- 80% were responding as individuals; followed by club/organisation at 8%; visitor at 6%; and business at 4%
- 76% motor-boat, followed by fishing (48%), swimming (28%), wake-boarding (25%); and water-skiing (24%)
- 71% have been licensed for more than 5-years; 52% more than 10-years
- 53% hold a recreational + PWC licence; 40% a recreational licence; 9% a commercial ticket; and 9% no licence
- 60% own/rent waterfront property; 47% have a waterfront residence
- 50% report using the waterways weekly and 15% daily
- 41% own a jet ski; 40% a 4-8m power boat; and 25% a power boat over 8m
- 40% did NOT respond to the GCWA Waterways Management Strategy survey; 32% did and 28% were unsure
- Nearly half asked us to add them to our mailing list (679 ‘yes’; 99 already subscribed)

The sample shows bias relative to the Gold Coast community as a whole, but potentially reflects biases within the community of waterways users. There is reasonable representation from those without a boat license (~9%) and waterfront residents are well represented. There is also considerable diversity in terms of activities, including non-powered, passive activities/craft. Individual, recreational boaters are strongly represented, but the commercial and club sectors are present, arguably proportionately.

Response to key survey themes

The survey included a total of 63 questions. About a quarter of these questions (15) were concerned with demographics and are discussed in the previous section. To facilitate discussion of the remaining questions, they have been grouped under eight ‘themes’, as reflected in the sub-headings for this section.

Generally, each question only appears once, in a single theme. However, in a few cases questions have been included in more than one 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 Appendix B. The individual question numbers are provided beneath each theme sub-headings for convenient cross-referencing.

Respondents provided nearly 1,100 comments. These have also been grouped against the themes. This was a more difficult process as many of the comments addressed multiple issues. In applying this categorisation, an attempt was made to tag comments with the most relevant themes, rather than every single possible theme that might apply. The process was necessarily subjective, leaving plenty of room for valid argument about which comments belong where. Regardless, the approach should be sufficient to capture key themes, as well as general dissent.

Appendix D lists all of the comments that have been tagged against each theme. This means that many comments appear several times. While this redundancy increases the page count, it will allow the interested reader to review the original source material and form their own conclusions about the validity of the summaries offered below and/or to gain a more subtle and sophisticated level of insight into the community response regarding particular issues.

Proposed principles

(Questions: 16-22)

The discussion paper proposed seven principles that would be used to guide decisions, both with respect to this review and in the future as issues arose. There was overwhelmingly strong support for all of the principles. The table below lists the principles, starting with the mostly strongly supported.

Agree	Disagree	Unsure	Proposed Principle
94%	4%	2%	Promote responsibility and accountability
92%	6%	2%	Practical -- enforceable and achievable
90%	6%	4%	Sustainable, facilitating development, recreation and environmental stewardship
90%	7%	3%	Deliver the best possible management of the Gold Coast waterways
89%	8%	3%	Simple, consistent, and with a minimum of government regulation
87%	9%	4%	Achieve a reasonable cost to the community and government
87%	11%	2%	Provide clarity without unnecessary signage or visual clutter

Of the ~1,100 comments received, 242 were tagged as being related to “Principles”. While this potentially seems like a high number, it should be noted that the first opportunity to provide comments was on the page of the survey that only included questions related to the above principles and that there were 311 comments for that page. Furthermore, only 154 of the comments, or about half, come from that first page. The other ~100 comments tagged as “principles” came from other pages of the survey.

A significant portion of the comments received on this page were critical of the fact that these statements were all platitudes, difficult to disagree with, and therefore unlikely to yield any sort of meaningful consultation outcome. This adverse response might have been ameliorated if this page was towards the end of the survey, rather than in the beginning. There were some comments on later pages ‘amending’ earlier comments that this appeared to be a useless exercise (‘getting better’).

There were recurrent themes to either leave things as they are or roll things back towards a nil or minimal regulatory paradigm. Along with this was a view that responsibility was a reasonable expectation and should be promoted in lieu of the current ‘nanny state’ approach. Less and/or higher speed limits were favoured and there was support for bigger penalties/consequences. ‘Safety’ as a focus was present, but at a notably low level given the historical emphasis. There was a recurrent view that there were too many 6-knot areas and that they should be decreased, not increased.

There was also a strong view that residents who choose to live next to a waterway and then complain about people using the waterway should have known better and should either ‘put-up’ or move. While this may sound callous, there were also strong views that people should behave responsibly and that a small majority do misbehave and create problems for the rest, and that that sort of behaviour should not be tolerated. Also, some of the rules that were intended to improve these issues were seen as having made the issues worse – restricting boats to 6-knots potentially generating more wash and/or a more sustained exposure to noise relative to a sensible slow speed that optimised the movement of a particular vessel.

Additional principles suggested include:

- Simple and enjoyable for the general recreational population / Makes using the waterways a pleasure
- Not biased towards any segment of the community
- Preserve/promote recreational access to the waterways / Rivers are a transportation corridor
- Competent decisions, by knowledgeable people, in consultation with waterways users
- Common sense should be the norm
- Promote seamanship and considerate behaviour

6-knot speed limit

(Questions: 25, 52, 26, 27, 51, 24, 28, 53)

There were a relatively large number of questions related to the 6-knot speed limit as this was recognised in the discussion paper as an area of controversy. There is an overwhelming disagreement in the results below for the first statement. While this could be partly attributable to those who disagree with the view that many people push the limit higher, it is clear from the comments that many would agree with that statement. So, this response can be safely interpreted as strong opposition to lowering the 6-knot limit.

The next four results below reinforce this view and support movement in the opposite direction – allowing at least some vessels to travel faster through at least some of the current 6-knot areas. The remaining results show that a different approach is merited, even if it is inconsistent with the statewide approach and, based on the comments, that wash is a complex issue that shouldn't be reduced to vessel size.

Agree	Disagree	Unsure	Question
16%	83%	1%	6-knots would be appropriate, but too many people push the limit higher, so the limit should be lower
72%	27%	2%	Smaller vessels should be allowed to go faster than 6-knots as long as wash is negligible and it is safe to do so
70%	28%	2%	6-knots is too slow for some (smaller) vessels and too fast for some (larger) vessels as wash varies with size
67%	32%	1%	6-knots is an unreasonable restriction, too widely used, and should only apply where required for safety
65%	31%	4%	A variable speed limit based on vessel size should be introduced for slow areas instead of 6-knots for all vessels
52%	46%	2%	6-knots achieves an appropriate balance between transportation needs and controlling vessel impacts
48%	46%	5%	6-knots may not be optimal, but should be retained to provide statewide consistency
46%	48%	6%	The 6-knot limit should be slower for larger vessels to better control wash

Of the ~1,100 comments, 125 were tagged against this theme and are included in the appropriate section of Appendix D. Key themes include:

- There are too many 6-knot zones
- Transportation value of the waterways is inappropriately restricted as a result
- 6-knots is inappropriate for controlling wake – it can promote 'worse' wake than higher speeds
- 6-knots should only be used in areas such as marinas, boat ramps and where essential for safety
- Other current 6-knot areas, largely in residential areas, should be revised
- The revised approach should allow the operator to optimise their vessel speed
- Optimal vessel speed should aim to minimise wake, but will also improve control and reduce noise
- Current poor behaviour is generated in part by illogical rules
- An approach that requires discretion will improve behaviour and promote improved seamanship

Comments below regarding signage and enforcement are also relevant to this topic and some of the comments that have been included reflect these linkages, but discussion of those points can be found in the appropriate sections below.

It should also be noted that there was a minority view that favoured a slower speed limit or extending the current 6-knot areas, even to the extent of making all of the waterways 6-knots for all vessels. It is also worth noting the view that the gap between 6 and 40-knots was too great. While this was only explicitly expressed a few times, it is arguably implicit in a lot of the views expressed.

40-knot speed limit

(Questions: 31, 32, 54)

There was evident strong disagreement with the view that 40-knots was too fast at any time. However, while there was opposition to lowering the speed for all vessels, there was support, albeit by a lesser majority, for a lower maximum speed for large vessels. This ratio would no doubt shift if stakeholders were polled about specific size limits. For example, the majority might increase if the length were 12m, but decrease if a 6m length was proposed. This supposition is supported by the final question in this series, where a specific length of 8m was included in the question and support decreased; however, the question also related to existing 6/40 areas, which would have also influenced the response.

Agree	Disagree	Unsure	Question
28%	70%	2%	40-knots is too fast at any time and there should be a lower maximum speed limit for all vessels in GC waterways
60%	36%	4%	There should be a maximum speed for large/long vessels that is lower than 40 knots
33%	55%	12%	In 6/40 knot areas, under 8m vessels should have to go slower than 40 knots (but still faster than big the boats)

Only 19 comments were tagged as relating to this theme. This is not surprising given the fact that there are few if any infringement notices written for exceeding the 40-knot speed limit. These two points support the view that this is not an area that is 'broken' and, therefore, no intervention is required.

Having said that, while there are very few comments, the general thrust of them is that 40-knots is too fast and could be lowered as few if any boats are capable of going that fast. There was also support for treating big vessels differently and for having a speed between 6 and 40 as the gap was simply too large.

'Waterways management' and alternatives to speed

The five themes that follow have all been grouped under the category 'waterways management'. This term is often used, but poorly defined – it can mean many things to many people. However, it generally implies an approach that is more responsive to, more considerate of, particular circumstances, including location, but also variable factors such as time of day or type of activity. It may also extend to discretionary behaviour – the need for operators to assess the conditions at the time and respond accordingly.

While this 'common sense' approach is strongly supported in the response, it has historically been opposed by enforcement agencies on the basis of practicality. Any approach that allows or requires the operator to exercise subjective judgement invites an argument between what the operator considered appropriate and the enforcement officer's view. Officers are reluctant, at best, to issue an infringement notice that is likely to be challenged, unless they are confident that they can provide a 'bullet-proof' defence.

Thus, all of the alternatives below are to some degree intractable. Historically, they make sense in theory, but are too hard to implement in practice. Nevertheless, this is the area where the GCWA can potentially add value and, arguably, must therefore focus if there is a desire to promote significant change, rather than just minor tweaks to the existing framework. In doing so, it risks criticism and in adopting an approach that is different from the rest of the state must ensure that it does not create confusion, become liable for negligence or become stalled by inertia that resists changes to the status quo.

Wake / Wash

(Questions: 49, 52, 26, 53)

The results reflect very strong support for the view that operators can and should be made responsible for controlling wash from their vessel. The other questions demonstrate an understanding/awareness that wash is a complex issue that cannot be readily reduced to vessel size, thus justifying an approach that devolves responsibility and promotes the exercise of individual judgement.

Agree	Disagree	Unsure	Question
88%	9%	3%	Operators can and should be responsible for 'no wash' operation in areas that 'justify' this restriction
72%	27%	2%	Smaller vessels should be allowed to go faster than 6-knots as long as wash is negligible and it is safe to do so
70%	28%	2%	6-knots is too slow for some (smaller) vessels and too fast for some (larger) vessels as wash varies with size
46%	48%	6%	The 6-knot limit should be slower for larger vessels to better control wash

There are 161 comments in the appendix 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 illogic of current regulatory approaches, notably the 6-knot limit. There was also a view that 8m was inappropriate – in the same way that 6-knots is actually too fast for some vessels, many vessels less than 8m are as bad or worse than some vessels over 8m.

While opinion was evenly divided on the issue of a lower speed limit for large vessels, the comments suggest that there is some support for a slower limit, but that it is not so much a matter of the vessels size, it is the particular hull characteristics.

Operator skill also emerges as a key factor, with support for education and/or changes to licensing to ensure that operators know how to operate their vessel effectively and responsibly. This applies to 'weekend warriors' that are seen as lacking experience, with a slightly different view for 'hoons' that potentially know better but don't care. Both are real problems, but they require different approaches.

While the idea of controlling wash when passing was supported, several comments reflect the complexity of this issue – that slowing down inappropriately can actually make the effect on another vessel worse, not better. It is also worth noting that a number of people pointed out that vessels shouldn't be allowed to anchor in or near channels and that was the real problem and real opportunity for improvement.

Cameras were suggested by a few commenters as a possible tool for addressing wash, whether for education and/or enforcement. There were views that some areas should be 'no wash' (along with views that this was impossible) and in other others the wash should be limited to a certain height (e.g. 0.5m).

Overall, there was strong support for a renewed emphasis on wash, particularly if it allowed more latitude to operate a vessel at a speed that is appropriate for that vessel in that location. However, while there were some suggestions about how this might be achieved, there was little if any recognition of the enforcement issue as outlined above and in the discussion paper. This could be interpreted as the community not having any solutions, but it could also suggest that they really don't care for excuses, that change is necessary and they expect it to happen.

Activities / types of craft

(Questions: 34, 61, 58)

While the majority opinions below are not as overwhelming as some of the preceding results they still reflect 2/3 majorities, or nearly so. The three questions below are all quite different from each other and are certainly a very narrow window into a complex subject (however, the comments below provide insight into the breadth of the issue).

The support for variable speed limits is consistent with the views discussed above that there are many complex factors that need to be considered and a one-size fits all approach is inappropriate. The result on the second question below is probably much more about opposition to the concept of the Broadwater being all 6-knots than the issue of sail craft, but there were comments opposing both of these concepts. There is certainly majority support for some sort of ferry service, even if it does require exemptions. The support would probably be higher if this could be accomplished without exemptions.

Agree	Disagree	Unsure	Question
66%	29%	5%	Variable speed limits based on vessel size are a practical and necessary tool and should be more widely used
32%	63%	5%	If the Broadwater is declared a 'slow' (e.g. 6-knots) area, sail craft should be exempt
60%	36%	4%	Ferry services should be supported, if necessary by speed exemptions, so long as wash effects are controlled

There are 181 comments tagged against this theme, reflecting a relatively high level of community interest and opinion in this topic. Views regarding specific types of craft/activities include:

- The ability to water ski needs to be preserved
- Sail boats need a space to operate without undue interference from power craft
- Jet skis are disproportionately associated with 'bad' behaviour
- Large boats are disproportionately associated with discourteous behaviour
- Large boats are a problem on small waterways and should be highly restricted or banned
- PWCs should not be further restricted (as well as the opposing view)
- Don't stereotype craft based on the behaviour of a minority
- Jet boats are inappropriate in enclosed waters
- There should be more areas dedicated for 'activities'
- Ski and wake vessels should be considered large vessels because of the wake they generate
- The 'how' (behaviour) is more important than the 'what' (vessel or activity)
- There should be consistent rules for all vessels
- It is too hard/impossible to enforce rules that apply to some and not others

Quite a few commenters noted that the answer to many questions depended on what was considered "large". This omission was intentional, out of awareness of the sensitivity of this issue. The intent was to ascertain the support, or lack thereof for the principle (should we be a republic) and avoid becoming bogged down, at this stage, in arguments about the detail.

While there was some support in the comments for time-based restrictions, it was notably absent. Arguably, this is a potentially simple, easy to understand and easy to enforce (at least in terms of proof) approach that provides a balanced approach to boaties access and residential amenity, particularly regarding issues such as noise. The lack of support/suggestions probably reflects the general community resistance to heavy handed regulation, in favour of a more flexible common sense approach relying on operator responsibility.

There were also a few comments about the need to address environmental issues, including through 'boat free zones', as well as support for banning jet skis from certain areas, such has been done in Sydney Harbour.

Behaviour

(Questions: 49, 50, 33, 55)

The results below reflect very strong support for an approach that promotes responsibility and allows for operator discretion. There is also support for ‘courtesy’ when passing, which would probably be stronger if the question had been about controlling wash, rather than slowing down (a number of comments reflected the view that slowing down could make things worse). The final question was also associated with qualifiers – how big are the boats?; are they going the same direction or opposite directions?; etc.

Agree	Disagree	Unsure	Question
88%	9%	3%	Operators can and should be responsible for ‘no wash’ operation in areas that ‘justify’ this restriction
86%	11%	3%	A ‘drive to the conditions’ approach should be adopted as congestion and other factors are highly variable
66%	31%	4%	Large vessels should be required to slow down when passing small vessels
56%	40%	3%	When two vessels are passing close to each other they should be required to slow down

There are 172 comments in the appendix attributed to this theme. Perhaps the most significant recurrent view was that most boaties are courteous and behave appropriately, or perhaps at times err out of ignorance and only need a bit of education/assistance. This is accompanied by a view that the minority of recalcitrant ‘hoons’ should be dealt with severely as they have an attitude problem and there is only one way to effectively respond.

Accordingly, most support a regulatory approach that is less restrictive than the current regime for the majority, but more punitive for the minority. It should be noted that there is certainly a minority view that rejects this approach as unworkable and favours a strict set of rules.

Other views include:

- Jet skis are disproportionately associated with ‘bad’ behaviour
- Large boats are disproportionately associated with discourteous behaviour
- Enforcement resources are unresponsive or unavailable, so everyone knows they can misbehave
- Few if any obey the rules in certain locations
- ‘Stupid’ rules, coupled with a lack of enforcement, promote non-compliance
- The existing rules are OK, it is the lack of compliance that is the issue
- Respect is lacking and essential
- Common sense should prevail
- Very few are aware of the impact of their wash and have no idea how fast they are going
- Many large vessels show no consideration for how they affect the safety of other vessels
- Stop the idiots
- Irrespective of regulation, you will not be able to stop the idiots
- Seamanship is the old fashioned way and still has validity
- Most people have no idea about boating safety and courtesy
- Keep giving out fines and people will get the idea
- A large number of the boating public just don’t give a dam

Overall, the community is aware that behaviour is important and integral to waterways management; that education will encourage the majority to do the right thing; and that some people will have to be dealt with through enforcement. There is a strong view that the current environment is overly restrictive due to an inability or failure to promote first principles and control the minority.

Noise

(Questions: 30, 56, 29)

The first question below highlights the fact that respondents are sympathetic to excess or inappropriate noise, however, they don't think that speed limits are the right tool. The second question reinforces this view. While there is some support for daylight restrictions as a tool, the large 'unsure' vote probably reflects sensitivity to the details. An 8 PM curfew might be supported, but not an earlier time, or there might be support for some areas, but not others.

Agree	Disagree	Unsure	Question
69%	26%	5%	Vessel noise is a significant concern but is vessel dependent and speed should not be used to control noise
34%	64%	2%	Vessel noise is a significant concern and a justification for restricting speed in residential areas
53%	39%	9%	Daylight restrictions should apply to preserve residential amenity around areas popular for water skiing, etc.

There were only 40 comments tagged against this theme. A significant number of comments were from individuals that considered noise to be a significant issue, often because of their particular circumstances. As discussed above, there was also a recurrent view that residents who choose to live near water have little or no cause to complain about what can be reasonably expected.

Given the relatively high percentage of respondents who report living on the water, it is reasonable to conclude that noise is a narrow, rather than broad issue, in that there are some vessels that are problematic and there are probably some circumstances that create heightened sensitivity, whether due to physical acoustics or individual characteristics. This may mean that noise complaints should be investigated to determine whether there are particular circumstances that lend themselves to enforcement or other remedies that might ameliorate the circumstances without unduly restricting the ability of the waterways to support boating activity.

Places

(Questions: 49, 60, 57, 59)

The first question below was intentionally provocative and it generated significant comment, most of it reflecting the strong disagreement below (as well as some support). The purpose was to get some guidance on how to approach speed in relation to a 2-channel strategy. This was one of the few geographically specific issues in the discussion paper and survey and related to two of the questions below. The third result below, with evenly divided results and a very large 'unsure' vote, highlights community sensitivity to the 'detail'. In particular, they would not support a 2-channel strategy if it meant that most or all of the Broadwater became a 6-knot area. The issue with a 2-channel strategy is to determine how it is operated; in particular, what if any differences in speed limits apply and where the line is drawn between the different areas (see the discussion paper).

The question about the Marine Park was oriented towards the concern that some of the speed restricted areas in the Marine Park may derive from environmental, rather than navigational considerations and, if so, that a link to the MP zones might be a more logical approach. The response reflects mixed views, no doubt in response to the need for more detail.

Agree	Disagree	Unsure	Question
20%	76%	4%	All of the Broadwater should be 'slow' (e.g. 6-knots), except within the 'fast' channel
46%	33%	21%	Speed restrictions in the Moreton Bay Marine Park should be aligned to (defined by) Marine Park Zones
40%	43%	17%	A 2-channel (east/west – fast/slow) strategy for the Broadwater is appropriate and necessary

The 192 comments tagged against this theme reflect the knowledge and passion stakeholders have for particular areas of the waterways. The Interactive mapping tool was developed to channel most of this energy and did a respectable job, with room for improvement. The comments in this area provide a list of ideas that needs to be reviewed over time, although some specific suggestions may lend themselves to implementation directly as part of this review and there is certainly the opportunity to test how any proposed reforms align to suggestions about specific places.

The Nerang River was probably the most frequently mentioned site, with a general view that speed limits should not be further restricted and/or should be increased. The Broadwater was also mentioned frequently, with a lot of the comments responding, generally negatively, to the question above regarding an extension of 6-knot areas. Generic references to places that should be managed a particular way included canals, boat ramps and anchorages.

Some highlights and general themes from the comments include:

- Increase speeds on the 'rivers' (notably, Nerang and Coomera)
- The Hollywell 'school zone' is either a good or very poor idea
- More enforcement is need (number of places)
- Dredge (a few different places)
- Put cameras at (several places)

Signage

(Questions: 38, 37, 36)

There was strong support for the need for signage, as evidenced below (but also see discussion below regarding comments). The opposition to applying the local streets signage policy is somewhat surprising given the popularity and apparent lack of issue with that approach on the roads. To some extent this is likely to be a genuine view about the need for signage, consistent with the first answer. However, it may also reflect the concern expressed about there being too many 6-knot areas. The third result confirms the importance of signage though, as there is strong support in general for the view that operators can and should know the rules.

Agree	Disagree	Unsure	Question
75%	22%	3%	The Gold Coast is different and waterways are different from streets, signs are necessary and justified
35%	62%	3%	A '6-knot' unless otherwise signed rule should be promoted, similar to the 50 k rule for local streets
47%	50%	4%	There are too many signs; operators should be educated on and expected to know the 'basic' rules

The appendix for this theme includes 63 comments, a relatively small number. A goal of the review was to educate people on the large number of signs, particularly in canal areas where they are arguably redundant (necessary at entrances, but not throughout). There were a few comments that picked up on this point and agreed that a strategic sign review was justified (while still maintaining the importance of signage). However, to a large extent the message was either not effectively delivered or was rejected. There is an evident need for reform on the basis of apparently redundant signage. However, the feedback from this review suggests that the strategic sign review should include a strong consultative component. There is probably ample opportunity to identify an approach that would attract strong majority support.

A number of the comments reflected the need for more or different signage at particular locations. There were also views that the existing signage templates were in need of improvement to promote visibility. There were notes about our significant tourist/international audience and the need for signage to be simple. Several commenters suggested boat ramps as appropriate places for more educationally-oriented signage, including the use of pictures. There was also a minority view supporting less or no signage.

In regards to the suggestion about applying the local streets, 50k rule, there were a few suggestions that the opposite approach should prevail, where the presumption was 40-knots unless signed.

Education

(Questions: 40, 39, 62, 46, 41)

Respondents overwhelmingly supported the view that operators were ultimately accountable for knowing the rules. However, they also felt that resources should be devoted to education. On balance this could be summed as 'I'm responsible, but give me some help'. The final question below is problematic. Whereas a number of questions intentionally combined several concepts, as discussed above it is generally possible to discern the reasons for the response. In this case, there is evidence of a general view in support of the first part of the statement – most people want to do the right thing. So, the disagreement is probably a rejection of the view that the rules are too complicated, but it could also or alternatively be a rejection of the statement that there is not enough assistance.

Agree	Disagree	Unsure	Question
81%	17%	3%	Education is the operator's responsibility – I know the rules and everyone else should; there's no excuse
72%	26%	2%	The existing rules are largely adequate, but people ignore them and more education is required
66%	27%	7%	Posting pictures to educated operators about 'good' and 'bad' behaviour would be a useful educational initiative
65%	28%	7%	Pictures should be used to educate boat operators about appropriate and unacceptable behaviour
34%	61%	5%	Most people want to do the right thing, but the rules are complicated and there's not enough assistance

The 81 comments on education included frequent mention of the International Collision Regulations as an appropriate guide for behaviour and a logical focus for education.

A number of people supported workshops, mailings (possibly with registration renewals) and/or mandatory instruction for offenders. The need for tougher licensing was also suggested by several commenters, including reference to the mandatory log hours now required for a vehicle licence. Large vessel operators were targeted as a group needing particular instruction and/or tougher licensing requirements.

There were suggestions that simpler rules, emphasising courtesy, were a precursor to more effective education. Simpler signage was also suggested as an educational precursor. There was support for less signage and more education; as well as less fines and more education. There was also recognition of the appropriate use of the three tools together.

A particularly nice sentiment was that the best education is delivered with a smile.

Enforcement

(Questions: 44, 45, 42, 43, 47)

There is evident support for the effort of enforcement agencies and officers and the challenges their job presents. Increased fines were not broadly supported, but this needs to be interpreted against the comments that show support for an initial soft approach, followed by stronger treatment of repeat offenders. While there was support for increased enforcement, the comments evidence awareness that a multi-pronged approach is required. The resistance to increased enforcement probably reflects the view that the current circumstances provide over regulation and that responsibility should be a higher priority than enforcement. As could be predicted, cameras are controversial, with some strong support and some strong opposition. There would probably be strong support for using cameras if it was possible to provide assurance that they would only be used to catch 'hoons'

Agree	Disagree	Unsure	Question
65%	27%	8%	Enforcement is challenging and responsible agencies do the best they can
29%	64%	7%	Fines are too low and should be increased and penalties more widely promoted
56%	40%	4%	The existing rules, education and signage are largely adequate – enforcement needs to be increased
51%	45%	4%	There is not enough enforcement presence on our waterways
50%	46%	4%	Cameras should be used to document inappropriate behaviour and issue warnings or fines

At 227 comments, this theme is second only to “Proposed principles”. The view that there was not enough enforcement was perhaps the most widely shared. The Discussion Paper did include information on enforcement statistics that showed a significant local effort and this information was included in the Survey pages. It did appear to get some notice, at least to the extent of comments that suggested the data was irrelevant as the Gold Coast waterways were busier than anywhere else. Regardless, there was a very evident view that the presence is not enough, not sufficiently visible and not providing the necessary deterrent.

The need to control 'hoons' was a recurrent theme; with obvious concern that their misbehaviour affected everyone. There was strong support for stricter penalties and consequences in this regard. There was also a minority view to 'leave us alone'.

A number of comments responded to the concept of using cameras. Some were supportive and some were opposed, but most wanted more information as their opinion would vary depending upon how they were used.

A number of the comments addressed licensing issues that should be referred to MSQ for consideration in a statewide context. Other suggestions about education for offenders might be possible to implement in a Gold Coast only context.

A few people suggested using 'wardens' to play an educational role that complements the enforcement approach.

Interactive map response

The Interactive Map was up for a total of 6-weeks. Over 300 individuals responded, commenting on 211 areas (there were no comments on the other 135 areas on the map). While this is a low number of respondents relative to the Survey, this is still significantly higher than the 2008 MSQ review and a reasonable response for a novel consultation approach that is relatively sophisticated and demanding technologically. In addition, the volume of information provided by this respondents is noteworthy, with the 300+ respondents completing 1,800+ surveys (so, an average of about 6 sections each), which collectively yielded 3,000+ 'suggestions' (for an average of about 2 suggestions per survey).

Appendix C provides a sequence of maps that graphically present the results. There are two types of maps. One shows three of the choices offered to respondents – Increase speed; Decrease speed; Variable vessel length speed. The other type of map shows the other three choices: Increase enforcement; Restrict craft/activities; and comments. The table below provides summaries for the areas (sections) with the highest activity. The yellow highlighting shows the top five values for each column.

Section	Surveys	Increase speed	Decrease speed	Variable vessel length speed	Restrict craft / activities	Increase enforcement	Written comments	Total Suggestions
COO2	41	20	1	30	1	4	9	65
COO3	43	25	1	27	1	4	11	69
COO8	29	17	0	16	1	4	11	49
CRI1	87	26	35	23	11	28	32	155
EPI3	29	4	17	7	4	11	10	53
NER3	20	2	10	5	5	3	8	33
NER5a	50	30	2	35	0	9	8	84
NER8a	47	32	0	27	3	5	9	76
NER8b	35	31	0	18	2	5	7	63
NER11	44	8	33	3	31	27	15	117
NER12	42	6	33	3	33	27	14	116
NER13a	22	4	17	1	15	9	7	53
NER13b	41	28	2	24	1	4	5	64
NER14a	54	38	2	29	1	4	8	82
WBI4	20	6	9	8	5	6	9	43
WBI7	28	7	11	9	5	10	9	51
Grand Total	1883	852	411	834	223	417	529	3266
Max	87	38	35	35	33	28	32	155

- Overall, the 323 individuals provided 1,883 responses (surveys) for individual waterway areas (sections), for a total of 3,266 suggestions (each response consisting of one or more suggestions)
- Of the five available options for each waterway area, the strongest support was for 'Increase speed' (852 responses); 'Variable vessel length limits' was also strongly represented (834 responses)
- 'Increase speed' was more strongly represented (852 responses) than 'Decrease speed' (411)
- 'Increase enforcement' got 417 responses and there were 223 for 'Restrict craft/activity'
- Areas with the highest interest include:
 - Coomera River, near Paradise Point (COO2, COO3)
 - Coomera River, near Coomera Waters (COO8)
 - Hollywell speed limit school trial area (CRI1)
 - The western Broadwater between Ephraim and Sovereign (EPI3)
 - Marine stadium (NER3)

- Southern Broadwater, 6-knot area near Sundale Bridge and Parklands (NER5a)
- Nerang River, 6-knot areas around Chevron Island (NER8a, 8b)
- Nerang River, 6/40 area near Isle of Capri (NER11, 12, 13a)
- Nerang River, 6-knot area near Albert Park (NER13b, 14a)
- Western Broadwater, south of Wave Break Island (WBI4)
- Western Broadwater, off the north-western peninsula of Wave Break Island (WBI7)

There were 529 written comments submitted for 161 of the 211 sections. These comments are also included in Appendix C and will be considered as part of the finalisation of the review. This report does not provide any further analysis or summary of those written comments; however, they are generally consistent with the observations above based on the Survey response.

Appendix A – Discussion paper



Speed Limits Review Discussion Paper

May 2014

Sustain. Enhance. Promote.

Great state. Great opportunity.



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Abbreviations

GCWA	Gold Coast Waterways Authority
MIN	Marine Infringement Notice
MSQ	Maritime Safety Queensland
NSW	New South Wales
PWC	Personal water craft
QBFP	Queensland Boating and Fisheries Patrol
QPS	Queensland Police Service
SA	South Australia
TOMSA	Transport Operations (Marine Safety) Act
TMR	Department of Transport and Main Roads
VIC	Victoria

Principles

The following principles are suggested as the basis for future decision making, both with respect to the recommendations below and in reference to ad hoc speed and behaviour issues that may arise in the future.

- Deliver the best possible management of the Gold Coast waterways
- Achieve a reasonable cost to the community and government
- Simple, consistent, and with a minimum of government regulation
- Sustainable, facilitating development, recreation and environmental stewardship
- Practical -- enforceable and achievable
- Provide clarity without unnecessary signage or visual clutter
- Promote responsibility and accountability

Purpose of the Speed Limits Review

The purpose of this review is to consider the current situation – regulatory restrictions and issues – within the management context established by Parliament in creating the Gold Coast Waterways Authority (**GCWA**), notably the mandate to *deliver the best possible management of the Gold Coast waterways at a reasonable cost to the community and government, while keeping government regulation to a minimum.*[1, Sec. 3.1]

One of the powers given to the GCWA was the ability to fix speed limits for ships operating in Gold Coast Waters.[2, Sec. 206AA] A review of speed limits was identified in the GCWA Strategy against the key action to *1.5 Manage the use of waterways to balance safety and access for users* .[3] Respondents to the survey accompanying the Strategy endorsed the importance of a speed limit review (68% strongly agree or agree).

Issues and Opportunities

The last comprehensive review of speed limits in Gold Coast Waterways was undertaken by Maritime Safety Queensland (**MSQ**) in 2008[4], with a ‘mini-review’ in 2010[5] (limited to a few discrete areas). The GCWA has powers under the statewide legislative framework for maritime safety, as well as discrete powers under the GCWA Act. Accordingly, this review may address both statewide interests and solutions that may be uniquely appropriate to Gold Coast waters. The brief discussion below is informed by these previous reviews, the GCWA Strategy and stakeholder contributions.

Vessel wake & wash

Vessel wash is a concern for property owners with waterfront infrastructure, can adversely affect other vessels and is a potential environmental concern with regard to bank erosion and other benthic effects. Whilst speed limits are arguably the best management tool, hull configuration and variable factors such as vessel trim and draft, as well as environmental factors such as water depth and/or bottom profile, mean that a ‘one size fits all’ speed limit approach yields variable results. A split limit based on vessel length (e.g. 6/40-knots, under/over 8m) provides some correction, but speed remains a crude proxy for vessel wash.

The dynamics of wake generation are complex and higher speeds can reduce wave height due to the interaction of bow and stern waves and other factors.[6] The 2008 review adopted “no wash” provisions in lieu of reduced speed limits pursuant to public submissions, but this

approach has not been implemented, in part due to the lack of consensus regarding an enforceable definition.

Residential disamenity

Along with wash effects, noise is the most common concern expressed by waterside residents. Noise will generally increase with speed for a given vessel, but the difference between vessels/power sources is potentially more significant. Whereas vessel length is a rough proxy for wash, many small vessels have relatively large power sources (e.g. jet skis) and large vessels with large power sources may have mufflers or other means to attenuate noise. Therefore, neither vessel length nor engine size are effective proxies for noise.

Environmental factors may also be significant, including temporal variables such as meteorological conditions and more fixed geographic factors. Sound dynamics are complex. Water can alter sound through refraction, possibly leading to echo or reverberation, and the relative lack of obstacles can support or assist sound transmission. Both duration and the time of day are significant. Residents are more likely to be disturbed by sounds at night and evening conditions can increase the effects of sound. Population density may also be a factor, although this can work 'both ways' as noise may be more tolerable or less noticeable in an urban area and more intrusive in a relatively quiet rural area.

Transportation disamenity

Vessels are a form of transport and regulatory controls such as speed limits constrain transportation utility in an attempt address both 'direct' and 'indirect' concerns. Safety is the most notable direct concern, as transportation utility includes both safety and efficiency. By contrast, incidental effects such as noise and wash are not essential to transport utility. Speed limits are a crude control in that they potentially incur unnecessary or unwarranted constraints to transportation utility by failing to accommodate variable conditions.

The most significant variable is perhaps the degree of congestion. While crowded waterways obviously present a heightened risk, this can also arise when a 'small' and 'large' vessel are in close proximity, even if the waterways are otherwise uncrowded. Compared to roads, navigational safety is much more sensitive to conditions, including both weather and interactions between vessels, requiring a greater degree of operator discretion and skill. A confounding factor voiced by operators is that some larger vessels are less manoeuvrable at lower speeds and safety may be compromised to some degree by inappropriate restrictions.

A particular transportation issue that has arisen in the past is the need for either exemptions or a relaxation of speed limits to facilitate a water taxi/shuttle service, particularly along the Nerang River between the Broadwater and Surfers Paradise. It may also be necessary or appropriate to allow them right of way, similar to accommodations on the road for buses.

Competition & conflict

Competition and conflict between different waterways users, such as water skiers and wake boarders, or between powered and passive craft, is a significant safety concern at certain times and in certain places. Speed restrictions can be used to effectively preclude certain activities, but if that is the intent, a more direct ban could be preferable, providing benefits such as greater enforceability and/or flexibility around days or times. Overall, speed limits are a poor or inappropriate means for controlling competing and conflicting user requirements.

Compliance & enforcement

Speed limits are only effective if they result in compliance, which may depend upon the operator's perception of enforcement, including both the likelihood of getting an infringement

notice and the consequences, notably the magnitude of the fine. Vehicular speed enforcement on the roads is comparatively easy due to economies of scale (greater densities), relatively shorter travel times (proximity to station and land versus water speeds), and the linear nature of road travel and uniform prominence of vehicle identification, facilitating camera-detected infringements.

Additional difficulties arise with water transport enforcement, including ground versus air speed and estimating distance-off or wake size where applicable. Speed limits have arguably achieved appearance but not substance, responding to complainant's concerns, but with little or compromised effect if one or more users disregard the constraint. Enforcement agencies have a number of priorities and issuing infringement notices is an acknowledged necessity, but compliance is preferable.

Current speed limits

Vessels operating in Gold Coast waterways are subject to statewide speed limits and specific provisions for particular locations. International obligations to operate at a speed that is safe for the prevailing conditions also apply.

Statewide provisions

A 6-knot speed limit applies to all ships operating near a person in the water, an anchored ship or a jetty, wharf or pontoon. The specified distance is 30m for all ships except personal water craft (**PWC**), where a 60m distance applies and the restrictions also extend to bathing reserves and the shore, except where the waterway is at less than 120m wide.[7, Sec. 127] In addition to these proximity restrictions, ships must not operate at speeds that create wash reasonably likely to cause a marine incident or damage to the shoreline.[7, Sec. 128]

In addition to these general regulatory provisions, there are gazetted speed limits applicable to all ships (unless otherwise prescribed). All Gold Coast waters are classified as "smooth waters" and are therefore subject to a 40-knot maximum restriction. A significant portion of Gold Coast waters are also subject to the 6-knot maximum prescribed for canals and marinas. Hire and drive PWCs are subject to a statewide 30-knot maximum speed.[8]

Gold Coast waters gazetted speed limits

The gazetted speed limits specify a 6-knot maximum speed for various areas, either for all vessels, or only vessels over 8.0m in length. There is an extensive list of affected waterways, with the Gold Coast waters comprising 4.5 pages of the 14-page list of statewide gazetted areas. The number of pages suggests a complex regulatory environment, regardless of whether the number of affected waterways is actually indicative of the relative area affected. This observation is supported by comparative statistics on navigation aids that show the Gold Coast having 15% of the statewide total of lights/structures, but 55% of the marine signs.¹

While this complexity may reflect a relatively high level of regulation, the circumstances may warrant the intervention. The Gold Coast has a relatively high population density and level of waterfront development. The Gold Coast waters are an unusually extensive network and a significant part of them fall within the Moreton Bay Marine Park, which has acknowledged environmental and recreational values, generating both high demand and sensitive receptors.

While each gazetted area has a unique matrix of characteristics, it is convenient for analysis

¹ The Gold Coast region has 1,171 of the statewide total of 2,129 marine signs, with the next largest regions having 356 (Mooloolaba) and 245 (Pinkenba). Over 70% (841) of the signs on the Gold Coast are speed related.

to adopt an approach focused on several key drivers for speed restrictions:

Congestion is an obvious safety concern and a common road transport concern, encompassing both the volume of traffic as well as factors such as merging, turning, etc. While certain areas are congested relatively frequently, they will at times be uncongested and not all areas subject to periodic congestion will have gazetted restrictions. Congestion is arguably the key driver for about one-quarter of the 24-gazetted areas in Gold Coast waters.²

Development is a key driver for about one-third of the gazetted restrictions.³ If the general statewide restriction regarding canals and proximity to jetties is taken into account then development is potentially a far more significant driver for speed restrictions, although the congested nature of the space is a potentially valid factor in these areas. Noise is a significant factor in these areas, with heightened night-time sensitivity.

Environment is the third key driver for Gold Coast waters subject to gazetted speed restrictions, attributable to a bit over one-third of the affected areas.⁴ While this is generally meant to suggest recognised ecological values, some of these areas are also congested in the sense of being naturally shallow or narrow or having a high likelihood of environmental hazards such as trees. The obvious intent of speed restrictions is to control vessel wash.

These distinctions are artificial and the suggestions regarding the key drivers for various waterways are subjective and offered only for illustration. As noted above, each area has a unique matrix of issues and each of these drivers is relevant to most areas, to differing degrees and at different times. However, the approach highlights potentially different inefficiencies arising from using speed limits as a tool and possibly options for each driver. For example, differential restrictions based on the time of day might be a more efficient option in some residential areas, but an unlikely option where environmental concerns predominate.

Previous Proposals

In addition to specific provisions for particular areas, the 2008 review proposed:

- A reduction from 6-knots to 4-knots for canals, creeks, lakes, marinas, etc.;
- A reduction from 8m to 6m for variable vessel length speed restrictions;
- The introduction of a new 10-knot limit for vessels over 15m in length (certain areas)
- The introduction of “no wash” zones, strengthening the general provisions; and
- A new limit of 6-knots within 30m of a vessel that may be adversely affected by wash

Over 250 submissions were received in response to the proposed changes. The first two proposals were contentious, with some support, but also significant opposition, largely due to reduced transportation utility. Support was more universal for the other three recommendations above. The revised recommendations abandoned the change from 6-knots to 4-knots, as well as the 6m and 15m length thresholds (retaining the 8m provisions). The adopted alternative was to rely on the introduction of “no wash” zones and improved enforcement of distance-off provisions. However, since that time there have not been any zones created; consensus regarding an enforceable definition has been a key impediment.

² Jacobs Well; Jumpinpin Anchorage (Millionaires Row); Paradise Point Channel; Southport Broadwater; Tipplers Passage; and Wave Break Island.

³ Biggera Creek; Coomera River; Hope Island; Lake Developments; Loders Creek; Nerang River; Saltwater Creek; Tallebudgera Creek.

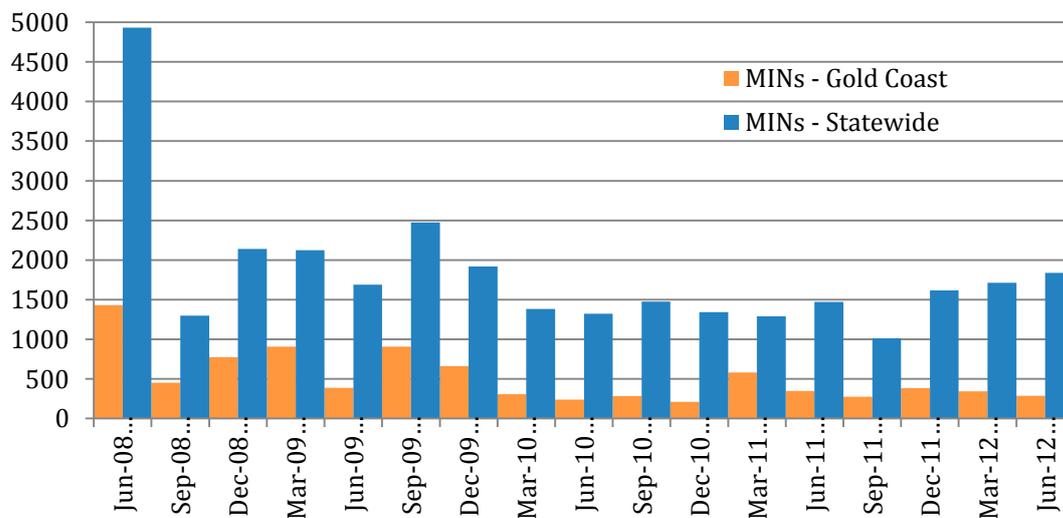
⁴ Albert River; Browns Inlet; Coombabah Creek & Lake; Currumbin Creek; Logan River; McKenzies Channel; Pimpama River; Steiglitz Reach; Tiger Mullet Channel; Wasp Creek.

Enforcement

Enforcement is a frequent theme in reviews, submissions and complaints, often with a perception that resourcing is inadequate and/or efforts are not appropriately aligned to need. While the GCWA was given the power to set speed limits, other State agencies are responsible for enforcement. The Queensland Police Service (**QPS**) and the Queensland Boating and Fisheries Patrol (**QBFP**) are the primary enforcement agencies for speed limits and other provisions under the Transport Operations (Marine Safety) Act (**TOMSA**). MSQ is the agency within the Department of Transport and Main Roads (**TMR**) responsible for administering TOMSA and other legislation related to marine transport. A similar model is utilised for road transport and other regulatory matters. The GCWA works with these agencies to monitor complaints and resolution, including enforcement.

MSQ has published statistics on Marine Infringement Notices (MINs) and cautions issued since January 2008, roughly corresponding to the time of the last comprehensive review of speed limits in Gold Coast waters.[9] The MINs are broken out into a number of categories, one of which is speed.⁵ Over the 4.5 years to June 2012, the Gold Coast region averaged 28% of the MINs issued statewide.⁶ This is higher than would be expected on the basis of vessels registered in the regions, although perhaps consistent on the basis of the larger catchment that includes the southern areas of Brisbane and beyond, wishing to access the Broadwater, southern Moreton Bay or coastal waters.

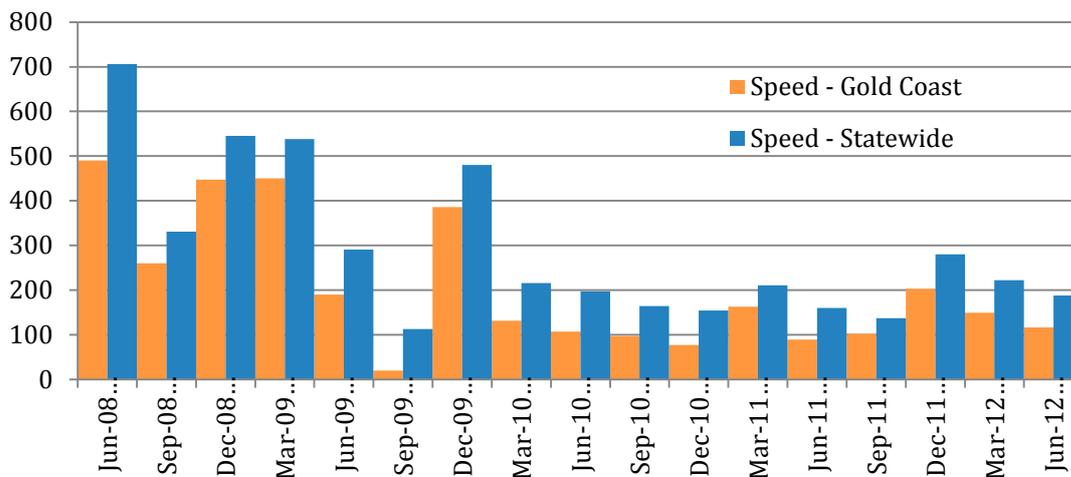
However, the statistics are significantly more skewed with regards to speeding infringements. On average, 14% of the MINs issued statewide were for speeding, compared to 34% on the Gold Coast. Overall, the Gold Coast was responsible for 70% of the speeding-related MINs issued statewide over the time period.



Marine Infringement Notices – June 2008 to June 2012 – Gold Coast and Statewide

⁵ Other categories are: Unlicensed; No registration; Safety equipment; Navigation lights; No registration label/number; Other; and Cautions (MW99).

⁶ For the purposes of this discussion, Cautions have been included with MINs



Marine Infringement Notices – June 2008 to June 2012 – Gold Coast and Statewide

Interpretation of these figures is problematic in isolation. The Gold Coast may have a significantly larger speed problem and the response could still be less than is warranted. However, it is quite clear that speed is a significant focus of transport-related waterways enforcement activities on the Gold Coast. By way of comparison it is also interesting to note that the annual average speed-related MINs issued on the Gold Coast (~200) is roughly double the average reported for Sydney Harbour. [10, p. 29]

Other Australian jurisdictions

Appendix A provides a summary of the speed limit restrictions in other Australian jurisdictions. The slow speed limits vary between 4 and 8-knots and are generally aligned in terms of being concerned about persons in the water, structures such as jetties, shorelines, anchored vessels and areas such as marinas. “No Wash” zones are used in NSW and VIC, while SA applies the standard suggested in the 2008 review – within 30m of a vessel likely to be adversely affected by wash. Differential treatment of PWCs is also a common theme. The smooth water 40-knot maximum in Queensland is not represented in other jurisdictions, although NSW does have a 60-knot maximum for vessels with a minor on board (under 18).

Discussion of issues and options

Simplify

The statewide provisions regarding the types or categories of locations and situations where a slow (6-knot) speed is required provides a relatively simple and universal framework. It is preferable to having to remember and/or sign-post, although it does require greater discretion by operators and more subjective enforcement. A number of the currently gazetted 6-knot areas are arguably redundant, in that the intent is achievable through compliance with existing statewide provisions.

For example, the Tiger Mullet, Tipplers Passage and North Wave Break Island areas are all popular anchorages and compliance with the 6-knot restriction within 30m of an anchored vessel, should arguably achieve the desired intent. This places more responsibility on the operator to be observant, but also provides greater freedom to drive to the conditions. There are 25-established anchorages in Gold Coast Waters, with gazetted limits on only some. Emphasis on 'driving to the conditions' provides a more universal solution.

Slow speed wash

There is a statewide gazetted slow speed (6-knots) in canals, boat harbours and marinas, in addition to the regulatory restriction based on proximity to a jetty, wharf or boat ramp. While there is the possibility of congestion and a risk of collision in some of these areas, at certain times, the more significant issue in terms of persistence (across time) and pervasiveness (across all areas) is arguably the potential for damaging wash. The current statewide 6-knot limit used to be 4-knots and the 2008 review proposed to 'roll-back' the limit, only on the Gold Coast. The anecdotal evidence is that at 4-knots, people would 'push it' to 6-knots, but still with minimal wash. However, operators now push 6-knots to 8 or 10-knots and between the higher speeds and larger vessels, wash is an issue at "6-knots".

While there are statewide restrictions related to wash reasonably causing "damage to the shoreline", this provision is not sufficiently broad to cover the range of issues related to slow speed wash, such as impacts on jetties and/or moored vessels. The 2008 review recommended the establishment of "no wash" zones. This has not occurred due at least in part to difficulties arriving at an enforceable definition. Responses to the Strategy survey indicated strong support (42%) for replacing speed limits with a "no wash" policy. This should be done, ideally in a manner that allows for remote (camera detected) monitoring and enforcement. The alternatives – probably inferior in terms of outcomes -- are to either strictly enforce 6-knots or reduce the speed to from 6 to 4-knots.

High speed wash

Assuming an area is suitable for high speeds (see discussion below regarding sensitive habitats), the significant concern is the effect of the wash from a vessel travelling at high speed on other vessels. There is a statewide regulatory provision regarding wash that could reasonably cause a marine incident. Aside from possible difficulties related to enforcement (absent an actual marine incident), this is a fairly high bar. Common courtesy, respect, should prevail. The 2008 review recommended a 6-knot limit based on proximity (30m) to a vessel that "may be adversely affected by your wash".

Similar to the discussion above, this approach places more responsibility on the operator to be observant. The 30m proximity is an artificial attempt to provide guidance and/or enforceability, not wholly useful for achieving the intent or promoting responsibility. The emphasis should be on how the wash does (or is likely to) affect another vessel. While that increases subjectivity, it might be easier to assess from a photo that a more objective criteria such as the distance between vessels or height of the wash. Photos could be used on social media to provide examples of 'thumbs up' and 'thumbs down' behaviour, for education and to foster discussion about an appropriate social norm.

Conflict & competition / residential amenity / transportation utility

As discussed above, speed limits are a poor tool for managing these issues. Activities should be banned if they are not suitable for a location. Where there are historical usage patterns, this should not be done unless suitable alternative locations can be identified. Where this is not considered feasible, then the preferable outcome is a 'compromise' that attempts to balance the competing perspectives.

A temporally-based solution, where activities are allowed at some times/days, but not others, is an example. The waterways are a shared public resource and the highest priority is to maintain that common utility. This should be done in a manner that respects the rights of

private property owners, but not to the exclusion of reasonable public enjoyment of the waterways.

This principle can also be extended to the issue of a water taxi/shuttle service. To the extent that this is a form of public transport, facilitating access to the waterways to members of the public that might not otherwise have the opportunity to enjoy a waterways experience, this should be facilitated. Vessels should be designed with a view to minimising adverse effects of wash and operate at speeds appropriate to that outcome. Ideally the same principles would apply to all vessels in those areas, but alternatively an exemption should be made on the basis of the broader public interests.

Environmentally sensitive habitats

The majority of the areas in Gold Coast waters with existing speed restrictions that are based primarily or exclusively on environmental concerns are located in the Moreton Bay Marine Park. The Park has identified zones that take into consideration habitat value and other factors. Speed restrictions within the Marine Park for environmental protection should be aligned to (defined by) those zones. Vessel operators should be aware of the zones and restrictions and this approach will encourage that awareness, reduce potentially redundant/overlapping regulations and provide the best alignment to environmental considerations.

Education & licensing

Education, training and licensing are broadly recognised as both necessary and preferable strategies, due to their fundamental influence on behaviour and safety and their inherent efficiency relative to options such as engineering controls or enforcement. Primary responsibility for these initiatives within Queensland resides with MSQ and the GCWA will continue to work within the statewide framework. This is one important reason for an approach in Gold Coast waters that is consistent with the overall State (and national, international) framework.

There are also opportunities for the GCWA to promote specific messages at a local level. An important initiative along these lines is to publish a single map resource showing all speed limits at a glance – to date, maps have only been available for particular gazetted areas. A version of this tool will be released as part of the consultation accompanying this discussion paper.

Traffic separation

A policy focus has been intentionally adopted for this paper, to establish principles that can be applied to specific situations, both those that may currently exist and those that may arise in the future. However, the Broadwater deserves mention, due to both its high level of use at peak times and endorsement by the GCWA Board of a “2-channel strategy”. The basic concept is to manage the eastern channels (South and North channels) to promote navigational outcomes and provide an alternative access to the west (Labrador and West Crab Island channels) with slower speeds where smaller vessels can be sheltered from high speed wash.

There is still a recognised need for slower speeds in the congested southern Broadwater and a need to determine where the speeds transition from East to West, with a default preference, subject to consultation, to have all areas be 6-knots except as otherwise designated. This approach presents issues with respect to wind-powered craft such as sailboats and wind surfers that would effectively be precluded from use of much of the Broadwater under a blanket 6-knot scenario. This will be a focus of consultation, with a potential to either exempt passive-powered craft, or to create restrictions based on conditions, such as congestion and/or temporally-variable limits (time of day).

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).
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.
3. Retain statewide consistency where possible, but recognise that the GCWA was created to provide an appropriate response that reflects potentially unique local circumstances.
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.
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.
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.
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.
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.
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.
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.
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.
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.

Consultation

This document has been prepared in consultation with State agencies partners responsible for enforcement and other key stakeholders, including City of the Gold Coast. GCWA will invite comments from the community and interest groups, including through an on-line survey, to determine broad policy/issues response, and through an interactive mapping system to efficiently compile concerns and suggestions regarding particular locations.

The release of this paper for consultation and associated engagement activities is scheduled for May to June 2014. Comments will be assessed and final recommendations will be drafted with enforcement partners following consultation, with a view to asking the GCWA Board to consider and adopt the recommendation in July 2014.

Please refer to the GCWA website and/or FaceBook page for additional information, including opportunities to participate in the on-line survey and/or interactive mapping initiatives.

References

- [1] Queensland Parliament, *Gold Coast Waterways Authority Act 2012*. 2012, p. 71.
- [2] Queensland Parliament, *Transport Operations (Marine Safety) Act 1994*. 2012, p. 220.
- [3] GCWA, “Gold Coast Waterways Management Strategy 2014-2023.” Queensland Government, Jan-2014.
- [4] MSQ, “Review of Speed Limits - Gold Coast Waterways - Proposals for Implementation,” Queensland Government, 2008.
- [5] MSQ, “Gold Coast waterways speed limits: Proposed review - October 2010,” Queensland Government, Oct. 2010.
- [6] DPIPW, “Knowing your boat means knowing its wake.” State of Tasmania.
- [7] Queensland Parliament, *Transport Operations (Marine Safety) Regulation 2004*. 2012.
- [8] MSQ, “Schedule of speed limits in Queensland as at October 2013.” Queensland Government, 2013.
- [9] MSQ, “Fines and Prosecutions - Marine Infringements,” Queensland Government.
- [10] Maritime Authority of NSW, “Report on Sydney Harbour Speed Review,” NSW Government, 2011.

Appendix A – Restrictions in other jurisdictions

NSW⁷

- 60-knots if carrying passenger under 18 (statewide)
- Specified notice (not gazette) areas, mostly 4 and 8-knot
- Variable limits for vessels over 30m in length in a few areas
- Specified "No Wash" zones

NT⁸

- 5-knots through a mooring area
- 5-knots within 30m of a person in the water or a moored vessel
- 5-knots within 100m of a jetty, wharf or commercial shipping and cargo area
- 5-knots within 150m of the shore of certain designated beaches

SA⁹

- 4-knots in a mooring area, boat haven, marinas and other specified areas
- 4-knots within 30m of another vessel that may be adversely affected by wash
- 4-knots within 30m of a jetty or place a boat is being launched
- 4-knots within 50m of a person, dive flag or unpowered craft
- 4-knots for PWCs within 200m of foreshore in metro areas and swimming reserves
- 10-knots for supervised 'learners'

TAS¹⁰

- 5-knots within 60m of a jetty, mooring, shoreline or another vessel
- 5-knots in specified areas, generally in swimming areas with a history of issues
- 5-knots within 120m of a person in the water (including divers displaying a flag)
- 20-knot limit for provisional drivers

VIC¹¹

- 5-knots within 50m of a person or vessel (100m for dive flag)
- 5-knots within 200m of shore, 50m of a jetty, in an recognised anchorage
- minimal or no wash in an areas specified as a no wash zone
- Extensive list of schedules for specific waters

WA¹²

- 8-knots going through a bridge arch
- 8-knots in or through mooring areas
- 8-knots within 15 m of a vessel underway
- 8-knots within 45m of a person, moored vessel, jetty, shore

⁷ www.maritime.nsw.gov.au, accessed 24 Jan 2014.

⁸ <http://transport.nt.gov.au>, accessed 24 Jan 2014.

⁹ www.sa.gov.au, accessed 24 Jan 2014

¹⁰ www.mast.tas.gov.au, accessed 14 Jan 2014

¹¹ www.transportsafety.vic.gov.au, accessed 24 Jan 2014.

¹² www.transport.wa.gov.au, accessed 24 Jan 2014

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mail@gcwa.qld.gov.au

gcwa.qld.gov.au

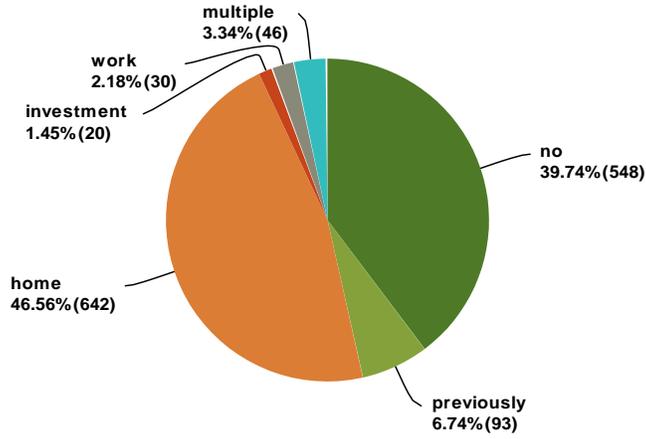
facebook.com/goldcoastwaterwaysauthority

Appendix B – Survey results

The following pages provide tabular and graphical summaries of the response to each of the questions included in the Survey. There were a total of 63 questions; however, four of these questions were “comment” boxes. The comments are provided separately in Appendix D.

Q3 Own/rent waterfront property

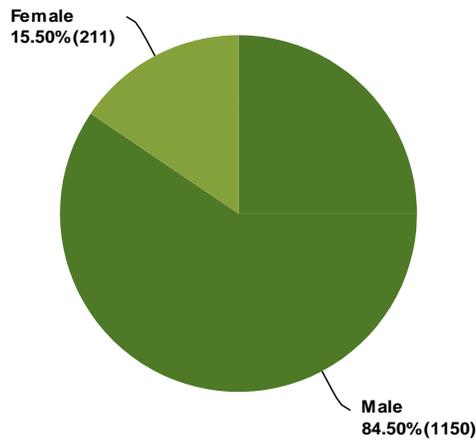
Answered: 1,379 Skipped: 8



Answer Choices	Responses	
no	39.74%	548
previously	6.74%	93
home	46.56%	642
investment	1.45%	20
work	2.18%	30
multiple	3.34%	46
Total		1,379

Q4 Gender

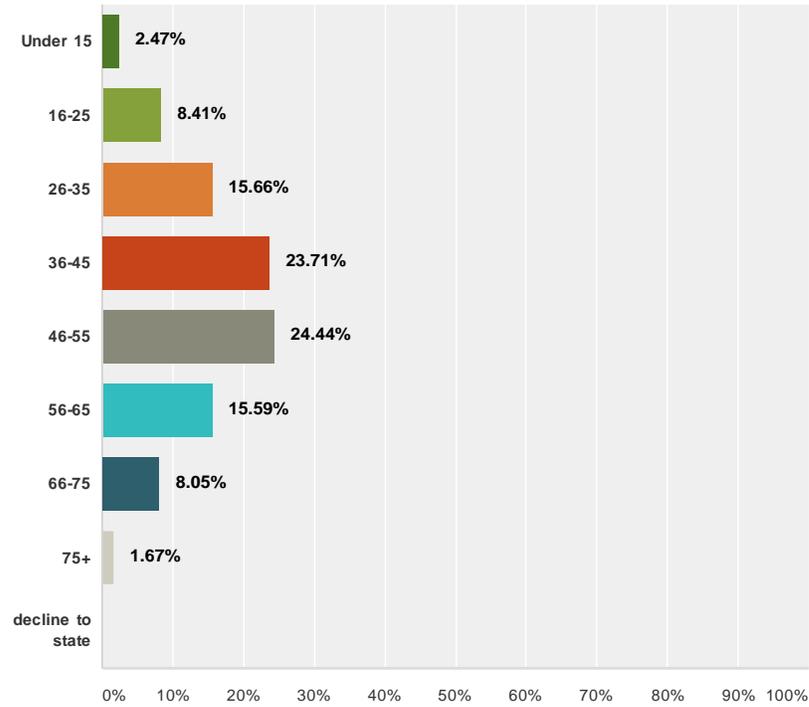
Answered: 1,361 Skipped: 26



Answer Choices	Responses	
Male	84.50%	1,150
Female	15.50%	211
Decline to state	0.00%	0
Total		1,361

Q5 Age

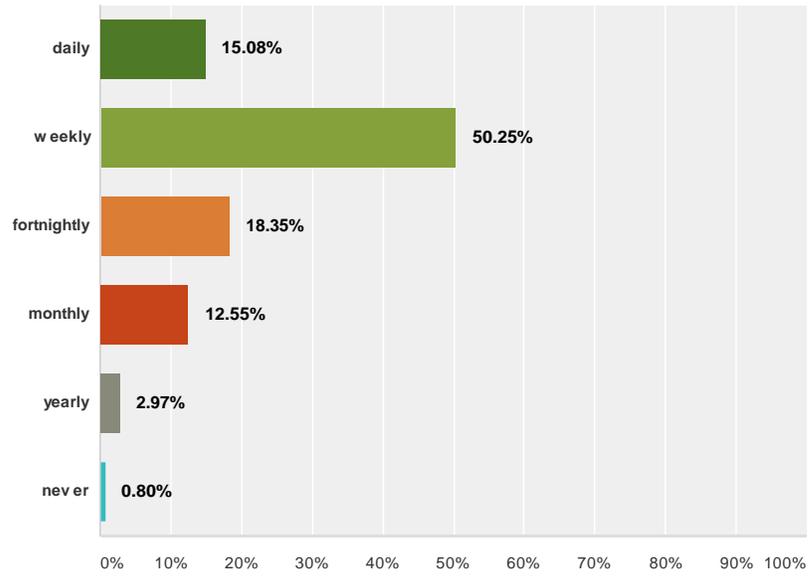
Answered: 1,379 Skipped: 8



Answer Choices	Responses	Count
Under 15	2.47%	34
16-25	8.41%	116
26-35	15.66%	216
36-45	23.71%	327
46-55	24.44%	337
56-65	15.59%	215
66-75	8.05%	111
75+	1.67%	23
decline to state	0.00%	0
Total		1,379

Q6 Use of waterways

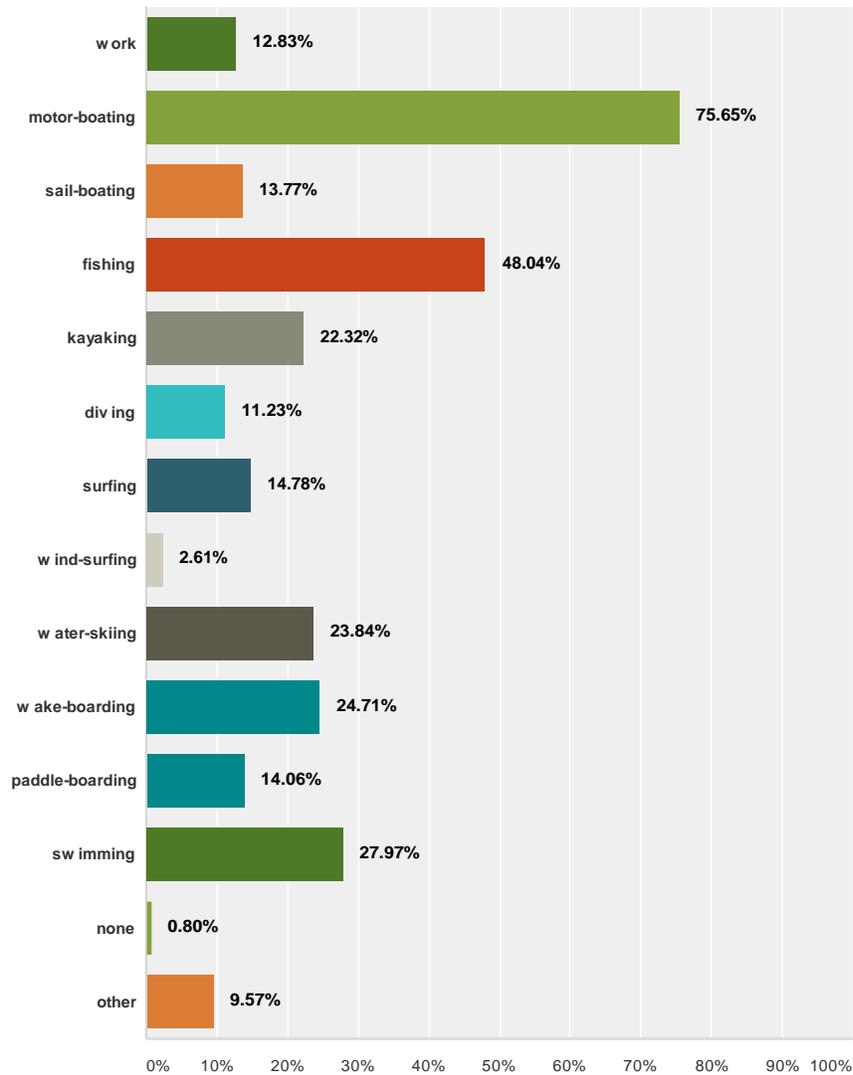
Answered: 1,379 Skipped: 8



Answer Choices	Responses	Count
daily	15.08%	208
weekly	50.25%	693
fortnightly	18.35%	253
monthly	12.55%	173
yearly	2.97%	41
never	0.80%	11
Total		1,379

Q7 Waterways activities

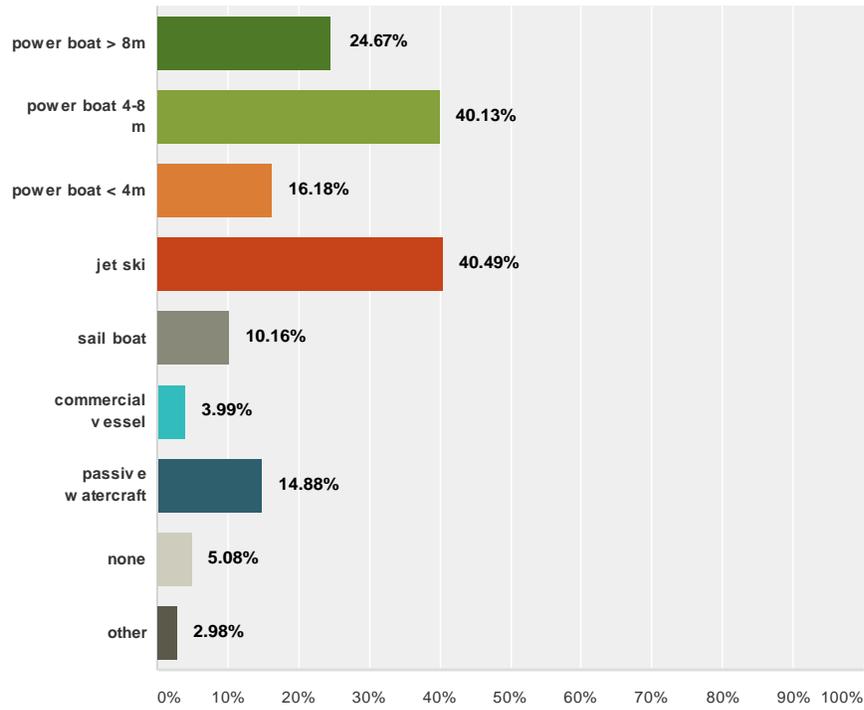
Answered: 1,380 Skipped: 7



Answer Choices	Responses	Count
work	12.83%	177
motor-boating	75.65%	1,044
sail-boating	13.77%	190
fishing	48.04%	663
kayaking	22.32%	308
diving	11.23%	155
surfing	14.78%	204
wind-surfing	2.61%	36
water-skiing	23.84%	329
wake-boarding	24.71%	341
paddle-boarding	14.06%	194
swimming	27.97%	386
none	0.80%	11
other	9.57%	132
Total Respondents: 1,380		

Q8 Equipment owned

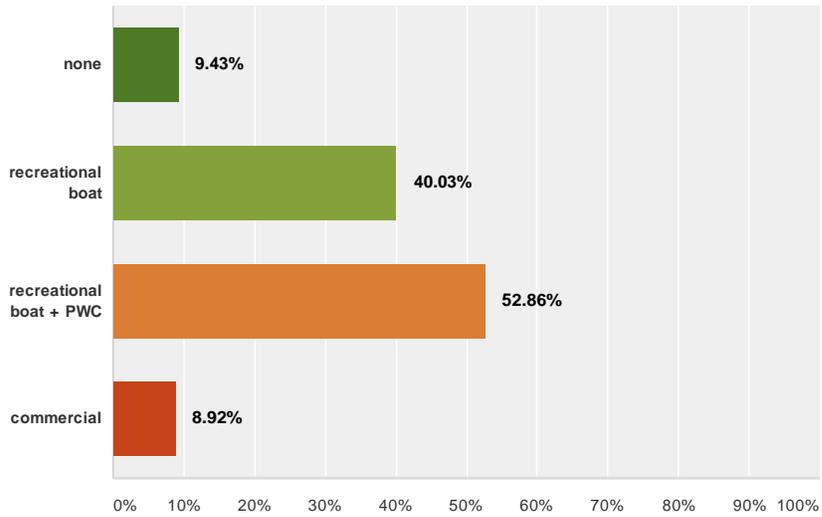
Answered: 1,378 Skipped: 9



Answer Choices	Responses	Count
power boat > 8m	24.67%	340
power boat 4-8 m	40.13%	553
power boat < 4m	16.18%	223
jet ski	40.49%	558
sail boat	10.16%	140
commercial vessel	3.99%	55
passive watercraft	14.88%	205
none	5.08%	70
other	2.98%	41
Total Respondents: 1,378		

Q9 Marine driver's license

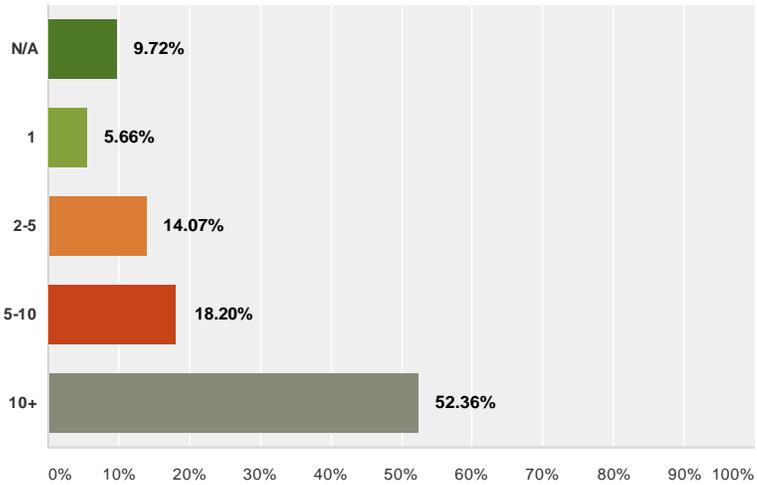
Answered: 1,379 Skipped: 8



Answer Choices	Responses
none	9.43% 130
recreational boat	40.03% 552
recreational boat + PWC	52.86% 729
commercial	8.92% 123
Total Respondents: 1,379	

Q10 Year's licensed

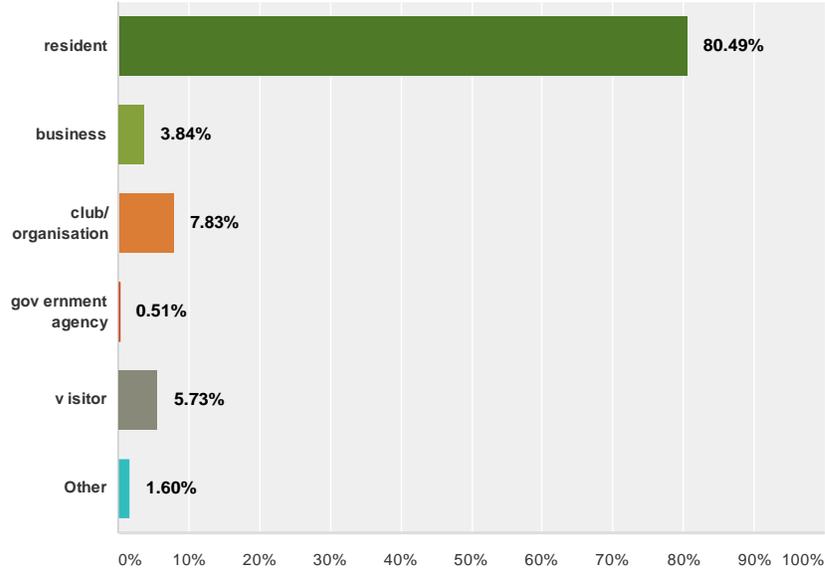
Answered: 1,379 Skipped: 8



Answer Choices	Responses
N/A	9.72% 134
1	5.66% 78
2-5	14.07% 194
5-10	18.20% 251
10+	52.36% 722
Total	1,379

Q11 Individual/ Group

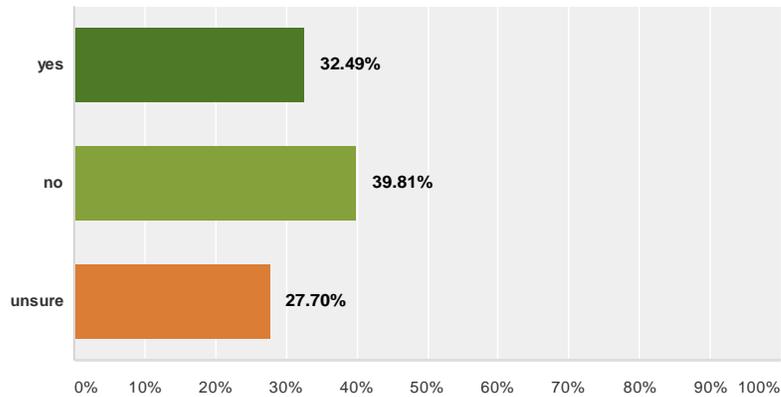
Answered: 1,379 Skipped: 8



Answer Choices	Responses	Count
resident	80.49%	1,110
business	3.84%	53
club/ organisation	7.83%	108
government agency	0.51%	7
visitor	5.73%	79
Other	1.60%	22
Total		1,379

Q12 Responded to GCWA Waterways Management Strategy survey

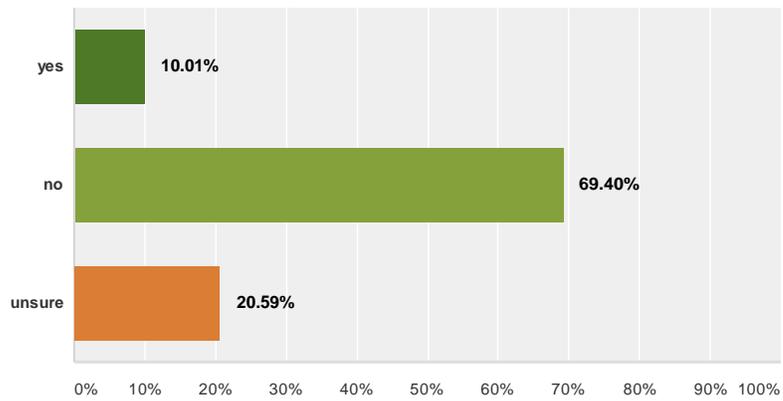
Answered: 1,379 Skipped: 8



Answer Choices	Responses	Count
yes	32.49%	448
no	39.81%	549
unsure	27.70%	382
Total		1,379

Q13 Responded to buoy mooring survey

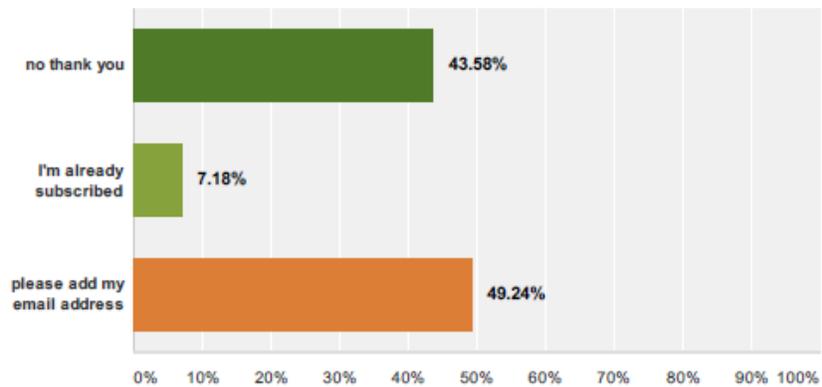
Answered: 1,379 Skipped: 8



Answer Choices	Responses	Count
yes	10.01%	138
no	69.40%	957
unsure	20.59%	284
Total		1,379

Q15 GCWA mailing list

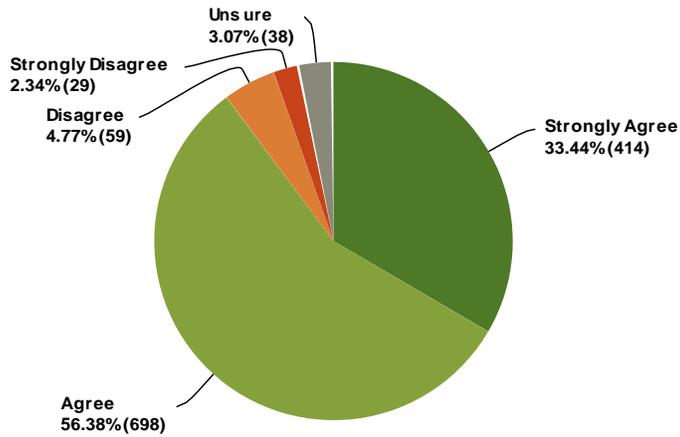
Answered: 1,379 Skipped: 8



Answer Choices	Responses	Count
no thank you	43.58%	601
I'm already subscribed	7.18%	99
please add my email address	49.24%	679
Total		1,379

Q16 Deliver the best possible management of the Gold Coast waterways

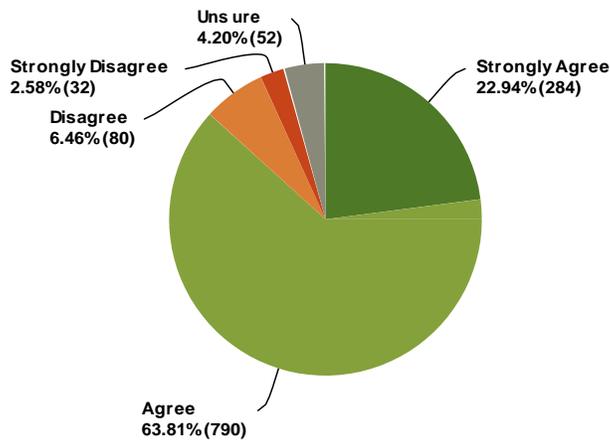
Answered: 1,238 Skipped: 149



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	33.44% 414	56.38% 698	4.77% 59	2.34% 29	3.07% 38	1,238	1.70

Q17 Achieve a reasonable cost to the community and government

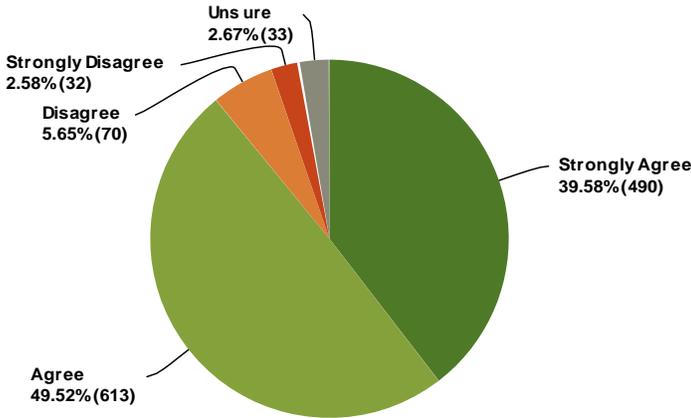
Answered: 1,238 Skipped: 149



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	22.94% 284	63.81% 790	6.46% 80	2.58% 32	4.20% 52	1,238	1.80

Q18 Simple, consistent, and with a minimum of government regulation

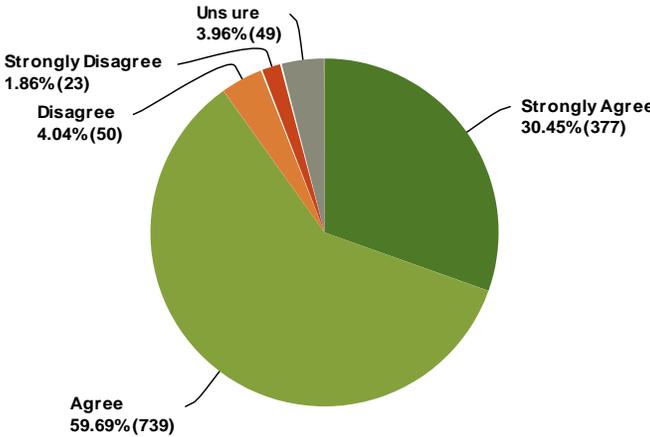
Answered: 1,238 Skipped: 149



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	39.58% 490	49.52% 613	5.65% 70	2.58% 32	2.67% 33	1,238	1.66

Q19 Sustainable, facilitating development, recreation and environmental stewardship

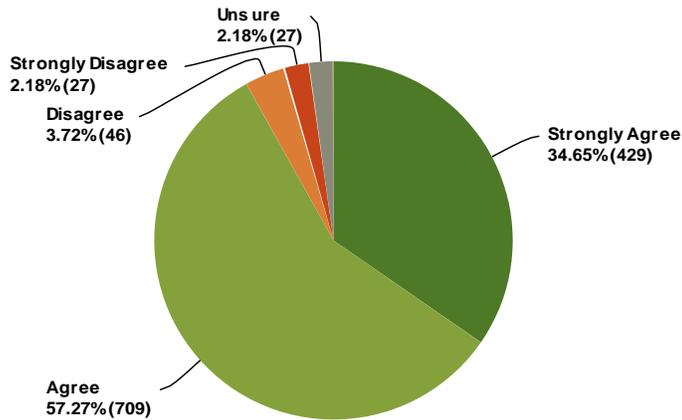
Answered: 1,238 Skipped: 149



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	30.45% 377	59.69% 739	4.04% 50	1.86% 23	3.96% 49	1,238	1.69

Q20 Practical -- enforceable and achievable

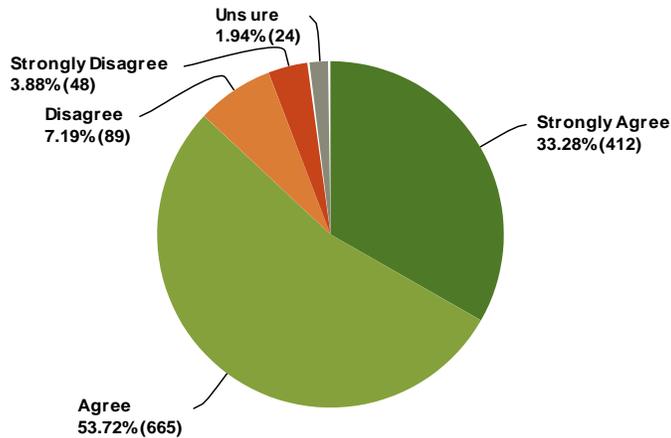
Answered: 1,238 Skipped: 149



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	34.65% 429	57.27% 709	3.72% 46	2.18% 27	2.18% 27	1,238	1.69

Q21 Provide clarity without unnecessary signage or visual clutter

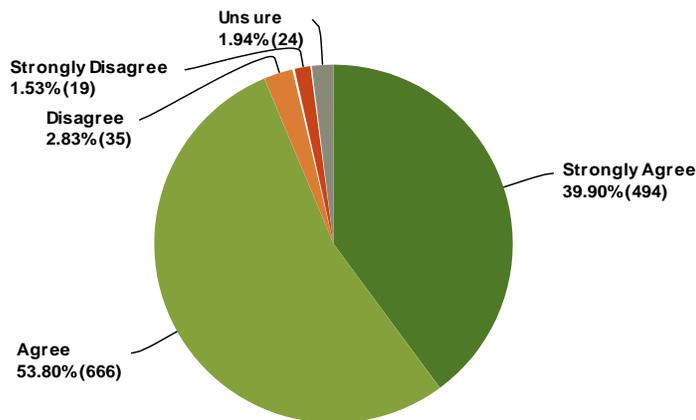
Answered: 1,238 Skipped: 149



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	33.28% 412	53.72% 665	7.19% 89	3.88% 48	1.94% 24	1,238	1.78

Q22 Promote responsibility and accountability

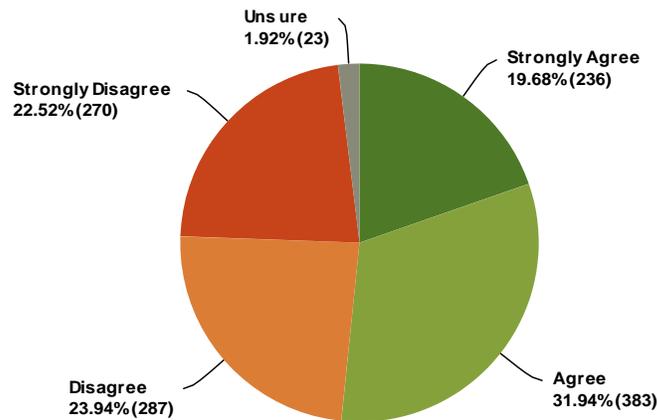
Answered: 1,238 Skipped: 149



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	39.90% 494	53.80% 666	2.83% 35	1.53% 19	1.94% 24	1,238	1.62

Q24 6-knots achieves an appropriate balance between transportation needs and controlling vessel impacts

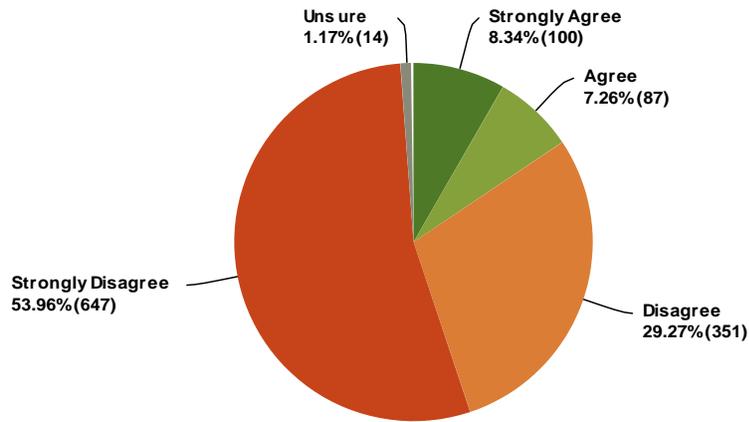
Answered: 1,199 Skipped: 188



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	19.68% 236	31.94% 383	23.94% 287	22.52% 270	1.92% 23	1,199	2.45

Q25 6-knots would be appropriate, but too many people push the limit higher, so the limit should be lower

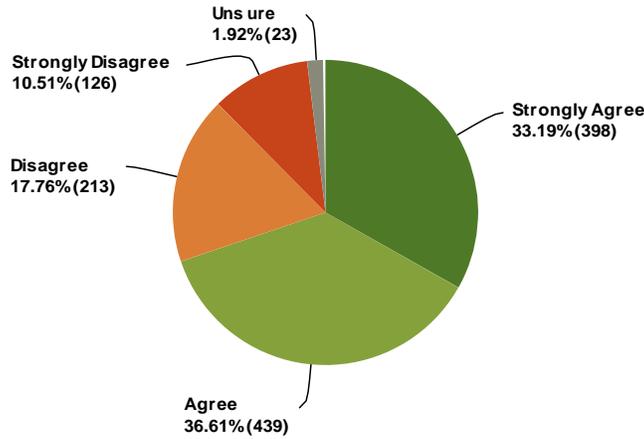
Answered: 1,199 Skipped: 188



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	8.34% 100	7.26% 87	29.27% 351	53.96% 647	1.17% 14	1,199	3.27

Q26 6-knots is too slow for some (smaller) vessels and too fast for some (larger) vessels as wash varies with size

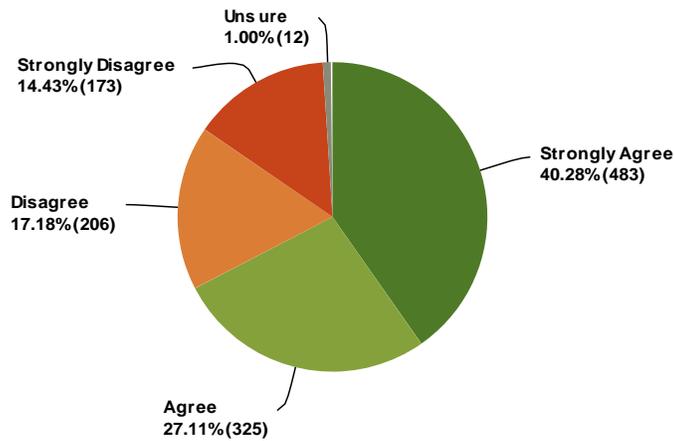
Answered: 1,199 Skipped: 188



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	33.19% 398	36.61% 439	17.76% 213	10.51% 126	1.92% 23	1,199	2.02

Q27 6-knots is an unreasonable restriction, too widely used, and should only apply where required for safety

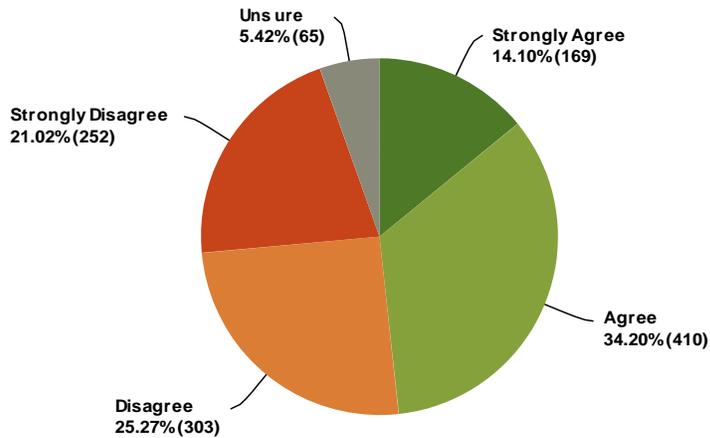
Answered: 1,199 Skipped: 188



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	40.28% 483	27.11% 325	17.18% 206	14.43% 173	1.00% 12	1,199	2.04

Q28 6-knots may not be optimal, but should be retained to provide statewide consistency

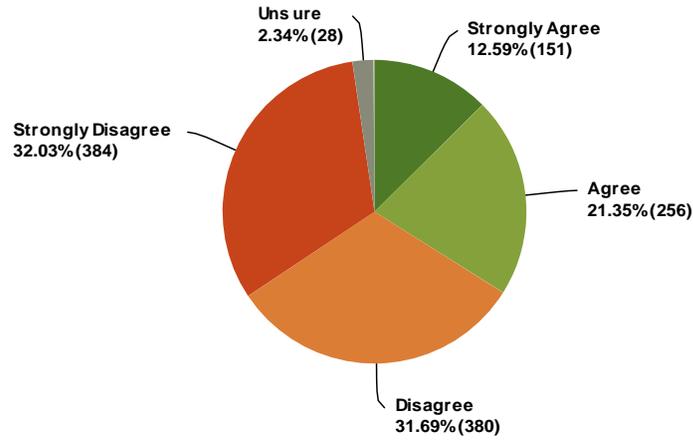
Answered: 1,199 Skipped: 188



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	14.10% 169	34.20% 410	25.27% 303	21.02% 252	5.42% 65	1,199	2.42

Q29 Vessel noise is a significant concern and a justification for restricting speed in residential areas

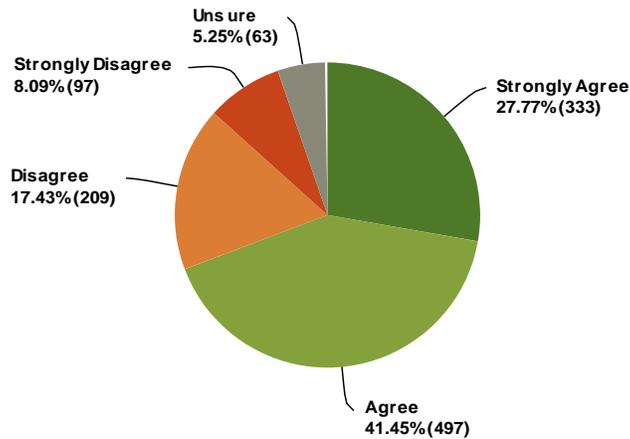
Answered: 1,199 Skipped: 188



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	12.59% 151	21.35% 256	31.69% 380	32.03% 384	2.34% 28	1,199	2.78

Q30 Vessel noise is a significant concern but is vessel dependent and speed should not be used to control noise

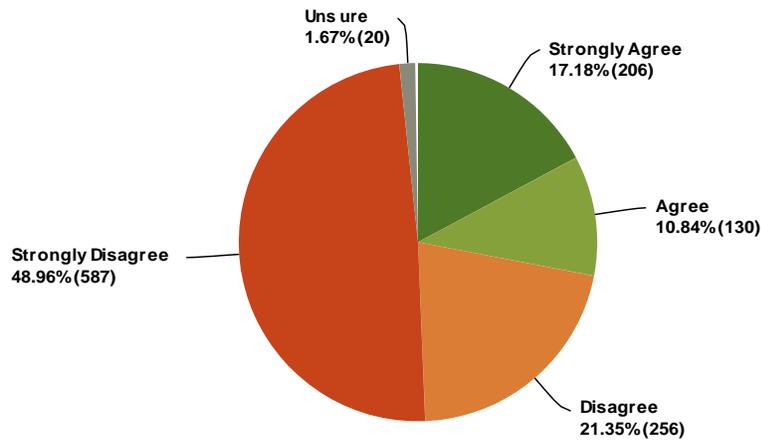
Answered: 1,199 Skipped: 188



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	27.77% 333	41.45% 497	17.43% 209	8.09% 97	5.25% 63	1,199	1.95

Q31 40-knots is too fast at any time and there should be a lower maximum speed limit for all vessels in GC waterways

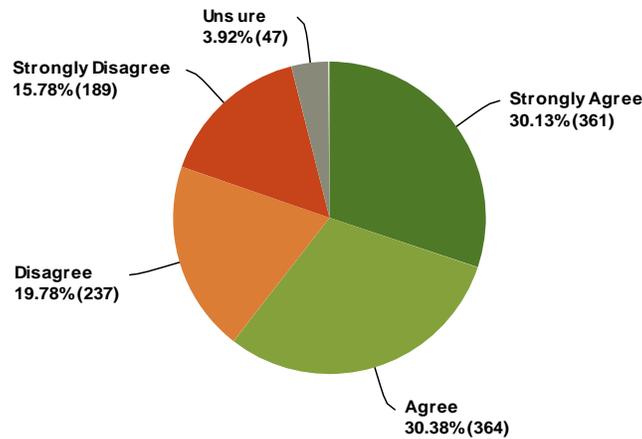
Answered: 1,199 Skipped: 188



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	17.18% 206	10.84% 130	21.35% 256	48.96% 587	1.67% 20	1,199	2.99

Q32 There should be a maximum speed for large/long vessels that is lower than 40 knots

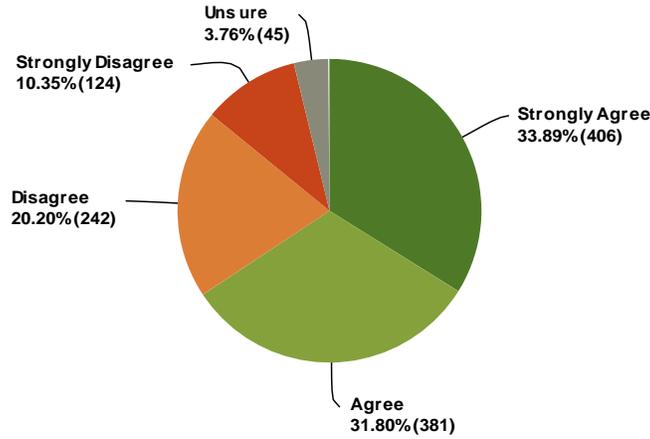
Answered: 1,198 Skipped: 189



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	30.13% 361	30.38% 364	19.78% 237	15.78% 189	3.92% 47	1,198	2.13

Q33 Large vessels should be required to slow down when passing small vessels

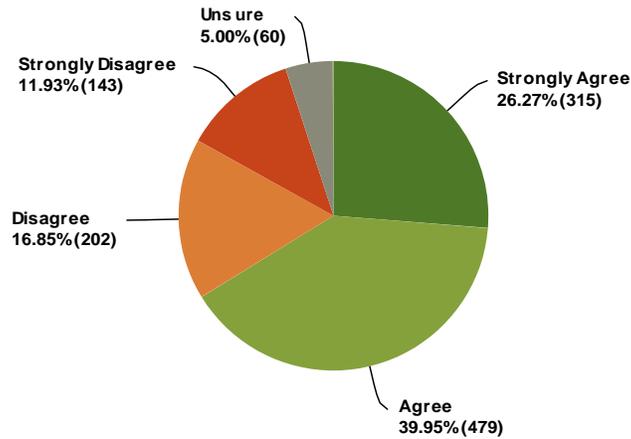
Answered: 1,198 Skipped: 189



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	33.89% 406	31.80% 381	20.20% 242	10.35% 124	3.76% 45	1,198	1.99

Q34 Variable speed limits based on vessel size are a practical and necessary tool and should be more widely used

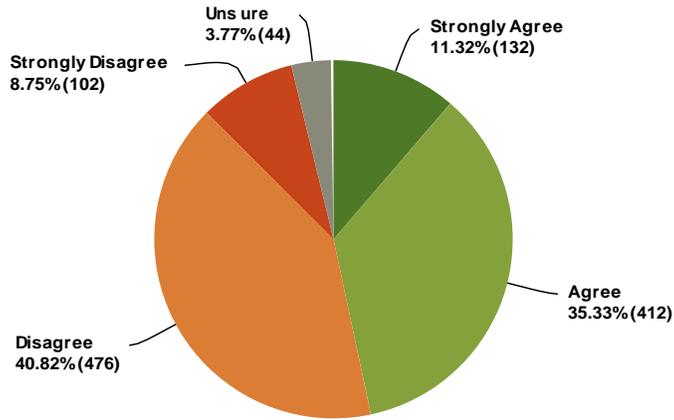
Answered: 1,199 Skipped: 188



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	26.27% 315	39.95% 479	16.85% 202	11.93% 143	5.00% 60	1,199	2.04

Q36 There are too many signs; operators should be educated on and expected to know the 'basic' rules

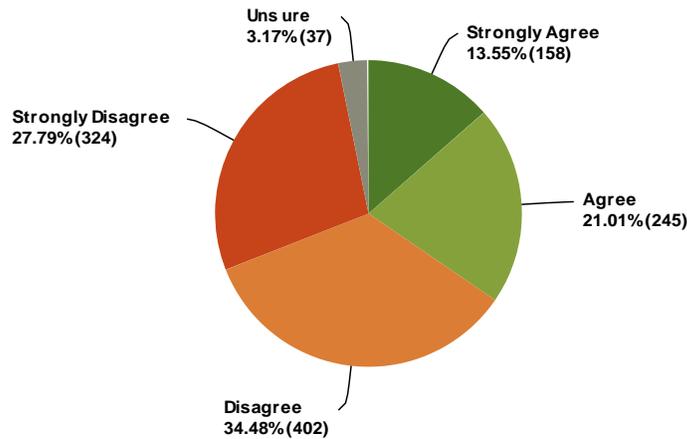
Answered: 1,166 Skipped: 221



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	11.32% 132	35.33% 412	40.82% 476	8.75% 102	3.77% 44	1,166	2.39

Q37 A '6-knot' unless otherwise signed rule should be promoted, similar to the 50 km rule for local streets

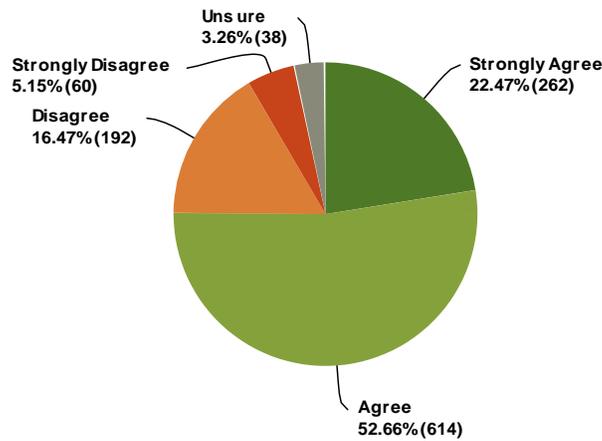
Answered: 1,166 Skipped: 221



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	13.55% 158	21.01% 245	34.48% 402	27.79% 324	3.17% 37	1,166	2.70

Q38 The Gold Coast is different and waterways are different from streets, signs are necessary and justified

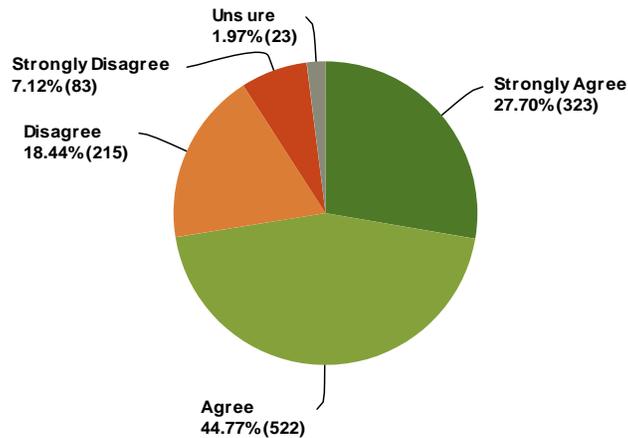
Answered: 1,166 Skipped: 221



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	22.47% 262	52.66% 614	16.47% 192	5.15% 60	3.26% 38	1,166	1.98

Q39 The existing rules are largely adequate, but people ignore them and more education is required

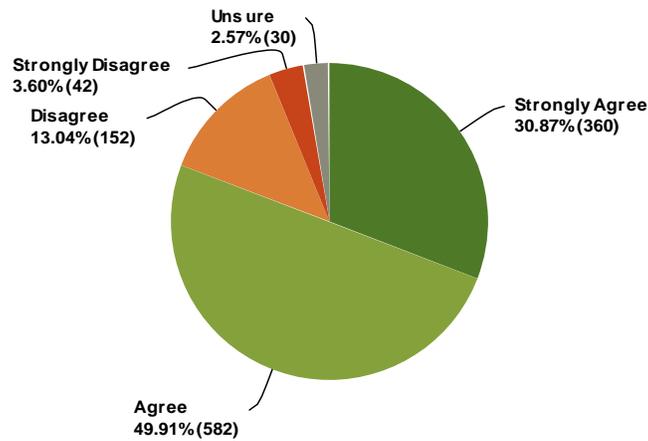
Answered: 1,166 Skipped: 221



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	27.70% 323	44.77% 522	18.44% 215	7.12% 83	1.97% 23	1,166	2.01

Q40 Education is the operator's responsibility – I know the rules and everyone else should; there's no excuse

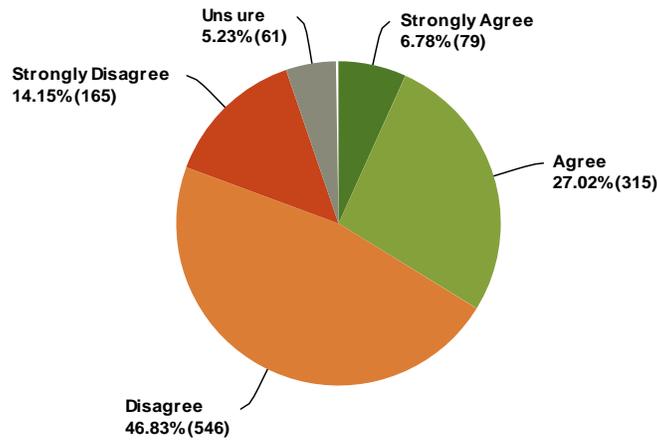
Answered: 1,166 Skipped: 221



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	30.87% 360	49.91% 582	13.04% 152	3.60% 42	2.57% 30	1,166	1.84

Q41 Most people want to do the right thing, but the rules are complicated and there's not enough assistance

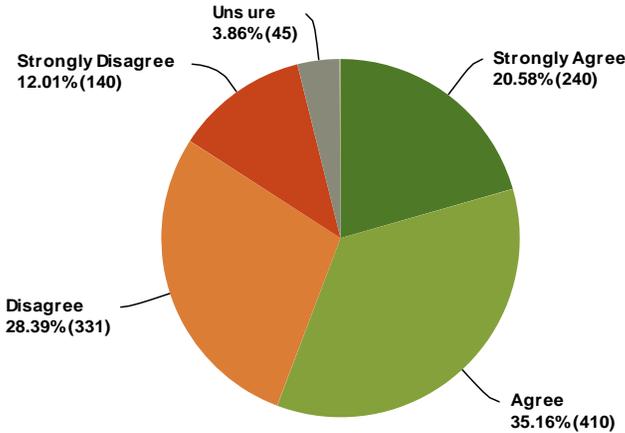
Answered: 1,166 Skipped: 221



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	6.78% 79	27.02% 315	46.83% 546	14.15% 165	5.23% 61	1,166	2.58

Q42 The existing rules, education and signage are largely adequate – enforcement needs to be increased

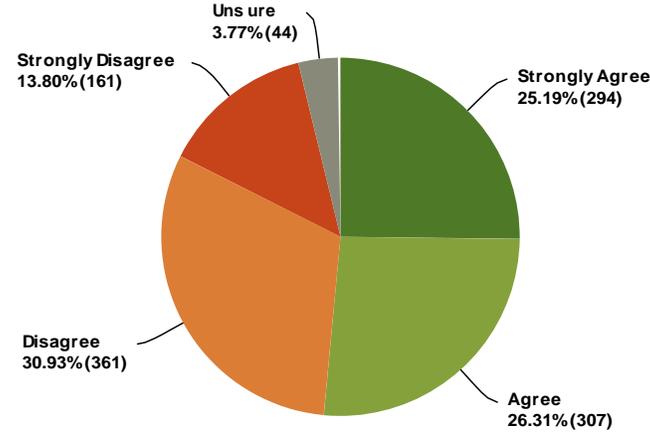
Answered: 1,166 Skipped: 221



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	20.58% 240	35.16% 410	28.39% 331	12.01% 140	3.86% 45	1,166	2.24

Q43 There is not enough enforcement presence on our waterways

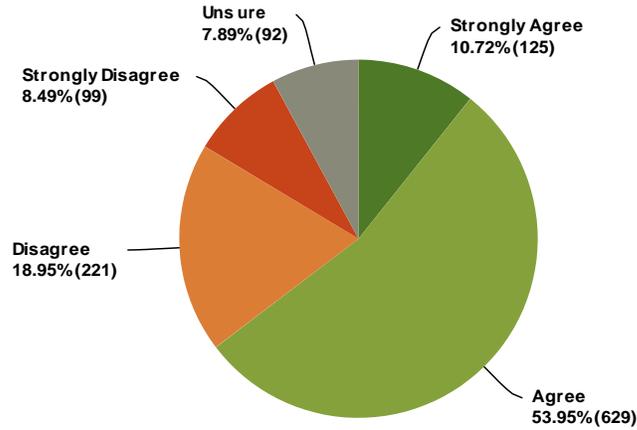
Answered: 1,167 Skipped: 220



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	25.19% 294	26.31% 307	30.93% 361	13.80% 161	3.77% 44	1,167	2.26

Q44 Enforcement is challenging and responsible agencies do the best they can

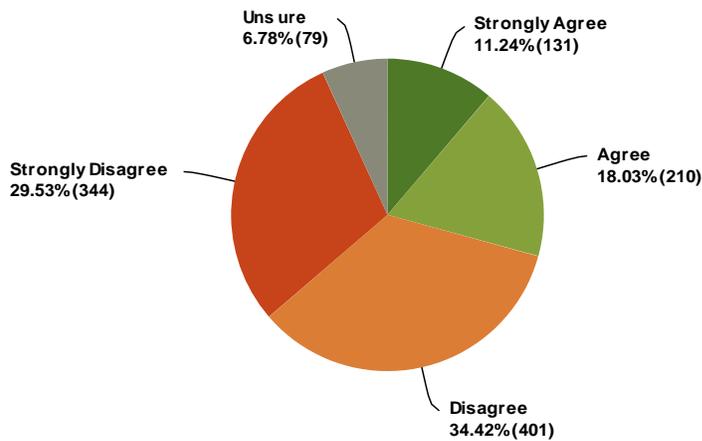
Answered: 1,166 Skipped: 221



(no label)	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
	10.72%	53.95%	18.95%	8.49%	7.89%	1,166	2.09
	125	629	221	99	92		

Q45 Fines are too low and should be increased and penalties more widely promoted

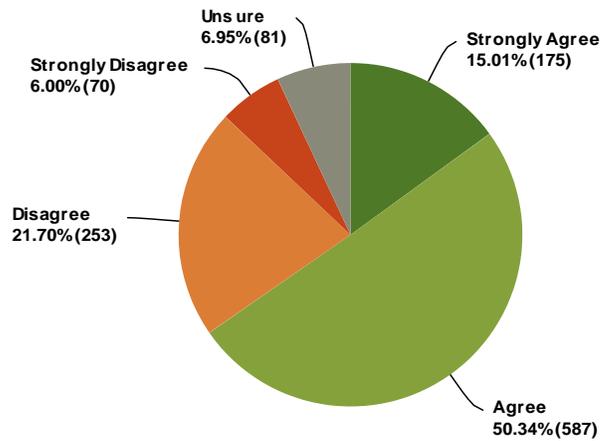
Answered: 1,165 Skipped: 222



(no label)	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
	11.24%	18.03%	34.42%	29.53%	6.78%	1,165	2.69
	131	210	401	344	79		

Q46 Pictures should be used to educate boat operators about appropriate and unacceptable behaviour

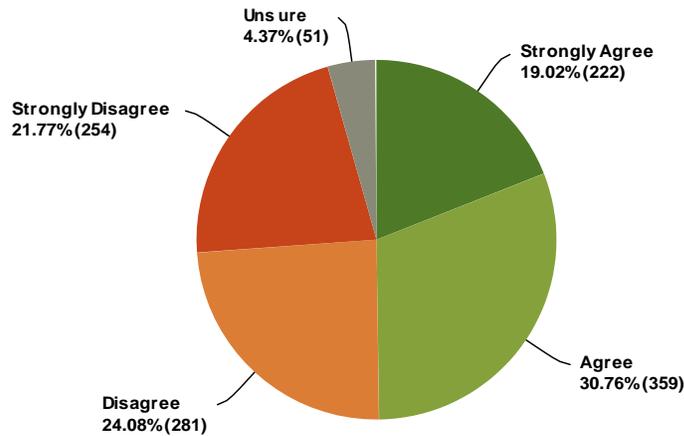
Answered: 1,166 Skipped: 221



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	15.01% 175	50.34% 587	21.70% 253	6.00% 70	6.95% 81	1,166	2.05

Q47 Cameras should be used to document inappropriate behaviour and issue warnings or fines

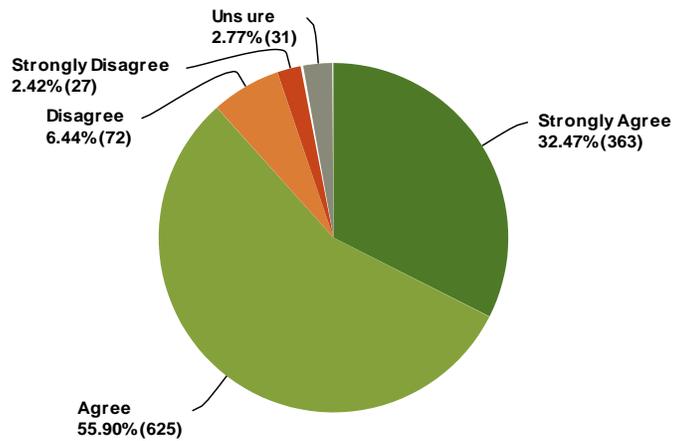
Answered: 1,167 Skipped: 220



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	19.02% 222	30.76% 359	24.08% 281	21.77% 254	4.37% 51	1,167	2.40

Q49 Operators can and should be responsible for 'no wash' operation in areas that 'justify' this restriction

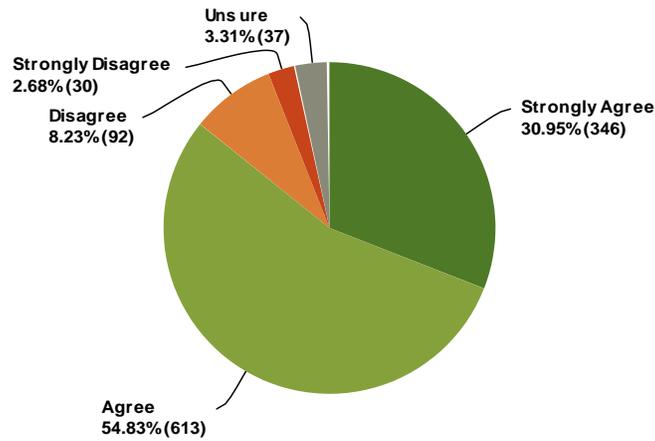
Answered: 1,118 Skipped: 269



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	32.47% 363	55.90% 625	6.44% 72	2.42% 27	2.77% 31	1,118	1.73

Q50 A 'drive to the conditions approach' should be adopted as congestion and other factors are highly variable

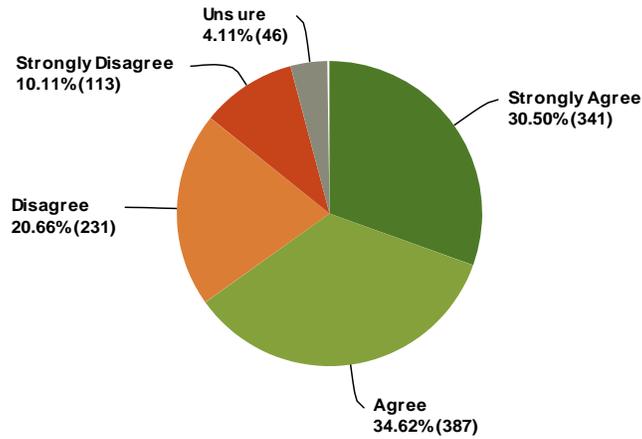
Answered: 1,118 Skipped: 269



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	30.95% 346	54.83% 613	8.23% 92	2.68% 30	3.31% 37	1,118	1.93

Q51 A variable speed limit based on vessel size should be introduced for slow areas instead of 6-knots for all vessels

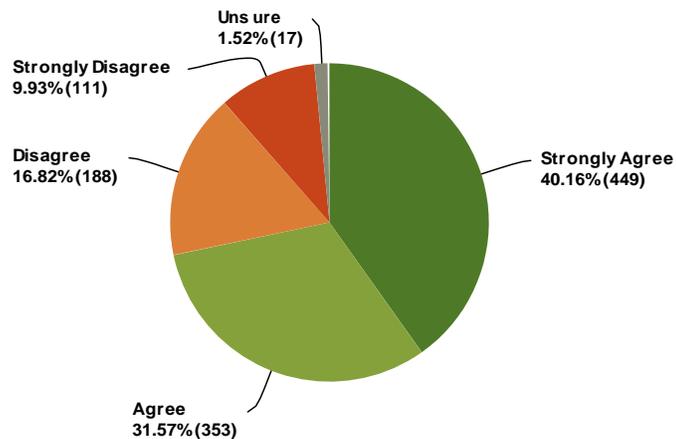
Answered: 1,118 Skipped: 269



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	30.50% 341	34.62% 387	20.66% 231	10.11% 113	4.11% 46	1,118	2.23

Q52 Smaller vessels should be allowed to go faster than 6-knots as long as wash is negligible and it is safe to do so

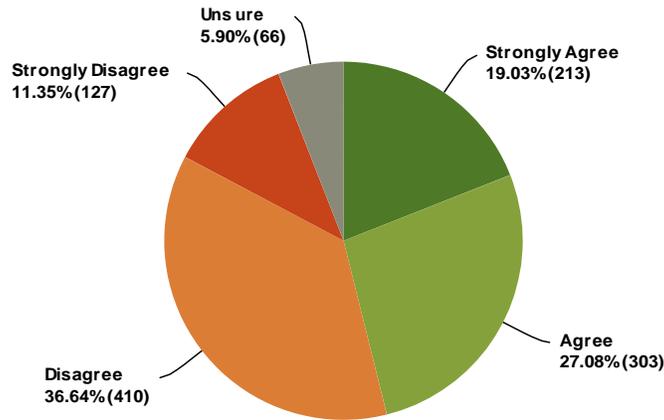
Answered: 1,118 Skipped: 269



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	40.16% 449	31.57% 353	16.82% 188	9.93% 111	1.52% 17	1,118	2.01

Q53 The 6-knot limit should be slower for larger vessels to better control wash

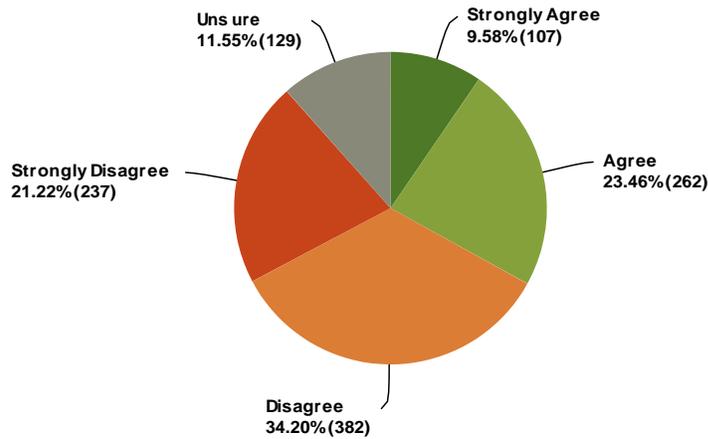
Answered: 1,119 Skipped: 268



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	19.03% 213	27.08% 303	36.64% 410	11.35% 127	5.90% 66	1,119	2.58

Q54 In 6/40 knot areas, under 8m vessels should have to go slower than 40 knots (but still faster than bigger boats)

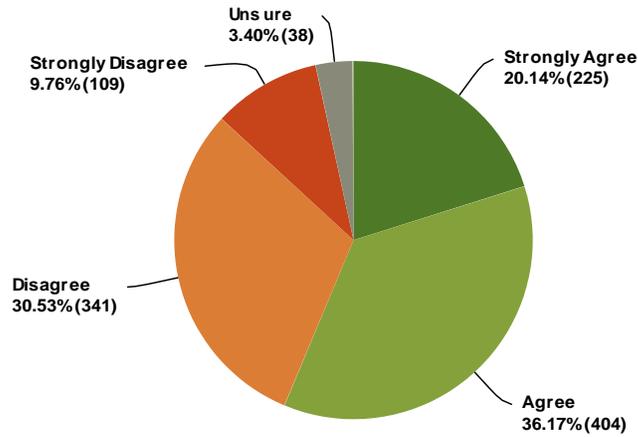
Answered: 1,117 Skipped: 270



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	9.58% 107	23.46% 262	34.20% 382	21.22% 237	11.55% 129	1,117	3.02

Q55 When two vessels are passing close to each other they should be required to slow down

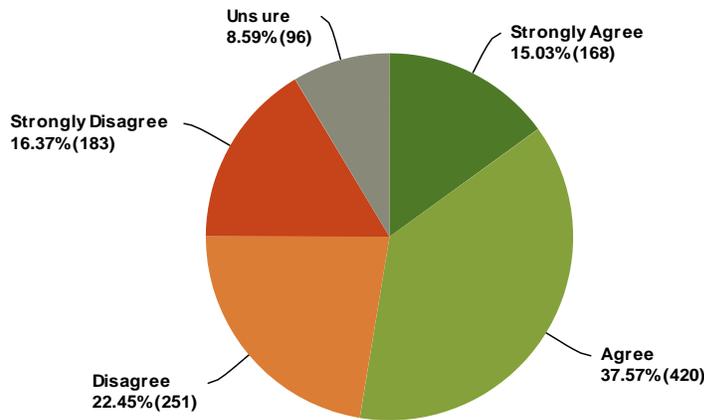
Answered: 1,117 Skipped: 270



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	20.14% 225	36.17% 404	30.53% 341	9.76% 109	3.40% 38	1,117	2.23

Q56 Daylight restrictions should apply to preserve residential amenity around area's popular for water skiing, etc

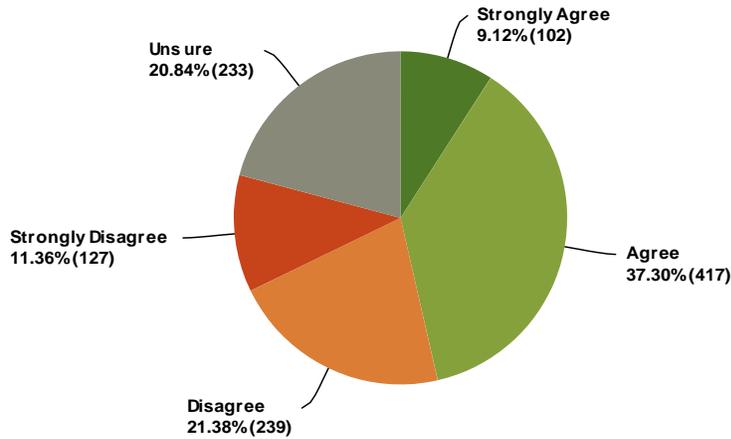
Answered: 1,118 Skipped: 269



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	15.03% 168	37.57% 420	22.45% 251	16.37% 183	8.59% 96	1,118	2.23

Q57 Speed restrictions in the Moreton Bay Marine Park should be aligned to (defined by) Marine Park Zones

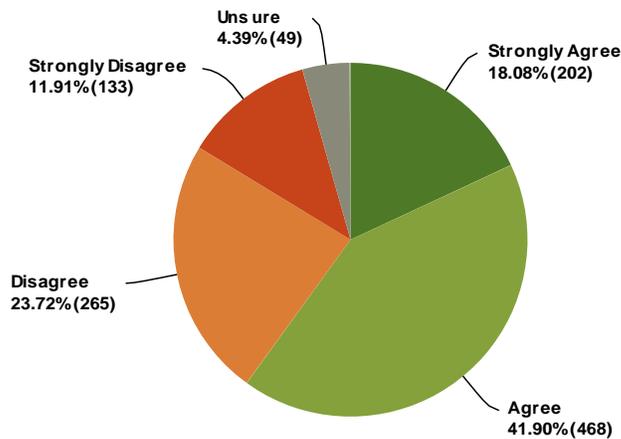
Answered: 1,118 Skipped: 269



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	9.12% 102	37.30% 417	21.38% 239	11.36% 127	20.84% 233	1,118	1.93

Q58 Water taxi/shuttle service should be supported, if necessary by speed exemptions, so long as wash effects are controlled

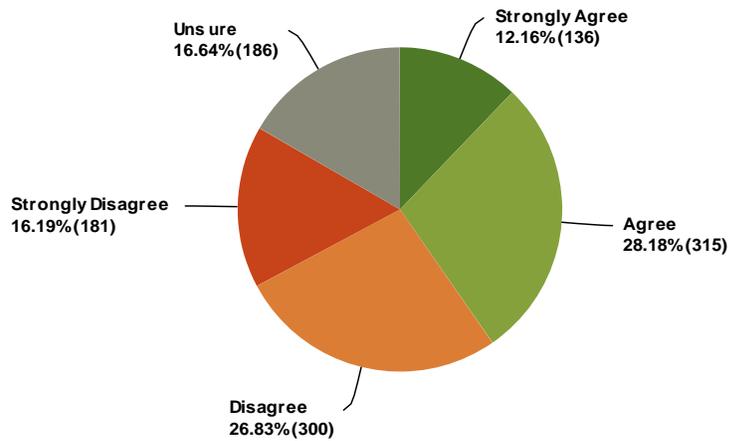
Answered: 1,117 Skipped: 270



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	18.08% 202	41.90% 468	23.72% 265	11.91% 133	4.39% 49	1,117	2.21

Q59 A 2-channel (east/west - fast/slow) strategy for the Broadwater is appropriate and necessary

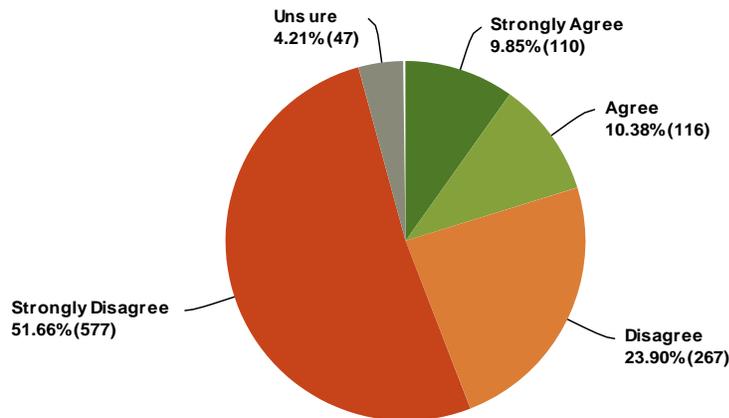
Answered: 1,118 Skipped: 269



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	12.16% 136	28.18% 315	26.83% 300	16.19% 181	16.64% 186	1,118	2.14

Q60 All of the Broadwater should be slow (e.g 6-knots), except within the fast channel

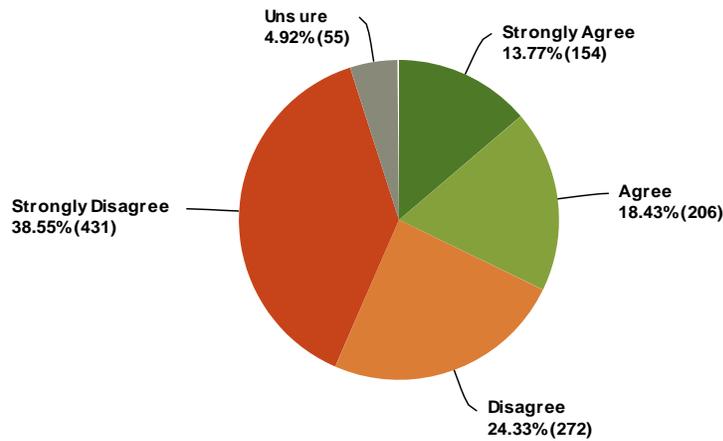
Answered: 1,117 Skipped: 270



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	9.85% 110	10.38% 116	23.90% 267	51.66% 577	4.21% 47	1,117	3.09

Q61 If the Broadwater is declared a 'slow' (e.g. 6-knots) area, sail craft should be exempt

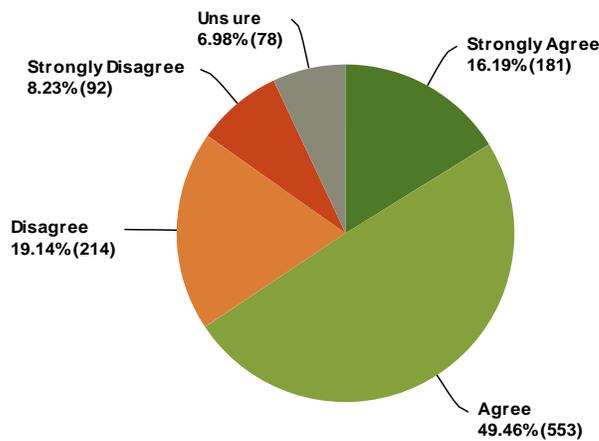
Answered: 1,118 Skipped: 269



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	13.77% 154	18.43% 206	24.33% 272	38.55% 431	4.92% 55	1,118	2.78

Q62 Posting pictures to educate operators about 'good' and 'bad' behavior would be a useful educational initiative

Answered: 1,118 Skipped: 269



	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure	Total	Average Rating
(no label)	16.19% 181	49.46% 553	19.14% 214	8.23% 92	6.98% 78	1,118	2.05

Appendix C – Interactive map results

This appendix includes two parts – maps and comments. The maps are provided in a separate file due to their large size (also downloadable from the GCWA website). The pages that follow provide the other part of this appendix, the written comments that were submitted through the Interactive map tool.

Section	Location / Gazette area	Comment
CRI1	Hollywell 6 knot Speed Limit Trial	6 knots
COO2	Coomera River	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
NER8a	Nerang River, Macintosh and Chevron Islands	10 knots
NER9a	Nerang River, Macintosh and Chevron Islands	10 knots
TIP1	Tipplers Passage	100's of boats use this as a safe haven and anchor overnight. This needs to be a no wash area that is enforced.
TIP1	Tipplers Passage	20 knot maximum should apply as main channel is far enough away from main anchorage and shoreline
NER8b	Nerang River, Macintosh and Chevron Islands	20 Knots 8m and Under
COI2	The Broadwater	30 knots
NER4	The Broadwater	30 knots
TIP1	Tipplers Passage	4 knot speed limit would be good as most craft still throw large wash at 6 knots.
EPI3	The Broadwater	4 Knots all vessels
NER3	The Spit	4 knots all vessels
COO8	Coomera River	4 years ago this was 40 knots why did it change
NER6b	Nerang River	40 knots for all vessels
NER7a	Nerang River	40 knots for all vessels
JUM1	Jumpinpin	40knot only in main channel. This is a busy anchorage and an area of very high conservation value and a RAMSAR site. It is one of the few sites in Australia where little terns nest
CRI1	Hollywell 6 knot Speed Limit Trial	4k
WBI6	Wavebreak Island	4knots only in anchorage
CRI1	Hollywell 6 knot Speed Limit Trial	6 knot speed limit should be implemented full time. There is room for 40knot craft to the east of Crab Island
CRI1	Hollywell 6 knot Speed Limit Trial	6 knot trial should be made permanent, especially on Tuesdays and Thursdays, when Sailability operates in this area, taking disabled people, both children and adults, sailing in small dinghies. Most of these people would have no other opportunity to get out on the water. Having a 40 knot limit, with the wake that creates, would deter many of these people from sailing. On other days the Yacht Club has sailing lessons for children, and similarly a return to the higher speed limit would create an unnecessarily dangerous situation. There is alternate route on the eastern side of Crab Is for boats that feel the need to speed.
RBA1	Runaway Bay	6 knot zone at all times excluding sailing vessels or support boats for learn to sail activities
HOL1	Hollywell	6 knots
NER3	The Spit	6 knots
WBI5	The Broadwater	6 knots
SMB7	Tipplers Passage	6 knots all boats
TUI3	Tipplers Passage	6 knots all boats
TII1	Tipplers Passage	6 knots all boats this will deter speedsters who can use western channel measured mile at 40 knots
SWR1	Saltwater Creek	6 knots all boats over 5mt
JUM16	Southern Moreton Bay Islands	6 knots all vesels
EDI1	Southern Moreton Bay Islands	6 knots all vessels
JAC1	Jacobs Well	6 knots ALL vessels
JUM14	Southern Moreton Bay Islands	6 knots all vessels
KAN6	Southern Moreton Bay Islands	6 knots all vessels
KAN7	Southern Moreton Bay Islands	6 knots all vessels
KAN8	Southern Moreton Bay Islands	6 knots all vessels
WBI5	The Broadwater	6 Knots all vessels
WBI7	The Broadwater	6 Knots all vessels
JUM6	Southern Moreton Bay Islands	6 knots all vessels channel to narrow for speeding boats This area is a good anchorage in bad weather
EPI3	The Broadwater	6 knots all vessels this is a dangerous area for speeding jet skis and kids in high power runabouts
SMB11	Southern Moreton Bay Islands	6 knots for vessels over 8m in length
SMB7	Tipplers Passage	6 knots from tipplers to Dux - when the bigger boats that pull waves go past moored boats - very rare to they drop their speed causes the moored boat to rock and roll.
NER5b	Southport Broadwater marinas	6 knots is fine
NER5a	Southport Broadwater	6 knots is fine any faster is more noise polution in the area of the Broadwater Parklands.
TIP1	Tipplers Passage	6 knots is ok but in close proximity of anchored vessels should be 4 knots
JUA1	Jumpinpin Anchorage	6 knots ok in general but should be 4 knots within close proximity of anchored vessels
NER2	The Broadwater	6 Knots only all vessels
WBI4	The Broadwater	6 Knots only for all vessels. People should water ski over at Stradbroke like they used to.
SWR6	Saltwater Creek	6 knts boats over 5mts
SWR3	Saltwater Creek	6 knts for boats over 5mts
WBI6	Wavebreak Island	6 kt all vessels
NER13a	Nerang River	6 kt limit required for this area.
COO2	Coomera River	6/40 knot
COO3	Coomera River	6/40 knot
COO4	Coomera River	6/40 knot
COO5	Coomera River	6/40 knot
JUA1	Jumpinpin Anchorage	6/40 knots (over/under 8m)
NER10a	Nerang River, Macintosh and Chevron Islands	6/40 knots (over/under 8m)
NER13b	Nerang River, upstream from Bundall Road Bridge	6/40 knots (over/under 8m)

Section	Location / Gazette area	Comment
NER14a	Nerang River, upstream from Bundall Road Bridge	6/40 knots (over/under 8m)
NER8a	Nerang River, Macintosh and Chevron Islands	6/40 knots (over/under 8m)
NER8b	Nerang River, Macintosh and Chevron Islands	6/40 knots (over/under 8m)
NER9a	Nerang River, Macintosh and Chevron Islands	6/40 knots (over/under 8m)
NER9b	Nerang River, Macintosh and Chevron Islands	6/40 knots (over/under 8m)
CRI5	The Broadwater	6k
EDI2	Southern Moreton Bay Islands	6k
EPI1	The Broadwater	6k
EPI3	The Broadwater	6k
EPI5	The Broadwater	6k
JUM1	Jumpinpin	6k
JUM10	Southern Moreton Bay Islands	6k
JUM17	Southern Moreton Bay Islands	6k
JUM4	Southern Moreton Bay Islands	6k
JUM5	Southern Moreton Bay Islands	6k
JUM7	Southern Moreton Bay Islands	6k
JUM8	Southern Moreton Bay Islands	6k
KAN7	Southern Moreton Bay Islands	6k
KAN8	Southern Moreton Bay Islands	6k
WBI1	The Broadwater	6k
WBI2	The Broadwater	6k
WBI3	The Broadwater	6k
WBI4	The Broadwater	6k
WBI5	The Broadwater	6k
WBI7	The Broadwater	6k
JUM11	Southern Moreton Bay Islands	6knots all vessels
JUM12	Southern Moreton Bay Islands	6knots all vessels
JUM13	Southern Moreton Bay Islands	6knots all vessels
SHO2	Southern Moreton Bay Islands	6knots all vessels
NER11	Nerang River	6kt limit required on this section.
NER10d	Watercourses and canals into Nerang River	6m and under
JUA1	Jumpinpin Anchorage	8 meteres and over 6 knot apply
WBI6	Wavebreak Island	8 meters and over 6 knots apply
COO2	Coomera River	8 meters and over 6 knots
COO3	Coomera River	8 meters and over 6 knots
COO4	Coomera River	8 meters and over 6 knots
EPI2	Paradise Point Channel	8 meters and over 6 knots
TIP1	Tipplers Passage	8 meters and over 6 knots
SBR1	Southport Broadwater - off Labrador	8m + vessels slower speed
COO2	Coomera River	8m and over should apply
COO3	Coomera River	8m and over should apply
COO4	Coomera River	8m and over should apply
COO5	Coomera River	8m and over should apply
COO13	Coomera River, and all watercourses	8m+ boats constantly doing over 6 knots here as well as jetskis exceeding speed limits. great waterskiing area
JUM4	Southern Moreton Bay Islands	8m+ vessels 6 knots smaller vessels increase
BWA1	Biggera Waters	8m+ vessels decrease limit
BWA4	The Broadwater	8m+ vessels decrease limit
BWA5	The Broadwater	8m+ vessels decrease limit
CRI1	Hollywell 6 knot Speed Limit Trial	8m+ vessels decrease limit
CRI4	The Broadwater	8m+ vessels decrease limit
HOL1	Hollywell	8m+ vessels decrease limit
KAN8	Southern Moreton Bay Islands	8m+ vessels decrease limit
SOV10	The Broadwater	8m+ vessels decrease limit
SOV11	The Broadwater	8m+ vessels decrease limit
SOV12	The Broadwater	8m+ vessels decrease limit
WBI5	The Broadwater	8m+ vessels decrease limit
WBI6	Wavebreak Island	8m+ vessels decrease limit
WBI7	The Broadwater	8m+ vessels decrease limit
WBI8	The Broadwater	8m+ vessels decrease limit
NER5b	Southport Broadwater marinas	8m+ vessels decrease limit 6knots, smaller vessels increase limit
COI2	The Broadwater	8m+ vessels decrease limit especially at low tide
NER8b	Nerang River, Macintosh and Chevron Islands	8m+ vessels decrease limit less than 6 knots smaller vessels increase
JAC1	Jacobs Well	a large number of unattended craft anchor permanently in this area and should be removed.
COO2	Coomera River	a review of the river from Sanctuary Cove to Paradise Point for small craft as a 4.0metre dinghy is putting off a smaller wash then the large boats idling at 6 knots...
ADV1	Advancetown Lake, Hinze Dam	According to this map this is 40 knots - open up the dam to waterski and wakeboard boats and easy the congestion on the GC waterways

Section	Location / Gazette area	Comment
CWA4	Coomera River, and all watercourses	all boat drivers, while driving their boats, thru SANTA BARBARA must make sure their boat wash, from their stern Or their bow should not exceed 200mm or 9 inches while transitting thru THE WATER SKI AREA while THEIR BOAT IS ON THE PLANE OR AT IDLE
TAL3b	Tallebudgera Creek	All of Tallebudgera Creek should be minimal speed, to protect swimmers, Paddleboarders, kyakers, wildlife. Presently very dangerous area with very fast boats, ski-ers.
ADV1	Advancetown Lake, Hinze Dam	All powerboats & waterskiing
JAC1	Jacobs Well	all vessels 6 knots
WBI4	The Broadwater	All vessels must slow down when they are close to the bird roosts. The Jet boats should be banned from this area completely. There should be a 6kt limit within 50m of the sand island and bird roosts.
CRI4	The Broadwater	All vessels over 8m in length 6knts between Seaworld and top of Crab Island
COO1	Coomera River (from Rat Island)	all vessels traveling on the coomera river 6 knots all crafts
NER9c	Nerang River, Macintosh and Chevron Islands	all vessels under 6m boats and jet skis increase speed to 25knts and treat as a transport section. to reduce wash, increase use and safety.
TAL1	Tallebudgera Creek	Allow the use of Personal Watercraft
TAL2	Tallebudgera Creek	Allow the use of Personal Watercraft
TAL3b	Tallebudgera Creek	Allow the use of Personal Watercraft
CRI1	Hollywell 6 knot Speed Limit Trial	Allow unlimited speed for sail vessels ie fast sailing dinghies and small foiling craft. Limit to 6 knots for power vessels excluding sail rescue RIBs which may need to move quickly if a sail craft capsizes.
ADV1	Advancetown Lake, Hinze Dam	allow water skiing and power boat activities
SBR1	Southport Broadwater - off Labrador	any vessel 8 meters and over 6 knots
JUA1	Jumpinpin Anchorage	Apply 20 knots if 6/40 not practical
MCK1	McKenzies Channel	Apply 20 knots maximum if 6/40 not practical
COO3	Coomera River	Apply a drive to the conditions approach.
WBI4	The Broadwater	Area of high conservation value. See VDM report. One of the most sensitive environments in the entire Broadwater system. Wildlife here subject to massive disturbance associated with boat speed.
NER4	The Broadwater	Area too busy, including a lot of small craft. 20 kn would be a more suitable limit for all areas south of the Seaway.
NER3	The Spit	As a mostly mooring & passive craft use area 6 knots would be better however people rarely speed through the moorings here.
BRO3	Watercourses and canals into Nerang River	As I holiday 3-4 times a year on the Isle of Capri it upsets me greatly to see the boats and water skiers act in a stupid manner with no thought for anyone else and the noise is unbearable at times
CRI2	The Broadwater	As with my comments on CR14
SMB12	Southern Moreton Bay Islands	At the junction where the main channel turns left and you go right to towards Jumpinpin. This channel is very narrow and it can be very difficult to navigate in that area at speed. Jet skies are a particular concern.
CLE3	Lake developments	Ban the use of Jet Skis given no ski is driven at 6 knots or less!!!!
NER22	Nerang River	Ban water skiing in this area especially Wake Boats. Channel markers are less than 30meters from pontoons. Eroded southern banks and fallen trees not to mention shallow waters and narrow waterway.
COO17	Coomera River, and all watercourses	Before someone is killed, the speed maniacs who race jet skis and power boats need to be stopped on Sea Eagle Lagoon.
BRI1	The Broadwater	Big wash makes it uncomfortable and sometimes seriously dangerous for beach activities. Reducing the speed of large vessels between the two GCCC camp grounds would make a big difference. This section is the 'main' and only beach for much of the river side of South Stradbroke island
NER16	Nerang River	Blind corner with sand bank & growth of tree branches especially at night increases risk of collision
TIP1	Tipplers Passage	Boats continually moore in the channel with a narrow channel and shallow water to the west of the channel creates problems for getting through with larger vessels 6 knots should stay
WBI4	The Broadwater	boats over 8m should be limited to 6knots from the southport bridge to the seaway
WBI8	The Broadwater	Bring limit down to 25 knots
AWO1	Tallebudgera Creek	canals off Tallebudgera ck ,, needs more enforcement only.. from family of over 30 yrs on canal front....pls ..someone can ring me for an input of local knowledge .. 0418 88 44 55 thank you...don't change 6k speed limit in canal area.. very very very few comply at anytime !!
NER9a	Nerang River, Macintosh and Chevron Islands	change the border of this zone, increase the speed to the crossway. left higher speed into surfers 6 knots
CRI1	Hollywell 6 knot Speed Limit Trial	Change the Hollywell Trail into a permanent speed limit.
NER4	The Broadwater	Commercial Boats (Jet Boat and Parasail) break current water way laws day in day out on the eastern side of this zone, not adhering to distance off from moored vessels etc.
EPI3	The Broadwater	Commercial Jetboats use this area and surrounding few zones for there activities and residents combine there complaints towards jetski and ski boat craft as the same group when the noise of the jet boats multiple times per day all day every day is really the issue not other vessels using launching and using the waterways
CRI1	Hollywell 6 knot Speed Limit Trial	Complete fail here! a boat ramp smack in the middle of a limited zone, a large area of water for 6knts, this needs to change.
HOP2	Hope Island Channel to Santa Barbara Road	Currently teenagers in tinnies frequent this area and have races - someone is going to get hurt! This area considering it is currently being developed for retirement living does not require high speeds for vessels to enter or exit the canal to access the Coomera River
NER4	The Broadwater	decrease limit for 8m + vessels
NER2	The Broadwater	decrease limit for larger vessels
SH11	Tipplers Passage	decrease speed between tipplers and dux mooring
EPI3	The Broadwater	Decrease speed limit to 6 knots to create a safe anchorage (no wash)
CRI2	The Broadwater	Decrease speed limits to 6 knots for large vessels over 8.0 metres
CRI4	The Broadwater	Decrease speed limits to 6knots for large vessels over 8.0 metres.
SMB7	Tipplers Passage	Decrease the speed limit to 6 knots until you have passed SYC Dux anchorage. A lot of members use their dingy's to travel to tipplers for many reasons and it is very dangerous even to travel at the edge of the channel. When the tide is high the wakes create a lot of movement and a lot of discomfort
NER1	Gold Coast Seaway	Do to the large diversity of activities within the seaway area a lower speed may be appropriate but lowering to 6knots would not be safe with certain bar conditions. Common sense needs to be applied here
WBI2	The Broadwater	dredge the sand out of this area
WBI3	The Broadwater	dredge the sand out of this area

Section	Location / Gazette area	Comment
WBI4	The Broadwater	dredge the sand out of this area
WBI5	The Broadwater	dredge the sand out of this area
NER4	The Broadwater	dredge the sand out of this area
WBI7	The Broadwater	dredge the sand out of this area and make a water skinning area
NER3	The Spit	dredge the sand out of this area and use this area as a short term anchorage area max stay 1 week
CRI1	Hollywell 6 knot Speed Limit Trial	Education is the name of the game.
NER2	The Broadwater	Education needed for channel usage, distance off laws always cracked down on jetski's meanwhile jetsboats break law daily including on eastern side of wavebreak island. While using the waterways have seen a jetboat beach itself on a sandbank in front of wavebreak island.
BOO1	Watercourses and canals into Nerang River	End of Nootka Ct. on Boobegan Creek definitely need increased enforcement/education. Kids hooning in overpowered tinnies, jet skis at full speed within 1 or 2 metres of moored boats, most boats slowing to just off plane creating maximum wake possible. 6 knot no wake sign ignored
CUR1	Currumbin Creek	Enforce a policy that requires boat operators to signal (via horn or other audible device) thier approach to/from the mouth of Currumbin Creek - Similar to the system used at the Pass in Byron Bay which has been working for several years without casualties. Waikiki outrigger Canoe tour operators also employ this tactic in thier very crowded surf breaks . - surfers learn quickly to acknowledge the warnings.
NER10a	Nerang River, Macintosh and Chevron Islands	Enforcement is needed in the 6 knot zone near the GCC Chambers particularly in the evenings. Also education of fisher persons requiring boats to the correct nighttime lights operating.99% of offenders at adults.
EPI3	The Broadwater	ep12 and ep15 to 6 knots
CRI5	The Broadwater	erosion from large vessels exiting the marina is a problem in this area
SMB7	Tipplers Passage	Extend existing 6 knot speed limit approx. 150m north from existing termination point off McLarens Landing
RBA1	Runaway Bay	Get tougher on Tinny kids hooning. Confiscate vessels
COO8	Coomera River	great ski area should of never been changed give it back to the skiers dont just always give in to the wingers
EPI3	The Broadwater	Hard to zoom in on your map but this comment is for the total inside of Sovereign from Ephraim Bridge to Coomera River. This should be 6 knots and give the waterskiers / jetskiers south of the Ephraim Bridge. It is just too dangerous with shallow water / sand banks & long term anchored large & small pleasure craft along the Paradise Point shoreline to have any vessel coming through faster than 6 knots. The present 6 / 40 knots is just not working.
SOV10	The Broadwater	heavy wake from Large vessels is a problem in this area
COO10	Coomera River, and all watercourses	I am a home owner and regular user of this river. This as know as some of the best water skiing water in Queensland and the home of several national and world champion water skiers and wakeboarders. Thanks for giving this great river to use and please preserve the useable water ski / wakeboarding area on the Gold Coast
COO16	Coomera River, and all watercourses	I am a home owner and regular user of this stretch of river. This as know as some of the best water skiing water in Queensland and the home of several national and world champion water skiers and wakeboarders. Thanks for giving this great river to use and please preserve the useable water ski / wakeboarding area on the Gold Coast
COO17	Coomera River, and all watercourses	I am a home owner and regular user of this stretch of river. This as know as some of the best water skiing water in Queensland and the home of several national and world champion water skiers and wakeboarders. Thanks for giving this great river to use and please preserve the useable water ski / wakeboarding area on the Gold Coast
COO15	Coomera River, and all watercourses	I am a regular user of this stretch of river. This as know as some of the best water skiing water in Queensland and the home of several national and world champion water skiers and wakeboarders. Thanks for giving this great river to use and please preserve the useable water ski / wakeboarding area on the Gold Coast
COO15	Coomera River, and all	I am a river resident on this section - keep this section open for water skiers and wakeboarders
NER3	The Spit	I can't see how that could be 40 knots with so many boats moored.
BRN1	Browns Inlet	I have witnessed and photographed commercial jet boats using this hidden area as a thrill seeking bay. This again is a shorebird roost and at high tide the birds have no where else to roost.They must roost in order to conserve fat so they can fly to Siberia for their nesting season.
CRI1	Hollywell 6 knot Speed Limit Trial	I Sail in this area of the waterway in a very little sail boat 3 times a week. Tuesday with Sailability taking people out for a sail, Thursday training and Sunday racing. The most important point is the reduction of speed, and to keep the wake from boats and generated wave height low due to the dramatic/violent movement on the dock at the sailing club. The trial reduced speed limit should remain and be kept in place permanently. For three reasons, Excessive movement action on the dock. Reduced Speed to avoid collisions and major accidents. To keep this area available and safe for all to learn to sail and race. The safety of everyone esp children leaning to sail and the disabled getting in and out of boats. The trial has made a big difference in reducing near eliminating near misses and ability for me to avoid speeding vessels. Thanking you ??????
CLE3	Lake developments	If Sydney can ban jet skis on the harbour why cannot we do so in our residential lakes? Sometimes (particularly during school holidays) the noise is unbearable - like living in the middle of a race track. The water police are virtually impossible to contact, and in any case their resources are spread to thinly across the coast. Please help - we paid a huge premium to live on what we thought would be tranquil lakes with bird life! BAN JET SKIS
CRI4	The Broadwater	If the speed limit on the western side of Crab Island stays at the trial of 6 knots then boaties will speed down the other side making it even more dangerous on the broadwater. There is too much boat traffic now for high speeds to continue to be safe.
JUM15	Southern Moreton Bay Islands	I'm sorry this comment is in the wrong area but cannot get back into STE1. Re Cabbage Tree Point boat ramp. We don't use this ramp ourselves but motor past often and notice launching difficulties the trailer boats are having. There needs to be some sort of floating pontoon (similar to Jacobs Well) to allow safe boarding and loading and unloading of people and gear. The passing boats have very little room to navigate this area when a number of small craft are stationary in the narrow channel waiting for a person to park or retrieve the car and trailer.
WBI5	The Broadwater	Important shorebird roost area and feeding grounds. The shorebirds are often put to flight by deliberate actions of fast jetski and commercial jet boat activities
NER11	Nerang River	Impose a complete bam on jet skis in this section of the river
NER12	Nerang River	Impose a complete ban on jet skis in this area of the river
NER10c	Nerang River	Impose a complete ban on jet skis in this area.
NER13a	Nerang River	Impose a complete ban on jet skis on this area of the river
NER9a	Nerang River, Macintosh and Chevron Islands	In the Nerang River between Council premises and west of Chevron Island through to Southport Bridge increase limit to 25knots prior coming to a 6 knot zone approaching the bridge

Section	Location / Gazette area	Comment
NER12	Nerang River	In this trench of water the river embankments are copping a pounding form Wake boats and due to the narrowness of the river at this point there should be a restriction on speed limits for boats greater than 5m NOT the current 8m.
NER5a	Southport Broadwater	increase for smaller vessels
BUN1	Watercourses and canals into Nerang River	increase for smaller vessels stay same for 8m+
COO3	Coomera River	increase for under 6m
COO3	Coomera River	Increase for vessel less than 6 or 8m. This area is way wider than 40kt areas in the Nerang River
NER7c	Nerang River, Macintosh and Chevron Islands	Increase for vessels 6 or 8m. Rationale is that the Monaco st Reach of the Nerang River is narrower than this area & it is 40kts
NER8a	Nerang River, Macintosh and Chevron Islands	Increase for vessels less than 6 or 8m. Rationale is that the Monaco stretch of the Nerang river is less wide than this area and it is 40kts.
COO3	Coomera River	increase limit for vessels under 8m where the river is wide enough
COT3	Watercourses and canals into Nerang River	increase limit to vessels under 8 m
NER14a	Nerang River, upstream from Bundall Road Bridge	increase sped limits for vessels under 8 metres
COO3	Coomera River	increase speed for small boats and Jet skis under 6m to 25knts and treat this as a transport zone, this will reduce wash, and improve use.
MMW3	Watercourses and canals into Nerang River	increase speed for vessels under 8 m to 20 knots on wide water, no skiing or towing allowed, 10 knots on narrow canals
COO9	Coomera River	Increase speed limit for vessels 6 or 8m in the Coomera River main channel only. This area is as wide as some 40kt areas in the Nerang River.
COO7	Coomera River	Increase speed limit for vessels 6 or 8m in the Coomera River only. This area is as wide as some 40kt areas in the Nerang River. Agree that a 6kt are to all vessels should exist at the entrances to the Sanct Cove marina harbour
COO4	Coomera River	Increase speed limit for vessels 6 or 8m. This area is as wide as some 40kt areas in the Nerang River
COO5	Coomera River	Increase speed limit for vessels 6 or 8m. This area is as wide as some 40kt areas in the Nerang River.
NER5a	Southport Broadwater	increase speed limit for vessels under 8m where safe to do so, keep distance from moored craft
COO12	Coomera River	increase the speed limit but accept there should be limitations on wake size here- the area is too long - start the reduced wake area at the old mariner
COO2	Coomera River	Increase the speed limit in the area at the top of Sovereign island traveling north into the open water of Coomera River
BUN2	Watercourses and canals into Nerang River	Is it possible that this be opened up under the Bundall road bridge? It would then link up to Lake Sorrento.
BUN3	Lake developments	Is it possible that this be opened up under the Bundall road bridge? It would then link up to Lake Sorrento.
NER12	Nerang River	Is it really suitable for skiing? Wakeboarding here often produces unacceptable wash.
NER1	Gold Coast Seaway	it is congested here during summer.
NER3	The Spit	It is sheer lunacy to have a 40kt limit in this area - it should be 6kts at all times.
NER25	Nerang River	It should be 6kts for all vessels for the remainder of the river inland past Ferry Street in Nerang. There is no reason for boats to go so fast on the narrowest and last section of the tidal range of the river. This is where a lot of fish spawn and the mangroves (that are slowly returning) need less wake and slower boats.
NER12	Nerang River	Jetskiing and Waterskiing should not be allowed in this residential are
NER11	Nerang River	Jetskiing and Waterskiing should not be allowed in this residential area
CUR1	Currumbin Creek	Jetskis should be banned.
NER6a	Nerang River	Keep 6 knots
CRI1	Hollywell 6 knot Speed Limit Trial	keep at 40 knots but distance markers from shore line, „at 6 knots a lot of power boats pull awash
SBR1	Southport Broadwater - off Labrador	Keep speed limit to 6 knots for powerboats
COO13	Coomera River, and all watercourses	Keep this a skiing area
COO10	Coomera River, and all watercourses	Keep this area open for water sports
COO11	Coomera River, and all watercourses	Keep this area open for water sports
COO13	Coomera River, and all watercourses	Keep this area open for water sports
COO15	Coomera River, and all watercourses	Keep this area open for water sports
COO16	Coomera River, and all watercourses	Keep this area open for water sports
COO17	Coomera River, and all watercourses	Keep this area open for water sports
COO10	Coomera River, and all watercourses	keep this section open for water skiers and wakeboarders
COO11	Coomera River, and all watercourses	keep this section open for water skiers and wakeboarders
COO13	Coomera River, and all watercourses	keep this section open for water skiers and wakeboarders
COO16	Coomera River, and all watercourses	keep this section open for water skiers and wakeboarders
CRI1	Hollywell 6 knot Speed Limit Trial	KEep this side of channel for 6 knots and sail training for safety for trainee sailors and racers please.
RIL1	Coomera River	Large craft are ignoring current speed limits and jet ski's are flaunting the no freestyling signage for the Coomera river
CRI5	The Broadwater	Launch and leave ONLY for jetskis Include this area in the 6 Knot speed limit Trial.Make this western channel slow AND passive watercraft ONLY

Section	Location / Gazette area	Comment
CR11	Hollywell 6 knot Speed Limit Trial	Leave at 40knots
NER12	Nerang River	Leave this area as is as it works fine and I live here and have no complaints.
NER12	Nerang River	Leave this section as a ski zone...PLEASE...
NER9a	Nerang River, Macintosh and Chevron Islands	Lots of people here seem to not know what 6knots means.
PPT1	Coomera River	main river both north and south arms should be 6 knots for boats 6 or even 8mts and over all smaller boats could have open speed or 40knts but restrict activities of freestyling, skiing etc
NER8a	Nerang River, Macintosh and Chevron Islands	Maintain existing limit 6 knot-- as a local in this zone make NER8a a low wash zone-- ensure noise from Jet Boat Charters is minimised
RBA1	Runaway Bay	Make it a No Wash area so all boats must proceed without causing any wash. ie. wash cannot 'break' the surface or 'break' when it reaches the land or revetment wall.
JAC1	Jacobs Well	Make the speed limit in the area of VMRJW and the moored vessels 6 knots for all vessels. The area is silting up and the channel is very narrow.
NER5b	Southport Broadwater marinas	many pwc's and also larger vessels often speed through here. i would love to see high penalties for excessive wash.
NER3	The Spit	Marine Stadium is a great place for family boating in a safe sheltered area. It is very popular. A 6 kn limit in the area east of the main channel and north from the VMR base would add greatly to the amenity of the area.
JAC1	Jacobs Well	Maximum speed for all vessels should be 6 knots. The chanel is narrow and there is many moored vessels in this area. In the afternoon traveling toward Cabbage Tree Point the sun is low and visibility is very poor.
WBI8	The Broadwater	moored boats seriously affected by other watercraft speeding past Wave Break Island
NER6b	Nerang River	more signage for no waterski section. Unfair that tickets are handed out with only limited signage and unkown local knowledge for visitors
SOP1	Watercourses and canals into Nerang River	More signage to alert that Lake Sorrento and surrounding canals are all 6 knots.
CBB1	Coombabah Creek	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
CBB2	Coombabah Creek	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
CBB3	Coombabah Creek	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
CBB4	Coombabah Creek	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
COO3	Coomera River	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
COO4	Coomera River	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
COO5	Coomera River	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
COO6	Coomera River	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
COO7	Coomera River	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
COO8	Coomera River	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.

Section	Location / Gazette area	Comment
SAN3	Coomera River, Sanctuary Cove Marinas	My suggestion is that small boats under 5 meters should be able to sit on a restricted speed of 20 knots throughout the Coomera River and the western side of Sovereign Island . Reason being that when the tide runs against the wind direction in this red shaded area , boats of even my size 4.8 meters get terribly wet from sea spray over the entire boat when doing slow speeds., therefore it is actually more safe and less wet for children and mothers etc in these small craft to get up on the plane in conditions in rough tide against wind conditions.
WBI7	The Broadwater	Narrow shallow channels, moored vessels and sensitive environment. Area should be 5 knots
NER7c	Nerang River, Macintosh and Chevron Islands	new marine stadium for water devices. limited to commercial for tourists
WBI5	The Broadwater	No access for for commercial jet boat operators due to noise and excess wash
WBI7	The Broadwater	No access for vessels over 10 meters.
NER17	Nerang River	No changes necessary
NER18	Nerang River	No changes necessary
NER19	Nerang River	No changes necessary
NER20	Nerang River	No changes necessary
NER11	Nerang River	No changes should be made. Limiting locations for watersport activities will cause congestion in other areas making it dangerous
WBI4	The Broadwater	No commercial/recreational jetskis in this area as it is an important wader roost and feeding area for international and resident shorebirds.
NER2	The Broadwater	No Fishing in the channel and enforce it.
NER4	The Broadwater	No Fishing in the channel and enforce it.
NER5a	Southport Broadwater	No Fishing in the channel and enforce it.
NER2	The Broadwater	No jetski or commercial jet boat activity. Shorebirds roost on the sandbanks to the west of NER2 and they need protection especially at high tide when it is used by hundreds of birds as a high tide roost. These birds include internationally endangered Eastern Curlews and Red Knots. With the rapidly increasing boat traffic on the Broadwater, we need to acknowledge that safety for all must be a top priority. Weekend traffic is often chaos with big vessels ignoring the impact that their speed has on smaller vessels, swimmers, yachts, board riders and the fragile environment which is showing serious erosion from the high impact of speeding vessels.
NER11	Nerang River	No more waterskiing/jetskiing please. Restrict this area to 6 kts please.
NER12	Nerang River	No more waterskiing/jetskiing please. Restrict this area to 6 kts please.
NER13a	Nerang River	No more waterskiing/jetskiing please. Restrict this area to 6 kts please.
BRO2	Watercourses and canals into Nerang River	No Wash for all canals
HOL3	Hollywell	No wash in all Gold Coast Canals
FRC1	Flat Rock Creek	Not really suitable for 40 knot motor boats
BWA4	The Broadwater	Only along foreshore
BWA5	The Broadwater	Only along foreshore
CR15	The Broadwater	only along foreshore
EPI1	The Broadwater	Only around foreshores
CR11	Hollywell 6 knot Speed Limit Trial	Only have speed limit for larger vessels when club sailing boats are out. Most of the time there are no sailing boats.
COO8	Coomera River	open for watersports
ADV1	Advancetown Lake, Hinze Dam	Open the dam up for skiing and motorised sport.
ADV1	Advancetown Lake, Hinze Dam	Open the dam up to powered vessels and allow waterskiing..
BUN3	Lake developments	Open up this waterway so you can access the lake Sorrento and rowing club
TAL1	Tallebudgera Creek	Open up to PWC
FLO1	Watercourses and canals into Nerang River	Our property backs onto this canal just south of Monaco Street bridge leading into the Nerang River. While most obey the speed limit there some fools who travel at highly excessive speed and are very dangerous to all parties. This area should have more signage and be regularly enforced either on water or from the Monaco Street bridge. They treat residents with utter contempt, and are travelling so fast no numbers or photos can be taken. Most are on jetskis but a few are in boats.
CR11	Hollywell 6 knot Speed Limit Trial	Outside peak usage periods, higher speed limit is suited except for large vessels. Proximity based speed limit would address issues during peak usage, coupled with increased enforcement.
NER11	Nerang River	Please change to a 6 kt limit and ban all waterskiing. Thanks
NER13a	Nerang River	Please change to a 6 kt limit and ban all waterskiing. Thanks.
NER12	Nerang River	Please change to a 6kt limit and ban all waterskiing.
IOC1	Watercourses and canals into Nerang River	Please erect some signage at the entrance of the canal showing it is a 6knot area. Craft coming into canal from 40knot zone and not slowing down - particularly young children in small tinnies driving up and down canal too fast and in a dangerous manner.
NER11	Nerang River	Please make this area 6 kts, and ban waterskiing.
NER12	Nerang River	Please make this area 6 kts, and ban waterskiing.
NER13a	Nerang River	Please make this area 6 kts, and ban waterskiing.
NER1	Gold Coast Seaway	Please remove parked fishing vessels from is the only entrance/exit to the ocean, sometimes it is nearly impossible to make your way safely around what is effectively "a parked car in the middle of a motorway" thank you
CR11	Hollywell 6 knot Speed Limit Trial	Pointless having 6 knots when there are no small sailing vessels operating (which is frequently)
CWA1	Coomera River, and all watercourses	Possible allow commercial vessel to travel over the 6 knots example Couran Cove ferry
TAL2	Tallebudgera Creek	Powered boats in this area pose a significant risk to community groups (schools, clubs) participating in non-motorised activities (canoeing, kayaking, sailing)
WBI6	Wavebreak Island	Presently jetskis & dinghies hug the northern shore of this channel and use it as a 40 knot zone. The Water Police say there is nothing they can do. We need a rule that you will see Internationally . " SPEED LIMIT 6 KNOTS WITHIN 30FT OF ANY VESSEL ... MOORED OR UNDER WAY "
CR11	Hollywell 6 knot Speed Limit Trial	protect small sailing boats and disabled sailors
JUA1	Jumpinpin Anchorage	PWC continue to speed regardless of the limit
NER7a	Nerang River	Reduce amount of 6 knot areas currently in Nerang River
JUA1	Jumpinpin Anchorage	Reduce length on Bedrooms side. Dredge on Western side to allow access for faster throughfare.

Section	Location / Gazette area	Comment
MMW1	Watercourses and canals into Nerang River	reduce limit to 4 knots and enforce more strongly e.g. use of cameras . I live on the Allambi Avenue canal [a wide waterway] and most boats are breaking the 6 knot limit, many going through at 25 knots or more. Speed limit enforcement has been pathetically minimalistic on this waterway
TUI3	Tipplers Passage	reduce speed between tipplers and Dux
NER16	Nerang River	Reduce speed limit on bend to 6 knots all vessels as is a blind corner where so many close calls occur
CRI4	The Broadwater	Reduce speed limit to 6 knots to create safe anchorage (no wash) off the white sandy beaches
EPI1	The Broadwater	Reduce the speed limit because the area from Ephraim Island to SYC Hollywell is used for recreational sailing for Junior Sailors.
CWA1	Coomera River, and all watercourses	Restrict all vessels to minimise boat wake
CRI1	Hollywell 6 knot Speed Limit Trial	retain 6 knot limit permanently. The trial has proved to be successful to sailors at both SYC and Sailability. Review trial time limits to best suit all users.
COO13	Coomera River, and all watercourses	Rowing activities (training and time trials - 4km stretch from west of Pacific Motorway to east of railway bridge) take place along this stretch of the river most mornings from 6am-9am (including Saturdays)and afternoons from 3pm-5pm - wash from other vessels often causes safety issues for rowers - perhaps speed restrictions could be enforced at certain times of the day (as mentioned)through signage along that particular stretch of the river. Whilst Coomera Lake is a rowing facility, it is only 1km in length and 2km is required for race conditions, therefore this facility is not always practical for training.
NER13b	Nerang River, upstream from Bundall Road Bridge	Safe to go faster, Wide open straight water.
NER14a	Nerang River, upstream from Bundall Road Bridge	Safe to go faster, Wide open straight water.
NER8b	Nerang River, Macintosh and Chevron Islands	Safe to go faster, Wide open straight water.
CRI1	Hollywell 6 knot Speed Limit Trial	Sailing activities conducted out of SYC are seriously affected by speeding vessels. Sailability, junior sailing and club events all included. Fast vessels are a danger to all who sail in this area.
EPI1	The Broadwater	sailing time area and reduced speed for when sailing
SWR2	Saltwater Creek	Saltwater creek should have an increased speed limit for Tinnies and PWC up to 40knot.
NER13b	Nerang River, upstream from Bundall Road Bridge	same speed as the rest of the river
NER14a	Nerang River, upstream from Bundall Road Bridge	same speed as the rest of the river
NER8a	Nerang River, Macintosh and Chevron Islands	sand should be dredged and the area able to be used for water skiing
COO15	Coomera River, and all watercourses	Sea Eagle Lagoon is the end of the salt water section of the Coomera River. It is surrounded by housing and the eastern side is lined with mangroves. It is a significant fish breeding area. The majority of the Coomera River is designated as 6 knots (all vessels), yet this pristine area is not designated as such and is listed as 6 knots for vessels over 8 metres only. Every weekend large numbers of speed boats and particularly jet skis crowd the area with the later especially causing wave damage to the pontoons and mangroves; significant noise nuisance, and many use excessive and dangerous speed which is certain to cause death or injury at some stage, most likely to some innocent child on an inflatable! The speed in Sea Eagle lagoon needs to be reduced to 6 knots (all vessels) as per the vast majority of the Coomera River, and/or ban jet skis from the area all together. Free styling is already banned in the area, but as the Lagoon is very rarely policed, free styling and jet ski races, are a feature of virtually every weekend activity on the waterway. This activity is accelerated after lunch following the significant un-policed intake of alcohol by the partying boaties in the park adjacent to the boat ramp. The suggested action will save lives!
RBA1	Runaway Bay	see 2 page read out from santa barbara ski club group via the club members
CRI4	The Broadwater	Semi displacement hull launches travelling at high speed in this section have, and will continue to have, serious safety consequences for the Island beach. Perhaps the most serious issue is the old and frail and the very young who need to get in and out of small boats with outboards and there will always be a number who fall into this category as it is a family oriented
WBI5	The Broadwater	Sensitive environment, sandbanks, narrow channels and moored craft. Area should be 5knots
ADV1	Advancetown Lake, Hinze Dam	SEQWATER closed Kurwonbah to skiing so open up Hinze Dam to Ski and wakeboard Boats
CWA4	Coomera River, and all watercourses	Shallow area, high environmental value. Restrict speed of all vessels.
MCC1	Pimpama River	Shallow area. Area of high environmental value
COO12	Coomera River	shorten this slow zone it is too big
NER25	Nerang River	Should be 6kts ALL vessels
NER26a	Nerang River	Should be 6kts all vessels
NER27	Nerang River	Should be 6kts all vessels
NER24	Nerang River	Should be 6kts under the bridges,if nothing else.
COI4	The Broadwater	should be for vessels below 6 metres - not 8 metres
EPI1	The Broadwater	Should be limited to 6 knots from southern end of Ephraim Island to Coomera River mouth on the western side of the islands.
KAN6	Southern Moreton Bay Islands	Should be six knots whilst in narrow waterways such as Wallie's Gutter
WBI5	The Broadwater	should be six knots within 30mt of moored vessel
NER3	The Spit	should be six knots within 30mts of an anchored vessel
NER8a	Nerang River, Macintosh and Chevron Islands	Should increase driver discretion which will not produce a perfect result but is better than imposing onerous restrictions on all users
CRI1	Hollywell 6 knot Speed Limit Trial	should not be 6 knots common sense should apply when sailing is on
COO8	Coomera River	Should not increase it because erosion of banks is getting worse
WBI7	The Broadwater	Sirs/Madam I have 50 years experience with all forms of boating and have owned and operated canoes, sailing dinghys, multihulls, yachts, keel yachts, ski boats, a jet ski, currently a motor vessel 14 meters in length, numerous dinghies in all
TUI1	The Broadwater	Six Knots when passing through narrow area at end of tipplers passage
NER11	Nerang River	SKI Zone... Leave it the way it is
CRI1	Hollywell 6 knot Speed Limit Trial	SLOW West Channel and noise and speed restrictions. Extra Water Police to enforce. No Jetskis on west channel (launch n leave)
RBA1	Runaway Bay	small boats and jet skis under 6m should move thru this area at 25knts this will be safer and less wash.
COO12	Coomera River	small boats dont put up any damaging wash its only the large boats that do

Section	Location / Gazette area	Comment
COO12	Coomera River	small boats tinnies and jet skis put up less wash when travelling at a reasonable speed than any large boat travelling at 6 knots another great ski zone you have taken from us.
COO2	Coomera River	Small craft should be able to travel through here up to 40 knots in the right conditions. In this area, normal weather conditions would usually make more swell and wake than any PWC of tinnie.
NER22	Nerang River	Small sections, like where the beacons are, push vessel within 30m of a resident's jetty. 6kts within 30m.
COO3	Coomera River	Small tinnies and boats and PWC up to 40knots with no wash.
NER5a	Southport Broadwater	Small vessels like tinnies and PWC that don't create much wake should be able to travel through here up to 40 knots. The wind makes more swell and chop than any tinnie of PWC.
PPT6	Coomera River	smaller vessels could use this river at increased speed without danger
SBR1	Southport Broadwater - off Labrador	some vessels in this area do not look sea worthy and look like they haven't been moved in years.
NER12	Nerang River	Speed & navigation of jet skis (& at times small tinnies operated by young people) in this area & surroundings when there are multiple boats around is dangerous
NER2	The Broadwater	Speed for vessels over 9.5 meters should be 6 knots. Too much wash arrives at anchored vessels in this area. The western beach of Bums Bay is popular with young families and should be protected from large wash.
WB18	The Broadwater	Speed for vessels over 9.5 meters should be 6 knots. Too much wash finds it's way to the Northern Wavebreak anchorage.
TMC1	Tiger Mullet Channel	Speed limit should be for vessels over 8m only along with a no-wash rule. There is no reason for this limit to apply to a 4m tinny on any given Tuesday when there are no vessels moored in Tiger Mullet channel.
CRI1	Hollywell 6 knot Speed Limit Trial	Speed limit trial is 24/7 when usage is minimal. Suggest road school zone type sign - "6kts when sailing vessels are in use". Then have 40kts on the back side of both signs to open the area back up after traversing.
COO5	Coomera River	Speed limits along Coomera River should be kept to a minimum during early morning time periods as passive craft use these waterways at that time (ie kayaks, rowers, paddle boarders) - Between 5am and 9am weekdays and 5am and 10am weekends
BUN4	Watercourses and canals into Nerang River	Speed restriction for smaller vessels should only apply where visibility is limited on narrow bends but be restricted for larger vessels
CRI1	Hollywell 6 knot Speed Limit Trial	Speed restriction time to be increased from 8am to 3pm as this is the time that small dinghies are using this area ,sailed by junior sailors and sailors with disabilities ,with the reduction of speed to 6Kn the time taken to pass thru this section would only be increased by 2 min. max, IS TIME MORE IMPORTANT THAN SAFETY.
NER1	Gold Coast Seaway	Speed restrictions and limits must be toughened right up along the southern training wall to protect small craft, snorkelers, scuba divers and surfers. It's only a matter of time before there is a fatality. All boats should be banned from coming within 25m of the wall, 50m either side of the pipe at all times, with the exception of the surf taxi.
BCR1	Biggera Creek	Speed should be 4 knots for all vessels over 4 meters, increased to 12 knots if safe for jet skis and tinnies to eliminate maximum displacement wash of smaller craft.
COI2	The Broadwater	Speed to the size of the wash and type of boat example Rivera throw out big wash that cause smaller boats trouble
JUA1	Jumpinpin Anchorage	Stop large vessels anchoring here as their anchors plow the bottom and cause erosion as this is a narrow high flow area. This area needs to be open speed for boats under 6 metres to allow fast access to the pin area. The 6 knot zone inconveniences hundreds of boaters to pander to a few big boat owners and it is their actions that are causing the erosion problems.
COO8	Coomera River	Suggestions to increase speed in this area are ludicrous. It parallels a residential zone, and is a nominated swing mooring and anchorage zone. Severe damage has already occurred to the river banks as a direct result of boat wash.
NER1	Gold Coast Seaway	Surfers in the water traveling to S. Stradbroke. Boaters need to be aware.
WBI7	The Broadwater	Swimmers at risk and families boating/skiing in this area could cause serious collision with fast moving boats in narrow channel.
ADV1	Advancetown Lake, Hinze Dam	Take pressure off Broadwater allow 4 stroke motors 30 knot speed limit,max 6m length no water ski
COO2	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
COO3	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
COO4	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
COO5	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
COO6	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
COO7	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
COO8	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
COO9	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
HOP1	Coomera River, Hope Harbour Marina	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
NER10a	Nerang River, Macintosh and Chevron Islands	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.

Section	Location / Gazette area	Comment
NER6a	Nerang River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
NER7c	Nerang River, Macintosh and Chevron Islands	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
NER8a	Nerang River, Macintosh and Chevron Islands	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
PPT1	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
SAN2	Coomera River	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
SAN3	Coomera River, Sanctuary Cove Marinas	The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
KAN5	Southern Moreton Bay Islands	The 6 knot speed limit boundary for the southern end of STE1 be moved 300mts along the chanel towards Jacobs Well. There is chanel and cross chanel traffic coming out of Horizon Shores, although it is a 6knot zone south of Horizon Shores entrance, a very large percentage of vessels are travelling at high speed inside the 6knot zone. This makes it an extremely dangerous area. In the late afternoon with the sun low visability is very poor.
NER6b	Nerang River	The area between Commodore Drive and the Gold Coast Highway MUST be reduced to 6 knots and properly enforced. Vessels are currently posing extreme danger to other waterway users by travelling at speeds estimated up to 60 knots in this area.
EPI3	The Broadwater	The area directly in front of Paradise Point between Sovereign Island should be reduced as families congregate here for swimming activities, fishing & kayaking (mostly passive activities). Access to the Broadwater from Coomera River for large vessels and/or vessels wanting to travel faster speed limits should only apply from the Coomera River around the northern end of Sovereign Island.
KAN3	Southern Moreton Bay Islands	The area where boats are on moorings needs to be 6knots for all vessels
CRI4	The Broadwater	The area where the channel comes close to the camping areas on South Stradbroke Island need to be made a No WASH Zone due to the number of boats that use that facility during Holidays and Weekends.
COO12	Coomera River	The border to change to 6 knot should be shifted closer to the marina to shorten the slow zone
BR11	The Broadwater	The foreshores here on Stradbroke Island are of high environmental value and should have a protective buffer. The entire Broadwater north of here is a RAMSAR site. Waters in this vicinity are shallow and most vessels except jet skis would be incapable of doing 40 knots here but jet skis are capable of doing high environmental damage.
SOV11	The Broadwater	The foreshores here on Stradbroke Island are of high environmental value and should have a protective buffer. The entire Broadwater north of here is a RAMSAR site. Waters in this vicinity are shallow and most vessels except jet skis would be incapable of doing 40 knots here but jet skis are capable of doing high environmental damage.
COI1	The Broadwater	The foreshores here on the mainland are of moderate environmental value and should have a protective buffer in the mainland area. The entire Broadwater north of the Seaway and Coomera River is a RAMSAR site. Waters in this vicinity are shallow near shorelines and most vessels except jet skis would be incapable of doing 40 knots there but jet skis are capable of doing high speeds and consequent environmental damage.
NER16	Nerang River	The higher speed zone in this section ensures vessels traveling into Benowa Residential Area continue at speed upto 40 knots even in the adjoining 6 knot zones. Due to the entering and exiting traffic into the adjoining residential tributaries should see the speed reduced in this section of the main river.
NER11	Nerang River	The nature of the waterway in this area does not accommodate larger vessels at 40 knots. A number of pontoons exist, the water is shallow across the western side of the river and there is not enough room for waterskiing and large boats that transit through to the seaway down this part of the river.
NER13a	Nerang River	The Nerang river is a main thoroughfare and should be treated like a main road, It connects residents and tourists with all the gold coast has to offer.
NER5a	Southport Broadwater	The northern extent of this 6 knot section should be moved further south. It is excessively large. The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
STE1	Steiglitz	The old wharf pylons between Rudy Marrs and Cabbage Tree Point are hard to see at night. A port chanel marker with light would make this area more safe.
CWA3	Coomera River, and all watercourses	The restricted zone should be shifted further downstream as watercraft seldom slow prior to the existing signage and enter the zone at high speed with associated wash. This area is also popular for anchorage but the speed restrictions in proximity to anchored vessels are not observed.
NER11	Nerang River	The river is too narrow for the legal distances between boats and shore to be observed. Damage to revetment walls and pontoons is constant. Passive use of the river is too dangerous.
NER22	Nerang River	The section of river to shallow and narrow and poses danger to inexperienced users. Speed limit should be reduced to 6 knots to avoid issues and reduce erosion of the southern river bank which is already a major concern with many large trees already fallen into the river as a result of bank erosion. No water skiing should be allowed in this area any more now that it's more developed these days and can't cope with the explosion of water craft in todays life. This area of the river is an accident just waiting to happen and I have personally seen many many close calls and loudish behaviour from the skiing community.
EPI3	The Broadwater	The speed limit in this zone should be decreased. This narrow waterway is filled with jet skis, wakeboards, speedboats and large vessels on weekends and there are MANY near misses. There is also damage to moored boats, revetment wall and pontoons. There is no need for a 40 knot speed zone here, as those wanting to travel fast in the north-south corridor can use the fast open broadwater zone on the eastern aspect of sovereign island.
CRI1	Hollywell 6 knot Speed Limit Trial	the speed limit needs to return back to 40knots, it is always very rough here from the SE winds making it rough the speed limit reduction is a waste of time.
CRI1	Hollywell 6 knot Speed Limit Trial	The time Limit on currant 6 Knot Zone should be extended past 12am to 5pm

Section	Location / Gazette area	Comment
COO11	Coomera River, and all watercourses	The wash coming from speeding boats under 8 metres is causing severe erosion especially on Foxwell Island which over the last year has turned into 4 Islands and lost 30 metres of its profile from its Northern point.
BUN1	Watercourses and canals into Nerang River	The wash created by speeding boats collapsed my revetment wall at great expense
CRI5	The Broadwater	The western side of this grid should be restricted to 6 knots with exemptions for small sailing craft
NER16	Nerang River	The width of the River in between jetties and their vessels is less than 60m. Any vessel is breaking the rules one side or the other when operating above 6kts.
EPIS	The Broadwater	There are increasing number of jet skiers and small tinny racing along here on the daily basis. (upto 6 knots area) It has become more of our concern recently (since new 6 knots has been erected in recent years in front of our neighbours pontoon at 24 King James ct) that people uses the 6 knots line as their starting line and run off with very high speed. Some days especially on the weekend, we are unable to go on our pontoon as it is too dangerous as they come right against our pontoon to race. As the water way been narrower on this side, it should be 6 Knots to avoid serious injury for the other boat people too.
NER8b	Nerang River, Macintosh and Chevron Islands	There is no logical reason why the speed limit here was reduced. The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
BRO3	Watercourses and canals into	There is no reason to have this area as a 6 knot zone. The river is wide deep and safe for boating at all speeds.
BWA1	Biggera Waters	There should be a blanket 'NO WASH' limit for all canals with no speed limit.
NER2	The Broadwater	There should be an upper limit to vessel length for the 40kt speed limit. This survey acknowledges limited enforcement capacity and subjective analysis by enforcement officers of wash size or whether it is dangerous is always going to be difficult if not impossible so a max size vessel is required. Recommend no longer than 13-15m
NER4	The Broadwater	There should be an upper limit to vessel length for the 40kt speed limit. This survey acknowledges limited enforcement capacity and subjective analysis by enforcement officers of wash size or whether it is dangerous is always going to be difficult if not impossible so a max size vessel is required. Recommend no longer than 13-15m
NER5a	Southport Broadwater	there should be no mooring of vessels in this area.
BWA4	The Broadwater	There should not be any decrease in speed limit in this area for vessels under 8 metres. The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should continue to be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
NER13b	Nerang River, upstream from Bundall Road Bridge	There was no logical reason for the decrease in speed limit in this area. Homeowners along this area do not have a right to buy in a 40 knot zone then demand a decrease to 6 knots. The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
NER14a	Nerang River, upstream from Bundall Road Bridge	There was no logical reason for the decrease in speed limit in this area. Homeowners along this area do not have a right to buy in a 40 knot zone then demand a decrease to 6 knots. The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
COO2	Coomera River	These banks are seriously eroded already by boaties who do not stick to the speed limits
NER14a	Nerang River, upstream from Bundall Road Bridge	This 6 knot zone does not make sense. It is straight wide water and is very safe to do above 6 knots.
JAC1	Jacobs Well	this an increasingly popular area for all types of recreation pursuits. a limit of 6 knts max should be imposed and policed. small vessels and seedoo type vessels flout the existing speed limits at will endangering the public.
KAN5	Southern Moreton Bay Islands	this area has a large mooring area which is unprotected from wake of speeding boat. my regular observations indicate continual speeding by many operators and complete ambivalence to the constant high potential for damage and accidents.
COO8	Coomera River	this area has been a great ski area for me and my family for many years and because of one winger who doesnt want waves hitting his boat it was closed down dont live there if you dont like whats there already decreasing our ski zones increases the congestion on other areas which in turn will make you review these areas as unsafe areas and make them 6 knots as well
COO15	Coomera River, and all watercourses	This area is adjacent to the Coomera Watersports lake. The bank adjoining the lake and the river is eroding. There is potential for evulsion at weak points along this bank. Wave action from boats is a contributing factor. This should be a no wash zone.
CLE3	Lake developments	This area is big open and safe for both fast boating and water skiing
RBA1	Runaway Bay	This area is used by Sailability to encourage people with a disability to spend time on the water in small sailing craft. The attitude of some boat operators who totally ignore this even when it is brought to their attention. This attitude is exhibited both by private boats and commercial e.g.fishing charter vessel and fishing boats.
BRO1	Watercourses and canals into Nerang River	This Area need speed limit reduced to 6 knots for all vessels. The current beacons and location do not comply with the rules and legal obligation of the Qld licensing rules. Boats are to reduce speed to 6 knots within 30 meters of a jetty or moored vessel, and in which is increasing the amour of wash from the vessels and causing erosion to retaining walls. Additional speed limit signs need to be installed, as there is one one located on the bridge.
NER11	Nerang River	This Area need speed limit reduced to 6 knots for all vessels. The current beacons and location do not comply with the rules and legal obligation of the Qld licensing rules. Boats are to reduce speed to 6 knots within 30 meters of a jetty or moored vessel, and in which is increasing the amour of wash from the vessels and causing erosion to retaining walls.
NER12	Nerang River	This Area need speed limit reduced to 6 knots for all vessels. The current beacons and location do not comply with the rules and legal obligation of the Qld licensing rules. Boats are to reduce speed to 6 knots within 30 meters of a jetty or moored vessel, and in which is increasing the amour of wash from the vessels and causing erosion to retaining walls.
WBI6	Wavebreak Island	This area should be open for small craft to travel at increased speeds if there is no anchored boats there. For instance, in the middle of winter when there is no boats anchored there, it is silly to apply a 6 knot rule here.
CRI1	Hollywell 6 knot Speed Limit Trial	this area should have hours set for the sailing club and speed limits in forced if sailing craft are in the water IE 7am Till 11 am

Section	Location / Gazette area	Comment
SBR1	Southport Broadwater - off Labrador	This Area, known as The Stadium is the busiest and most popular anchorage for boaters on the Broadwater. It is also popular with fishers, bathers, small vessels like canoes and paddle boards. The Stadium is also very popular with the thousands of boat owners on the Gold Coast who have spent wonderful days and evenings here, it is unique in its location and protection being one of the only places where owners are able to escape boat wakes and noise pollution. I am very concerned to read in an earlier newsletter that area could be changed to high impact, high speed commercial use at the expense of the others (re: Buds Beach) This would be certain to stir up a lot of antipathy amongst the boating public and it could do immense harm to the positive working relationship with the CGWA. It could well be the Tipplers moment of the CGWA (you will remember how Mayor Ron Clark never recovered from this disaster and was dumped from office in a good part because of this fiasco). I urge extreme caution on any changes to its current use. Many transient yachts and motor vessels migrating north and south to the Tropical North stop over here to rest, restock supplies and welcome their visitors to the Gold Coast while they are here. These visitors are an important and valuable source of income for our local Businesses (I am the owner of a benefiting business in Southport). They should be encouraged to stop and stay as long as they like for the benefit of us all. We certainly do not want to put out the message that 'you are not welcome here' as they will simply bypass us and we will all be the losers for it. On behalf of thousands of Stadium lovers, thank you for considering this submission
COO13	Coomera River, and all watercourses	This as know as some of the best water skiing water in Queensland and the home of several national and world champion water skiers and wakeboarders. Thanks for giving this great river to use and please preserve the useable water ski / wakeboarding area on the Gold Coast
FLO1	Watercourses and canals into Nerang River	This canal is a major thoroughway and subject to continual abuse from speeding boats
ORR1	Robina	This is a huge lake, great for picnis and stuff. Good area for small boat watersports like wakeboarding and kneeboarding. Let me think who would object, oh that's right, the residents will complain about noise. What a joke
CWA1	Coomera River, and all watercourses	This is a long way at 6 knots with very little built up area for a vessel over 8m.
BEN1	Watercourses and canals into Nerang River	This is a narrow section of the river with sand protected embankments that are subjected to erosion from boat wash. I live on this part of the canal and observe very little regard to for the speed limit of the impact from boat wash, particularly jet skis.
CRI1	Hollywell 6 knot Speed Limit Trial	This is a narrow section of waterway where the majority of small sailing craft, often with children at the helm, access the Broadwater. Simple speed restrictions have not and will not solve this. Large power cruisers operating at 6 knots create a destructive wash which is often more dangerous than if the vessel was at planing speed. The area should be a "No Wake" zone, with warning signs of "Children at play". The current 40 knot limit is extremely stupid!
BOO1	Watercourses and canals into Nerang River	This is a race track for full speed jet skis, kids in overpowered tinnies with motors jacked out so far that their forward vision is severely affected. Much of this activity is within 1 or 2 metres of moored boats. The noise is loud and the danger to other canal users is significant. The perpetrators know that there is minimal chance of their being apprehended. Give the police the ability to prosecute on video evidence.
WB12	The Broadwater	This is a shallow area of moderate conservation value. Frequently used by small craft eg kayaks
EPI3	The Broadwater	This is a sheltered recreation area and smaller vessels (PWC and Speed Boats, etc.) should be allowed to use this area at speeds up to 40 knots for recreation activities, however large vessels have no need to travel at high speed through this area and should be restricted to 6 Knots as there wake has a large impact on the local residence moorings.
EPI5	The Broadwater	This is a sheltered recreation area and smaller vessels (PWC and Speed Boats, etc.) should be allowed to use this area at speeds up to 40 knots for recreation activities, however large vessels have no need to travel at high speed through this area and should be restricted to 6 Knots as there wake has a large impact on the local residence moorings.
CBBS	Coombabah Lake	This is a water sports area, many world champion sportsman trained here
NER2	The Broadwater	This is an area that required more attention. Huge boats go hammering though here with big wake and all the little boats and PWC parked on shore will be washed up the beach. This is dangerous for kid and people on the beach. Large boats with big wake should travel at a safe speed and make no little wash. It should still be used for watersports and no restrictions of use be applied, as it is a main hub of boating for the GC.
COO11b	Coomera River, canals	This is main river and should be 6/40 knots to speed up required time to navigate the river- agree to restrict skiing and repeat boating but lets keep the river flowing
COO7	Coomera River	This is one of the slow zones that makes travelling down the Coomera river painfully slow make. Change to variable length/speed and shorten zone to the end of Sanctuary Cove. The extended slow zone on the Coomera from Sanc Cove to Coomera Waters is only to pacify ONE grumpy Resident who bought in a 40 knot zone and wants to spoil everyone else's fun. This 6 knot Zone is ridiculous
COO8	Coomera River	This is one of the slow zones that makes travelling down the Coomera river painfully slow make. Change to variable length/speed and shorten zone to the end of Sanctuary Cove. The extended slow zone on the Coomera from Sanc Cove to Coomera Waters is only to pacify ONE grumpy Resident who bought in a 40 knot zone and wants to spoil everyone else's fun. This 6 knot Zone is ridiculous
NER13b	Nerang River, upstream from Bundall Road Bridge	This is safe wide water for doing above 6 knots. Make it a 20 knot limit.
NER8a	Nerang River, Macintosh and Chevron Islands	This is safe wide water for doing above 6 knots. Make it a 20 knot limit.
NER9a	Nerang River, Macintosh and Chevron Islands	This is safe wide water for doing above 6 knots. Make it a 20 knot limit.
NER9b	Nerang River, Macintosh and Chevron Islands	This is safe wide water for doing above 6 knots. Make it a 20 knot limit.
NER8b	Nerang River, Macintosh and Chevron Islands	This is safe wide water for doing above 6 knots. Make it a 20 knot limit.
NER14a	Nerang River, upstream from Bundall Road Bridge	This is the main river and the same speed should be for main river all the way to the river mouth for under 8m craft
NER11	Nerang River	This narrow section of the river should be 6 kts, with no waterskiing allowed.
NER12	Nerang River	This narrow section of the river should be 6 kts, with no waterskiing allowed.

Section	Location / Gazette area	Comment
EPI5	The Broadwater	This relatively narrow water way should be speed limited. On weekends it is filled with wakeboards, jet skis and speed boats. There are many near misses, particularly with the larger boats that also speed through this area. There is damage to the revetment wall pontoons and moored boats. There is no need for a 40 knot zone in this area as those who want to travel faster in the north south corridor should use the wider broadwater side on the eastern aspect of sovereign island.
JUA1	Jumpinpin Anchorage	This rule should only be enforceable on weekends and public holidays. Otherwise, it should be a 6knot zone for vessels over 8m with the state laws of 30m for boats and 60m for PWC's at all other times.
NER10c	Nerang River	This section of the river needs to be 6 knots for all vessels. There are many factors to be taken into account. Number one would be the amount of damage wake causes to surrounding properties. There is no control over the number of vessels that break the speed limit in this area. Any week end you will see jet skis tear past at top speed. Then the 20 - 28 footers obviously doing there top speed. I have had to replace a damaged pontoon, I have sold my boat because of the large wake caused by boats. The noise of some of the crafts, especially on weekends is very loud and would not be tolerated if they were cars or bikes. There is a boat ramp on the opposite side from our house. On the weekends when the river traffic is very heavy it is both difficult and dangerous to load and unload vessels from this boat ramp. There are also a large number of Jet skis that frequent this ramp. Because there is a small beach next to the ramp they tend to stay in the area free styling, revving there motors and the constant noise from the motors can be unbearable. The water police have been called about these numerous times. They must be under staffed because they can rarely attend and when they do it is hours after the event. There is an increased number of people using nonmotorised water craft in this area. We have a large number of canoeists, rowers and stand-up paddle boarders. At least once every weekend there is a close call between these and the motorised craft. Lastly but not least is the wild life on this section of the river, The large number of swans, ducks and other bird life. Last week sitting on the back deck watching a pod of dolphins go by then two Jetskis AND A 26 FT cruise craft speeds past almost over the top of the pod.
WBI3	The Broadwater	This sector contains a sensitive environment area, sandbanks, moored vessels and shallow boating channels. Area should have a 5knot limit.
MCK1	McKenzies Channel	This should be for vessels over 6m only.
COO8	Coomera River	this slow section is ridiculous - the problem is one house owner who bought land on a 40 knot zone
CRI1	Hollywell 6 knot Speed Limit Trial	This time based restriction is illogical and confusing. The 6 knot limit for all vessels is excessive and leads to undue time consumption and increased carbon emissions. Vessels under 8m should be allowed to travel at 40 knots as travel at an efficient cruising speed can use up to 50% less fuel than travelling the same distance at 6 knots.
CRI1	Hollywell 6 knot Speed Limit Trial	This type of consultation has to be the most BONE HEADED dick head of an idea, Have you no idea that most of the persons using this water way dont have the web skills to access it...Hell I DO and i had trouble working it out...Where is the option to keep the current 6 knots for this area ?
ADV1	Advancetown Lake, Hinze Dam	this would be fantastic if hinze dam was open to power boats to waterski and wakeboard it would ease congestion from other waterways and strengthen the appeal of the gold coast as a destination
CRI1	Hollywell 6 knot Speed Limit Trial	This zone should only apply when there is an actual sailing event underway. The current rule cannot be respected by operators when there are no sailing events underway. The sailing club should implement marker bouys with speed limit signs at both ends of the channel only when they have an event underway.
NER8b	Nerang River, Macintosh and Chevron Islands	time frame for rowers
NER9b	Nerang River, Macintosh and Chevron Islands	time frame for rowers inncrease speed out side these times
WBI1	The Broadwater	to 6 knots would be safer.
NER4	The Broadwater	to 6 knots
WBI3	The Broadwater	to 6 knots
WBI2	The Broadwater	to 6 knots
WBI4	The Broadwater	tp 6 knots
MMW3	Watercourses and canals into Nerang River	training boats in this area do not do the speed limit
TAL2	Tallebudgera Creek	Tributary off 40knt zone needs to be 6kts. Apparently not caught in the regs.
PPT1	Coomera River	under 6m
NER5a	Southport Broadwater	under 6m exempt
BWA4	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
BWA5	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
NER1	Gold Coast Seaway	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
NER2	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
NER4	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal

Section	Location / Gazette area	Comment
WBI1	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
WBI2	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
WBI3	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
WBI4	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
WBI7	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
WBI8	The Broadwater	Vessels over 12 metres should be restricted to 10 knots. This will reduced the dangerous wash created when for example a 50ft Riviera travelling at 17 knots on a bog plane puts out a 1.5 metre wave which can be the cause of distress to smaller boats. Most vessels up to 12 metres are capable of speeds in excess of 20knots, when at this speed wash and wake are minimal. There is also a need to slow down the jetskis. Reducing the overall speed limit to 30 knots would help
MCK1	McKenzies Channel	Vessels under 6 metres should not be restricted here.
COO17	Coomera River, and all watercourses	Wake board boats anywhere on the GC where pontoons, jetties and moored vessels are, is an issue. I am a wakeboarder but I do not support water filled tanks or bladders that increase the vessel's mass and therefore wash. Bog planning is already a big enough issue as this is the speed that is best for wakeboarding.
COO10	Coomera River, and all watercourses	Wake board boats anywhere on the GC where pontoons, jetties and moored vessels are, is an issue. I am a wakeboarder but I do not support water filled tanks or bladders that increase the vessel's mass and therefore wash. Bog planning is already a big enough issue as this is the speed that is best for wakeboarding.
COO8	Coomera River	Wash from speeding boats has caused extensive damage in this area. Numbers speeding over weekends particularly are simply amazing, considering the prominent signage and proximity of residences.
BRO3	Watercourses and canals into Nerang River	Wash from speeding boats has caused the collapse of my revetment wall at great expense
SOV11	The Broadwater	Wash from vessels over 10m is dangerous as it comes over the revetment wall. We use electric hedge trimmers and have to quickly get out of the way! Also, vessels at high speeds too close to revetment wall and jetties.
EPI5	The Broadwater	wash is constant damaging moored boats + piers
NER11	Nerang River	Waterskiing and Jetskiing should be banned on this section of the river. It is residential and too narrow. A 6 kt zone should be adopted.
NER12	Nerang River	Waterskiing should be banned as well as jetskis. This is a residential section of the waterway and too narrow for these activities. A 6kt zone should be adopted.
NER11	Nerang River	Waterskiing should be stopped on this section. Also jetskis do not obey the rules and should be banned or restricted to 6 kts. A blanket 6 kt limit would be best.
NER12	Nerang River	Waterskiing should be stopped on this section. Also jetskis do not obey the rules and should be banned or restricted to 6 kts. A blanket 6 kt limit would be best.
NER13a	Nerang River	Waterskiing should be stopped on this section. Also jetskis do not obey the rules and should be banned or restricted to 6 kts. A blanket 6 kt limit would be best.
NER1	Gold Coast Seaway	Waterway laws should be enforced speed is not an issue vessels not staying to right of channel etc causes problems in this area of broadwater large and small vessels alike
NER11	Nerang River	We would really like to raise the height of the Isle of Capri bridge from 3.6m air draft.
BWA5	The Broadwater	West slow East fast channels
NER4	The Broadwater	western side of sector of high environmental value
NER14a	Nerang River, upstream from Bundall Road Bridge	Why can't we have 6, 15, 25, 40 knot zones instead of just 6 and 40. There is way too much discrepancy between the two
CRI1	Hollywell 6 knot Speed Limit Trial	With Sailability and other training going with in this area 6 knots limit provides a safe zone to avoid incidents, too many vessels speed through this area with in the speed restriction which has nearly caused a few accidents.
SOV11	The Broadwater	Would like to see a limit for larger boats in the area of immediately east of both Sovereign Islands and Ephraim island to limit substantial wash impacting on the shore lines.
CRI1	Hollywell 6 knot Speed Limit Trial	Zone works better after the time change to morning had been changed. Although zone seems pointless as the wind craft it is designed for rarely use the zone and almost every time venture north and south and there area. Current laws are already in place for wind powered vessels more education needed for the right of way sail boats get, speed is not an issue

Appendix D – Comments (by key theme)

Proposed principles

- I agree that we need reasonable regulation without it being a 'nanny' state. Regulation should be aimed at normal expected behaviour and not to restrict everyone because of the idiots. Police and fine them without reducing all to the lowest denominator.
- The broad-water and waterways need investment and good management no ridiculous over governance and silly speed rules . Sailors and motor boat owners should have a workable and sensible plan moving forward. We need to promote our marine area's to their fullest. More marina and facility's for large vessels.
- Remove speed restrictions in most areas and go back to accountability
- Gold Coast waterways should be kept the way it is
- I don't understand what no. 19 is getting at. What do you mean by 'sustainable'? Do you mean that the rules will be designed to protect and sustain the fragile marine ecosystems? Do you mean that the signs will be made from sustainable sources or will be sustainable in the sense that they won't have to be replaced frequently? And what does 'facilitating development' mean? Are you talking about housing development or canal estate development? Are you talking about facilitating development on South Stradbroke Island? This question is much too vague to answer sensibly.
- Just make it simple and enjoyable for the general recreational population
- How about adding "making using the waterways a pleasure for the community" . Speed limits up the Nerang River should not be slower than they already are, as it already takes an inordinate time for canal owner's to get to the Broadwater. If anything they should be faster.
- should not be slanted with strong bias towards any section of the community
- Too much bureaucracy and too expensive.the waterways have been well managed for years without it.
- Your questions are badly structured and the results are capable of mis construction
- As long as a few people don't impose restrictions that are not necessary on the majority of waterway users who are boat owners. Don't penalise us or restrict our safe and legal activities!
- leave speed limits alone
- Don't change the water way speeds on the gold coast if you do make more 40knot zones.
- You should not do this , water is water it should not be the same as the road
- Please leave the waterways the same speed limit
- I think personally an all my mates agree that the waterway speed limit should stay the same or increase
- Don't lower the speed any more
- speed limits already too restrictive
- Bigger fines but less speed limits. Common sense should be taken into consideration
- There are already too many 6 knot zones in our waterways for all vessels . Of course for larger vessels these are important
- The speed limits are fine as they are. People travelling at 20 or 30 knots in a 6 knot zone should be fined and the boats confiscated after multiple infractions.
- These questions so far are pretty meaningless really.
- Be fair to all responsible users
- A balanced approach to speed limits is essential without attributing undue concessions to minorities who, frankly, want to live on or next to waterways but only on their terms such as excluding particular groups of water users or imposing draconian controls and measures. The waterways are for everyone, simple as that, albeit to be used in a safe and responsible way.
- I believe that "ALL" operators of vessels utilising the Gold Coast waterways need to realise it is their responsibility to operate their vessels within the law, safely and with respect for all other users of our waterways, be it boating and all other water sports and realise their accountability if they don't. I know more education is required when I witness on a daily basis what takes place on our waterways and saturating the area with more signs will not alter what is currently transpiring.
- Please leave the speed limited how it is.
- Do not lower the speed limit in gc waterways!!!
- Keep it the same please
- these questions have been useless because they are nothing but motherhood statements which no one could disagree with. Unfortunately they will mean different things to different people and it is obvious that it is your intention to claim that agreement with these motherhood statements therefore means agreement with your proposed changes given you believe these are the appropriate way to achieve these motherhood statements. I do not agree with the pathetic, manipulative way you have structured this survey.
- Q 18 is a great statement. Currently we have political speed limits that really can't be justified when other areas are congested, constricted or unlawful by width but are 40 knots. paradise Point comes to mind - how is this 6 kts?

- waterways are to be enjoyed by all who wish to use them and not governed by people who by waterfront property and then complain when people use the water.
- Please don't restrict PWC in any areas. Also, please don't make any more go slow areas as it starts to get to confusing for people when areas in a wTer way constantly have varying rules and regulations
- If you change 40 knots limit where can I safely take my kids to waterski? Not going to ocean and dams too rough at Warwick. You need to consider all users not just the greenies and rich residents with political muscle!
- Some questions include two different concepts and should not be placed together as it may provide an erroneous outcome (e.g. *18. Simple, consistent, and with a minimum of government regulation). Respondents may 'Strongly Agree' with 'Simple and consistent' and may 'Strongly disagree' with 'minimum of government regulation'.
- Exactly what is being asked. I believe the water is to be used and not governed by people who want live near the water and not want others to use it. If you do not like boats, live in the hinterland. Of course I want to preserve the broad water for future generations.
- Its the same with everything, if you dont like what goes on where you live, Move house. The water cant be moved. I have enjoyed that spot in the past and will do well into the future but not if it closed off to wakeboarding.
- I think the speed limits should be left as they are currently.
- I have a firm belief that each and everyone is accountable for his or her own actions and common sense should apply in must cases. But speed enforcement is needed at certain locations, the current provisions i believe do so adequately.
- Q18 - Strong government regulation may be required whilst still ensuring management is simple and consistent.
- there are areas where the speed should be limited but not a blanket limit. consult with boaties.
- self evident question
- should appeal to all interested parties
- The speed on the waterways should remain the same ... As it is it takes too long to get get from point a to point b.. If the problem is speed and recklessness which is only caused by minority it should be a police matter and therefore more money should go towards policing rather than making the honest responsible people/majority pay in slowing us down...!!
- This speed reduction is ridiculous and unfair....if residents are unhappy they should not live on the water. Wr luv in a free country and nothing makes mr happier then been able to go for a spin on the water. I am a sensible rider and abide by all laws on the water. Its the Gold Coast and the Sunshine state so lets not penalize people for having fun on the beautiful coastline. Otherwise where does this madness end for more rules and regulations. ... Thank you Lisa
- there needs to be some laws but we there is no need to reduce the speed limits. the 6 knot zone outside the runaway bay marina is bad enough
- don't reduce speed limits
- You are making a mistake about making the gold coast waterways 6 knots. Your breaking the great thing about the goldcoast.
- There is far more at stake than a few angry residents, remembering they chose to live there,
- Additional 6 knot zones are crazy.
- leave the limits as they are or increase them for use of paid ferry or similar services through the canal system
- No more nanny state decisions. Leave coast how it is!
- There are currently sufficient 6 knot zones within residential areas. Adding this to the broad water would be a disgrace and no benefit to anyone.
- The waterways were there before the houses! What do expect if you buy on the water???
- The water ways is a big part of our community and the 6knot signs are fine where they are now there is no need for any more.
- It's not broke so don't try and fix it!
- The Waterways are vast and wide, reducing the speeds will reduce visitors and the visitors spending
- nothing wrong with Tweed River with no intervention
- Leave it as it is
- I live on a 6knot zone it was a 40 knot zone and now all boats semi plane and make a large damaging wash I cannot leave boat at my jetty now please leave speed limit at 40 knots
- Lowering speed limits would be bad for the general Gold Coast waterways
- Some questions are somewhat vague. Comments should be made on a draft proposal.
- Questions seem very open ended, not sure if this will be an affective outcome as the questions seem to be loaded
- Decisions should be made by someone who actively uses the waterways at least weekly and think about our main revenue on the gold coast. Tourism and Marine.....

- More police on the water, inforce current rules and speed limits before creating new ones. No stereotyping people because they own different marine vessels owners, by making laws for some and not for others.(example; Noosa and alike)
- The Broadwater must be maintained as a safe waterway. As on the roads, you cannot ensure all uses possess "Common Sense", therefore you must legislate for the very small minority. Please to not reduce speed limits for small craft that do not produce excessive wake or wash. This problem area belongs to much larger craft that I feel should be limited to around 12 knots in open areas of the Broadwater. Out at sea no limit should or be necessary. I feel at the moment some areas are over regulated, some under. Please provide us with solutions and rules that make sense, not the rules that cover the small percentage of the non conforming users that lack the consideration towards others and thus cause problems. These people thus require the rules to be policed against them, not users that do not cause problems.
- When a resident buys a home on the water they are aware what the use of that waterway is. They have no right nor say to disrupt 1000's of people and there activities for personal gain.IE the law was that way when you moved in so what makes your case so special it has the right to disrupt and also take away simple rights of others.
- I hope there are questions coming that are not written in a way to generate a predicted outcome like these self serving questions above
- this is first and foremost a tourist destination. How ridiculous would it be to hinder responsible activity on the main attraction, the Broad water.
- Questions are not clear?
- Leave the speed limits as they are, if these are reduced it will take away the enjoyment of families using these waterways, to lower the limits to 6knots is rediculous!!!!
- AS with all Govt/Bureaucrat outcomes over the last couple of decades, again we face a situation of punishing all citizens by more fine-able regulations because it is the easy & profitable way for the Govt/Bureaucrat. - Instead of catching the criminals/idiots & PUNISHING them to an extent that they will never do it again. A real deterrent.
- The needs of the entire community must be at the heart of any change, the water ways on the coast provide a lot of jobs and revenue for the coast, to reduce the water ways ability to be used for water sports that require more speed then six knots will impact a lot of individuals and businesses in a negative way!
- I do not agree to reduced speed limits and do not agree to changing our lovely broadwater. Leave it alone. Dredging would be good but leave everything else. We love it the way it is.
- Do not group punish everyone for the lawlessness of a few. Make it a simple system to use.
- This survey is very ambiguous and hard to make sense out of. I am concerned that a decision will be made from the result of this as I can imagine many people find it difficult to understand.
- I strongly believe most waterway in the Gold Coast should be 40 knots because most waterways activities would be shut down if it was all 6 knots
- Leave the waterways the way they are!!
- for all to use and enjoy
- These are crap questions and not very well written.
- My views in regards to waterways management aligns with having waterway users adopt an attitude that is kind to the environment and all other users.
- I operate a commercial high-speed jetboat on a daily basis. I think the current speed limits definitely need to be reviewed. A ferry system would be an asset to the Gold Coast.
- Why buy a house on water front that's in a water ski zone and then complain about it? they have been there for ever and for a lot of people that is the reason they live on the water so its easy access to go water skiing etc.
- Individuals need to take responsibility for their actions. Do not let the minute population ruin it for everyone.
- Completely unnecessary to make all the waterways 6 knot zones. Especially in wide areas of the river - it will completely destroy all recreational activities
- The amount of 6 knot zones is now ridiculous and very inconsistent. Boating is becoming to be too hard with the amount of rules.
- Water skiers have used the nearing river for a long time along come so newbies and want to change everything . If they don't like it move on people who move to areas like this would know about the skiing so live with it . Whinger shutdown Gold Coast raceway
- The waterways should stay open for recreational use. If some old codger wants to live on the water, live in a 6 knot zone, not 40.
- Lived on the Nerang for 4 years as a recreational user and the location of my former business. Never did we have any problems with residents. If we continue to keep changing laws to side with everyone who complains then we will be wrapping the community in bubble wrap and our lifestyles will change for the worst. The Nerang is famous around the world for waterskiing and if that gets taken away the GC will lose a lot of revenue and popularity.
- The Gold Coast waterways since the historical beginnings of the coast, been utilised for recreation - whether or not passive or active. Fishing, boating and watersports have helped define the Coast's image and lifestyle, and by

removing the ability to do these things seeks to change the culture of the coast for the benefit of those "that can afford waterfront to look at".

- The river should allow the use of speed boats and jet skis for water skiing and wakeboarding... It is a sport that brings the whole family together in a great environment.... A lot better then sitting at home drinking and playing computer games!
- There is already a minimal amount of areas that recreational waterskiing can be done on the Gold Coast Waterways.. I don't think we should have none, if anything we should be allowing for more areas for these sort of activities.. Or we may as well move to an area that will allow it..
- The stance of an elite few that have the privillage of living on the water should not dictate the recreational future of many that enjoy water activities on the river. People that enjoy water sports such as wakeboarding already have such a small area in which to ride safely and enjoy the waterways.
- Waterways should be a safe place for everyone to enjoy. They are public and should cater as such. They should not be restricted to conform to the desires of individuals or certain groups. We need to be reasonable and fair to all. River-wide 6-knot zones are not the solution for a healthy Gold Coast that thrives on its waterways culture. At the same time, resident's living on the water shouldn't be woken up early in the morning by large watercraft. Set time restrictions on waterway usage – don't restrict the amount of waterway available.
- You've destroyed with overert regulation of speed limits, the use of the river & canal systems
- Some of the options above are ambiguous, generalised and leading - I do not support ANY commercial or private development north of Seaworld Nara on The Spit or at Wavebreak Island. My family does not support it, my friends are opposed to it and my community group strongly opposes it. Number 19, Yes sustainability, recreation and environmental stewardship should be paramount, however it should NEVER come at the cost of privatising our broadwater for a hoax cruise ship terminal, foreign casinos and hotels, a foreign suburb and corporate land grab.
- Is the reasoning for this survey more about the future envelopment of Wavebreak Island and the Seaway, to make it more easier and safe for developers doing the work or is it about the safety of users on the Broadwater ???
- People who move close to or onto the waterways should expect that will be noise, from but not limited to people enjoying motor boating, jet skiing, commercial tourism operators and people enjoying the waterways. The people concerned with noise and boating/jet skiing should focus there energy on relocating to the bush instead of filing complaints and trying to change the waterways to suit there old fashioned ways
- Q 16 - 22, are confusing, with poor grammar and leave me questioning why this line of questioning was posed. Odd.
- Stupid questions to be honest
- These are very open questions that could be interpreted in any number of ways. I want to be able to live in peace and quiet in my canal without jetskis and speed boats speeding down the canal at top speed endangering the lives of others or at a slower speed with bow up creating the maximum possible wash and destroying the beach, smashing moored boats against jetties, and undermining retaining walls
- Speed limits should be common sense an be designed for all users. They should not be restrictive to smaller boats It makes sense for large craft to move slower in some areas but smaller boats should not be in same class as large boats
- If you buy a house or apartment on the water than you should accept that there will be water traffic and noise just like if you buy next to a Air Field, Main Road you can't expect them to shut Down!!! waterways were their well before we were If you don't like it MOVE OUT
- We ride a ski as a family, there are many jet ski users that are irresponsible but there are just as many boaties. The rules that are enforced need to be respective of the businesses that use the area, the residents that live near the area and the recreational users of the area. It needs to be remembered the people that buy waterfront land, ONLY buy the land, not the water as well, a bit like buying property near a train line, you know what you get, no point complaining when the noise wakes you up...
- GCW should consider the local boating population with their needs
- Leave the waterways alone. You need to be licenced to operate on the water and be responsible. Don't need people policing the waterways. Go and solve real crimes!
- This change must reflect all users not just those using the waterway on Saturday or Sunday ! there are another five days a week that must be considered
- sill questions.
- No 'no wash zones'
- i disagree with the part about minimum of government regulation as to me that implies that there will be a lack of enforcement
- There should be no cost as we pay substantial amounts in registration etc already, and some of the above questions are council and govt possible revenue raisers, how unusual?
- Rules are very clear for everyone. Lack of care by a few bad eggs doesn't mean all boaties and/or jetsky riders disregard the law. People that own waterfront property made a conscious decision to live close to recreational waterway areas and willingly accepted potential noise.
- This is not to say that speed in itself is a problem , the same as speed on a road is not a problem if it is applied appropriately and in the correct place. i am not in favor of a max speed restriction but am in favor of speed restriction

where it is restricted/ tight access or congestion traffic is an obvious concern. mandatory speed restrictions should not be applied outside of the normal areas where they are already applied now!

- Who wrote questions 16-22? Do you still beat your wife ? Do these questionnaires go to all boat owners or just those who have expressed interest or dissatisfaction ? With the amount of registration fees charged why not have an open meeting, well advertised in advance. At the moment there is an apparent lack of sincerity and preordained Questions and answers more suited to govt. than users.....
- we need minimal development on our waterways
- The question seem to only expect a certain response, like do you like your mother?
- Legislate speed limits for canals at 4 - 6 knots maximum. This is in line with suburban roads which have a maximum speed of 50 kph unless signed otherwise
- The waterways should be usable for rowing, fishing, small boat sailing, paddling and for passive enjoyment. These activities are largely prevented by a small number of irresponsible hooners who use the waterways as speedways.
- Keep it simple, particularly for visitors, tourists and those who never read anything or do not care
- common sense for all users, keep the main channels clear so travelling thru is safer. not allowed to anchor and fish in a main channel
- All waterways on the goldcoast should be 6 knots for all boats and Marine raft.
- Not over regulate spoiling enjoyment
- we need to keep the speed limits as they are as boaties are struggling to find places to wakeboard and ski etc. and reducing the speed limits to 6 knots would be pointless and us gold coasters want to keep the speed limits as they, the ones that actually use the waterways that is!!
- Leave the water ways how they are. Thanks
- Safety is the primary concern.
- Nothing needs changing
- There are already rules and regulations in place. All users of the Broadwater need to follow the rules, be courteous and respect others. the Broadwater is for everyone and by making special areas for some is not the way to go. The majority already do this.
- As someone that uses the waterways everyday I know one thing! Why make new rules when the old ones are not enforced
- Make offenders accountable
- Reduce speed of watercraft close to residential buildings
- Survey questions are very unclear and could be construed either way, why not ask a direct question and receive a honest answer. A 6 knot speed limit through the Broadwater will cause frustration and result in people breaking the speed limit, harm all marine dealers and cause a decline in all marine activities. Our water ways are the reason that people move here and pay more money to purchase waterfront properties. Those that don't like it didn't have to purchase near the water and certainly don't have to stay.
- The rivers of the region should be treated like any transport corridor like any arterial road. Safety is of course important. But so is recreational watersport activity. Anyone fortunate enough to live on any main river should not have the right to dictate speed/noise ect... If they are looking for the quiet life they need reminding they bought property on a highway and maybe relocating to a quiet canal off main river is a better option.
- Our distances are not great in the Broadwater so there should be a blanket 6 Knot Limit unless signed otherwise.
- There is no definition given for above generic questions. They are useless.
- the above doesn't really make a lot of sense
- Try to avoid becoming a law unto yourselves! From previous experience with your department I have found that you are far more found of referring to a per tractor and a blackboard than getting out there and experiencing the actual environment ! You people just don't love in the practical world!
- Again it is the minority of both boat and jet ski owners who disregard basic boating rules are the ones that should be heavily fined and the privilege of operating water craft in our waterways taken away from them for good Kids in overpowered tinnies should Be included in this by removal of their Parents licence and hooning laws
- Your not asking the real questions that need an answer!
- these questions are not in any way useful to deliver a result, who on earth compiled this survey?
- Our waterways are our weekend highways and as such should be maintained and policed exactly the same.
- none
- Making too many 6 knot zones will damage boating activities
- Must make competent decisions
- Thought this was about a review of speed limits, should only be about safety. The questions are silly.

- With the waterways getting busier by non powered watercraft skis, kayaks, stand up paddle etc I believe the internal waterways should be like roads all should be 6knot no wake and then unopened areas like broadwater different but with non powered and erosion from wash from boats it should be kept at 6knoys
- The Broadwater is becoming a 6 Knot zone all over and takes forever to get anywhere , you need more enforcement of the existing zones and stop just adding new ones and restricting our right to use the water ways , they should be like the road and be able to be used and enforced properly and not just a school zone everywhere , i understand 6 knot zones around 30-60 m of boat ramps but not the hole channel area .. rules are there for you to in force not just a blanket ban for us the waterway user that are responsible - i will be voting against Tom tate as things are going down hill fast
- There are far too many 6 knot zones! Specially for jet skis and small boats. We create MORE wake at 6 knots than when we are on the plain. This needs to be taken into consideration.
- The questions are worded in a way that makes you feel they mean nothing and you just want affirmative answers
- Stop putting in so many 6 knot zones. We are becoming a nanny city.
- Need clear and concise policy which should be enforceable
- These questions are illogical. I would like the opportunity to prioritise eg whether the focus should be on sustainability, development, recreation OR environmental stewardship before I comment on how I would prefer the authority to operate. Deliver best possible management, yes, if it's of the environment, but I'm not interested in commercial 'development' of the waterways so they can't be lumped together in one question. Q 18 - I'd like the regulation to be simple and consistent, but if it takes a truck load of government regulation to maintain our environmental assets, then so be it. Responses to these questions could be interpreted in any way the authority wants.
- Prevent over regulation as the waterways are generally well respected. The issues of speed are reasonably well respected and further slow zones will impact us boaters if we get more areas of 6 kts or worse still 4kts. At 4kts some of our vessels will not even go that slow in some tides!
- Dont lower speed limits unnecessarily. Dont allow developments to alter speed limits. The design of the development should take into consideration the current environment and how best to interact with it. it is annoying to see areas get built up along the waterfront and then people who buy into these areas expecting things to change for them!
- These are motherhood questions that give no indication of how they might be interpreted. For instance *18 Simple and Consistent is in the mind of the person interpreting - setting a 6 kn speed limit everywhere is "Simple and Consistent" as is continuing to allow the current speed limits which are well known to all waterway users and are in my mind already "Simple and Consistent".
- These question are not actually achieving anything. The survey is supposed to be about speed limits and so far there is nothing here which addresses this issue.
- ok so my previous comments may have been a little premature. this survey seems to be getting better.
- The waterways were there before the housing.The no of boats on the water has increased but not as much as registrations as a lot are moored in marinas and at home.
- Please leave the speed the limit the same
- 6 knots to 40 knots much to wider gap considering all the different size vessels that are using the water ways
- The current limits are fine. Spend the effort enforcing the six knot zones instead.
- Be fair to all and don't just target one group due to law breakers
- A one-size fits all approach doesn't work on waterways
- Our canal system is very large, 40 knots is required to travel in and out of the canal system, the majority of uses are very safe and don't get near 40 knots. The are currently to many 6 knot zones in the canal systems. In some cases 6 knots is required e.g side canals, the nerang rivers current speed limit is adiquate
- with a 6 knot zone all through the river, it will take me a resident from Ashmore nearly two hours to get to Wavebreak island and out of the river system. The current rules are fine, stop mucking around with them and leave them as is. Waterskiers in certain areas are fine and do no harm.
- Keep it the same
- don't buy a property on the water if you don't like the noise of watercraft
- People choose to live on the water and know the noise associated with boats and other recreational equipment.
- excessive noise is a concern but people buying property located on waterways need to accept that the waterways are there for everyone to use
- 6 knotts limit. and 40knott open
- 6 knots for my jet ski means might as well sell it and knot go to gold coast city marina - do you want tourists or just look after the wealthy residents?
- people buy houses on water, then to find they dont go much on the water craft activities, be responsible for your own actions.as i said, small crafts make little wash at speed ,i know i have a pontoon.as far as noise thats why i bought on water (activity)
- The waterways should be left open to skiing and wakeboarding

- I believe the speed limits should be left as they are.
- Speed Limits Should be Increased for smaller vessels! Jet Ski's can create more wash when traveling at slow speeds and not on the plane. There would be more noise traveling at slow speeds for a jet ski than at high speed and for a shorter period of time! I think decreasing the speed limits for the GC waterways is unreasonable and should not be determined by waterfront property owners complaints. A vessel traveling at higher speed is far more maneuverable than a vessel traveling at a low speed so this reduces the safety concerns.
- To enforce speed limits without actual public forum and by people who do not know anything about boating just makes no sense what so ever
- as it is with our roads and car noise, vessels should be checked for excessive noise (decibel reading) with fines attached to boats that don't comply. the speed restrictions that are in place at this time work and have been implemented with both the residents and boating enthusiasts concerns in mind, restricting more of our waterways will only see more of a decline in our revenue attributed to waterway users. residents who live on the water shore know before buying that people use the waterways, if it works out that for them this is a problem they can consider the countryside !!
- Gold Coast water ways are the safest and possibly most used water ways in Australia. Why change it if it's not broken?
- Size, draft depth are valid reasons for a reduced or increased speed limits.
- common sense should be the norm
- The blanket rules already in existence have worked across the board for a long time. Why is a residents personal view on these rules that work and have worked for a long time have the power to disrupt this system?? they should not!
- if a property is on the main river or broadwater a resident should not push to lower the speed limit already imposed. the resident should know the impact of the speed limit when purchasing. it is the equivalent of buying on a main road and then expecting changes to the use of the road
- controlling wash/wake size/and noise are all important on our waterways. the roads are almost at a standstill , don't let it happen on the water.
- Variable speed limits are very difficult to understand and enforce. Impracticable solution.
- I am on the water every day and the speeds are fine leave them alone
- 6 knots in all rivers and creeks. 4 knots in canals.
- Boat owners and drivers always need to be concerned about their own safety and the safety of others around them. We have witnessed dangerous driving at low speeds by tinny owners. Lowering speed limits to appease the few residents who bought on main river frontage but do not wish for people to use it is unacceptable and to hide the issue behind a blanket of public safety is ridiculous. Their will always be a minority who oppose everything, please don't let the Gold Coast loose another activity that is enjoyed by many.
- I think a speed limit more around 18 knots would be more practical. Drop the limit to 6 knots when in canals or other narrow water and approaching built up areas like Surfers P and Budds beach. How it is at the moment with so much of the coasts waterways at 6 knots, hardly anyone takes notice of it as it takes forever to get to the seaway. if there was a speed where the vessel was just on the plane it would cut down on wash and probably have people more inclined to stick to the limit.
- The simple fact is small vessels such as tinnies and personal watercraft (such as Waverunners and Jetski brands) produce less wash planing at say 20 knots than they do at 6 or less when fully displaced. There could be "transit" corridors for these vessels at say 20 knots that would minimise any disturbance they may create. Easy to implement!
- a large cruiser makes more noise and creates more damaging waves doing 6 knots than my 5.4m plate ally 100 4 stroke makes doing 40 knots ... speed limits should be used to control speed related safety and nothing more
- Must operate your vessel in away that don't adversely effect other people, vessel or property.
- all non trailerable vessels should be restricted to a maximum of 20 kt in the broadwater and 6 kt within 100m of moored vessels. Once in open ocean no restrictions should apply
- All boats should be limited to 6 knots on all goldcoast waterways including the Broadwater and nerang River.
- A speed limit will always be arbitrary and cannot meet the wide range of variables. An obligation to 'do no harm' or similar should replace speed limits.
- common sense should prevail
- Slow all vessels down when within a specified distance from residential areas.
- There should be a blanket 6 Knot limit on all waterways unless signed otherwise and all canal should be NO WASH. No wash is easily enforceable with an education program and legislation that no part of the wash must 'break' like a wave, either on the surface or when it hits the revetment wall or sand. Simple and easy to show by video or diagram.
- One speed set for all sizes
- Variable speed limits cause confusion and do not assist in making the waterways safer.
- One consistent speed limit on the Nerang River will be easier to control and less likely to be ignored.

- Having variable speed limits is confusing. A general curtesy campaign would be more beneficial. A large boat going really close to a small fishing boat is just rude BUT if the small fishing boat is in the middle of the channel??? You can't police that it's just common curtesy.
- The current system is fine and we do not need even more rules. The >8m go slow all the way up the river is fine and we endure this out of respect for the foreshore and homeowners. I live on the river and it is just fine, I enjoy the passing parade and have no issues whatsoever that need attention about speeds.
- Too many rules.
- Les, not more big brother.
- Local government and state waste enough tax payers money on rules and regulations in ways to extract more revenue from us only to waste. soon people will not want a water craft, then the fiscal effects will be huge.
- Too many rules,
- These type of rules are what make SA a Nanny State. And you don't want that.
- If the authorities start laying down too many laws and restrictions, then it is going to take away the FREEDOM feeling of the boating world.....
- We are already getting to many 6kt zones don't see the point where some of them are what happened to common sense if there are a lot of boats around or people swimming near by you slow down it's not hard but there will always be at least one idiot out there more rules won't stop him maybe have a separate point system and if you run out of points you lose your boat licence for so long if you lose your licence 3 times you don't get it back at least that way you only punish the idiot not the majority
- Let's not over complicate these issues. Every boat owner and operator must know his or hers responsibility when it comes driving a motor vehicle, so why not when skippering there vessel or PWC. We need areas where horse-play or fun as some call it can be allowed and monitored. The rest of our waterways must be treated with the utmost respect for both the users and the environment its-self.
- Too many variations on the gold coast. Speed limit should not be reduced otherwise it limits the population able to enjoy the water ways and will cause more people to speed and further MINs to be issued.
- Gold coast the "Nanny" water ways...why is it that when the minority complains the majority suffers...let's over police and shut down every ones rites to enjoy the waterways...don't like the noise or speeds of boats.....simple move away the mayor of Ipswich said it perfectly when the minority complained about Amberley air base, his response was don't like it MOVE!
- Balance is the most important outcome
- The issue is water transport on the Gold Coast has become slow due to excessive 6 knot zones in the river system. Keep 6 knot zones in the canals, leave the rivers and broadwater free of 6 knot or slow zones and continue to sign the slow areas
- Q 37 I believe the speed limit should be 4 knots not 6 in all areas but the most easterly channel, so I can't answer this question even though I believe the principle is correct. What does Q 38 mean? and Q 39: The existing rules are largely adequate, but people ignore them and more education is required Again, you can't lump this together! I don't believe the existing rules are adequate - people do ignore the rules that exist and more education is required ... I could answer both strongly agree and strongly disagree to that question. I predict there will be a serious accident along the foreshore at Biggera Waters, possibly involving a child drowning given the speed and distance from shore at which boats travel along that stretch of water when young children swim. I have video footage of one speed boat doing several laps at top speed - he wasn't fined, but terrified everyone on the beach that day. This is not a one off event, it happens all the time - kids in motored boats doing motor stands (there is no way they can see what is in front of them.
- We don't want to turn into a nanny state, keep the rules relatively simple. There will always be an element that disregards them no matter what - we do not need more "big stick" mentality
- correct behaviour on our waterways requires a broader approach as suggested but there is no replacement for common sense
- Justification for speed limits appears very subjective and perhaps influenced by residents with political clout. Nerang River is a prime example. If people purchase on a waterway, they are obligated to take precautions for themselves. Small craft at reasonable planning speeds create little wash but to create NO wash they would have to travel at idle speeds which is totally impractical.
- People who live on the water. Need to put up with the noise and traffic. same as people who live on main roads, corners, roundabouts etc. They new what they were buying.
- The Gold Coast Tourism Industry is relying on these speeds to either stay the same or be increased. The people who choose to live on the waterways and complain about noise have chosen to live there and altering our speeds will not help with the noise. Waterways are occupied by many companies that bring a large amount of money into the Gold Coast each year and this will ruin those businesses. More enforcement of speed and rules needs to be put in place, larger and harsher fines. Also more restrictions on teenagers using the waterways!
- It works as is. Why change?? Too many different rules make boating unpleasant and hard to promote.
- It seems that there is a desire to prevent 'problems' that don't really exist.

- The waterways were made for enjoyment and that is the Gold Coast's lifestyle if people don't like the water they should move off the water so others can enjoy what they love doing.
- The River has always been there for peoples use. If people don't like it they should live by a lake. Just like I would not buy by an airport ,and complain about the noise of aircraft!!!!
- How about rules defining responsible and irresponsible behaviour.
- The requirements should stay as they are now.
- I do hope some sense is at last made regarding this problem
- some very good questions here and interesting ideas but may confuse boaters and make it difficult to manouvre dying low tide with the fast and slow lanes. Come on, its not a high way.
- Residents who move next to a waterway and then complain about the boats, maybe should not have moved there
- MORE RULES = MORE CONFUSION
- north south channels also seem applicable, thus avoiding wake from boats going in opposite direction. Also speed could also be controlled using an inner and outer channel where possible. PWC could use areas where more shallow depths are prevalent and thus higher speed areas for PWC could be increased without affecting larger boats.
- 6 knots for all.
- Australia is I too over governed. This is absolutely ridiculous. We do NOT need any more rules or regulations
- Again if people don't like it move or stay off the water.
- i think it should all be six knots with the exception of the very large craft which should be slower when condition allow if the limit is variable above the six knots it is just opening the door for more problems at least with a blanket six knots on waterways and past residential areas no one can say "i was not aware"
- A 10 knot limit for all power boats.
- Leave our broadwater alone
- All busy waterways should be 6 knots
- The water is different to the road, we are not all going east - west. There is already marine rules, more rules will just confuse, especially visitors from other areas.
- COLREGS Rule 6 Every vessel shall at all times proceed at safe speed so she can take proper and effective action to avoid collision & be stopped with a safe distance for the circumstances & conditions
- If you buy a house on a major water way you know boat are going past... So why ban boats at any time of day or night...
- There needs to be rules that cover the heavy use periods that are different than the lighter use periods. some of the current zones lose the respect of operators because they do not always make sense.
- We have amazing waterways in a densely populated area. Restricting vessel speed will be met with vocal opposition from operators of larger boats, but in the interests of safety and preservation, the speed restricted areas need to be extended.
- As I disagree with *60 there is no suitable answer for *62. *56 Most people buy on the river for its amenity. There are some who then complain that they don't like how others use that amenity. To me this is exactly like people who buy near airports and then complain about the noise. I like the activity on the river. Some craft are noisy, but usually only for the shot time they are passing. It is rare that anyone operates a noisy craft in one small section of the river for more than a couple of minutes.

6-knot speed limit

- your questions are bias, and just detail all the things you should be doing. congratulations. did tom tate write this? How about some usefull questions like why is the speed limit 6 knots? Its wakes the waterways useless. make it 10-15 and a taxi service becomes viable. If coupled with council boat parking facilities at key locations like surfers, broadbeach, southport council can make money on parking and get cars off the road and people in the water. The GCRT is garbage. The GC Hwy is the GC Slowway. Proper management of the functional role the water ways can play is key. look at Venice, Italy. We have more canals than Venice yet can use them as it take 1hr to get anywhere. these rich smucks living on the canals donating to the politicians and complaining about the wash against their yacht, need to learn how to tie it up. its on the water for f**%ks sake!
- You should put the speed down on water you should put it up on the river
- Too many 6 knots zones. The Nerang river should not have any 6 knot zones.
- There are already too many 6 knot zones in our waterways for all vessels . Of course for larger vessels these are important
- Dont make the speed limit 6, young kids will just give you more havoc if you do
- Too many 6 knot zones in areas that make no sense.
- Speed Limits Should be Increased for smaller vessels! Jet Ski's can create more wash when traveling at slow speeds and not on the plane.
- Reducing speed limits is not a good idea. Boats and jet skis smaller ones create less wash and disturbance to waterfront home owners than doing 6knts Less regulation. More common sense
- You are making a mistake about making the gold coast waterways 6 knots. Your breaking the great thing about the goldcoast.
- Don't agree with 6 knot sped limits as they currently are. let alone more zones. I like to go on day trips up the coomera and nerang river and I live at Paradise Point takes me a long time with the current zones. Understand for boats over 8m as for the rest leave it alone
- Additional 6 knot zones are crazy.
- I live on a 6knot zone it was a 40 knot zone and now all boats semi plane and make a large damaging wash I cannot leave boat at my jetty now please leave speed limit at 40 knots
- Agree with most of these statements, but 6 knots is not an enjoyable day out. My boat creates a bigger wash at 6 knots than it does at 40 knots. I live on the water and expect boat wash and noise. If you don't like this, then buy a dry block.
- Boats that make no wake is ridiculous to have to go 6 knots
- I strongly believe most waterway in the Gold Coast should be 40 knots because most waterways activities would be shut down if it was all 6 knots
- increase speed limits for vessels with low or no wake
- Completely unnecessary to make all the waterways 6 knot zones. Especially in wide areas of the river - it will completely destroy all recreational activities
- The amount of 6 knot zones is now ridiculous and very inconsistent. Boating is becoming to be too hard with the amount of rules.
- Areas that are 6 knots should be clearly identified and the law regarding no wash around pontoon,s and jetty,s should be enforced
- Legislate speed limits for canals at 4 - 6 knots maximum. This is in line with suburban roads which have a maximum speed of 50 kph unless signed otherwise
- We have speed limits that are unrealistically LOW for the river, and are NOT policed suggesting they are unnecessarily tough speed restrictions. The 6 Knot zone of RIVER is rarely policed and rarely complied with. It should be increased significantly.
- All waterways on the goldcoast should be 6 knots for all boats and Marine raft.
- Increase the speed limit - you can't get a boat on a plane and causes more wash!!!
- Survey questions are very unclear and could be construed either way, why not ask a direct question and receive a honest answer. A 6 knot speed limit through the Broadwater will cause frustration and result in people breaking the speed limit, harm all marine dealers and cause a decline in all marine activities. Our water ways are the reason that people move here and pay more money to purchase waterfront properties. Those that don't like it didn't have to purchase near the water and certainly don't have to stay.
- Our distances are not great in the Broadwater so there should be a blanket 6 Knot Limit unless signed otherwise.
- Making too many 6 knot zones will damage boating activities
- My issues relate to wash from passing vessels and how the wash effects others. Displacement has more effect on wash at varying speeds than any other factor and it is extremely difficult to find a blanket solution. The best example is small craft, say under 6 meters (including jet skis) create very little wash at speed, and these craft need to be given exemption or relaxation to speed restrictions imposed on larger vessels. operating in our area. Speed restrictions in our canals need to be reduced to 4 knots to achieve no wash. The six knot speed restriction in the main channel near

Sea World should be extended to the north of Sovereign Islands for vessels over 6 meters. I have worked on the water and spent significant time as a recreational boater in this magnificent location since the early 1980's and feel that those in charge of managing the issues have very little understanding of the requirements in our unique location. I have been a boat broker for a significant period working in and around Runaway Bay and run two commercial vessels in the area so I have developed a very strong understanding of all the issues with regard this difficult issue. I will be happy to provide time to the Gold Coast Water Ways Authority to chat about this matter. Regards ??????

- I live on Main River and thoroughly enjoy all the activity of the watercraft. I am against any speed restrictions along this river as it slows the journey so much and I hope very much that we can have water transport system up to the Sports Arena to the city - something like in Venice.
- Implement what happens Internationally. " SPEED LIMIT 6 KNOTS WITHIN 30 FT OF ANY VESSEL<, MOORED OR UNDER WAY " That would stop some of the idiots whose motto is " Never look behind or you may see the tinnie you have swamped "
- There are far too many 6 knot zones! Specially for jet skis and small boats. We create MORE wake at 6 knots than when we are on the plain. This needs to be taken into consideration.
- no more unnecessary slow zones, everytime i drive slow in the new sailing zone at my esplanade there is never any sailing boats or they are sailing after the slow limit time.
- Stop putting in so many 6 knot zones. We are becoming a nanny city.
- Prevent over regulation as the waterways are generally well respected. The issues of speed are reasonably well respected and further slow zones will impact us boaters if we get more areas of 6 kts or worse still 4kts. At 4kts some of our vessels will not even go that slow in some tides!
- Dont lower speed limits unnecessarily. Dont allow developments to alter speed limits. The design of the development should take into consideration the current environment and how best to interact with it. it is annoying to see areas get built up along the waterfront and then people who buy into these areas expecting things to change for them!
- If 6knt limits are used to reduce wash then smaller boats eg.<5mts should NOT be restricted as they make less wash on the plane as they are on top of the water and displacing significantly less water. This would not apply in anchorages, dangerous situations or proximity. Noise from these smaller boats does not vary considerably with speed and the duration in one location is reduced with higher speed.
- In some locations throughout the Gold Coast Waterways, the use of 6 knot zones could be lifted as there is enough distance from residences to reduce the amount of wash impacting on the shoreline. In the case of small vessels, areas such as Sanctuary Cove and the south arm of the Coomera River offer enough distance to increase limits. On most weekends these smaller vessels are not following speed restrictions and in many cases their wash is not impacting on the shore. On the other hand wash is often related to size of vessel and I think it is important to enforce wash on larger vessel as per the over 8m 6 knot zones. It is often the semi-planning position that is creating a bigger problem. I also believe that 40 knots is too quick in these river systems and a 25 knot limit would be adequate for the amount of traffic which is often about.
- Too many 6 knot zones. Nerang river should have any 6 knot zones.
- 6knots is 6knots.
- More 6 knot zones will increase frustration of boaters having to travel long distances in 6 knot zones and result in greater disregard for the 6 knot limit.
- As long as there is no suggestion or intent to make all goldcoast waterways, particularly the Seaway all six knots - not practical and not required for safety. Better to inforce current speed limits and to encourage common courctey.
- 6 KNOTS TO 40 KNOTS MUCH TO WIDER GAP CONSIDERING ALL THE DIFFERENT SIZE VESSELS THAT ARE USING THE WATER WAYS
- I think that 4 knots is appropriate within smaller residential canals only. Larger issue at present is young children speeding in small tinnies with outboards - very dangerous as they are not mature enough to act responsibly. This needs to be looked at urgently before someone is killed.
- There are already too many 6 knot zones on the Nerang River. In some cases there is no apparent reason for them (for example along Monaco Street/Isle of Sorrento - upriver of Bundall Bridge)
- Jet skiis are very unstable at 6 knots and when crossing wake dangerous. Perhaps 8 knots
- Our canal system is very large, 40 knots is required to travel in and out of the canal system, the majority of uses are very safe and don't get near 40 knots. The are currently to many 6 knot zones in the canal systems. In some cases 6 knots is required e.g side canals, the nerang rivers current speed limit is adiquate
- with a 6 knot zone all through the river, it will take me a resident from Ashmore nearly two hours to get to Wavebreak island and out of the river system. The current rules are fine, stop mucking around with them and leave them as is. Waterskiers in certain areas are fine and do no harm.
- Dont make the limit 6
- there are to many 6 knot zones as it is on the nerang river and already takes over an hour to get out to the broad water if the six knots continues to increase there will be no point in even using watercraft.
- I have a deep V 4m zodiac that creates very little wash on the plane but pushes a large wash at lower speeds it defeats the purpose
- Can not believe the amount of unnecessay 6knots zone on the

- 6 Knots is too slow in many parts of the Nerang river and canals
- Education is more important than more rules. No boats should anchor in any channels. More damage is done by boats half off the plane putting up huge wash than boats going faster. 6 knots or No Wash in mooring areas
- Speed Limits Should be Increased for smaller vessels! Jet Ski's can create more wash when traveling at slow speeds and not on the plane. There would be more noise traveling at slow speeds for a jet ski than at high speed and for a shorter period of time! I think decreasing the speed limits for the GC waterways is unreasonable and should not be determined by waterfront property owners complaints. A vessel traveling at higher speed is far more maneuverable than a vessel traveling at a low speed so this reduces the safety concerns.
- Jet ski generate more wash at slower speeds so possibly could cause more erosion to shorelines
- Q's 24-28 only relate to 6 knots. Alternative speeds should be available. Speed should be "fit for purpose" according to factors such as wash, erosion risk, noise pollution, traffic, other recreational uses, safety risk etc. The speed should be determined to best manage these issues rather than 6 knots simply because that's what is used elsewhere. Q31 - 40 knots would typically be too fast but consideration needs to be given for alternative activities to normal boat use such as sea planes and boat racing events.
- 34 only for smaller vessels having high speed limits
- there are enough rules as it is but a jet ski doing 40knots has less of a wake than one doing 6 knots. its the opposite for large vessels. Speed should depend on maneuverability.
- Boats over 12meters are the culprits of causing bank erosion and due many of them being stubborn cause smaller vessels to have a hard time boating due to their large wake. i believe a speed restriction should be enforced on larger vessels. Maybe for smaller craft under 6m, can they be measured for wake size to either control their speed limit in 6 knot zone areas if they are too big or if its a smaller tinnie or so be allowed to plane at a reasonable speed as it doesn't create damaging wash. When your in a little boat going through the rivers against the tide at 6 knots, it can actually create more wash then what it would if it were on plane.
- Q 26 is a loaded question. Wake does not increase with size of craft, but does with lower speeds as more of the craft contacts the water and increases displacement
- Perhaps a no wash enforcement would be better than the 6 knot limit as larger vessels still make considerable wash at 6 knots.
- The time to pass from Sundale bridge to the 40knot zone is ridiculous when on a jetski and doing an honest 6knots, the boats are cluttered too close in the waterway otherwise we could consider raising it to 8knots.
- some vessels when doing 6 knots make too much wake, if the vessel was able to be on the plane it would be more beneficial to the environment and the use of mother natures resources eg. fuel
- Need to reduce but 6 knots is too slow
- Most recreational activities require a speed higher than six knots. To restrict the speed will have a huge impact on the majority of the community who use the waterways using common sense to navigate in a safe and considerate way. Changing a vast area in the waterways to six knots will not solve the underlying problem, that some people will cause issues for others on the water, because they are self centred human beings!! So why simplify the issue by saying speed limitations will fix the problems.
- 6 knots maybe too slow for small vessels and too fast for large vessels which is why 6 knots is a perfect speed. it is the happy medium
- The wider use of 6 knot speed limits for smaller vessels has significantly detracted from the recreational utility of the Nerang River Waterway. It was sensible at the narrow bend section immediately above the Bundall Road Bridge but it should be limited to the narrow section only. The speed restriction for smaller craft has increased the erosion of sand in front of retaining walls in our canal by creating larger wake wash than a planing hull creates. It is unnecessary and it is detrimental
- Once again a 3 metre boat makes no wash and should be allowed to go fast in 6 zones
- There are too many 6knot zones popping up they should only be around public jetties, boat ramps and where large boats anchor up for the night, large boats should have to slow down as they go past boats that are not being driven
- Why do we go from 40 knots to 6 knots. Why can't we also have a 15 knot zone. Don't tell me noone else does it. I live on the river on a 40 knot zone and don't have a problem with the speed or noise. What I don't want to see is more 6 knot zones between here and the broadwater.
- I believe 6 knot zones are being used appropriately eg, Tiger Mullet mooring zone is a good example.
- It is all to do with the wash they create. A tinnie creates more wash at 6 knots than if on a plane.
- 6 knots in all rivers and creeks. 4 knots in canals.
- Boat owners and drivers always need to be concerned about their own safety and the safety of others around them. We have witnessed dangerous driving at low speeds by tinny owners. Lowering speed limits to appease the few residents who bought on main river frontage but do not wish for people to use it is unacceptable and to hide the issue behind a blanket of public safety is ridiculous. There will always be a minority who oppose everything, please don't let the Gold Coast lose another activity that is enjoyed by many.
- I think a speed limit more around 18 knots would be more practical. Drop the limit to 6 knots when in canals or other narrow water and approaching built up areas like Surfers P and Budds beach. How it is at the moment with so much

of the coasts waterways at 6 knots, hardly anyone takes notice of it as it takes forever to get to the seaway. if there was a speed where the vessel was just on the plane it would cut down on wash and probably have people more inclined to stick to the limit.

- six knots is a poor term. Most people don't know what a knot is..... A term like "no bow waves" would work a lot better.
- I believe canals and named anchorages should be 4 knots followed by larger areas being 6 knots for vessels over 6mt or a flat 6 knots all vessels if required. All in all the above questions are a little awkward to answer as we live in a busy and some days cluttered area hence common sense should apply when boating dependant on size of boat conditions etc as to what speed is used outside of signed areas. Currently an over governed area close to home is the speed limits in the Coomera area of 6 knots all boats. This is over the top as small boats using this river can only do 6 knots which at their small size produce more wash than going fast I believe the river should be 6 knots for boats over 6mt is fair.
- 6-knots achieves an appropriate balance between transportation needs and controlling vessel impacts. The only thing that will stop vessel impacts is being an aware driver of the vessel and 6 knots takes a long time to get anywhere.
- The main problems I find living on the water is the wash from big boats going close to the house, the noise for jet skis in squadrons and the noise from racing tininess plus the 6 knot limit starts right next to my house so the big boats brake hard and so does the jet boat this causes extra wash I have had to replace my pontoon twice in 10 years due to wash damage and have to have constant servicing. 4 to 6 knots would turn our miserable summer existence into a pleasure.
- No PWC can idle and transverse slow lanes at 6kn
- 10 Knots is the appropriate Max.
- Very few drivers of large fast boats have any idea of the damage their wash leaves nor do they care! All boats should be limited to 6 knots in congested areas and there are plenty of those in the Broadwater.
- 6 knots on all residential waterways
- 40 knots is too fast. 30 knots is more appropriate. Too much of the waterways is limited to 6 knots. Some areas are limited when it is safe to go faster. eg NER14a and NER13b. Residents should not buy a house on main river then complain. They knew there would be wash upon purchasing.
- 6 Knots in canals is appropriate. 6 knots in main river is TOO SLOW. It is being ignored by majority of vessel owners, and is RARELY policed suggesting its NOT a safety issue nor an erosion issue. The 6 Knot limit on main river should be increased significantly.
- Some of the current 6 knot areas could be increased to say 10 knots without adverse affect which could assist ferry services
- All boats should be limited to 6 knots on all goldcoast waterways including the Broadwater and Nerang River.
- 6 knots is too fast in canals, it can still create damaging wash. Smaller vessels can create more wash at 6 knots than they do if they are planning. In marina's & canals 4 knots is the best option. In a large vessel slowing down to pass a smaller vessel can often cause more wake. It depends on the circumstances ... how fast is the smaller vessel going, if very slow & you need to pass in close quarters then the best option is to take the larger vessel right off the plane. Common sense must prevail & the rules should be that you are not allowed to pass in a dangerous manner. Can go on forever about this one.
- There is a big section of channel heading towards Seaworld I believe doesn't need to be 6knots, there's no boats anchored. Then past Currigee it should be dropped from 40 to 10 knots which might help stop the boats on the beach being swamped.
- I believe that some areas should be made a 40-knot zone, such as the long stretch from Lake Wonderland all the way to the Hooker blvd bridge.
- in my opinion 6 knots is hard to stick by in canals and thought the Gold Coast water ways, no way should it be lowered if anything put up as it is Just going to bring people breaking the rules even more if the speed limit is lowered
- boats 4m and under or boats 15hp and under should have a 10-20 knot speed
- boats under 4 metres should be able to go fast everywhere as they have little wake when at speed and they should be allowed to go fast in 6 knot areas where it is safe
- 6 knot zones have been widely used in the Coomera and Nerang river systems to control wake size and have inhibited the ability for vessels that make very small wakes to get around quickly. Vessels under 8 m (especially Jetskis and tinys) should be allowed to pass through these areas as 20 knots - this will give smaller wakes
- Slow all vessels down when within a specified distance from residential areas.
- All vessel and engine manufactures are making massive investments to ensure all new engines are quieter and more environmentally friendly. Most large vessels will struggle to go as slow as 6 knots anyway. where they place 6 knot area and there is tidal flow most people do 10 knots and the wash is more damaging at that speed than if they were up on the plan going faster.
- There should be a blanket 6 Knot limit on all waterways unless signed otherwise and all canal should be NO WASH. No wash is easily enforceable with an education program and legislation that no part of the wash must 'break' like a wave, either on the surface or when it hits the revetment wall or sand. Simple and easy to show by video or diagram.

- Please do not make more areas of the Gold Coast waterways 6 knot zones. It is unreasonable and totally unnecessary for smaller lower powered vessels. I believe that some 6 knot zones should be revised as these areas such as the area around Jabiru island through to Sanctuary Cove are wide enough that smaller vessels pose no threat to wildlife or the environment or the safety of other people when traveling at speeds greater than 6 knots.
- restricting small boats and jet skis to 6 knots is an over reaction they put up less wash at speed than any large vessel travelling at 6 knots allowing small boats to travel at speed will also ease congestion on the water as they wont all bunch up in the 6 knot areas
- Planing hull boats 6 to 10 m don't handle well at 6 knots not enough water passing the hull due to the shallow V hull ...
- Having spent a lot of years on NSW waterways also, 8 knots was reasonable in controlling vessel impacts, a small increase from 6 knots would not have a detrimental impact. If people ignore a 6 knot limit, they will ignore whatever limit is set.
- Q26 - would agree that 6 knots is to fast for some smaller vessels who are 'climbing out of the hole' at 6 knots and creating a larger wash.
- 4 knots is appropriate for many of the waterfront canals
- There are many 6knot zones where an increase for smaller vessels would have less impact , if small vessels are on the plane they create less wash, I agree narrow waterways need restrictions
- Too many 6 knots zones already. It cluttering the water ways.
- Irrespective of regulations, you will not be able to stop the idiots. There behaviour brings more restrictive regulations. However the owner, operating their vessel in a responsible manner is often fined because they have missed a hard to justify 6knt sign, in a broad, uncluttered waterway.
- the current sign system works however the 6 knot rule is silly and people drive faster than this. Yes there are lots of Muppets on the water! maybe a 3 strike rule should apply to suspending licences and sending people back to redo their licence.
- The majority of boaties stick to the rules. It's the Jet Skis and the River rats who do not. The legal age to operate any vessel should be increased and be licenced regardless of horse power. The maximum speed limits for all vessels around swimming areas and boat ramps should be reduced to 4 knots and fully enforced.
- The waterways limits continue to change as more 6knot zones are added, Even stupid 9-12am speed zones that confuse operators. The police are over zealous in booking kids 20m inside a 6knot zone and not there to help. Police the Canalways and better signs on main rivers/broadwater
- So many boaties ignore the 6 knot rule or they don't look behind &/or they don't care - signs should be "6 KNOTS/NO WAKE". some boats travelling at 6 knots do still produce a nuisance wake!
- It can be hard to exactly judge 6knots on a jetski and most operators honestly dont want to cause trouble but with our vessel size this makes our travelling speed so slow not to mention unsteady on some of the smaller models.
- The problem with the GC is that there are far too many 6 knot zones. It should be simplified to vessels under 8 meters can do 40 knots and vessels over 8 meters can do 6 knots in all places. This simplifies the whole process and makes it easier for evryone to understand. Obviously vessels under 8 meters will need to do 6 knots in canals and some other places, but it is not these small boats doing the damage or causing the accidents.
- We are already getting to many 6kt zones don't see the point where some of them are what happened to common sense if there are alot of boats around or people swimming near by you slow down its not hard but there will always be at least one idiot out there more rules won't stop him maybe have a separate point system and if you run out of points you lose your boat licence for so long if you lose your licence 3 times you don't get it back at least that way you only punish the idiot not the majority
- Due to excessive amount of 6 knot zones in safe areas, operators become frustrated and speed.
- No point reviewing the speed limits if they are not going to be enforced. Most boaties seem to have issue with determining distance ie 6knots withing 30meters seems an issue.
- The issue is water transport on the Gold Coast has become slow due to excessive 6 knot zones in the river system. Keep 6 knot zones in the canals, leave the rivers and broadwater free of 6 knot or slow zones and continue to sign the slow areas
- Q 37 I believe the speed limit should be 4 knots not 6 in all areas but the most easterly channel, so I can't answer this question even though I believe the principle is correct. What does Q 38 mean? and Q 39: The existing rules are largely adequate, but people ignore them and more education is required Again, you can't lump this together! I don't believe the existing rules are adequate - people do ignore the rules that exist and more education is required ... I could answer both strongly agree and strongly disagree to that question. I predict there will be a serious accident along the foreshore at Biggera Waters, possibly involving a child drowning given the speed and distance from shore at which boats travel along that stretch of water when young children swim. I have video footage of one speed boat doing several laps at top speed - he wasn't fined, but terrified everyone on the beach that day. This is not a one off event, it happens all the time - kids in motored boats doing motor stands (there is no way they can see what is in front of them.
- 6 knots is silly. variable speeds based on vessel size is good. but should be faster than 6 knots. Support water taxis!!!

- There are already too many 6kt zones what happened to common sense
- 6 knots for all.
- I don't own a big boat but i do know that many game boats are lucky to even idle at 6 knots in forward gear .so making their speed lower could be difficult . In case of the west channel being a total 6knots zone, fisherman with smaller boats, which have virtually no wake, should be able to drive at maybe 15 knots (planning speed) for boats under 5 meters .
- 6 knots is way way to slow in certain areas
- Restricting speeds of vessels 8m and under is restrictive and unnecessary. If the Broadwater was made 6 knots all over I would consider selling my boat and giving up spending money in the boating and fishing industry.
- 51 & 52 would have to be with conditions, in some areas it seems crazy to have to be doing 6 knots in your little tinny when you know it will have no more wash if it's planning, however in areas like anchorages, marinas, canals etc it is very dangerous when people are flying around in small boats. Maybe if there was a 4 knot rule within 60 mtrs of a moored or anchored vessel, swimmers etc similar to jetski rules
- Spelling errors Q 60 and Q 61!
- When talking about boat speed, do you mean speed over the bottom OR speed through the water, (do you know the difference ??). In a 3 knot current a vessel may be travelling at 6 knots over the bottom BUT 9 knots through the water, if the vessel is fitted with an impeller log and not a GPS the log will read 6 knots but a GPS will read 9 knots.

40-knot speed limit

- You should put the speed down on water you should put it up on the river
- I would suggest a reduction of the 40 knot zones to 30 knots to slow down the jet skis and a no wash policy introduced for all vessels over 8 metres no matter what the speed limit. There is nothing more dangerous than a 50ft Riviera on a bog plane doing 17 knots in the main channel putting out a bow wave of 1.5 metres, very dangerous to all smaller craft. Maybe worth considering reducing the speed limit of vessels over 12 metres down to 8 or 10 knots in the 40 knot speed zones
- As a resident with a life-long experience with commercial and recreational vessels and a waterfront home owner for 6 years I have observed frequent dangerous hooning behaviour that puts other water users at risk, disturbs shore birds and causes considerable damage to revetment walls through increased wash. River and canalside home owners are now responsible for repairs to revetment walls and it is an unfair burden on these owners to be subject to property damage from boats travelling at unnecessarily high speeds past their properties. This is one of the reasons I sold my property on the canal at Palm Beach. It is most usually underage boys operating boats when they clearly have no understanding of engines, how to control a boat and safe conduct on the water. These young people would not qualify for a driver's licence yet are on our waterways. Complaints about poor behaviour went unanswered and in any case, there were simply no staff or vessels available to ensure safety on our canals and waterways. The 5 knotph speed limit on canals should be enforced and I agree with those majority of people surveyed who believe 40 knots is much too high a speed for powerboats. The open sea is the place for speed, not in close proximity to homes and families.
- Happy to see 40knot speed limit reduced, especially for larger vessels as their wake poses great risk to average size boats.
- Many channels are in need of extensive dredging-40 Knots is far to fast in narrow channels.
- In some locations throughout the Gold Coast Waterways, the use of 6 knot zones could be lifted as there is enough distance from residences to reduce the amount of wash impacting on the shoreline. In the case of small vessels, areas such as Sanctuary Cove and the south arm of the Coomera River offer enough distance to increase limits. On most weekends these smaller vessels are not following speed restrictions and in many cases their wash is not impacting on the shore. On the other hand wash is often related to size of vessel and I think it is important to enforce wash on larger vessel as per the over 8m 6 knot zones. It is often the semi-planning position that is creating a bigger problem. I also believe that 40 knots is too quick in these river systems and a 25 knot limit would be adequate for the amount of traffic which is often about.
- 6 KNOTS TO 40 KNOTS MUCH TO WIDER GAP CONSIDERING ALL THE DIFFERENT SIZE VESSELS THAT ARE USING THE WATER WAYS
- 40 knots can't be too fast because it's a LIMIT you don't have to go that fast.. Only if you want to. Speed should NOT be lowered
- Q's 24-28 only relate to 6 knots. Alternative speeds should be available. Speed should be "fit for purpose" according to factors such as wash, erosion risk, noise pollution, traffic, other recreational uses, safety risk etc. The speed should be determined to best manage these issues rather than 6 knots simply because that's what is used elsewhere. Q31 - 40 knots would typically be too fast but consideration needs to be given for alternative activities to normal boat use such as sea planes and boat racing events.
- Why do we go from 40 knots to 6 knots. Why can't we also have a 15 knot zone. Don't tell me noone else does it. I live on the river on a 40 knot zone and don't have a problem with the speed or noise. What I don't want to see is more 6 knot zones between here and the broadwater.
- 40 Knots for large vessels is not and unsafe speed for open water areas of the broadwater where there is no significant impact from the impact of the boat wash.
- 40 is already restrictive. It's a large waterway compared to those in other states. I think the biggest issue is the absolutely enormous boats doing very fast speeds. Smaller boats are dangerous out on the Broadwater once the big guys start ploughing through.
- 40 Knots in the Broadwater is crazy, 12 knots all boats
- 40 Knots to fast
- 40 knots is too fast. 30 knots is more appropriate. Too much of the waterways is limited to 6 knots. Some areas are limited when it is safe to go faster. eg NER14a and NER13b. Residents should not buy a house on main river then complain. They knew there would be wash upon purchasing.
- Wake boats and larger vessels create wash - this is one problem, They should not be allowed to reach 40knots in narrow regions of the river i.e Bermuda st to via roma. 40 knots is to fast for smaller craft also in these areas, from a safety point of view (not a wash issue)
- I don't know of any large vessels that can do 40 Kts
- 40knot limit should be 20 as per the populated part of the Noosa River
- Most boats are not capable of 40 knots

'Waterways management' – Wash

- I live on water, small crafts make little to no wash at speed, than doing 6 knots, eg. jet skis and small tinnies.
- Speed Limits Should be Increased for smaller vessels! Jet Ski's can create more wash when traveling at slow speeds and not on the plane.
- Reducing speed limits is not a good idea. Boats and jet skis smaller ones create less wash and disturbance to waterfront home owners than doing 6knts Less regulation. More common sense
- The Broadwater must be maintained as a safe waterway. As on the roads, you cannot ensure all uses possess "Common Sense", therefore you must legislate for the very small minority. Please to not reduce speed limits for small craft that do not produce excessive wake or wash. This problem area belongs to much larger craft that I feel should be limited to around 12 knots in open areas of the Broadwater. Out at sea no limit should or be necessary. I feel at the moment some areas are over regulated, some under. Please provide us with solutions and rules that make sense, not the rules that cover the small percentage of the non conforming users that lack the consideration towards others and thus cause problems. These people thus require the rules to be policed against them, not users that do not cause problems.
- Speeding Motor boats, jet skis etc cause dangerous swells for sail boats.
- Boats that make no wake is ridiculous to have to go 6 knots
- increase speed limits for vessels with low or no wake
- I would suggest a reduction of the 40 knot zones to 30 knots to slow down the jet skis and a no wash policy introduced for all vessels over 8 metres no matter what the speed limit. There is nothing more dangerous than a 50ft Riviera on a bog plane doing 17 knots in the main channel putting out a bow wave of 1.5 metres, very dangerous to all smaller craft. Maybe worth considering reducing the speed limit of vessels over 12 metres down to 8 or 10 knots in the 40 knot speed zones
- Power boats 6 m plus are causing excessive wash coming out of the 6 knot area on west Cronin island channel. Houses with pontoons and moored vessels are being damaged .
- Slow down the big speed boats (8 plus meters long) passing slower vessel to eliminate wake caused by the speeding boat.
- Boats over 8 metres should be limited to a no wash speed, 2 metre bow waves are dangerous.
- The emphasis regarding 'large boats' appears to concentrate on 'high speed' as being the problem relating to wash. Do not overlook the 35 foot and larger planing hull boats driven at 6 to 10 knots (pushing the 6 knot speed appropriate) but so poorly trimmed that they are 'digging a hole deeper than their transom height' , nose high in the air, and creating massive wash, or the 50+ foot wide forward beam well known brand planing hulls running at "full trim tab setting", making a relatively small 'hole' but pushing a massive bow wave ahead of their hull creating major 'internal' issues for boats at anchor adjacent to the main channel (e.g. northernmost zoned anchorage area, and beyond, at Jumpinpin adjacent to what is now apparently named as another "Horshoe Bay")
- I personally think it's the bigger boats at speed that are causing the issues within the broadwater and it's surrounding environment the wash off some of these vessels are enough to flip over a family in a tinnie (something I've witnessed) , so I'd think something should be done about large vessel speed , has quiet a few benefits I think !!
- My issues relate to wash from passing vessels and how the wash effects others. Displacement has more effect on wash at varying speeds than any other factor and it is extremely difficult to find a blanket solution. The best example is small craft, say under 6 meters (including jet skis) create very little wash at speed, and these craft need to be given exemption or relaxation to speed restrictions imposed on larger vessels. operating in our area. Speed restrictions in our canals need to be reduced to 4 knots to achieve no wash. The six knot speed restriction in the main channel near Sea World should be extended to the north of Sovereign Islands for vessels over 6 meters. I have worked on the water and spent significant time as a recreational boater in this magnificent location since the early 1980's and feel that those in charge of managing the issues have very little understanding of the requirements in our unique location. I have been a boat broker for a significant period working in and around Runaway Bay and run two commercial vessels in the area so I have developed a very strong understanding of all the issues with regard this difficult issue. I will be happy to provide time to the Gold Coast Water Ways Authority to chat about this matter. Regards ??????
- There are far too many 6 knot zones! Specially for jet skis and small boats. We create MORE wake at 6 knots than when we are on the plain. This needs to be taken into consideration.
- If 6knt limits are used to reduce wash then smaller boats eg. <5mts should NOT be restricted as they make less wash on the plane as they are on top of the water and displacing significantly less water. This would not apply in anchorages, dangerous situations or proximity. Noise from these smaller boats does not vary considerably with speed and the duration in one location is reduced with higher speed.
- This is totally without reason logic or commonsense It is hull design that impacts on wash and many vessels generate less wash at high speed. It is NOT the length of a vessel that is the problem and to persecute larger vessel is not best practice and what is waited in Australia Tourism Mecca, but to encourage not persecute , restrict and discourage quality vessels and new tourism. .
- In some locations throughout the Gold Coast Waterways, the use of 6 knot zones could be lifted as there is enough distance from residences to reduce the amount of wash impacting on the shoreline. In the case of small vessels, areas such as Sanctuary Cove and the south arm of the Coomera River offer enough distance to increase limits. On most weekends these smaller vessels are not following speed restrictions and in many cases their wash is not

impacting on the shore. On the other hand wash is often related to size of vessel and I think it is important to enforce wash on larger vessel as per the over 8m 6 knot zones. It is often the semi-planing position that is creating a bigger problem. I also believe that 40 knots is too quick in these river systems and a 25 knot limit would be adequate for the amount of traffic which is often about.

- Ski Boats should be considered to be Large vessels by definition as they create large amounts of wash , even larger amounts of wash than large vessels .
- all vessels no matter what size - have to be more aware of their wash at all times, regardless of their dimensions and speed. noise restrictions makes no impact to their wash whatsoever. the rules should stand. 6 knots no wash. if your wash is larger at 6 knots you must then go slower. the implications through wash on the broadwater is one of environmental concern and monetary concern, through washing away our mangrove banks and mangroves and through to persistent dredgeing of our canals: howard street, runaway bay, shearwater canal, are constantly being dredged purely because of boat wash.
- use "no wash" zones more than speed zones. eg: large vessel required to slow down when passing small vessels, may push more wash than it did when it was planing. "NO WASH" when passing smaller vessels is an easier goal to attain.
- Large Vessels should have a 8 knot speed limit in enclosed waterways. Their wash effects smaller vessels putting them in danger as will as the erosion it creates on the foreshores, mangroves etc
- Jet skiis are very unstable at 6 knots and when crossing wake dangerous. Perhaps 8 knots
- Large vessels required to slow down when passing smaller vessels often seem to produce an even larger 'wash'
- Operators of large vessels need to be educated about the wash they've created and the harm it can do. In the rivers and canals, wash size creates serious problems for foreshores and property. High speeds in our rivers and canals needs to be policed more.
- Yes, vessel dependent.
- The main culprits with wash & erosion in the 40 knot areas are large[7-8mts& over] planing vessels - 1) they should be made more aware of the wash they produce ie. look behind[but some just don't care].2) Slow down to 6 knots when passing other vessels especially in narrower channels, but I'm afraid that wouldn't work! 3) Be regulated to 6knots from Southport to the ends of both Main Channel & the Cainipa Passage. It is the type of hull & not necessarily the length of the vessel that contributes to the wash & erosion problem. eg. We have a 10.5m semi displacement power cat that draws 700mm, is powered by 2 x 70hp o/b's & like the city cats produces very little wake at our cruising speed of 10knots or under - we have many instances of being tossed around, about the same as a 44gallon drum of sea water tossed our thru our wind screen[stereo system wiped out] when we were between a sand bank and beacons about 10m apart - we had to bale water out of the saloon, carpets soaked - all this by a 40odd ft. sports cruiser 1/2 on the plane - we had nowhere to go - he was totally unaware of his short steep wake! we were idling along in shallow water admiring the bottom just off from a very narrow channel when a 50 odd ft. flybridge cruiser passed us on the plane and caused one of our hulls to bounce off the bottom an cracked the hull - \$1000 - I can still see the mongrels in the flybridge with their champagne glasses!
- Q34 variable speed limits needs to be limited, allowing our smaller vessels the opportunity to be on the plane while larger wash causing vessels are restricted. Q33 having a rule where larger vessels have to slow down to pass a smaller vessel is unenforceable. Select the safe speed and make it a clear and concise, simple rule.
- I have a deep V 4m zodiac that creates very little wash on the plane but pushes a large wash at lower speeds it defeats the purpose
- As it appears the same problem has still been existing for the last 20 years when the river had only small boats under 6/7 mtres long, using the river, this boat size was the main size, up till that period, as you now can see whats happened bigger boats and bigger wash problems, now exist, as you people didn't take my 55 years of experience into consideration last time 10 years ago, maybe you can see now, that the length of the boat doesn't come into the equation, its the wash height coming off the stern or the bow of all boats, this is the drivers responsibility, and as to whether the boat can get on the plane and leave a maximum wash height of no more than 200m or nine inches of wash height or not, as this was the average wash height, of 90% of boats , 20 years ago, using the coomera river, or weren't you there then, i was, and there were no banks being washed out, or other damage, so its like this from now on,!!!!!!.... if any boat can't maintain a maximum wash height of 200mm or 9 inches from the rear or bow of their boat while on the plane, what ever speed they are doing under 40 knots , they have to reduce their speed, till there wash height is in line with the rules, otherwise--- fines apply,--- as it seems every body likes following the leader , not a smart way to be a leader, as my past experience and my hours, on the coomera river exceed 3/5 hours a week average, over the last 18 years , and thats only on the river, with no problems, or accidents, and from the river bank,thousands of hours of observing and what was happening. Previously to that, 35 years of water experience, i am also a boat builder, and i have built timber and fibreglass boats, also house boats ect and have also been involved with the marine industry and hull design for many years, my physical time on the coomera river and being on deck, at santa barbara would nearly out rank in time,mmost users of the river over the last 18 years, and in this time frame has also been giving me a visual, of all the problems that the river users cause, and of others who use the river every day, santa barbara water ski area doesn't need any boat exceeding a boat wash height from their stern or bow of more than 200mm or 9 inches, while passing thru santa barbara, as i am only interested in santa barbara and its ski area, i also have been responsible for its land re-development over the last 18 years with the help from the council, if you care to come down and see whats its like now, it has been changed , but your input in the past has been a poor show, this area is used by a wide range of users now, who now enjoy what has been done to the area,

but somehow it has taken 18 years for the d.o.t. to reduce the swing moorings down from 11 to 4 moorings, this area of water has been a vital part of the all over area of the water sports area and is still taken up by, 4 pairs in the arsh boats, which haven't moved off their moorings for 3 to 5 years, and further block the final development of the santa barbara river front, santa barbara has 700m of river front, the 4 remaining boats are taking up 350m x 60m of this water space which is half 50% of the total river front that santa barbara has, and the fishing area to which can't be used by fisherman due to the current snagging their fishing lines around the moorings. As I have been promised more than once by d.o.t., that they would rid the river front of the moorings, over the last 18 years, really seems a bit to long an ask, don't you think, the last time you were asked to remove the moorings, was by councillor phoor and nobody answered his request, the new signage required for the water ski area and installing it in mid-river is: sign no. 1 "no mooring in the water ski area while water skiing is in progress". "no boat parking" "sunrise to sunset" while water skiing is in progress"....fines apply sign no. 2 .maximum wash height this area 200mm or 9 inches from the stern or the bow of your boat thru the santa barbara water ski area fines apply as you can now see, the 200mm wash height cuts out the 8m boat sign, don't be a leader, take the lead, and don't be a follower, this signage has to be installed, I thought we are the gold coast, who are the leaders !!!!!!!

- the wash caused by larger boats is a danger on the beach and also throws moored boats about.
- wash differs according to vessel design
- We have an 18 foot speed boat and get a lot of scary moments with big boats that give no disregard of their wash!! They should be accountable!!
- Sometimes slow displacement vessels create a tidal wave which is very daunting to try and pass in a 6m Bowrider
- very large vessels create more wash, are less agile and require more room to stop than smaller ones, and it is practical to apply different speed limits based on size
- Speed Limits Should be Increased for smaller vessels! Jet Ski's can create more wash when traveling at slow speeds and not on the plane. There would be more noise traveling at slow speeds for a jet ski than at high speed and for a shorter period of time! I think decreasing the speed limits for the GC waterways is unreasonable and should not be determined by waterfront property owners complaints. A vessel traveling at higher speed is far more maneuverable than a vessel traveling at a low speed so this reduces the safety concerns.
- Boats over 12 meters are the culprits of causing bank erosion and due many of them being stubborn cause smaller vessels to have a hard time boating due to their large wake. I believe a speed restriction should be enforced on larger vessels. Maybe for smaller craft under 6m, can they be measured for wake size to either control their speed limit in 6 knot zone areas if they are too big or if it's a smaller tinnie or so be allowed to plane at a reasonable speed as it doesn't create damaging wash. When you're in a little boat going through the rivers against the tide at 6 knots, it can actually create more wash than what it would if it were on plane.
- Large vessels in the broad water put out too big a wake when doing 40
- Yes to lower larger vessel speed limits as due to wash produced and impacting on smaller vessel can create a very unsafe environment on smaller vessel users which I have experienced many times on broadwater,
- Some vessels create a bigger wake at slow speeds.
- Large vessels off the plane but pushing large wash should be controlled regardless of speed.
- some large vessels create a lot of wash and should be slower than small tinnies and pwc's
- some vessels when doing 6 knots make too much wake, if the vessel was able to be on the plane it would be more beneficial to the environment and the use of mother nature's resources eg. fuel
- Why not use a maximum wake height to manage speed?
- if a large vessel slows down when passing it will create larger wash. Look at your licensing rules and make it harder for people to get their license so they learn how to use our waterways better.
- Speed needs to be lowered because at low tide it is a tight area when it's crowded
- Different speeds for small boats because going fast can make smaller wake
- #33 should read "Large vessels should be required to reduce wash to a minimum if passing another vessel.
- Once again a 3 metre boat makes no wash and should be allowed to go fast in 6 zones
- As a kayaker (unstable competition type craft - I often pace long distance at around 7 knots), I find it often worst to deal with the wash from smaller craft (sometimes due to the behaviour of the skipper) than larger craft, depending on the larger vessel wash from my perspective can be more disruptive at lower speeds (above 6kt but not yet on the plane) but I do appreciate the thought when they back off thinking it's better - despite the wall of water it leaves behind - this may be a different issue to one other water way users may be worried about - plus being in the marine industry I tend to stay out of the way of anything bigger/less manoeuvrable/faster or with time constraints
- boats over 50 feet should be restricted to 6 knots on the broadwater at all times due to wash damage
- Larger vessels give off larger wash when they are above 40 knots - causes mass wash & smaller vessels wear the impact - larger vessels must slow down when needed to ensure safety of others in smaller vessels don't injure/swamp >8ft vessels.
- Vessel wake should not exceed 0.5m in smooth waters regardless of vessel speed or vessel size
- It is all to do with the wash they create. A tinnie creates more wash at 6 knots than if on a plane.

- larger vessels cause less disturbance to other water way users when they pass at speed as when they slow they push a larger bow wave then cause more noise when returning to plane as opposed to maintaining a constant speed.
- Controlling speed has to be essential because the offending vessel is usually "out of sight" before the wash effect is felt
- the slower the vessel travels, the longer the noise remains in the one location. larger vessels (40 feet and over) are the only concerns when it comes to damaging wash. These are the vessels needed to be slowed
- This is all common sense issues. A large vessel, say 12 metres or larger travelling at 35 knots in the vicinity of small open aluminium fishing boats either anchored or underway can be considered extremely dangerous for the occupants of the small crafts. My view is that large planing vessels should be restricted to displacement speeds in most areas of the Gold Coast waterways. Areas of water-sport activities (wake boarding, water skiing, para-sailing or jet-skiing need to be clearly defined so the small open dinghy style craft with a couple of elderly occupants can either avoid travelling through these areas or prepare themselves for the disturbed conditions too often encountered when travelling through these areas.
- To make a large (12m+) vessel slow down due to passing a smaller boat is very difficult not only for skippers but also very hard to enforce a swell slowing down and speeding up create larger wakes then a consistent speed also 6 knots in my view is not an appropriate speed for all vessels as a safe speed or low wash
- Wash size is more important than speed
- the zones where its 40 knots for vessels under 8m should be changed to 4.88m (16f) as boats that bog down instead of planing (under 16ft) create a larger wash than that when on the plane.
- Extreame large boats throwing large wakes can be a danger to smaller boats
- The size of the wash a boat push out should be the controlling factor. Example big Rivera push out a big wash at all speeds
- In areas used for water sports, or where they travel within 30m of the bank, vessels > 12m should not be allowed to travel faster than 6 knots with concern to bank erosion. When passing smaller boats, if the river is greater than 60m wide, smaller vessels will have a chance to negate the wash also. It is the responsibility of all skippers to travel safely and with each other.
- The focus should be on wash and not speed, some operators doing less than six knots push massive wash yet in some areas are within the law, 8 knots for boats producing little wash should be acceptable.
- Big Boats = Big Wash=No beach left and retaining wall damage.
- six knots is a poor term. Most people don't know what a knot is..... A term like "no bow waves" would work a lot better.
- From years of observation in Boobegan Creek where I live, the wake produced is not necessarily a function of the length of the vessel. A 36ft displacement hull at 6 Knots produces about the same wash as a large jet ski at around 6 knots and less than a Wake boarding boat at 6 knots. If the bow is up then a planing vessel is creating too much wake. The other issue with speed is that the speeding vessels pass within a metre to two metres from moored vessels making it highly dangerous for a ski or kayak paddler emerging from behind a moored vessel.
- 33, Vessels are responsible for their wash and the damage it causes
- The simple fact is small vessels such as tinnies and personal watercraft (such as Waverunners and Jetski brands) produce less wash planing at say 20 knots than they do at 6 or less when fully displaced. There could be "transit" corridors for these vessels at say 20 knots that would minimise any disturbance they may create. Easy to implement!
- with regard to larger vessels, it is not speed that is a concern, but more an issue of the wake/wash that is generated.
- Wash is my major concern and while a small amount of wash is generated by a 30 ft +power catamaran it can be horrendous if created by a 20 + foot mono hull going on or off full plane .
- water craft with high maneuverability should be able to travel at higher speeds also some jetskis now come with Water breaking systems and can stop rather quickly this should also be taken into account and they produce much less wake than larger boats.
- Looking at the wash off a boat is a big concern to a lot of other boaties and to my supprise some of the offenders complain when they are hit with large wash and still choose to operate their boat in the same way damaging and making boating uncomfortable .some boaties have gave up their boats feeling like they have been targeted by these rebels . As a boat builder I have boaties come at looking at changing their boat to make boating more enjoyable and others choose to sell .
- Large vessels can not achieve 40Knots Large vessels should be made more responsible for the damage made by their wash.
- no wash or wake is required with a speed limit, some vessels pull a larger wake at 6 knots then they do at full speed.
- The main problems i find living on the water is the wash from big boats going close to the house, the noise for jet skis in squadrons and the noise from racing tininess plus the 6 knot limit starts right next to my house so the big boats brake hard and so does the jet boat this causes extra wash i have had to replace my pontoon twice in 10 years due to wash damage and have to have constant servicing. 4 to 6 knots would turn our miserable summer existence into a pleasure.

- Speed of Vessel and Size relationship is an interesting discussion. As a PWC operator and Commercial Skipper (as well as Rescue Operator PWC's) I often find larger vessels (25ft Plus) where the bow wave can be larger than the bow of the smaller vessel on approach. Sometimes especially on a PWC and could require a the PWC to apply power for 2-3 seconds to keep the bow of the PWC above water.
- There are too many variable in relation to vessel configuration to just limit speed by size (eg planning hull vs displacement hull)
- It is the wash not the speed that is doing the damage so everyone should be responsible for their own wash if photo evidence can prove they are not then they should be fined. Large vessel terrorize everyone on the waterways too fast too close and yes some do slow down but 2feet from you so you are then sucked into a huge hole that they create because they are too close.
- Smaller vessels when travelling at 6 knots generally make more wash at that speed and because a large number of them are tiller steer the bow may well be at an angle where the operator needs to stand up to see. A better speed for them would likely be around 12 to 15 knots. I believe that wave height is just as important than speed.
- Large vessels in the seaway should always be slowed down as small vessels become easily swamped by wash /wake
- We need a speed limit that reduces boat wake caused erosion, e.g. foreshores and mangroves along the Broadwater have erosion scarps from boat wake (Jabiru Island, Runaway Bay foreshores).
- Very few drivers of large fast boats have any idea of the damage their wash leaves nor do they care! All boats should be limited to 6 knots in congested areas and there are plenty of those in the Broadwater.
- Noise is not the only concern, wash must be considered as a major problem.
- to answer properly you need to describe large/long vessel's?? i would say boats about 75' should be very careful within the broad water and putting up wash for smaller boats.
- Broadwater should be 10 knots for vessels over 10m. The wash created with larger vessels is a safety hazard for smaller craft.
- 6 knots is too fast in canals, it can still create damaging wash. Smaller vessels can create more wash at 6 knots than they do if they are planning. in marina's & canals 4 knots is the best option. In a large vessel slowing down to pass a smaller vessel can often cause more wake. It depends on the circumstances ... how fast is the smaller vessel going, if very slow & you need to pass in close quarters then the best option is to take the larger vessel right off the plane. Common sence must prevail & the rules should be that you are not allowed to pass in a dangerous manner. Can go on forever about this one.
- The 8 mt rule should be reviewed as some vessels under 8m are very fast and put up a large wash
- boats under 4 metres should be able to go fast everywhere as they have little wake when at speed and they should be aloud to go fast in 6 knot areas where it is safe
- Many skippers of large or fast vehicles, have no conception of what it is like to be rolled and washed by the speed of a large/fast vehicle. I have been in boats and been subjected to this wash and it is very dangerous and disconcerting.
- Vessels need to know and document wave size generated at different speeds and only then can this be controlled ei zoned areas may say 1/2 meter waves maximum in this area
- the commercial boats eg Sea worlds big cat Tall ships big cat,jet boats,fishing charters eg Gone Fishing should be made to slow down when approaching and passing smaller vessels.It is disgraceful when you are in a smaller boat than those and they dont alter speed or course and just swamp your vessel when they go past.
- Displacement vessels over 10m should be restricted to 10 knots in all inland smooth seas water waters. I operate a 9m power semi displacement vessel and can suffer extreme rocking from fast moving large displacement vessels moving on the Broadwater. The health and comfort issues of older persons on the Broadwater needs to be considered.
- All large vessels should have a speed limit of 4 knots because none of them do 6knots. Also the wakeboard boats make just as much was as larger vessels and are continually eroding the river at Santa Barbara , they should not be allowed to use them in the rivers
- Jet ski's make more wash when doing 6 knots than when just on the plane
- A one meter wake from a power cruiser at speed down the Broadwater is unnecessary. For a large vessel travelling at 74 kph it's daunting when they pass.
- All vessels are different, slowing down does not necessarily minumise wash, it can increase. Boat owners of vessels over 12 metres should sit for another license, as they do in commercial vessels to understand what there boats wash can do, and how to handle it in busy conditions.
- Wake is the problem. Not necessarily speed or noise
- All vessel and engine manufactures are marking massive investments to ensure all new engines are quieter and more environmentally friendly. Most large vessels will struggle to go as slow as 6 knots anyway. where they place 6 knot area and there is tidal flow most people do 10 knots and the wash is more damaging at that speed than if they were up on the plan going faster.

- There should be a blanket 6 Knot limit on all waterways unless signed otherwise and all canal should be NO WASH. No wash is easily enforceable with an education program and legislation that no part of the wash must 'break' like a wave, either on the surface or when it hits the revetment wall or sand. Simple and easy to show by video or diagram.
- restricting small boats and jet skis to 6 knots is an over reaction they put up less wash at speed than any large vessel travelling at 6 knots allowing small boats to travel at speed will also ease congestion on the water as they wont all bunch up in the 6 knot areas
- sometimes when large vessels slow down they actually create more wake. therefore it should be wake or wash dependant to minimise danger and damage.
- Large vessels can cause a lot of damage with their wash whereas small vessel wash is not nearly so damaging.
- Large "White Boats" 48 + foot planing hulls should have a 6 knot limit imposed in the Southern and Northern channels past Wavebreak. Too much wash finds its way to vessels anchored in the area. Small tinnies and jetski operations should have the 6 knot limit lifted to 12 knots in creeks and rivers as 6 knots is the maximum displacement speed for most of these vessels causing excessive wash.
- Large vessels that make lots of wake should slow down when passing smaller vessel due to safety issues. Its using common sense and being aware of its surrounding.
- While I support much of this, size is not always the big issue. e.g. a 15mt sailing boat hull design has much less effect on wash than a 15mt power planing hull vessel, as does a 15mt displacement vessel. The big problems with wash etc are mainly caused by large (35ft and over) planing hull vessels, particularly when poorly trimmed and/or operated by their skipper.
- Large vessels really meant for outside waters charge along without concern of smaller vessels, their wakes are huge and dangerous and are causing erosion damage to banks. Even at 6 knots their wakes are huge but you would have less power in them and more time to negotiate the wake.
- When a large vessel slows more often than not it's wake increases...anything over 55 foot should be permanently limited when inside the Seaway..
- NO WASH zones cover all boat sizes and hull shapes, no matter what the speed if a wash is created you are fined, it is simple and will stop any confusion re actual speed.
- Q26 - would agree that 6 knots is to fast for some smaller vessels who are 'climbing out of the hole' at 6 knots and creating a larger wash.
- In certain circumstances with regard to wind and tide a vessel travelling at 6 knots creates a larger wash than if the vessel was allowed to travel at say 15 knots.
- 6 knots in some vessels makes more wash than at a higher speed
- The master of every vessel creating wash needs to be aware of the effects of that wash and be responsible for the resulting issues.
- Very few take any notice of the " WASH " behind them & have no idea how fast they are travelling anyhow
- There are many 6knot zones where an increase for smaller vessels would have less impact , if small vessels are on the plane they create less wash, I agree narrow waterways need restrictions
- Jet skis and small boats create no wash at all at speed so why should they be punished if there is erosion as a rule , there are some area or bottle necks where all vessels should be reduced and allowed to travel say at 20 Knots but in one direction so no free styling but there needs to be places to ski and enjoy the waterways
- vessel size is very important when controlling areas and smaller vessels have smaller wash when travelling faster.
- Wake size is generally a function of the length and speed so durely the limits should vary with length.
- There is a problem with *33 and others in this section in that large vessels frequently generate larger wakes when running at a slow speed than when on plane particularly when in slowing down. I see this a lot as I live on a speed transition (fast to slow) zone in the river.
- There should be a max speed for large vessels with excessive wash passing within a certain distance of another vessel.
- I think boat wash is not a big deal. A boat rocking from wash is not bad.
- boats can causes more wash at lower speeds, mine does at 6knots compared to 40!
- Smaller boats under 8m usually create a smaller wake at speed as opposed to when traveling slower. More variations of larger vessels slowing down but allowing small vessels to continue at speed would should be widely considered.
- It can be hard to exactly judge 6knots on a jetski and most operators honestly dont want to cause trouble but with our vessel size this makes our travelling speed so slow not to mention unsteady on some of the smaller models.
- the existing rules are inadequate. noise wash unacceptable. from where i see people dont have any interest in following the rules. i have no idea if enforcement agencies are doing their best. what is their budget?
- Cameras could be used to identify non-compliance with no-wash requirements. This would be particularly easy if no-wash meant that "wash: is created when the vessels wake "crests and breaks" like a wave in the surf. This will happen at different speeds for different vessels but is a consistent mechanism for enforcement purposes.

- People know what to do in our canal because if they see me with my camera they slow down but once past they increase speed. 6 knots unless signed otherwise throughout Broadwater and no wash at all in canals that means no wash breaking or rolling along banks and revetment walls the twisting of walkways is putting unnecessary pressure on them. Everyone needs to slow down and respect and admire our beautiful waterways no where else in the world is there anything like what we have here.
- Wash is the major issue in all areas of the Gold Coast Waterways, a simple NO WASH edict would be the best way to implement change.
- Justification for speed limits appears very subjective and perhaps influenced by residents with political clout. Nerang River is a prime example. If people purchase on a waterway, they are obligated to take precautions for themselves. Small craft at reasonable planning speeds create little wash but to create NO wash they would have to travel at idle speeds which is totally impractical.
- Sail boats have much less wash than a power boat at say 8knots.
- Slow boats can create bigger washes than when they are planning, especially the 6-8m boats. I'm hoping you have looked at incidents and accident statistics before contemplating any rule changes. It seems some of these suggestions have no foundation and will achieve nothing except remove people from having fun on the Gold Coast. A far better approach would be the dedicated activity areas, like the ski zones, but some for jet skiing. (in flat water, suggest inland of sea world, or some dedicated area, and a jetski surf zone on south straddle beach, just north of the rock wall)
- All large vessels producing large washes should be speed limited in all parts of the Broadwater to limit erosion damage to the foreshores.
- Don't over analysis boat wash. Boats should be moored securely & sea worthy enough to handle wash. Anyone that purchases a waterfront property & owes a boat knows boats might make wash. It's not big deal, stop over reacting about it. If you go to the Mediterranean you'll see boats rocking & anchored in rough water that are safe & coping just fine.
- Speed limits for vessels over 8 meters should be retained small planing hull type vessels up to about 6 meters should be allowed to be on the plane in slow areas to reduce wash.
- Variable speed limits could become complicated and hard to enforce. Drive to conditions and within the law. All vessels should be required to slow down and reduce wash when passing within 30m and the 6 knot speed limit be "enforced" when within 30m of moored vessels, Marinas, wharfs etc.
- Q53, depends on definition of "Larger Vessels" Q54, length of vessel does not lways indicate the amount of wash it produces Q55, Passing again is dependant on vessel shape, speed and direction of travel Q56, the water ways are everyones, not just the people who can afford to live on the river front.
- As mentioned previously it's not the length of a vessel that determines the wash produced ie. bay cruisers, displacement cruisers can't go more than 7-8knots & leave very little wash as do semi displacement cruisers or cats [like ours] - it's the large sports cruisers & Riviera type vessels that cause almost all of the problems - totally inefficient hulls with obscenely high horse power!
- no wash zones vary through size of boat yes so speed in no wash zones could vary, When talking about speed restrictions I hope it is in the view of safety and not people who live on the water complaining about people using PUBLIC waterways and as such think there is no reason why sail boats should be excluded from speed restrictions, you can't drive an electric car at 100kph in a 50kph zone on the reasoning that it is quiet
- is there such a thing as no wash?
- Most small craft will create less wake at higher speeds. Has anyone making these decisions ever been in a boat. A 6 knot broadwater will destroy the Gold Coast Marine industry, Fishing comps, ride days, shop demos and old fashion fun GONE!!!!
- Q54 Again determined by wash.
- Should be areas like aldershot should be 40kts but rest 6kts where boats are anchored and no.wash the water way is there to be enjoyed not to be made a shit weekend for old mate anchored up and being rocked and rolled and spill his beer because some cock in a 50ft Rivera goes past at 25kts making 600mm to a 1meter wake going 50m from him
- Speed should be related more to wash (and vessel size) than to strict areas - vessels should be forced to have signs near the helm with wash/speed restriction data
- This is a joke! By having a small area where boats can go fast it will cause more boats into small area. Every vessel causes a wake it is how you drive a boat that causes a bigger or small wake.
- this is so badly written, i thought this was about wakes in our rivers.
- Large displacement vessels travelling at 6 knots often produce a smaller wake than a planing vessel of similar size at the same speed. I believe minimum wake zones should be implemented in some areas.
- A vessel wake is the most critical issue for me. Speed is a direct relationship to any one type of vessel, therefore not all vessels are on wash at 6 kns
- An 8 metre half cabin cruiser planing at 20-40 knots will frequently produce more wash than an 11 metre displacement hull at 6 knots.
- No wash is more relevant than speed When some boats slow down they create a larger wash

- Wash is inevitable when operating a vessel. The question should be if someone intentionally disregards the rules or acts negligent. The rules require to 'drive to conditions'. Not sure what change in law/rules would look like. Question 54 serves no purpose. The current law is sufficient. Why should different speed rules apply in question 58? I thought one objective of the review is to simplify/standardize rules. Same applies for Q61. Q62 is repeating an earlier question. Why?
- While speed is clearly a factor in safety, the greatest impact on amenity is wash. There needs to be more education on the impacts of vessels wash on other vessels in particular, so recalcitrant behaviour can be minimised.
- Again I stress motor size as we had the hell rocked out of us at new year by marine rescue midnight in 6 knot zone at Tiplers! Derm The signs need to say 6 Knot No Wash, even on your site it is confusing as I know it is no wash, but new boaties and jet skiers argue hey I am doing 6 knots but their wash is huge, We have been made aware if we take photos dated then pass it on a fine or warning will be given to the offender.
- 51 & 52 would have to be with conditions, in some areas it seems crazy to have to be doing 6 knots in your little tinny when you know it will have no more wash if it's planning, however in areas like anchorages, marinas, canals etc it is very dangerous when people are flying around in small boats. Maybe if there was a 4 knot rule within 60 mtrs of a moored or anchored vessel, swimmers etc similar to jetski rules
- Speed limits is just one issue, wash is another, sailboats and small craft make very little wash, even less at speed,, Larger boats are the issue with there damaging wash, and effect on smaller craft and shoreline, As regards speed related collisions these mainly occur on jet skis and very few on larger craft, As regard sail craft sometimes it is very difficult to control speed as they are wind related ,would be nice to get my sailboat over 6 knots
- Item 53, Have a look, at the erosion on the Coomera river caused by large vessels and Particularly Wakeboard boats in the Hope Island Santa Barbara areas. It's shocking. We had to sell our boat as it was destroyed on our pontoon due to the Wash. Our Neighbours Pontoon was torn from its Pillars
- Vessels under 8 meters 'DO' make a considerable wash. Even at speeds above 6 Knots!
- the size of the Broadwater allows for lower speeds due to the comparative small distances. The commercial thrill rides should only be licenced for the fast channel or out to sea. All boats should be made to have no wash. I have heard the argument that boats loose steerage at slow speed, rubbish, I have been on a 74m with no wash and full steerage.
- wash is the biggest annoyance , and that is about hull design
- Current 6 knot zones are appropriate to minimise impacts from vessels. In other areas it would be overzealous to apply 6 knots or other restrictions.
- All users would have to traverse the Western Channel to get anywhere increasing congestion and confusion, a simple NO WASH zone is the answer.
- Q54 not clear.
- No fast channel, large waves travel a long way
- Some larger vessels make small wakes at six knots.
- Sail craft may not be able to travel at 6 knots when under sail and when they are sailing without the use of their motor they generally have less wake than a small tinny, and some larger boats cannot travel under 6 knots when traveling with the tide unless you take the boat out of gear which is dangerous although it doesn't produce any wake just having the motors in gear

'Waterways management' – Activities and types of craft

- Leave speeds as they are Make all Nerang River 40 knots if boat>8m
- I think the Nerang five should stay 40 knots Because then all people with big boats and who water skii have to sell all of their equipment and no one will go out anymore
- Need signage for varying speed limits and speed for length limits.
- There are already too many 6 knot zones in our waterways for all vessels . Of course for larger vessels these are important
- water skiing should not be banned in the current ski areas of the Nerang or coomera rivers.
- We regularly participate in Outrigging regattas at Southport, Currumbin and Tweed Heads. Our biggest concern is the speed and recklessness of Jet Ski users. It's equivalent to people drag racing and hooning on our suburban streets and highways.
- Please don't restrict PWC in any areas. Also, please don't make any more go slow areas as it starts to get to confusing for people when areas in a wTer way constantly have varying rules and regulations
- you cannot ban skiing on the rivers, people bought riverside homes and should expect it...the gold coast is what it is cause hyou can ski on the river...if I could not I would no longer want to remain on the gold coast or live on the river...the broadwater is not calm enough to ski on either...bottom-line stupid idea to ban skiing on rivers
- Let us ski, and wakeboard. we arent doing anything to harm anyone except for ignorant grumpy old people
- Don't agree with 6 knot sped limits as they currently are. let alone more zones. I like to go on day trips up the coomera and nerang river and I live at Paradise Point takes me a long time with the current zones. Understand for boats over 8m as for the rest leave it alone
- leave the limits as they are or increase them for use of paid ferry or similar services through the canal system
- The Nerang River has been monopolised by a few hoons on jet skis who treat it as a speedway with no regard to other passive users and residents.
- More police on the water, inforce current rules and speed limits before creating new ones. No stereotyping people because they own different marine vessels owners, by making laws for some and not for others.(example; Noosa and alike)
- Speeding Motor boats, jet skis etc cause dangerous swells for sail boats.
- Don't agree with your questioning process, the waterways must be maintained and if anything speed increased for Comercial vessels but slow down pwc, this can be done by size control.
- I operate a commercial high-speed jetboat on a daily basis. I think the current speed limits definitely need to be reviewed. A ferry system would be an asset to the Gold Coast.
- I urge protection of sailors with disabilities, youths and children when they are on the water from power boat drivers that have reckless behaviour.
- Gold Coaster need to be able to ski/ wake board in a sensible manner in the Gold Coast Rivers. 99% of people already do this.
- Where do we ski?can't ski in broadwater to dangerous and rough. Don't destroy my family days outs
- Allow wakeboarder you bloody pelicans. Its Australias fastest growing watersport and you just want to ban it. How about you ban all swimming on the beach. Just as reasonable
- There is already a minimal amount of areas that recreational waterskiing can be done on the Gold Coast Waterways.. I don't think we should have none, if anything we should be allowing for more areas for these sort of activities.. Or we may as well move to an area that will allow it..
- The stance of an elite few that have the privillage of living on the water should not dictate the recreational future of many that enjoy water activities on the river. People that enjoy water sports such as wakeboarding already have such a small area in which to ride safely and enjoy the waterways.
- Speed limits should be common sense an be designed for all users. They should not be restrictive to smaller boats It makes sense for large craft to move slower in some areas but smaller boats should not be in same class as large boats
- We ride a ski as a family, there are many jet ski users that are irresponsible but there are just as many boaties. The rules that are enforced need to be respective of the businesses that use the area, the residents that live near the area and the recreational users of the area. It needs to be remembered the people that buy waterfront land, ONLY buy the land, not the water as well, a bit like buying property near a train line, you know what you get, no point complaining when the noise wakes you up...
- Make the western channel a slow zone. Vessels MUST give way to passive craft. Launch n Leave for Jetskis on residential areas/ boat ramps.
- Speed on the waterways needs to be policed. The constant noise of speeding jet skis going round and round in circles is unbearable. This happens usually in summer on weekends.
- 6 knots in broadwater where sailing is held, especially where Sailability operates.

- There is the issue of operators using high speed through an area where sail training, and sail races are conducted. I have seen many instances where high speed has caused considerable damage to yachts and their crew. This is both west of Crab Island and other areas in the Broadwater where the actual channels are quite narrow and motor vessels rush through at high and unsafe speeds without any thought to yachts and small vessels trying to navigate areas safely.
- speed limits should be considered for all boat users, not just commercial.
- Urgent need for speed and jet ski control
- Slow down the big speed boats (8 plus meters long) passing slower vessel to eliminate wake caused by the speeding boat.
- As a fisher the biggest issue is jet skis & water skiers in the canals and river. I believe they need to have a designated area, in the broad water. Fishers who are tourists are not coming here because of wash and idiots on jet skis, not obeying existing 6 knots rules
- owners of jetski's and noisy boats need to be given more education !
- Again it is the minority of both boat and jet ski owners who disregard basic boating rules are the ones that should be heavily fined and the privilege of operating water craft in our waterways taken away from them for good Kids in overpowered tinnies should be included in this by removal of their Parents licence and hooning laws
- Boats over 8 metres should be limited to a no wash speed, 2 metre bow waves are dangerous.
- The emphasis regarding 'large boats' appears to concentrate on 'high speed' as being the problem relating to wash. Do not overlook the 35 foot and larger planing hull boats driven at 6 to 10 knots (pushing the 6 knot speed appropriate) but so poorly trimmed that they are 'digging a hole deeper than their transom height' , nose high in the air, and creating massive wash, or the 50+ foot wide forward beam well known brand planing hulls running at "full trim tab setting", making a relatively small 'hole' but pushing a massive bow wave ahead of their hull creating major 'internal' issues for boats at anchor adjacent to the main channel (e.g. northernmost zoned anchorage area, and beyond, at Jumpinpin adjacent to what is now apparently named as another "Horshoe Bay")
- I personally think it's the bigger boats at speed that are causing the issues within the broadwater and it's surrounding environment the wash off some of these vessels are enough to flip over a family in a tinnie (something I've witnessed) , so I'd think something should be done about large vessel speed , has quiet a few benefits I think !!
- My issues relate to wash from passing vessels and how the wash effects others. Displacement has more effect on wash at varying speeds than any other factor and it is extremely difficult to find a blanket solution. The best example is small craft, say under 6 meters (including jet skis) create very little wash at speed, and these craft need to be given exemption or relaxation to speed restrictions imposed on larger vessels. operating in our area. Speed restrictions in our canals need to be reduced to 4 knots to achieve no wash. The six knot speed restriction in the main channel near Sea World should be extended to the north of Sovereign Islands for vessels over 6 meters. I have worked on the water and spent significant time as a recreational boater in this magnificent location since the early 1980's and feel that those in charge of managing the issues have very little understanding of the requirements in our unique location. I have been a boat broker for a significant period working in and around Runaway Bay and run two commercial vessels in the area so I have developed a very strong understanding of all the issues with regard this difficult issue. I will be happy to provide time to the Gold Coast Water Ways Authority to chat about this matter. Regards ??????
- With all background lights at night now the solar lights are inadequate, maybe green triangles and red squares at night to differentiate from traffic lights. All vessel /craft over 10 m should be restricted to 6 k within the broad water boundaries
- There are far too many 6 knot zones! Specially for jet skis and small boats. We create MORE wake at 6 knots than when we are on the plain. This needs to be taken into consideration.
- Please can we have 10knot exemption for commercial ferry service
- Reduce speed of high speed motor boats and JET SKIS along river from Via Roma bridge to Bundall Rd Bridge. Boats with loud engines should be prevented from using water ways at high revs. If they were on the roads they would be considered hoons and pulled over by the police and their vehicles impounded. Same goes for the jet skis in general. Why do they have to carry on like they do because they are on water? Jet skis should be limited in speed in residential areas and allowed to go full speed (dangerous) in the broadwater
- reduce the speed of large vessels to reduce wash and risk of wake flooding small vessels
- If 6knt limits are used to reduce wash then smaller boats eg.<5mts should NOT be restricted as they make less wash on the plane as they are on top of the water and displacing significantly less water. This would not apply in anchorages, dangerous situations or proximity. Noise from these smaller boats does not vary considerably with speed and the duration in one location is reduced with higher speed.
- (32) What is a long vessel? Length is not defined here & may not be considered the same as the user completing this survey. (33) What distances are you referring to? Passing a vessel should be done with caution as this is considered overtaking when in close proximity to another vessel. It is common sense & good idea to slow for small vessels but hard to police if made requirement. In smaller/narrower waterways makes sense to reduce speed or areas with movement of high volume of vessels
- Ski Boats should be considered to be Large vessels by definition as they create large amounts of wash , even larger amounts of wash than large vessels .

- all vessels no matter what size - have to be more aware of their wash at all times, regardless of their dimensions and speed. noise restrictions makes no impact to their wash whatsoever. the rules should stand. 6 knots no wash. if your wash is larger at 6 knots you must then go slower. the implications through wash on the broadwater is one of environmental concern and monetary concern, through washing away our mangrove banks and mangroves and through to persistent dredging of our canals: howard street, runaway bay, shearwater canal, are constantly being dredged purely because of boat wash.
- 6 knots between southport and southern moreton bay for all vessels over 8 mtrs. more police patrols for speeding and large wash.
- As an owner of a 4.25m tinnie and a 5.5m recreational vessel, I often take my young family fishing on the broadwater and associated river systems. The wake put out by larger vessels, particularly when they are traveling at speed, is a constant hazard for smaller boat. I believe there should be an 6 - 8 knot speed limit for all vessels over 8-9m LOA. These large vessel operators often travel too close to small anchored vessels, and rarely decrease their speed when doing so. In fact some look back with a chuckle when doing so, as their wake hits the smaller craft. I believe there should be varying speed limits based upon the size of the boat, with speed limits decreasing as vessel get larger. Excluding PWC's which should be restricted to certain areas to minimise their noise nuisance.
- Large vessels with displacement hulls create more wake.
- even in the open broad water large boats over 8 - 10M should be limited to lower speed limits as it impacts on both the foreshores and families out in smaller craft trying to have a peaceful day out on out natural asset.
- Large Vessels should have a 8 knot speed limit in enclosed waterways. Their wash effects smaller vessels putting them in danger as will as the erosion it creates on the foreshores, mangroves etc
- Jet skiis are very unstable at 6 knots and when crossing wake dangerous. Perhaps 8 knots
- All vessels over 8m in the broadwater should be made to do between 8-10 knots
- Answers 32,33 depend on the definition of a "Large Vessel".
- Too many large vessel owners have no idea of their impact on smaller boats, especially in rivers with channel markers that narrow the access.
- restricted speed limits should be in place from late evening to early hours of the morning . in respect for home owners on waterfront. but I feel it would be unreasonable to put restrictions in place through daytime. after all the reason you live on waterfront is usually to use watercraft.
- Operators of large vessels need to be educated about the wash they've created and the harm it can do. In the rivers and canals, wash size creates serious problems for foreshores and property. High speeds in our rivers and canals needs to be policed more.
- More factors than a boats length that would determine appropriate top speed, weight, power, width etc.
- Education is more important than more rules. No boats should anchor in any channels. More damage is done by boats half off the plane putting up huge wash than boats going faster. 6 knots or No Wash in mooring areas
- The waterways should be left open to skiing and wakeboarding
- very large vessels create more wash, are less agile and require more room to stop than smaller ones, and it is practical to apply different speed limits based on size
- i have a large and small vessel. i am in favoure of a lower speed for large vessel 30 knots . but also believe in 40 knots for under 8 mtr vessels.
- Most people in large vessels are mainly responsible and slow down.
- Larger vessels create a wake that can be dangerous to other uses and most large vessels that create this wake have a disregard for smaller vessels. Some enjoy the intimidation
- 34 only iro smaller vessels having high speed limits
- there are enough rules as it is but a jet ski doing 40knots has less of a wake than one doing 6 knots. its the opposite for large vessels. Speed should depend on maneuverability.
- Boats over 12meters are the culprits of causing bank erosion and due many of them being stubborn cause smaller vessels to have a hard time boating due to their large wake. i believe a speed restriction should be enforced on larger vessels. Maybe for smaller craft under 6m, can they be measured for wake size to either control their speed limit in 6 knot zone areas if they are to big or if its a smaller tinnie or so be allowed to plane at a reasonable speed as it doesn't create damaging wash. When your in a little boat going through the rivers against the tide at 6 knots, it can actually create more wash then what it would if it were on plane.
- Large cruiser type vessels in my experience going too fast considering the conditions and amount of traffic at times on long weekends is a large part of the problem
- Large vessels in the broad water put out too big a wake when doing 40
- Yes to lower larger vessel speed limits as due to wash produced and impacting on smaller vessel can create a very unsafe environment on smaller vessel users which I have experienced many times on broadwater,
- TSS and St hildas rowing students, should not be exempt to these rules, including 6 knots and taking over the whole waterway as they do, they should be isolated to designated 6 knot zones up around lake intripid or mermaid waters.
- Under 26foot 8meters 40knots and 6 knots when close to boats or swimmers

- Any vessel of more than 8 meters in length should only be allowed to do a maximum of 10 knots in the broadwater.
- large vessels cause dangerous condition due to their excessive (large) wake when operating near other vessels or beaches,
- One rule for all craft types ie. one for jets ski & another for all other vessels. A 4 knot speed limit would force me to run on one motor thereby making emergency maneuverability impossible. It does 6 knots in gear & a max speed of 28 Knots.
- Vessel size and speed is certainly an issue, but it is vessels greater than 8 meters which cause the problem, not vessels smaller than 8 meters. Variable speed limits based on vessel size is certainly appropriate, but only where the vessel is greater than 8 meters.
- It is the small private weekend vessels tat des all the problems , I am an owner of both and it astounds me how the weekend warriors behave , stop anywhere they want and constantly cut commercial vessels off, the licensing needs to cover some practical training not just a test. We're the same rules applied on the road you would have millions of accidents
- How are you going to police the different speed limits for small/large vessels, it hasn't worked yet
- This is all common sense issues. A large vessel, say 12 metres or larger travelling at 35 knots in the vicinity of small open aluminium fishing boats either anchored or underway can be considered extremely dangerous for the occupants of the small crafts. My view is that large planing vessels should be restricted to displacement speeds in most areas of the Gold Coast waterways. Areas of water-sport activities (wake boarding, water skiing, para-sailing or jet-skiing need to be clearly defined so the small open dinghy style craft with a couple of elderly occupants can either avoid travelling through these areas or prepare themselves for the disturbed conditions too often encountered when travelling through these areas.
- Big and long vessel should be 6knots ski boats and smaller vessels 40knots
- Boat owners and drivers always need to be concerned about their own safety and the safety of others around them. We have witnessed dangerous driving at low speeds by tinny owners. Lowering speed limits to appease the few residents who bought on main river frontage but do not wish for people to use it is unacceptable and to hide the issue behind a blanket of public safety is ridiculous. Their will always be a minority who oppose everything, please don't let the Gold Coast loose another activity that is enjoyed by many.
- Larger vessels i think should be controlled on speed as these are the ones that impact the most
- Variable speed limits will just further confuse and compound the frustration. Time-based restrictions on certain vessel types (e.g. powercraft) will allow resident's to not be bothered by noise early in the morning, and will also allow smaller vessels to enjoy time on the water without contending with larger boats. For example, a 10PM – 8AM ban on powercraft. Speed restrictions must be simple and standard. 6-knots where safety hazards are high. 40-knots everywhere else. And time-based restrictions to combat noise issues. If a government builds a new highway with noise pollution too excessive on nearby residential areas, they compensate the residents or acquire the residence. But those who have chosen to live on a river shouldn't have the luxury of being compensated for excessive noise. They chose to live on the river and should understand the inherent noise pollution attached to that lifestyle. That's not to say that a fair deal can't be reached for all, but it is to say that total restrictions should not be forced onto the wider public for the sake of a lack of foresight from waterways residents.
- There needs to be a 'boat free zone' and an immediate review of PWC activities around bird roosts and the southern training wall of the seaway. A marine reserve needs to be immediately established there to prevent what is already shaping up to be a certain recipe for disaster there. Every day PWC craft mow along that wall at ridiculously high speed over the top of snorkelers, scuba divers and paddlers and it must be stopped. A no go zone and restrictions to speed around those zones are what is needed immediately. The dive area at the pipe needs better management to protect people and wildlife, as does the bird roosting sandbars and islands around wavebreak. The situation is currently very dangerous and there seems to be little to no regulation of these activities. Also, the commercial jetboats are operating too close to Wavebreak and the bird roosts, they also need to be restricted to operate away from those areas. They are incredibly loud, dangerous and disruptive and pose a significant risk to the dugongs, turtles and birds of the area.
- 26 controlling wake is important ,some areas you can go faster as its not such an issue 32 is there not already separate speed limits for large vessels ? 33 care should be taken to control wake
- a large cruiser makes more noise and creates more damaging waves doing 6 knots than my 5.4m plate ally 100 4 stroke makes doing 40 knots ... speed limits should be used to control speed related safety and nothing more
- 40 is already restrictive. It's a large waterway compared to those in other states. I thing the biggest issue is the absolutely enormous boats doing very fast speeds. Smaller boats are dangerous our on the Broadwater once the big guys start ploughing through.
- Larger vessels need to lower speed and use craft outside spit. Jetskis banned from residential areas and western shore. Hooning tinny kids have boat confiscated
- water craft with high maneuverability should be able to travel at higher speeds also some jetskis now come with Water breaking systems and can stop rather quickly this should also be taken into account and they produce much less wake than larger boats.
- Need to slow the jet boats down.

- Large vessels can not achieve 40Knots Large vessels should be made more responsible for the damage made by their wash.
- The commercial jet boats that buzz around multiple times a day through the residential waterways of runaway bay to the commera river are the worst offenders and become thrown into complaints with other vessel groups. There are freestyle bans for PWC but the jet boats need similar distance off and regulations put in place.
- Speed of Vessel and Size relationship is an interesting discussion. As a PWC operator and Commercial Skipper (as well as Rescue Operator PWC's) I often find larger vessels (25ft Plus) where the bow wave can be larger than the bow of the smaller vessel on approach. Sometimes especially on a PWC and could require a the PWC to apply power for 2-3 seconds to keep the bow of the PWC above water.
- Large craft pass me on my jetski so there speed is an obvious issue especially the large wake these vessels produce can be very dangerous to smaller craft.
- There are too many variable in relation to vessel configuration to just limit speed by size (eg planning hull vs displacement hull)
- No PWC can idle and transverse slow lanes at 6kn
- What exactly are we calling large vessels??
- Sizing of vessels should be from 5.5 m -6m as they really start to cause some severe wash when anchored and also to smaller craft like stand up boards and kayaks even rowing skulls.
- Large vessels in the seaway should always be slowed down as small vessels become easily swamped by wash /wake
- I believe strongly that vessel size is a huge contributor to what speeds should be.
- Not too sure what you consider a large vessel. To a kayak a 16 foot vessel is large. Very poor survey questions that will provide the wrong type of restrictions.
- all non trailerable vessels should be restricted to a maximum of 20 kt in the broadwater and 6 kt within 100m of moored vessels. Once in open ocean no restrictions should apply
- Jet skis are banned in Sydney harbour and should be banned in the Gold Coast Rivers.
- Motor size is an area to look at as some 40 ft vessels travel at a max of 8 knots while another 40 ft vessel can travel at 28 knots. A look at power plant needs to be assessed with regard to question 34.
- to answer properly you need to describe large/long vessel's?? i would say boats about 75' should be very careful within the broad water and putting up wash for smaller boats.
- boats 4m and under or boats 15hp and under should have a 10-20 knot speed
- larger vessels should be restricted especially around smaller vessels.
- Displacement vessels over 10m should be restricted to 10 knots in all inland smooth seas water waters. I operate a 9m power semi displacement vessel and can suffer extreme rocking from fast moving large displacement vessels moving on the Broadwater. The health and comfort issues of older persons on the Broadwater needs to be considered.
- 34 depends on what size vessel
- pt 32 doesn't clarify what size/length large/long vessels relate to. Pt 33 as above and don't clarify locality of passing. i.e.;Broadwater verses canals.
- What is the classification in meters of a small and large vessel? Vessels over 8m in lenth are required to operate at speeds of 6 knots and less as it stands today.
- Large "White Boats" 48 + foot planing hulls should have a 6 knot limit imposed in the Southern and Northern channels past Wavebreak. Too much wash finds its way to vessels anchored in the area. Small tinnies and jetski operations should have the 6 knot limit lifted to 12 knots in creeks and rivers as 6 knots is the maximum displacement speed for most of these vessels causing excessive wash.
- Planing hull boats 6 to 10 m don't handle well at 6 knots not enough water passing the hull due to the shallow V hull ...
- Why are commercial jet boats allowed to operate with no mufflers in there exhaust systems? And jetpack adventures at budds beach should never have been allowed to run a motorised water sport business so close to houses
- perhaps speed could be based on hull shape. speeds should be lowered for vessels over 8 metes
- Large vessels really meant for outside waters charge along without concern of smaller vessels, their wakes are huge and dangerous and are causing erosion damage to banks. Even at 6 knots their wakes are huge but you would have less power in them and more time to negotiate the wake.
- Regarding 32, There is a difference between driving a large boat during the week versus a weekend when the traffic volumes are different. Regarding 34, I believe the limits are practical but do not agree with them being more widely used.
- big boat - big speed - equals big wash
- Variable speed limits cause confusion and do not assist in making the waterways safer.

- We request a 10knot speed exemption on Nerang river for a commercial ferry service crewed by Master 5 and Deckhand
- 33. Unless it is an emergency services vessel. 34. For passive craft users, it is never obvious if you are seen by a motorised vessel heading toward you.
- Wake size is generally a function of the length and speed so surely the limits should vary with length.
- Wake boats and larger vessels create wash - this is one problem, They should not be allowed to reach 40knots in narrow regions of the river i.e Bermuda st to via roma. 40 knots is too fast for smaller craft also in these areas, from a safety point of view (not a wash issue)
- Variable speed limits are not the answer. Everyone should adhere to a 6 kt (or lower) limit regardless of size of boat. Enforcement is already difficult.
- How do you police vessel size.? Does the size of a vessel include outboard motor/s.
- Size of Boats / Vessels should be up to 5.5m and above. A 6m boat is a large craft and usually cause quite a large wake. Speed restrictions need not be uniform as long as they are well displayed and easily understood.
- Realise that the rules for various boat sizes are at fault here. Boaties are breaking rules because they are dumb in some cases.
- more police patrols, bigger fines, lower speeds for big boats, someone will be killed this summer on the water, slow the big boats down please, please. 60 foot boats at 40 knots, you have to joking, send them off shore where they belong. waterways are too small for the turkeys in their monster boats.
- Enforce the speed limit more for the jet skiers. Enforce the no skiing before 7am rule more. keep the big boats moving faster up on their plane so their wash is smaller. its these big boats doing slow speeds which cause the major damage.
- I live on the Allambi canal and I have no problem with the tinnies and small fishing vessels , it's the wake board and 18-25 foot day boats setting out enormous wakes that are the real problem. They cruise up the river doing up to 12 knots every weekend , this is the reason for the erosion of the beaches not the re direction of the river near convention centre. I've lived here for 18 years and the increase of the above mentioned boats has increased 10 fold. If the authorities sat opposite our house on a Saturday or Sunday ,they would issue at least 50 fines just from these vessels alone every weekend
- Jet ski always breaking the rules
- Restrictions on larger craft and cameras would control the speed of most large boat operators who have no regard for other peoples safety or property in two areas that come to mind ,Currigee,S S Island and Korong and Yacht streets in Southport.
- noise problems sit on and stand up jet skiers-- 2 stroke jet skis have been an on going "noise problem" and won't come to an end, until the 4 stroke skis take over completely, as this is a waiting time situation there is no other answer but to: ban 2 stroke skis from santa barbara, due to there noise problem and the current sign needs updating to all jet skiers using this area, sign no. 1 " all jet skis" straight line driving only, max speed 40knots towing of water skiers permitted
- Why not a 20 knot speed limit for small vessels and a 6 knot limit for large vessels in areas where wash damage and speed safety is a concern. Eg western broad water and nerang river.
- Clearly the larger motor boats doing 30knots causing havoc to anything within range are not being stopped or reported
- Sail boats have much less wash than a power boat at say 8knots.
- 6 knots is silly. variable speeds based on vessel size is good. but should be faster than 6 knots. Support water taxis!!!
- Slow boats can create bigger washes than when they are planning, especially the 6-8m boats. I'm hoping you have looked at incidents and accident statistics before contemplating any rule changes. It seems some of these suggestions have no foundation and will achieve nothing except remove people from having fun on the Gold Coast. A far better approach would be the dedicated activity areas, like the ski zones, but some for jet skiing. (in flat water, suggest inland of sea world, or some dedicated area, and a jetski surf zone on south straddle beach, just north of the rock wall)
- All large vessels producing large washes should be speed limited in all parts of the Broadwater to limit erosion damage to the foreshores.
- Sail boats generally produce less wash, are quiet, and more easily controlled when sailing appropriate to the wind. They don't have speedos on smaller yachts! Larger yachts would rarely reach speeds over 6 knots, so it's not really an issue.
- 58 yes but your creating different rules for different vessels. Monkey see monkey do.
- If the idea is to only target one craft type and ignore other rule breakers why bother with any rules
- Lager vessels and large commercial vessels should be restricted to 8 knots. Jet boats should be band
- Q53, depends on definition of "Larger Vessels" Q54, length of vessel does not lways indicate the amount of wash it produces Q55, Passing again is dependant on vessel shape, speed and direction of travel Q56, the water ways are everyones, not just the people who can afford to live on the river front.

- no wash zones vary through size of boat yes so speed in no wash zones could vary, When talking about speed restrictions I hope it is in the view of safety and not people who live on the water complaining about people using PUBLIC waterways and as such think there is no reason why sail boats should be excluded from speed restrictions, you can't drive an electric car at 100kph in a 50kph zone on the reasoning that it is quiet
- be careful how much you let sail craft do . i have see sailcraft take dangerous risk because they think sail has right off way . I have a large craft and there are times nomatter how i would like to give sail room when they perform manovers with out warning it is not always poss to moove 9 ton of boat as quick as they want.
- People do not water ski in the dark? People have pictures in their license material.
- Sail craft are still on the water, why the hell would they be exempt?? There should then be exemptions to jetskis because they are more manouveable
- We need a fast water ferry shuttle service on the GC from paradise point to broadbeach which needs to be exempt from speed limits like Brisbane River as long as wash is reduced by hull design.same as ferry cats GC is surrounded by water why not use it for 2018 commenwealth games people will flock to it ??????
- Some sailing craft (especially, but not restricted to, multihulls) are capable of very fast speeds, sometimes in excess of 40 knots,
- if the six knots ruling is given, that means sailing, wind surfing and kit surfing should all be under the same umbrella
- Skier's don't ski in the dark?
- Why Exempt sail craft. They are a huge problem already with their heading to ram philosophy, knowing power craft HAVE to avoid them. 6 Knots all over broadwater would destroy soo many boating reliant businesses. Where would this mythical fast channel go to & from?
- Q54 Again determined by wash.
- Water Taxi / Shuttle & use of the waterway for transport should be encouraged to make better use of the resource and ease pressure on the Road system.
- Slow down the private boats , this is the problem especially pwc, I have one but spend a y on the broad water and watch the idiots
- Variable speed limits are unenforceable and too complicated. They are also unfair.
- In regards to question 56. You can only waterski in daylight hours period on any waterway there is already a time restriction in place. Sail boat should have the same rules as motorized vessels they if anything should be under-power until in open waters.
- Water taxi's and sail craft should follow the same rules. as soon as exemptions are made, it will lead to confusion.
- same rule for all vessels including kite surfing and windsurfing.
- Why would Sail craft be exempt? that is just stupid. they have the least amount of maneuverability and therefore should have the slowest speed limits
- Wash is inevitable when operating a vessel.The question should be if someone intentionally disregards the rules or acts negligent. The rules require to 'drive to conditions'. Not surw what change in law/rules would look like. Question 54 serves no purpose. The current law is sufficient. Why should different speed rules apply in question 58? I thought one objective of the review is to simplify/standardize rules. Same applies for Q61. Q62 is repeating an earlier question. Why?
- Q61 - what is exampst?
- Sail craft should not have any preference which would/could see them pass powerboats in a restricted speed area and then cause problems for the faster/more powerful motor craft
- Taxi boats seem to be a reasonable idea but speed and noise restrictions must apply. No matter how many pictures are posted it will not stop those who choose to ignore the rules.
- boats under 8m should only be allowed to do 20knots
- Speed limits is just one issue, wash is another,sailboats and small craft make very little wash, even less at speed,, Larger boats are the issue with there damaging wash, and effect on smaller craft and shoreline, As regards speed related collisions these mainly occur on jet skis and very few on larger craft, As regard sail craft sometimes it is very difficult to control speed as they are wind related ,would be nice to get my sailboat over 6 knots
- Daylight hours of skiing should not be allowed. Should be a limit of hours as summer hours are very long and people tKe advantage of this. Some ski boats are ridiculously noisy. Wakeboard boats kick up an enormous wash and should not be allowed in Gold Coast waterways in residential areas due to the erosion they cause.
- Vessels under 8 meters 'DO' make a considerable wash. Even at speeds above 6 Knots!
- pt 56 water skiers do not ski in the dark so they post their own time restraints. Residents also purchase in an established area knowing it's a ski zone.
- Sail craft under sail only because negligible wash and speed not so easy to control.
- Variable speed limits should be introduced, enforcement should be increased with variable and practical speed limits applied (skippers need to be responsible). Reducing the operational speed of vessels in the broad water will make some locations inaccessible for day boating.
- Sail craft shouldn't be exempt from the regulations

- Sail Craft just under sail should be exempt but under motor as for all other.. Under sail the giveaway rule needs looking at for manouverability in the channel area's
- 56. Daylight restrictions should apply to preserve residential amenity around area's popular for water skiing, etc, should apply to PWC who flaunt speed and other regulation around the coast on a regular bases. Maybe it time to introduce PWC areas when it is safe for operators to do all the stunts and tricks out of the general traffic areas, loss of craft penalties should apply if caught preforming stunts and tricks outside of these areas. Stronger penalties for PWC when speeding close (less than 30m) of anchored vessels including if fishing. Tighter controls on Jet Boat Operators are also needed in relation to speeding close (less than 30m) of anchored vessels including if fishing.
- Sail craft may not be able to travel at 6 knots when under sail and when they are sailing without the use of their motor they generally have less wake than a small tinny, and some larger boats cannot travel under 6 knots when traveling with the tide unless you take the boat out of gear which is dangerous although it doesn't produce any wake just having the motors in gear
- #56 I have been campaigning for in my area. Summertime we are woken at 4am regularly by boat ramp users and often eat dinner to the tastes and noise of revving outboard motors.
- 59. Would like to understand this concept further. 60. The fast channel should be declared 6 knots. There should be no 'rushing' anywhere inside the waterways. Skiers & wakeboard caft need a designated area north of Wavebreak Island. 61. Sail craft operators show to have more respect and common sense on the waterways.
- Jet skis are smaller vessels, they travel at outrageous speeds and are discourteous to other waterways users. So a variable speed limit in go slow areas based on vessel size would not help at all. Jet skis are some of the worst offenders re speed and nuisance and they should not be allowed to share space with the fishers and kayakers, paddle boarders and sailing boats that use west of Crab Island. Crab Island is a bird habitat and wake from large boats moving through the western channel flood nests every year. Q 54 doesn't make any sense at all. Q 60: 4 Knots not 6. Q 61 exempt?

'Waterways management' – Behaviour

- I agree that we need reasonable regulation without it being a 'nanny' state. Regulation should be aimed at normal expected behaviour and not to restrict everyone because of the idiots. Police and fine them without reducing all to the lowest denominator.
- The broad-water and waterways need investment and good management no ridiculous over governance and silly speed rules . Sailors and motor boat owners should have a workable and sensible plan moving forward. We need to promote our marine area's to their fullest. More marina and facility's for large vessels.
- Remove speed restrictions in most areas and go back to accountability
- Improve management of all anti social behaviour
- We regularly participate in Outrigging regattas at Southport, Currumbin and Tweed Heads. Our biggest concern is the speed and recklessness of Jet Ski users. It's equivalent to people drag racing and hooning on our suburban streets and highways.
- I have a firm belief that each and everyone is accountable for his or her own actions and common sense should apply in most cases. But speed enforcement is needed at certain locations, the current provisions i believe do so adequately.
- I have lived on the waterfront for 40 years, and even when my husband was alive (he passed on 14 years ago) we was always contacting waterpolice, etc. about this speed limit etc. I have now moved to an on broadwater location exactly 1km. north of my old residence(which was ?????? Runaway Bay) and still see this same problem.
- The speed on the waterways should remain the same ... As it is it takes too long to get get from point a to point b.. If the problem is speed and recklessness which is only caused by minority it should be a police matter and therefore more money should go towards policing rather than making the honest responsible people/majority pay in slowing us down...!!
- Problems are coming from people not observing speed limits and rules in the designated zones. Many people continuing 40 knots when changes. to 6 knots. present speed zones are good and sensible.
- We live on Salt Water Creek and the kids in tinnies drive use crazy as they have no respect for other peoples property and are a liability and a major accident waiting to happen. Its a 6 not zone and they use it as a freestyler zone. Boys especially should not be allowed to get there licence until a more mature age.
- There are a minority who are reckless on power and jet skis no different than some drivers on the road. There should no be lower speeds just better enforced.
- The Nerang River has been monopolised by a few hoons on jet skis who treat it as a speedway with no regard to other passive users and residents.
- AS with all Govt/Bureaucrat outcomes over the last couple of decades, again we face a situation of punishing all citizens by more fine-able regulations because it is the easy & profitable way for the Govt/Bureaucrat. - Instead of catching the criminals/idiots & PUNISHING them to an extent that they will never do it again. A real deterrent.
- Do not group punish everyone for the lawlessness of a few. Make it a simple system to use.
- Speeding Motor boats, jet skis etc cause dangerous swells for sail boats.
- My views in regards to waterways management aligns with having waterway users adopt an attitude that is kind to the environment and all other users.
- I urge protection of sailors with disabilities, youths and children when they are on the water from power boat drivers that have reckless behaviour.
- Individuals need to take responsibility for their actions. Do not let the minute population ruin it for everyone.
- Gold Coaster need to be able to ski/ wake board in a sensible manner in the Gold Coast Rivers. 99% of people already do this.
- Waterways should be a safe place for everyone to enjoy. They are public and should cater as such. They should not be restricted to conform to the desires of individuals or certain groups. We need to be reasonable and fair to all. River-wide 6-knot zones are not the solution for a healthy Gold Coast that thrives on its waterways culture. At the same time, resident's living on the water shouldn't be woken up early in the morning by large watercraft. Set time restrictions on waterway usage – don't restrict the amount of waterway available.
- speed limits need to be vigorously monitored as most boaters show complete disregard for speed limits particularly in the Tiplers region.EXCEPT when the police have been present in the area. Excess speed in this area has greatly increased silting of this anchorage.
- Self regulation requires maturity, and an understanding of the meaning of "common courtesy" I see many people ignoring the "rules" (particularly the 30 met rule) affecting others safety & pleasure. Is not the removal of advisory signs is another reminder opportunity gone
- We ride a ski as a family, there are many jet ski users that are irresponsible but there are just as many boaties. The rules that are enforced need to be respective of the businesses that use the area, the residents that live near the area and the recreational users of the area. It needs to be remembered the people that buy waterfront land, ONLY buy the land, not the water as well, a bit like buying property near a train line, you know what you get, no point complaining when the noise wakes you up...

- Make the western channel a slow zone. Vessels MUST give way to passive craft. Launch n Leave for Jetskis on residential areas/ boat ramps.
- As a resident with a life-long experience with commercial and recreational vessels and a waterfront home owner for 6 years I have observed frequent dangerous hooning behaviour that puts other water users at risk, disturbs shore birds and causes considerable damage to revetment walls through increased wash. River and canalside home owners are now responsible for repairs to revetment walls and it is an unfair burden on these owners to be subject to property damage from boats travelling at unnecessarily high speeds past their properties. This is one of the reasons I sold my property on the canal at Palm Beach. It is most usually underage boys operating boats when they clearly have no understanding of engines, how to control a boat and safe conduct on the water. These young people would not qualify for a driver's licence yet are on our waterways. Complaints about poor behaviour went unanswered and in any case, there were simply no staff or vessels available to ensure safety on our canals and waterways. The 5 knotph speed limit on canals should be enforced and I agree with those majority of people surveyed who believe 40 knots is much too high a speed for powerboats. The open sea is the place for speed, not in close proximity to homes and families.
- the water ways are getting more crowded maybe it time that fishing in middle of channels should be banded
- Speed on the waterways needs to be policed. The constant noise of speeding jet skis going round and round in circles is unbearable. This happens usually in summer on weekends.
- The waterways should be usable for rowing, fishing, small boat sailing, paddling and for passive enjoyment. These activities are largely prevented by a small number of irresponsible hoons who use the waterways as speedways.
- The need to look at vessels with huge wakes even at slow speeds, this is damaging shorelines, which you are probably aware.
- common sense for all users, keep the main channels clear so travelling thru is safer. not allowed to anchor and fish in a main channel
- i work on the coomera river waterfront , we have serious issues with speed restrictions and use of small tinnies with young kids .wont be long before there is a serious accident .
- There is the issue of operators using high speed through an area where sail training, and sail races are conducted. I have seen many instances where high speed has caused considerable damage to yachts and their crew. This is both west of Crab Island and other areas in the Broadwater where the actual channels are quite narrow and motor vessels rush through at high and unsafe speeds without any thought to yachts and small vessels trying to navigate areas safely.
- Too many large fast boats on the Broadwater who's owner don't seem to care for others
- There are already rules and regulations in place. All users of the Broadwater need to follow the rules, be courteous and respect others. the Broadwater is for everyone and by making special areas for some is not the way to go. The majority already do this.
- We live on the canals and some people treat it like the highway with indifference and no regard for any speed limit or safety.
- Best achieved by driver awareness
- Implement what happens Internationally. " SPEED LIMIT 6 KNOTS WITHIN 30 FT OF ANY VESSEL<, MOORED OR UNDER WAY " That would stop some of the idiots whose motto is " Never look behind or you may see the tinnie you have swamped "
- Most wash related damage and affront to riverside residents is caused by vessels operated in violation of existing rules. Clearly, the prevailing attitude of such operators is that they are most unlikely to be apprehended and fined, and will therefore continue their activities in any manner which they deem fit. There is scant consideration for local residents, the environment or other waterways users. This attitude is not rare, but rather endemic, with the vast majority of boat operators seeming to regard speed signs as merely indicative.
- Respect for others using the waterways
- There's nothing wrong with existing speeds, just that people are violating the current law. If the speeds were enforced as ruthlessly as they have been for jetskis then the speeds would not need to be changed.
- common sense and the age of the person with the licence should be taken into account
- (32) What is a long vessel? Length is not defined here & may not be considered the same as the user completing this survey. (33) What distances are you referring to? Passing a vessel should be done with caution as this is considered overtaking when in close proximity to another vessel. It is common sense & good idea to slow for small vessels but hard to police if made requirement. In smaller/narrower waterways makes sense to reduce speed or areas with movement of high volume of vessels
- all vessels no matter what size - have to be more aware of their wash at all times, regardless of their dimensions and speed. noise restrictions makes no impact to their wash whatsoever. the rules should stand. 6 knots no wash. if your wash is larger at 6 knots you must then go slower. the implications through wash on the broadwater is one of environmental concern and monetary concern, through washing away our mangrove banks and mangroves and through to persistent dredging of our canals: howard street, runaway bay, shearwater canal, are constantly being dredged purely because of boat wash.

- use "no wash" zones more than speed zones. eg: large vessel required to slow down when passing small vessels, may push more wash than it did when it was planing. "NO WASH" when passing smaller vessels is an easier goal to attain.
- As an owner of a 4.25m tinnie and a 5.5m recreational vessel, I often take my young family fishing on the broadwater and associated river systems. The wake put out by larger vessels, particularly when they are traveling at speed, is a constant hazard for smaller boat. I believe there should be an 6 - 8 knot speed limit for all vessels over 8-9m LOA. These large vessel operators often travel too close to small anchored vessels, and rarely decrease their speed when doing so. In fact some look back with a chuckle when doing so, as their wake hits the smaller craft. I believe there should be varying speed limits based upon the size of the boat, with speed limits decreasing as vessel get larger. Excluding PWC's which should be restricted to certain areas to minimise their noise nuisance.
- I think that 4 knots is appropriate within smaller residential canals only. Larger issue at present is young children speeding in small tinnies with outboards - very dangerous as they are not mature enough to act responsibly. This needs to be looked at urgently before someone is killed.
- Safety is my main concern. All vessels should slow down in proximity to sailing vessels, dinghies, paddle-boarders, swimmers etc. All the time!
- 33. Should slow down if unable to deviate a safe distance from a small vessel.
- Many large vessels are inconsiderate when cruising at say 20 MPH and nearly capsizing fishing boats or house boats . Boat owners should be accountable for their wake . Smaller boats put out less wake the faster they go
- Common sense should be used
- Be fair to all and don't just target one group due to law breakers
- Too many large vessel owners have no idea of their impact on smaller boats, especially in rivers with channel markers that narrow the access.
- restricted speed limits should be in place from late evening to early hours of the morning . in respect for home owners on waterfront. but I feel it would be unreasonable to put restrictions in place through daytime. after all the reason you live on waterfront is usually to use watercraft.
- Q34 variable speed limits needs to be limited, allowing our smaller vessels the opportunity to be on the plane while larger wash causing vessels are restricted. Q33 having a rule where larger vessels have to slow down to pass a smaller vessel is unenforceable. Select the safe speed and make it a clear and concise, simple rule.
- No. 33 should only apply when within 30 meters.
- As it appears the same problem has still been existing for the last 20 years when the river had only small boats under 6/7 mtres long, using the river, this boat size was the main size, up till that period, as you now can see whats happened bigger boats and bigger wash problems, now exist, as you people didn't take my 55 years of experience into consideration last time 10 years ago, maybe you can see now, that the length of the boat doesn't come into the equation, its the wash height coming off the stern or the bow of all boats, this is the drivers responsibility, and as to whether the boat can get on the plane and leave a maximum wash height of no more than 200mm or nine inches of wash height or not, as this was the average wash height, of 90% of boats , 20 years ago, using the coomera river, or weren't you there then, i was, and there were no banks being washed out, or other damage, so its like this from now on,!!!!!!.... if any boat can't maintain a maximum wash height of 200mm or 9 inches from the rear or bow of their boat while on the plane, what ever speed they are doing under 40 knots , they have to reduce their speed, till there wash height is in line with the rules, otherwise--- fines apply,--- as it seems every body likes following the leader , not a smart way to be a leader, as my past experience and my hours, on the coomera river exceed 3/5 hours a week average, over the last 18 years , and thats only on the river, with no problems, or accidents, and from the river bank,thousands of hours of observing and what was happening. Previously to that, 35 years of water experience, i am also a boat builder, and i have built timber and fibreglass boats, also house boats ect and have also been involved with the marine industry and hull design for many years, my physical time on the coomera river and being on deck, at santa barbara would nearly out rank in time,most users of the river over the last 18 years, and in this time frame has also been giving me a visual, of all the problems that the river users cause, and of others who use the river every day, santa barbara water ski area doesn't need any boat exceeding a boat wash height from their stern or bow of more than 200mm or 9 inches, while passing thru santa barbara, as i am only interested in santa barbara and its ski area, i also have been responsible for its land re-development over the last 18 years with the help from the council, if you care to come down and see whats its like now, it has been changed , but your input in the past has been a poor show, this area is used by a wide range of users now, who now enjoy what has been done to the area, but some how it has taken 18 years for the d.o.t. to reduce the swing moorings down from 11 to 4 moorings, this area of water has been a vital part of the all over area of the water sports area and is still taken up by, 4 pain in the arsh boats, which have'nt moved off their moorings for 3 to 5 years, and further block the final development of the santa barbara river front, santa barbara has 700mtres of river front, the 4 remaining boats are taking up 350mtres x 60mtres of this water space which is half 50% of the total river front that santa barbara has, and the fishing area to which can't be used by fisherman due to the current snagging there fishing lines around the moorings. As i have been promised more than once by d.o.t., that they would rid the river front of the moorings, over the last 18 years, really seems a bit to long an ask, don't you think, the last time you were asked to remove the moorings, was by councillor phoor and nobody answered his request, the new signage required for the water ski area and installing it in mid-river is: sign no. 1 "no mooring in the water ski area while water skiing is in progress". "no boat parking" "sunrise to sunset" while water skiing is in progress"....fines apply sign no. 2 .maximum wash height this area 200mm or 9 inches from the stern or the bow of your boat thru the santa barbara water ski area fines apply as you can now see,

the 200mm wash height cuts out the 8mtr boat sign, don't be a leader , take the lead, and don't be a follower, this signage has to be installed, i thought we are the gold coast, who are the leaders !!!!!!!

- even jet ski's can have a wake that can rock a boat at anchor - vessel operators in many cases do not care about others. It happens right across the Moreton Bay area and Gold Coast waterways. Boat operators have no regard for the size of there wake, you can tell them to slow down - and get abused in return that they are doing 6 Knots. Police and other regulators have in the past turned a blind eye to not only jet skis but small craft - speeding, causing large wakes. Anchoring at night has its problems with boats with no navigation lights/speeding. Almost had a small speed boat in the back of my boat 2 years ago (at night doing better than 20 knots) he passed that close i could have touched his boat, i was at anchor behind sovereign island and had no chance to move. More education as to size of wake and enforcement of restricted zones is greatly needed.
- In regard to *33. Large vessels should be required to slow down when passing small vessels' it may be difficult to achieve this (i.e. if they are passing and then they slow down, how will they get past?). Perhaps this was more focused towards 'Stationary vessels'?
- Speed Limits Should be Increased for smaller vessels! Jet Ski's can create more wash when traveling at slow speeds and not on the plane. There would be more noise traveling at slow speeds for a jet ski than ant high speed and for a shorter period of time! I think decreasing the speed limits for the GC waterways is unreasonable and should not be determined by waterfront property owners complaints. A vessel traveling at higher speed is far more maneuverable than a vessel traveling at a low speed so this reduces the safety concerns.
- Most people in large vessels are mainly responsible and slow down.
- Larger vessels create a wake that can be dangerous to other uses and most large vessels that create this wake have a disregard for smaller vessels. Some enjoy the intimidation
- It comes down to a standard safe regular speed and common sense. If you are on a vessle thinking that everyone has to look out for you and have no regard for others then of course there are going to be accidents.
- Some larger boats do not care about the smaller ones no sailing boats
- there are enough rules as it is but a jet ski doing 40knots has less of a wake than one doing 6 knots. its the opposite for large vessels. Speed should depend on maneuverability.
- Large cruiser type vessels in my experience going too fast considering the conditions and amount of traffic at times on long weekends is a large part of the problem
- a good operator is smart and safe sticking to the correct markers and speeds will lookafter everybody
- Under 26foot 8meters 40knots and6 knots when close to boats or swimmers
- the biggest problem is see is recreational vessels (3-6m) pushing the limits,often at speed great than 40 knots in 6 knot areas. No regulatory body on the water at times when recreational use is high so no fear for vessel operators
- Q33: relevant to distance from smaller vessel
- Need to reduce but 6 knots is too slow
- Most recreational activities require a speed higher then six knots. To restock the speed will have a huge impact on the majority of the community who use the waters ways using common sense to navigate in a safe and considerate way. Changing a vast area in the waterways to six knots will not solve the underlying problem, that some people will cause issues for others on the water, because they are self centred human beings!! So way simplify the issue by saying speed limitations will fix the problems.
- if a large vessel slows down when passing it will create larger wash. Look at your licensing rules and make it harder for people to get their license so they learn how to use our waterways better.
- #33 should read "Large vessels should be required to reduce wash to a minimum if passing another vessel.
- Controlling recreational skippers in large, powerful vessels with little knowledge or regard for the impact of their wash on property or other vessels is a significant concern. Hi speeds for travelling are generally ok - it's the freestyling and ramp revving that create annoying noise.
- The speed limits on the GC are useless as no body cares about them. Most people especially the younger ones think they are above the law and know they will never be caught. Another issue is the rich in their larger boats who don't want people speeding past their place but don't mind speeding past other peoples places.
- It is the small private weekend vessels tat des all the problems , I am an owner of both and it astounds me how the weekend warriors behave , stop anywhere they want and constantly cut commercial vessels off, the licensing needs to cover some practical training not just a test. We're the same rules applied on the road you would have millions of accidents
- larger vessels cause less disturbance to other water way users when they pass at speed as when they slow they push a larger bow wave then cause more noise when returning to plane as opposed to maintaining a constant speed.
- Controlling speed has to be essential because the offending vessel is usually "out of sight" before the wash effect is felt
- To make a large (12m+) vessel slow down due to passing a smaller boat is very difficult not only for skippers but also very hard to enforce a swell slowing down and speeding up create larger wakes then a consistent speed also 6 knots in my view is not an appropriate speed for all vessels as a safe speed or low wash

- the only people I see obeying speed limits near Ephraim Island are the police
- Extreme large boats throwing large wakes can be a danger to smaller boats
- In areas used for water sports, or where they travel within 30m of the bank, vessels > 12m should not be allowed to travel faster than 6 knots with concern to bank erosion. When passing smaller boats, if the river is greater than 60m wide, smaller vessels will have a chance to negate the wash also. It is the responsibility of all skippers to travel safely and with each other.
- Variable speed limits will just further confuse and compound the frustration. Time-based restrictions on certain vessel types (e.g. powercraft) will allow residents to not be bothered by noise early in the morning, and will also allow smaller vessels to enjoy time on the water without contending with larger boats. For example, a 10PM – 8AM ban on powercraft. Speed restrictions must be simple and standard. 6-knots where safety hazards are high. 40-knots everywhere else. And time-based restrictions to combat noise issues. If a government builds a new highway with noise pollution too excessive on nearby residential areas, they compensate the residents or acquire the residence. But those who have chosen to live on a river shouldn't have the luxury of being compensated for excessive noise. They chose to live on the river and should understand the inherent noise pollution attached to that lifestyle. That's not to say that a fair deal can't be reached for all, but it is to say that total restrictions should not be forced onto the wider public for the sake of a lack of foresight from waterways residents.
- There needs to be a 'boat free zone' and an immediate review of PWC activities around bird roosts and the southern training wall of the seaway. A marine reserve needs to be immediately established there to prevent what is already shaping up to be a certain recipe for disaster there. Every day PWC craft mow along that wall at ridiculously high speed over the top of snorkelers, scuba divers and paddlers and it must be stopped. A no go zone and restrictions to speed around those zones are what is needed immediately. The dive area at the pipe needs better management to protect people and wildlife, as does the bird roosting sandbars and islands around wavebreak. The situation is currently very dangerous and there seems to be little to no regulation of these activities. Also, the commercial jetboats are operating too close to Wavebreak and the bird roosts, they also need to be restricted to operate away from those areas. They are incredibly loud, dangerous and disruptive and pose a significant risk to the dugongs, turtles and birds of the area.
- 26 controlling wake is important, some areas you can go faster as it's not such an issue 32 is there not already separate speed limits for large vessels? 33 care should be taken to control wake
- From years of observation in Boobegan Creek where I live, the wake produced is not necessarily a function of the length of the vessel. A 36ft displacement hull at 6 knots produces about the same wash as a large jet ski at around 6 knots and less than a Wake boarding boat at 6 knots. If the bow is up then a planing vessel is creating too much wake. The other issue with speed is that the speeding vessels pass within a metre to two metres from moored vessels making it highly dangerous for a ski or kayak paddler emerging from behind a moored vessel.
- I believe canals and named anchorages should be 4 knots followed by larger areas being 6 knots for vessels over 6m or a flat 6 knots all vessels if required. All in all the above questions are a little awkward to answer as we live in a busy and some days cluttered area hence common sense should apply when boating dependant on size of boat conditions etc as to what speed is used outside of signed areas. Currently an over governed area close to home is the speed limits in the Coomera area of 6 knots all boats. This is over the top as small boats using this river can only do 6 knots which at their small size produce more wash than going fast I believe the river should be 6 knots for boats over 6m is fair.
- Looking at the wash off a boat is a big concern to a lot of other boaties and to my surprise some of the offenders complain when they are hit with large wash and still choose to operate their boat in the same way damaging and making boating uncomfortable. Some boaties have given up their boats feeling like they have been targeted by these rebels. As a boat builder I have boaties come at looking at changing their boat to make boating more enjoyable and others choose to sell.
- Large vessels should keep a distance when passing. Especially when passing from behind. Also vessels shouldn't follow behind other vessels too close when passing because the slower passed boat can't cut across the wake without cutting off the following boat.
- Must operate your vessel in a way that doesn't adversely affect other people, vessel or property.
- Smooth water areas should not be used as racetracks by the larger powered vessels as what already occurs.
- As soon as you introduce variability you have a self-assessment situation where those seeking to advantage themselves choose to use a speed that suits their needs. People can barely keep to the speed limits on roads, which dictate speeds to ALL road users why should there be a difference on the water?
- As a kayaker I have almost been thrown out of a 4m kayak on several occasions. I work on luxury yachts everyday and know they are made simple to control these days. If you can afford one you can afford the diesel it takes to drive them safely and considerably.
- 6 knots is too fast in canals, it can still create damaging wash. Smaller vessels can create more wash at 6 knots than they do if they are planing. In a marina's & canals 4 knots is the best option. In a large vessel slowing down to pass a smaller vessel can often cause more wake. It depends on the circumstances ... how fast is the smaller vessel going, if very slow & you need to pass in close quarters then the best option is to take the larger vessel right off the plane. Common sense must prevail & the rules should be that you are not allowed to pass in a dangerous manner. Can go on forever about this one.

- Many skippers of large or fast vehicles, have no conception of what it is like to be rolled and washed by the speed of a large/fast vehicle. I have been in boats and been subjected to this wash and it is very dangerous and disconcerting.
- the commercial boats eg Sea worlds big cat Tall ships big cat, jet boats, fishing charters eg Gone Fishing should be made to slow down when approaching and passing smaller vessels. It is disgraceful when you are in a smaller boat than those and they don't alter speed or course and just swamp your vessel when they go past.
- As before, many larger boats don't seem to take notice of other boats & often pass too close causing a dangerous situation
- As a frequent user on the broad water, sailing and kayaking wash is a major concern to me, especially larger planing boats who some seem to have no regard for small craft.
- Passing or overtaking speed for large vessels above 8 meters should be 6 knots in calm water areas of Gold Coast waterways and Moreton Bay.
- All large vessels should have a speed limit of 4 knots because none of them do 6 knots. Also the wakeboard boats make just as much as larger vessels and are continually eroding the river at Santa Barbara, they should not be allowed to use them in the rivers
- A speed limit will always be arbitrary and cannot meet the wide range of variables. An obligation to 'do no harm' or similar should replace speed limits.
- A one meter wake from a power cruiser at speed down the Broadwater is unnecessary. For a large vessel travelling at 74 kph it's daunting when they pass.
- This question about 6 knots well most people that have a boat license do not even know how fast 6 knots is! Driving a boat what ever size it might be is about common sense and it doesn't matter about what rules you make if someone out there has none then there going to do something stupid
- common sense should prevail
- pt 32 doesn't clarify what size/length large/long vessels relate to. Pt 33 as above and don't clarify locality of passing. i.e.; Broadwater verses canals.
- Large vessels that make lots of wake should slow down when passing smaller vessel due to safety issues. Its using common sense and being aware of its surrounding.
- Large vessel should be encouraged to use blue water when passage making and should be a lower speed when on the broad water.
- Noise, wake and river bank damage, inexperienced drivers, Intoxicated drivers and plain rude drivers are all contributing to a degradation of our waterways.
- Q. 33 this is dependant on vessel size and area of operation
- Large boats going up and down in speed due to smaller vessels would not allow these boats to plane and fuel consumption would increase considerably, not viable during peak times
- Very few take any notice of the " WASH " behind them & have no idea how fast they are travelling anyhow
- Most large boats go fast and come really close, my mother won't come with us anymore on the boat and we try not to be moving on the waterways weekends, a nightmare.
- Many larger vessels show no consideration for the safety of others.
- I agree that larger boats should slow down for smaller boats as this is what we always do its common courtesy and safety, although smaller boats and jet skis can be quite dangerous as well especially around boats that are anchored
- Having variable speed limits is confusing. A general curtesy campaign would be more beneficial. A large boat going really close to a small fishing boat is just rude BUT if the small fishing boat is in the middle of the channel??? You can't police that it's just common curtesy.
- I am a kayaker and have too many close calls with large vessels who travel way too fast and are not observant enough
- There is little point in adding variability. If six knot restrictions are observed, then all other issues are moot.
- 33. Unless it is an emergency services vessel. 34. For passive craft users, it is never obvious if you are seen by a motorised vessel heading toward you.
- All vessels greater than 10m should be slowed down to 6 knots when passing anchored or stationary vessels
- refer comments above. Most larger boat owners seem aware of their impact. Jet Ski owners at high speed and unmuffled speed boats don't care. they seem to be the ones that flout the current speed limits.
- There should be a max speed for large vessels with excessive wash passing within a certain distance of another vessel.
- speed on the water, large wakes, and irresponsible helmsmen cause a large amount of unreported damage to vessels and contents. Speed must be regulated as to many now ignore the law.
- There is no way to cater for all situations by regulation - seamanship was the old fashioned way of approaching it and still has validity. Large craft pulling up huge wake causing difficulty in anchorage, pull him over and read the riot act. By same token a 3.5m tinnie isn't a suitable vessel for a family on a Sunday afternoon in the main channel, no amount of fiddling with speed limits is going to change that.

- Speed has always been the cause of most problems
- Irrespective of regulations, you will not be able to stop the idiots. Their behaviour brings more restrictive regulations. However the owner, operating their vessel in a responsible manner is often fined because they have missed a hard to justify 6knt sign, in a broad, uncluttered waterway.
- Realise that the rules for various boat sizes are at fault here. Boaties are breaking rules because they are dumb in some cases.
- Action against the idiots needs to be addressed. Why can't there be a policy where, like on the roads, an idiot deliberately doing the wrong thing has their vessel impounded. They can be given a direction to have their vessel delivered to a designated location within a certain time frame for the impoundment. If they persist with this type of behaviour, that the vessel is surrendered and sold. This way the idiots get affected and the rest of the community can continue enjoying the waterways without being penalised for the behaviour of others.
- The majority of boaties stick to the rules. It's the Jet Skis and the River rats who do not. The legal age to operate any vessel should be increased and be licenced regardless of horse power. The maximum speed limits for all vessels around swimming areas and boat ramps should be reduced to 4 knots and fully enforced.
- Safety, safety, safety! If people had common sense this would not be an issue. It needs to be enforced!
- nearly all of this page applies to the little rich snobs that don't care about the rules or anyone else, their for i believe that a possible 3 strikes and your out scenario should apply with boats being impounded, a little extreme however i think that this is the only option.
- At the present time the flagrant 'flouting' of rules are a huge concern. the number of vessel operators on the broadwater, south of the seaway, proceeding against traffic (ie on the 'wrong' side of the road) are accidents waiting to happen. the example set and 'flouted' by commercial operators is detrimental to all. Certain commercial operators think they can proceed as they like (knowing there is miniscule likelihood of ever being challenged or held to responsible account. "self-regulation" for the tourist transporters in their main area of operation on the broadwater is out of control and the 'flow-on' effect to others on the water is setting very bad precedent.
- So many boaties ignore the 6 knot rule or they don't look behind &/or they don't care - signs should be "6 KNOTS/NO WAKE". some boats travelling at 6 knots do still produce a nuisance wake!
- there is always room for more training and teaching i feel the problem more lies with people ignoring existing rules rather than the existing rules are inadequate
- the best education is delivered with a smile, GC waterways officers are friendly, helpful and effective. comprehensive signs with rules and ALSO basic courtesy (eg minimise wash near boat ramps) at every ramp would likely be a help.
- I am on the water all the time and 99% of people are great. What problem?
- Stop the idiots
- Keep giving out fines people will get the idea. It always the minority that wrecks it for the rest... Also being the main percentage of fines is relevant to the amount of vessels in the area.
- people know the rules and elect to ignore them. dont change anything just target hot spots.
- How about a little bit of common sense, like on the roads people are taught the rules, getting your boat licence of the past few years has become a much more comprehensive process, it is the drivers responsibility to learn the rules and abide by them, way waste more money trying to educate those who a simply choosing not to follow the rules.
- Q41 A large number of the boating public just don' give a dam.
- Jet ski always breaking the rules
- Most people have no idea about boating safety and courtesy. They think that by dropping almost off the plane to where they have to stand up to see over the windscreen, they are not creating any problem. The others believe that it is their right to drive their jetski at 50mph down the canal within metres of moored vessels and other canal users with impunity as they know there is very little chance of their being caught.
- Due to excessive amount of 6 knot zones in safe areas, operators become frustrated and speed.
- Local water users break the rules continually, misbehavior cannot be blamed solely on visitors who do not know the rules. All users should know the rules, as on roads ignorance is no excuse.
- Generally we find most boaties are considerate, I think it's exposure to being on the water. We have travelled the coast many times and our knowledge is wider than a boatie who only comes out to fish or anchor at sat Tiplers for the weekend. Not sure how you educate with experience.
- Many waterways users blatantly break the rules as they do on the roads . Licensing is too easy and both the training and testing should be improved. Larger boats, say 10 m and above should require a higher grade licence and test. Drinking and use of mobile phones should be discouraged. Boat skippers should be made more aware of their responsibilities and the hazards particularly when children are aboard. GCWA might consider asking MSQ to hold voluntary training/education sessions for the boating public. To make enforcement easier boat registration numbers should be larger and not be able to be obscured eg by dinghies on the stern of large boats.
- No point reviewing the speed limits if they are not going to be enforced. Most boaties seem to have issue with determining distance ie 6knots withing 30meters seems an issue.
- Sick weary and tied of seeing children in tinnys disobeying the laws,, take there boats off them just like car hoons and increase their fines

- #39 - too true
- I observe PWC's speeding regularly. Whilst most operators do the right thing by the Waterways, there are many more that push the limits because it is easy to do so. This is risky for passive users & the less experienced wanting to enjoy the waterways.
- There are hoons using the waterways every day. Small boats and jet ski users are the worst offenders
- If you have a licence it should be expected that you know the rules. There are too many out on the water who either don't know or don't care about the rules
- On narrow stretches of waterway rules are constantly being abused.
- Variable speed limits could become complicated and hard to enforce. Drive to conditions and within the law. All vessels should be required to slow down and reduce wash when passing within 30m and the 6 knot speed limit be "enforced" when within 30m of moored vessels, Marinas, wharfs etc.
- Q53, depends on definition of "Larger Vessels" Q54, length of vessel does not always indicate the amount of wash it produces Q55, Passing again is dependant on vessel shape, speed and direction of travel Q56, the water ways are everyone's, not just the people who can afford to live on the river front.
- Pictures and signage is good for some, but the problem lies with those who choose to ignore both.
- question 55 if that was the case everyone would have to go slow on a public holiday and i wouldn't be enforceable question 55 will make cram everyone into one channel which increase safety hazard
- Should be areas like aldershot should be 40kts but rest 6kts where boats are anchored and no.wash the water way is there to be enjoyed not to be made a shit weekend for old mate anchored up and being rocked and rolled and spill his beer because some cock in a 50ft Rivera goes past at 25kts making 600mm to a 1meter wake going 50m from him
- Question 55 How Close?
- Q 55.The speed of both vessels passing should be the speed of the slower vessel.
- I live in the waterski area, and while I don't do it, I love watching the boats, this is one of the reasons I bought here, for the water activity. Todate I have not seen anyone do anything stupid, most boat operators are courteous to others and all ready adjust their speed etc.
- Taxi boats seem to be a reasonable idea but speed and noise restrictions must apply. No matter how many pictures are posted it will not stop those who choose to ignore the rules.
- It is only 10% of operators who are responsible for 80% of pain associated with waterways.
- It's the operators responsibility to know and abide by the laws
- Small boats should give way to large boats it's a world wide rule.
- COLREGS Rule 6 Every vessel shall at all times proceed at safe speed so she can take proper and effective action to avoid collision & be stopped with a safe distance for the circumstances & conditions
- small boats and jets skis operators think that they dont put off wash at any speed even through anchorages
- Re Q55. This question does not really cover the issue of the direction of either vessels, the speed of either and the associated safety implications, or the implications of the wash being made by either of them. The 'proper' answer is governed by facts not provided in the question. However, they could both be tinnies proceeding at 8 knots?
- *55 this should only be the case for boats over 8m *60 the notion that the whole of the broadwater be 6 knots is ridiculous, for some smaller vessels it can be more dangerous to come of the plane in certain conditions. I believe boats over 8m should be restricted in the broadwater. We own a bass style boat and the boat of the plane is much harder to operate in certain conditions . It doesn't throw much wash whilst on plane and throws more of a bog wash when idling along.
- There needs to be rules that cover the heavy use periods that are different than the lighter use periods. some of the current zones lose the respect of operators because they do not always make sense.
- More than one "fast" channel would be required in the Broadwater. Some of the proposed 'rules' such as passing watercraft slowing are simply unenforceable and would more likely promote 'water rage' where injured parties feel justified in revenging themselves in a vigilante manner. There is little point in continually increasing the regulations and signage; if boat operators were simply courteous toward other users and the environment, then no rules/signs would be required. Any approach must consider encouraging courtesy and punishing poor behaviour. Posting pictures would be ridiculous. Those already offending don't give a damn; they know what they are doing is wrong.
- Jet skis are smaller vessels, they travel at outrageous speeds and are discourteous to other waterways users. So a variable speed limit in go slow areas based on vessel size would not help at all. Jet skis are some of the worst offenders re speed and nuisance and they should not be allowed to share space with the fishers and kayakers, paddle boarders and sailing boats that use west of Crab Island. Crab Island is a bird habitat and wake from large boats moving through the western channel flood nests every year. Q 54 doesn't make any sense at all. Q 60: 4 Knots not 6. Q 61 exampt?

'Waterways management' – Noise

- If people are complaining about the noise then don't move onto the main river it is like making a on a air port strip and then complaining about the noise and trying to make the airport move
- The noise of a jet ski 20meters from the shore at 70 kph + IS UNBELIEVABLE!
- It is impossible for me to complete my schoolwork or study due to the constant noise of boats and jet skis on the river. This is infuriating for me as it brings down my school grades as well as giving me a continuous headache.
- I can only speak for my area, Tallebudgera Creek. Speed, erosion, noise pollution, signage and lack of law enforcement. In my opinion is a direct result of the out of date 40 knot speed limit in the lake area. All Tallebudgera Creek should be 6 knots as per Currumbin Creek. A 6 knot speed limit would greatly enhance Tallebudgera Creek. High powered speed boats would be a thing of the past it would cut noise pollution, stop erosion from boat wash, less speeding and hooning as all would be 6 knots, be much safer for swimmers and passive activities like stand up board riding and kayaking. All of which would be good for tourists and local residences. With one swiipe this would cover all the Principles in Tallebudgera Creek. Make all of Tallebudgera Creek 6 knots.
- Loud speedboats need to be banned Fast speeds need to be banned
- The Jet Skis are louder than my Harley Davidson They wake me every morning before the sun rises, 7 days a week. My bedroom faces the broad-water I would like the 6km speed zone extended between the existing 6km zones at the Runaway Bay Yacht Club to Paradise Point.
- Reduce speed of high speed motor boats and JET SKIS along river from Via Roma bridge to Bundall Rd Bridge. Boats with loud engines should be prevented from using water ways at high revs. If they were on the roads they would be considered hoons and pulled over by the police and their vehicles impounded. Same goes for the jet skis in general. Why do they have to carry on like they do because they are on water? Jet skis should be limited in speed in residential areas and allowed to go full speed (dangerous) in the broadwater
- If 6knt limits are used to reduce wash then smaller boats eg.<5mts should NOT be restricted as they make less wash on the plane as they are on top of the water and displacing significantly less water. This would not apply in anchorages, dangerous situations or proximity. Noise from these smaller boats does not vary considerably with speed and the duration in one location is reduced with higher speed.
- Ref: No 30 Vessel noise is a significant concern and should be controlled somehow. If speed is the best way to control it then use it. South Stradbroke Island should be counted as a Residential Area.
- excessive noise is a concern but people buying property located on waterways need to accept that the waterways are there for everyone to use
- question 30 is poorly worded
- as it is with our roads and car noise, vessels should be checked for excessive noise (decibel reading) with fines attached to boats that don't comply. the speed restrictions that are in place at this time work and have been implemented with both the residents and boating enthusiasts concerns in mind, restricting more of our waterways will only see more of a decline in our revenue attributed to waterway users. residents who live on the water shore know before buying that people use the waterways, if it works out that for them this is a problem they can consider the countryside !!
- So should all the speed limits on highways near residential areas be reduced because of noise to residents? Those damn trucks - make them do 40kmph to keep the noise down ... how bloody ridiculous. If you don't like the noise of the road or waterway - move!
- Due to wind vessel noise can hardly be heard when your not on the water with the vessel. I don't agree that noise is a concern, although wash might be.
- Vessel noise is the reason I'm selling up my home on the Nerang River and moving out. Why is it that commercial Jetboat's operating from Fisherman's Wharf can lower their noise output when mooring, as directed by the shopping centre management so that diners can enjoy their meal, but jetboat operators operating out of Surfers Paradise can't lower their noise when ferrying to the Broadwater. Please relocate the Surfers Paradise jetboat operators to the Broadwater to a dedicate jetboat facility funded by their jetboat association.
- the slower the vessel travels, the longer the noise remains in the one location. larger vessels (40 feet and over) are the only concerns when it comes to damaging wash. These are the vessels needed to be slowed
- What a joke regarding noice concerns. The waterways are what attracts people to the coast. If people don't like the smell of rubbish they should not move next to a tip/landfill than petition to shut the tip down. Same principle applys to noice and the waterways
- Vessel noise should be in forced not speed if your vessel is modified to be louder then in force that!
- a large cruiser makes more noise and creates more damaging waves doing 6 knots than my 5.4m plate ally 100 4 stroke makes doing 40 knots ... speed limits should be used to control speed related safety and nothing more
- Speed has very little to do with noise generation
- residents live near airports and highways. motors are getting quieter these days. if other boats are around sure slow down so as to not cause damage.
- The main problems i find living on the water is the wash from big boats going close to the house, the noise for jet skis in squadrons and the noise from racing tininess plus the 6 knot limit starts right next to my house so the big boats

brake hard and so does the jet boat this causes extra wash i have had to replace my pontoon twice in 10 years due to wash damage and have to have constant servicing. 4 to 6 knots would turn our miserable summer existence into a pleasure.

- The noise from some vessels is unbearable. This noise should not have to be tolerated by residents living near the water. We need more police patrols.
- Noise is not the only concern, wash must be considered as a major problem.
- some very small vessels have very high noise levels at 6 knots such as Jet boats and jet Pack crafts plus some small hire craft.
- Noise created by any vessel within acceptable timeframes during the daytime should not present any reason to implement restrictions. There should be more community education that residents live in and near the waterways which are there for everyone to use, and at times may be noisy. You don't move next to a train line and complain about the train noise!
- Wake is the problem. Not necessarily speed or noise
- All vessel and engine manufactures are making massive investments to ensure all new engines are quieter and more environmentally friendly. Most large vessels will struggle to go as slow as 6 knots anyway. where they place 6 knot area and there is tidal flow most people do 10 knots and the wash is more damaging at that speed than if they were up on the plan going faster.
- rivers and the broad water is like a main road , if you chose to live in a main road you have to expect traffic and noise, it is un reasonable to slow vessel trafic for noise complaints and congestion , the residents have the opportunity to move to a lake where there is no boating traffic, as a resident of mermaid waters living near the Casino it is 6 knots till the nerang river at monarco street, this takes aprox 25 minutes at 6 knots , if the entire nerang river was to become reduced to walking speed (6 knots) it would take 2 hours to get to the sea way , ridiculous . small plaining craft under 4meters creat no wash and should be able to plain in most areas.
- Why are commercial jet boats allowed to operate with no mufflers in there exhaust systems? And jetpack adventures at budds beach should never have been allowed to run a motorised water sport business so close to houses
- I don't have a problem with noise of jet skies, but there is one jet boat with big exhausts that screams up and down here and is deafening.
- Unless you live on the waterway as we do, you would have no idea of vessel noise. There are many times you cannot hear conversation within your own residence between two people
- courtesy is imperative, it needs to be taught as much as enforced
- the existing rules are inadequate. noise wash unacceptable. from where i see people dont have any interest in following the rules. i have no idea if enforcement agencies are doing their best. what is their budget?
- Rules regarding speed and size of vessel and noise are currently foolish or poorly thought out so no cameras catching people breaking stupid laws please
- noise problems sit on and stand up jet skiers-- 2 stroke jet skis have been an on going "noise problem" and won't come to an end, until the 4 stroke skis take over completely, as this is a waiting time situation there is no other answer but to: ban 2 stroke skis from santa barbara, due to there noise problem and the current sign needs updating to all jet skiers using this area, sign no. 1 " all jet skis" straight line driving only, max speed 40knots towing of water skiers permitted
- Speed is not h e only issue, what about the party boats that have loud music emitting whilst touring the canals outside peoples homes in the middle of the night.
- So water taxis don't make noise???
- Q56 you buy waterfront knowing full well what is happening on the water
- Once again, people who are priviledged enough to live near or on the water should accept that the waterways are there for everyone to use, and that they moved to that area with full knowledge that there is often noise associated with busy recreational areas. The education needs to be to the residents who complain.

'Waterways management' – Places

- Leave speeds as they are Make all Nerang River 40 knots if boat>8m
- I think the Nerang five should stay 40 knots Because then all people with big boats and who water skii have to sell all of their equipment and no one will go out anymore
- How about adding "makes using the waterways a pleasure for the community" . Speed limits up the Nerang River should not be slower than they already are, as it already takes an inordinate time for canal owner's to get to the Broadwater. If anything they should be faster.
- Too many 6 knots zones. The Nerang river should not have any 6 knot zones.
- Concern is speed limits in narrow Coomera River upstream of M1 to lake at weir. Totally dangerous for 40k. from wake boats and ski boats. Damage to river bank and moored at pontoon boats
- keep the nerang rivers 40 knots
- Hollywell channel is used by the Sailing School and children several afternoons a week, e.g. Thursdays, and by trailer yachts and dinghies (including children and youth) on Wednesdays and Weekends. I believe the speed restrictions should apply all day every day! (Esp. as motor boaters in particular seem unable to restrict their speed within close proximity to sail boats and people in the water. Ideally if they could, fewer restrictions would be necessary!) However, the potential cost of a life or serious injury is too great - this speed restriction needs to be applied, policed and enforced for the Safety and Enjoyment of all who use this area.
- I think lowering the speed limits on the broadwater is a bad idea. In all the times I have used it, I haven't seen a problem. It will only make people use the open ocean for their fun and that will be a bad thing.
- More patrols needed in the inside sovereign island area 6 knots. Millions of dollars in revenue can be raised by boats deliberately breaking the law. There are several if the usual offenders.
- The waters surrounding north and south of Crab Island should be dredged to allow greater use the waterway. At low tide, the usable sailing area is limited.
- water skiing should not be banned in the current ski areas of the Nerang or coomera rivers.
- Q 18 is a great statement. Currently we have political speed limits that really can't be justified when other areas are congested, constricted or unlawful by width but are 40 knots. paradise Point comes to mind - how is this 6 kts?
- Conditions inside main channel differ to those outside of it.
- continue speed limits to the west of crab isl.
- I have lived on the waterfront for 40 years, and even when my husband was alive (he passed on 14 years ago) we was always contacting waterpolice, etc. about this speed limit etc. I have now moved to an on broadwater location exactly 1klm. north of my old residence(which was ?????? Runaway Bay) and still see this same problem.
- I'm strongly against the proposal of wave break island turning into a casino and ruining the atmosphere of what the broadwater has to offer its community
- We live on Sallt Water Creek and the kids in tinnies drive use crazy as they have no respect for other peoples property and are a liability and a major accident waiting to happen. Its a 6 not zone and they use it as a freestyler zone. Boys especially should not be allowed to get there licence until a more mature age.
- there needs to be some laws but we there is no need to reduce the speed limits. the 6 knot zone outside the runaway bay marina is bad enough
- There are currently sufficient 6 knot zones within residential areas. Adding this to the broad water would be a disgrace and no benefit to anyone.
- The Nerang River has been monopolised by a few hoons on jet skis who treat it as a speedway with no regard to other passive users and residents.
- Increase the speed limit from North of Rat Island (It's just north of sovereign island).
- The Broadwater must be maintained as a safe waterway. As on the roads, you cannot ensure all uses possess "Common Sense", therefore you must legislate for the very small minority. Please to not reduce speed limits for small craft that do not produce excessive wake or wash. This problem area belongs to much larger craft that I feel should be limited to around 12 knots in open areas of the Broadwater. Out at sea no limit should or be necessary. I feel at the moment some areas are over regulated, some under. Please provide us with solutions and rules that make sense, not the rules that cover the small percentage of the non conforming users that lack the consideration towards others and thus cause problems. These people thus require the rules to be policed against them, not users that do not cause problems.
- No 8 knot only zone for the broad water and Nerang river!
- Keep the reduced trial speed limit in place, permanently. Preserve this waterway for those children, adults and the disables to learn to sail and race. esp in relation to area (cri1)
- I live on Ephraim Island I watch and use the waterways a lot - daily Wife and I often see dugongs in vicinity Also witness young hoons in tinnies and fast catamarans breaking speed limits and standing their boats on sterns - v dangerous Concerned about accidents to others and the kids Concerned for marine life - esp dugongs ALSO: we note older hoons in big boats breaking speed codes Same concerns ALSO: we not houseboats regularly running aground on bars near Ephraim Island - concerns for damage to sea grass etc

- I can only speak for my area, Tallebudgera Creek. Speed, erosion, noise pollution, signage and lack of law enforcement. In my opinion is a direct result of the out of date 40 knot speed limit in the lake area. All Tallebudgera Creek should be 6 knots as per Currumbin Creek. A 6 knot speed limit would greatly enhance Tallebudgera Creek. High powered speed boats would be a thing of the past it would cut noise pollution, stop erosion from boat wash, less speeding and hooning as all would be 6 knots, be much safer for swimmers and passive activities like stand up board riding and kayaking. All of which would be good for tourists and local residences. With one swipe this would cover all the Principles in Tallebudgera Creek. Make all of Tallebudgera Creek 6 knots.
- Water skiers have used the nearing river for a long time along come so newbies and want to change everything . If they don't like it move on people who move to areas like this would know about the skiing so live with it . Whinger shutdown Gold Coast raceway
- Lived on the Nerang for 4 years as a recreational user and the location of my former business. Never did we have any problems with residents. If we continue to keep changing laws to side with everyone who complains then we will be wrapping the community in bubble wrap and our lifestyles will change for the worst. The Nerang is famous around the world for waterskiing and if that gets taken away the GC will lose a lot of revenue and popularity.
- Some of the options above are ambiguous, generalised and leading - I do not support ANY commercial or private development north of Seaworld Nara on The Spit or at Wavebreak Island. My family does not support it, my friends are opposed to it and my community group strongly opposes it. Number 19, Yes sustainability, recreation and environmental stewardship should be paramount, however it should NEVER come at the cost of privatising our broadwater for a hoax cruise ship terminal, foreign casinos and hotels, a foreign suburb and corporate land grab.
- Is the reasoning for this survey more about the future envelopment of Wavebreak Island and the Seaway, to make it more easier and safe for developers doing the work or is it about the safety of users on the Broadwater ???
- speed limits need to be vigourously monitored as most boaters show complete disregard for speed limits particularly in the Tiplers region.EXCEPT when the police have been present in the area. Excess speed in this area has greatly increased silting of this anchorage.
- Would like to see the broad water dredged frequently
- Power boats 6 m plus are causing excessive wash coming out of the 6 knot area on west Cronin island chanel.Houses with pontoons and moored vessels are being damaged .
- Make the western channel a slow zone. Vessels MUST give way to passive craft. Launch n Leave for Jetskis on residential areas/ boat ramps.
- speed limit should be lower up to wave beark
- Legislate speed limits for canals at 4 - 6 knots maximum. This is in line with suburban roads which have a maximum speed of 50 kph unless signed otherwise
- We have speed limits that are unrealistically LOW for the river, and are NOT policed suggesting they are unnecessarily tough speed restrictions. The 6 Knot zone of RIVER is rarely policed and rarely complied with. It should be increased significantly.
- i work on the coomera river waterfront , we have serious issues with speed restrictions and use of small tinnies with young kids .wont be long before there is a serious accident .
- We live on the Broadwater. It is sometimes unsafe for me and my young son to be standing on the revetment wall when boats go past at excessive speeds having their wash come over the revetment wall at high tide. I have had to on several occasions un-plug a power lead that I use to trim the hedges along the wall to avoid being electricuted! There are clearly 2 open channels on the Broadwater where we are at ??????, Sov Is. If a 50 + ft boat wishes to speed at 40k plus they should use the channel closer to S Stradbroke Is??
- about time especially between Via Roma and Bermuda Street bridges.
- 6 knots in broadwater where sailing is held, especially where Sailability operates.
- There is the issue of operators using high speed through an area where sail training, and sail races are conducted. I have seen many instances where high speed has caused considerable damage to yachts and their crew. This is both west of Crab Island and other areas in the Broadwater where the actual channels are quite narrow and motor vessels rush through at high and unsafe speeds without any thought to yachts and small vessels trying to navigate areas safely.
- Living on the beach at Hollywell it is vital that no wake areas are set up as beach erosion is prevelent in our area.Also 6 knotts should always be enforced around the sailing areas.2 channels in broadwater let the commercial boats use the Curragee channel and sailing and non powered craft 6 knot area no wash.Also prevents so many accidents on beach banks.
- Too many large fast boats on the Broadwater who's owner don't seem to care for others
- Would like to see more policing/education on Coomera river as a great majority of boaties and jet skies even commercial fisherman speed up and down regardless of speed signs
- The Jet Skis are louder than my Harley Davidson They wake me every morning before the sun rises, 7 days a week. My bedroom faces the broad-water I would like the 6km speed zone extended between the existing 6km zones at the Runaway Bay Yacht Club to Paradise Point.
- The emphasis regarding 'large boats' appears to concentrate on 'high speed' as being the problem relating to wash. Do not overlook the 35 foot and larger planing hull boats driven at 6 to 10 knots (pushing the 6 knot speed

appropriate) but so poorly trimmed that they are 'digging a hole deeper than their transom height' , nose high in the air, and creating massive wash, or the 50+ foot wide forward beam well known brand planing hulls running at "full trim tab setting", making a relatively small 'hole' but pushing a massive bow wave ahead of their hull creating major "internal" issues for boats at anchor adjacent to the main channel (e.g. northernmost zoned anchorage area, and beyond, at Jumpinpin adjacent to what is now apparently named as another "Horshoe Bay")

- My issues relate to wash from passing vessels and how the wash effects others. Displacement has more effect on wash at varying speeds than any other factor and it is extremely difficult to find a blanket solution. The best example is small craft, say under 6 meters (including jet skis) create very little wash at speed, and these craft need to be given exemption or relaxation to speed restrictions imposed on larger vessels. operating in our area. Speed restrictions in our canals need to be reduced to 4 knots to achieve no wash. The six knot speed restriction in the main channel near Sea World should be extended to the north of Sovereign Islands for vessels over 6 meters. I have worked on the water and spent significant time as a recreational boater in this magnificent location since the early 1980's and feel that those in charge of managing the issues have very little understanding of the requirements in our unique location. I have been a boat broker for a significant period working in and around Runaway Bay and run two commercial vessels in the area so I have developed a very strong understanding of all the issues with regard this difficult issue. I will be happy to provide time to the Gold Coast Water Ways Authority to chat about this matter. Regards ??????
- I live on Main River and thoroughly enjoy all the activity of the watercraft. I am against any speed restrictions along this river as it slows the journey so much and I hope very much that we can have water transport system up to the Sports Arena to the city - something like in Venice.
- With all background lights at night now the solar lights are inadequate, maybe green triangles and red squares at night to differentiate from traffic lights. All vessel /craft over 10 m should be restricted to 6 k within the broad water boundaries
- With the waterways getting busier by non powered watercraft skis, kayaks, stand up paddle etc I believe the internal waterways should be like roads all should be 6knot no wake and then unopened areas like broadwater different but with non powered and erosion from wash from boats it should be kept at 6knots
- no more unnecessary slow zones, everytime i drive slow in the new sailing zone at my esplanade there is never any sailing boats or they are sailing after the slow limit time.
- Jasmine street boat ramp area is out of control. Hooning, speeding, noise, environmental issues etc. A hot spot for jetski cowboys.
- There is almost no enforcement carried out on the Nerang River at Sorrento where I live. Laws are broken by many boats and PWCs.
- Reduce speed of high speed motor boats and JET SKIS along river from Via Roma bridge to Bundall Rd Bridge. Boats with loud engines should be prevented from using water ways at high revs. If they were on the roads they would be considered hoons and pulled over by the police and their vehicles impounded. Same goes for the jet skis in general. Why do they have to carry on like they do because they are on water? Jet skis should be limited in speed in residential areas and allowed to go full speed (dangerous) in the broadwater
- The full length of the Coomera River including the North Arm, should be 6 knots. It is too narrow and shallow and dangerous with boats travelling at 40+ knots.
- All large vessels (over 8 metres should be restricted between the north and south Currigee camp grounds.
- Make all Nerang river 40 knots if boat >8m
- In some locations throughout the Gold Coast Waterways, the use of 6 knot zones could be lifted as there is enough distance from residences to reduce the amount of wash impacting on the shoreline. In the case of small vessels, areas such as Sanctuary Cove and the south arm of the Coomera River offer enough distance to increase limits. On most weekends these smaller vessels are not following speed restrictions and in many cases their wash is not impacting on the shore. On the other hand wash is often related to size of vessel and I think it is important to enforce wash on larger vessel as per the over 8m 6 knot zones. It is often the semi-planning position that is creating a bigger problem. I also believe that 40 knots is too quick in these river systems and a 25 knot limit would be adequate for the amount of traffic which is often about.
- all vessels no matter what size - have to be more aware of their wash at all times, regardless of their dimensions and speed. noise restrictions makes no impact to their wash whatsoever. the rules should stand. 6 knots no wash. if your wash is larger at 6 knots you must then go slower. the implications through wash on the broadwater is one of environmental concern and monetary concern, through washing away our mangrove banks and mangroves and through to persistent dredging of our canals: howard street, runaway bay, shearwater canal, are constantly being dredged purely because of boat wash.
- Ref: No 30 Vessel noise is a significant concern and should be controlled somehow. If speed is the best way to control it then use it. South Stradbroke Island should be counted as a Residential Area.
- Too many 6 knot zones. Nerang river should have any 6 knot zones.
- keep nerang river 40 knots please
- I have particular concern over the stretch of water on the southern approach to Wave Break Island. I think that the speed limit should be 6 knots for all vessels south of Wave Break Island. Or at least for vessels over 6 meters in length

- even in the open broad water large boats over 8 - 10M should be limited to lower speed limits as it impacts on both the foreshores and families out in smaller craft trying to have a peaceful day out on our natural asset.
- There are already too many 6 knot zones on the Nerang River. In some cases there is no apparent reason for them (for example along Monaco Street/Isle of Sorrento - upriver of Bundall Bridge)
- Our canal system is very large, 40 knots is required to travel in and out of the canal system, the majority of uses are very safe and don't get near 40 knots. There are currently too many 6 knot zones in the canal systems. In some cases 6 knots is required e.g. side canals, the Nerang River's current speed limit is adequate
- there are too many 6 knot zones as it is on the Nerang River and already takes over an hour to get out to the broad water if the six knots continues to increase there will be no point in even using watercraft.
- All vessels over 8m in the broadwater should be made to do between 8-10 knots
- 6 Knots is too slow in many parts of the Nerang River and canals
- As it appears the same problem has still been existing for the last 20 years when the river had only small boats under 6/7 metres long, using the river, this boat size was the main size, up till that period, as you now can see what's happened bigger boats and bigger wash problems, now exist, as you people didn't take my 55 years of experience into consideration last time 10 years ago, maybe you can see now, that the length of the boat doesn't come into the equation, it's the wash height coming off the stern or the bow of all boats, this is the driver's responsibility, and as to whether the boat can get on the plane and leave a maximum wash height of no more than 200mm or nine inches of wash height or not, as this was the average wash height, of 90% of boats, 20 years ago, using the Coomera River, or weren't you there then, I was, and there were no banks being washed out, or other damage, so it's like this from now on,!!!!!!.... if any boat can't maintain a maximum wash height of 200mm or 9 inches from the rear or bow of their boat while on the plane, whatever speed they are doing under 40 knots, they have to reduce their speed, till their wash height is in line with the rules, otherwise--- fines apply,--- as it seems everybody likes following the leader, not a smart way to be a leader, as my past experience and my hours, on the Coomera River exceed 3/5 hours a week average, over the last 18 years, and that's only on the river, with no problems, or accidents, and from the river bank, thousands of hours of observing and what was happening. Previously to that, 35 years of water experience, I am also a boat builder, and I have built timber and fibreglass boats, also house boats etc and have also been involved with the marine industry and hull design for many years, my physical time on the Coomera River and being on deck, at Santa Barbara would nearly out rank in time, most users of the river over the last 18 years, and in this time frame has also been giving me a visual, of all the problems that the river users cause, and of others who use the river every day, Santa Barbara water ski area doesn't need any boat exceeding a boat wash height from their stern or bow of more than 200mm or 9 inches, while passing thru Santa Barbara, as I am only interested in Santa Barbara and its ski area, I also have been responsible for its land re-development over the last 18 years with the help from the council, if you care to come down and see what it's like now, it has been changed, but your input in the past has been a poor show, this area is used by a wide range of users now, who now enjoy what has been done to the area, but somehow it has taken 18 years for the D.O.T. to reduce the swing moorings down from 11 to 4 moorings, this area of water has been a vital part of the all over area of the water sports area and is still taken up by, 4 pairs in the arsh boats, which haven't moved off their moorings for 3 to 5 years, and further block the final development of the Santa Barbara river front, Santa Barbara has 700 metres of river front, the 4 remaining boats are taking up 350 metres x 60 metres of this water space which is half 50% of the total river front that Santa Barbara has, and the fishing area to which can't be used by fisherman due to the current snagging their fishing lines around the moorings. As I have been promised more than once by D.O.T., that they would rid the river front of the moorings, over the last 18 years, really seems a bit too long an ask, don't you think, the last time you were asked to remove the moorings, was by councillor Phoor and nobody answered his request, the new signage required for the water ski area and installing it in mid-river is: sign no. 1 "no mooring in the water ski area while water skiing is in progress". "no boat parking" "sunrise to sunset" while water skiing is in progress"....fines apply sign no. 2 .maximum wash height this area 200mm or 9 inches from the stern or the bow of your boat thru the Santa Barbara water ski area fines apply as you can now see, the 200mm wash height cuts out the 8 metre boat sign, don't be a leader, take the lead, and don't be a follower, this signage has to be installed, I thought we are the Gold Coast, who are the leaders!!!!!!
- I volunteer (and have done so for 13 years) at the Southport Sailing Club re Sailability Gold Coast and have seen so many "near misses" and unless the speed limit is kept reduced there will be a definite accident and/or death.
- 6 knots near boat ramps and where signed is sufficient if people don't like the noise they should go and live on a property somewhere far far away :)
- Damage to revetment walls, jetties and pontoons is a chronic problem in narrow waterways like the Nerang River.
- Any vessel of more than 8 meters in length should only be allowed to do a maximum of 10 knots in the broadwater.
- The time to pass from Sundale bridge to the 40knot zone is ridiculous when on a jetski and doing an honest 6knots, the boats are cluttered too close in the waterway otherwise we could consider raising it to 8knots.
- No 6 knot only zone for the broad water and Nerang River!
- Speed of larger vessels should be governed by wash issues
- The new speed limit should apply from 0800hrs to 1500hrs. That is the period of time that recreational and disabled sailors are using the Hollywell area.
- The wider use of 6 knot speed limits for smaller vessels has significantly detracted from the recreational utility of the Nerang River Waterway. It was sensible at the narrow bend section immediately above the Bundall Road Bridge but it should be limited to the narrow section only. The speed restriction for smaller craft has increased the erosion of

sand in front of retaining walls in our canal by creating larger wake wash than a planing hull creates. It is unnecessary and it is detrimental

- Vessel noise is the reason I'm selling up my home on the Nerang River and moving out. Why is it that commercial Jetboat's operating from Fisherman's Wharf can lower their noise output when mooring, as directed by the shopping centre management so that diners can enjoy their meal, but jetboat operators operating out of Surfers Paradise can't lower their noise when ferrying to the Broadwater. Please relocate the Surfers Paradise jetboat operators to the Broadwater to a dedicate jetboat facility funded by their jetboat association.
- Why is the pin speed down to 6 knots for the rich boats but the camp ground at curragee is still open
- boats over 50 feet should be restricted to 6 knots on teh broadwater at all times due to wash damage
- This is all common sense issues. A large vessel, say 12 metres or larger travelling at 35 knots in the vicinity of small open aluminium fishing boats either anchored or underway can be considered extremely dangerous for the occupants of the small crafts. My view is that large planing vessels should be restricted to displacement speeds in most areas of the Gold Coast waterways. Areas of water-sport activities (wake boarding, water skiing, para-sailing or jet-skiing need to be clearly defined so the small open dinghy style craft with a couple of elderly occupants can either avoid travelling through these areas or prepare themselves for the disturbed conditions too often encountered when travelling through these areas.
- the only people I see obeying speed limits near Ephraim Island are the police
- 6 knots in all rivers and creeks. 4 knots in canals.
- Leave the ski zones alone
- There needs to be a 'boat free zone' and an immediate review of PWC activities around bird roosts and the southern training wall of the seaway. A marine reserve needs to be immediately established there to prevent what is already shaping up to be a certain recipe for disaster there. Every day PWC craft mow along that wall at ridiculously high speed over the top of snorkelers, scuba divers and paddlers and it must be stopped. A no go zone and restrictions to speed around those zones are what is needed immediately. The dive area at the pipe needs better management to protect people and wildlife, as does the bird roosting sandbars and islands around wavebreak. The situation is currently very dangerous and there seems to be little to no regulation of these activities. Also, the commercial jetboats are operating too close to Wavebreak and the bird roosts, they also need to be restricted to operate away from those areas. They are incredibly loud, dangerous and disruptive and pose a significant risk to the dugongs, turtles and birds of the area.
- From years of observation in Boobegan Creek where I live, the wake produced is not necessarily a function of the length of the vessel. A 36ft displacement hull at 6 Knots produces about the same wash as a large jet ski at around 6 knots and less than a Wake boarding boat at 6 knots. If the bow is up then a planing vessel is creating too much wake. The other issue with speed is that the speeding vessels pass within a metre to two metres from moored vessels making it highly dangerous for a ski or kayak paddler emerging from behind a moored vessel.
- I have lived on the river for 24 years. Nerang river to broad water used to have no 6 knots areas. If residents don't like it move to the canals!!!!!!
- I believe canals and named anchorages should be 4 knots followed by larger areas being 6 knots for vessels over 6mt or a flat 6 knots all vessels if required. All in all the above questions are a little awkward to awnser as we live in a busy and some days cluttered area hence common sense should apply when boating dependant on size of boat conditions etc as to what speed is used out side of signed areas. Currently an over goverend area close to home is the speed limits in the Coomera area of 6 knots all boats. This is over the top as small boast using this river can only do 6 knots which at their small size product more wash than going fast I believe the river should be 6 knots for boats over 6mt is fair.
- The commercial jet boats that buzz around multiple times a day through the residential waterways of runaway bay to the commera river are the worst offenders and become thrown into complaints with other vessel groups. There are freestyle bans for PWC but the jet boats need similar distance off and regulations put in place.
- Large vessels in the seaway should always be slowed down as small vessels become easily swamped by wash /wake
- We need a speed limit that reduces boat wake caused erosion, e.g. foreshores and mangroves along the Broadwater have erosion scarps from boat wake (Jabiru Island, Runaway Bay foreshores).
- 40 Knots in the Broadwater is crazy, 12 knots all boats
- 6 knots on all residential waterways
- 40 knots is too fast. 30 knots is more appropriate. Too much of the waterways is limited to 6 knots. Some areas are limited when it is safe to go faster. eg NER14a and NER13b. Residents should not buy a house on main river then complain. They knew there would be wash upon purchasing.
- Jet skis are banned in Sydney harbour and should be banned in the Gold Coast Rivers.
- 6 Knots in canals is appropriate. 6 knots in main river is TOO SLOW. It is being ignored by majority of vessel owners, and is RARELY policed suggesting its NOT a safety issue nor an erosion issue. The 6 Know limit on main river should be increased significantly.
- Broadwater should be 10 knots for vessels over 10m. The wash created with larger vessels is a safety hazard for smaller craft.

- All boats should be limited to 6 knots on all goldcoast waterways including the Broadwater and Nerang River.
- There is a big section of channel heading towards Seaworld I believe doesn't need to be 6 knots, there's no boats anchored. Then past Currigee it should be dropped from 40 to 10 knots which might help stop the boats on the beach being swamped.
- I believe that some areas should be made a 40-knot zone, such as the long stretch from Lake Wonderland all the way to the Hooker blvd bridge.
- keep broadwater western channel at 6 knots
- All large vessels should have a speed limit of 4 knots because none of them do 6 knots. Also the wakeboard boats make just as much as larger vessels and are continually eroding the river at Santa Barbara, they should not be allowed to use them in the rivers
- 6 knot zones have been widely used in the Coomera and Nerang river systems to control wake size and have inhibited the ability for vessels that make very small wakes to get around quickly. Vessels under 8 m (especially Jetskis and tinnys should be allowed to pass through these areas as 20 knots - this will give smaller wakes
- Please do not make more areas of the Gold Coast waterways 6 knot zones. It is unreasonable and totally unnecessary for smaller lower powered vessels. I believe that some 6 knot zones should be revised as these areas such as the area around Jabiru island through to Sanctuary Cove are wide enough that smaller vessels pose no threat to wildlife or the environment or the safety of other people when traveling at speeds greater than 6 knots.
- rivers and the broad water is like a main road, if you chose to live in a main road you have to expect traffic and noise, it is unreasonable to slow vessel traffic for noise complaints and congestion, the residents have the opportunity to move to a lake where there is no boating traffic, as a resident of mermaid waters living near the Casino it is 6 knots till the Nerang river at Monaco street, this takes approx 25 minutes at 6 knots, if the entire Nerang river was to become reduced to walking speed (6 knots) it would take 2 hours to get to the sea way, ridiculous. Small planing craft under 4 meters create no wash and should be able to plan in most areas.
- Large "White Boats" 48+ foot planing hulls should have a 6 knot limit imposed in the Southern and Northern channels past Wavebreak. Too much wash finds its way to vessels anchored in the area. Small tinnies and jetski operations should have the 6 knot limit lifted to 12 knots in creeks and rivers as 6 knots is the maximum displacement speed for most of these vessels causing excessive wash.
- Large vessel should be encouraged to use blue water when passage making and should be a lower speed when on the broad water.
- One consistent speed limit on the Nerang River will be easier to control and less likely to be ignored.
- 4 knots is appropriate for many of the waterfront canals
- There is almost no enforcement carried out on the Nerang River at Sorrento where I live. Laws are broken by many boats and PWCs.
- There is no way to cater for all situations by regulation - seamanship was the old fashioned way of approaching it and still has validity. Large craft pulling up huge wake causing difficulty in anchorage, pull him over and read the riot act. By same token a 3.5m tinnie isn't a suitable vessel for a family on a Sunday afternoon in the main channel, no amount of fiddling with speed limits is going to change that.
- keep Nerang river 40 knots please
- At the present time the flagrant 'flouting' of rules are a huge concern. The number of vessel operators on the broadwater, south of the seaway, proceeding against traffic (ie on the 'wrong' side of the road) are accidents waiting to happen. The example set and 'flouted' by commercial operators is detrimental to all. Certain commercial operators think they can proceed as they like (knowing there is miniscule likelihood of ever being challenged or held to responsible account. "self-regulation" for the tourist transporters in their main area of operation on the broadwater is out of control and the 'flow-on' effect to others on the water is setting very bad precedent.
- I live on the Allambi canal and I have no problem with the tinnies and small fishing vessels, it's the wake board and 18-25 foot day boats setting out enormous wakes that are the real problem. They cruise up the river doing up to 12 knots every weekend, this is the reason for the erosion of the beaches not the re-direction of the river near convention centre. I've lived here for 18 years and the increase of the above mentioned boats has increased 10 fold. If the authorities sat opposite our house on a Saturday or Sunday, they would issue at least 50 fines just from these vessels alone every weekend
- No 6 knot only zone for the broad water and Nerang river!
- Unreasonable restrictions that appear to have been promoted by a small but vocal minority have detracted from the recreational utility of the Nerang River waterway. The ability to have a smaller craft planing on the River has been in existence for decades before many of the complainant arrived. If they did not like the conditions, they should not have bought property on the River. They certainly shouldn't expect the recreational utility of Nerang River users to be impaired because they now don't like what they bought into. An argument that there are now more craft using the water has certainly never been my experience in 7 years of using the Nerang River
- In 3 years of regularly kayaking the Tallebudgera creek I have not seen the water police and as there is no enforcement bad behaviour is not uncommon. If all Tallebudgera creek was 6 knots it would greatly reduce chance of accident, erosion and noise pollution.
- Enforcement is generally restricted to the broadwater, needs to be wider to enforce speed and unsafe use in canals and seaway.

- the signage is appropriate that way there is no excuse. A camera at Bundal road bridge would stop the speeding immediately but having said that I have no idea why there and after the chevron island bridge is 6 knots
- Should be some form of awareness campaign on the rules and restrictions the Gold Coast bathing reserve has in place. Maritime qld and water police aren't even aware of the rules while the life guard patrols are inconsistent compared to the hard to find documentation of the council laws.
- You cannot put cameras everywhere the main areas of people breaking the law is common knowledge. Built up areas and popular anchorage areas are the hot spots for law breakers. For example Tipplers 6 knot zone high powered vessels charge up to sign and then pull back creating a wash all through anchored vessels.
- Speed limits are inconsistent at Paradise Point and there should be a 6 knot rule between Ephraim and Sovereign Island bridges for safety of waterway users
- Having contacted the Gold Coast water police on many occasions due to noise levels, freestyle watercraft and large vessels not abiding to 6 knot levels we have never once had them monitor the area of Santa Barbara water ski area. We possibly see them a couple of times a year normally at the end of the day, when all the damage has been done. I regularly have been up at 6 o'clock in the morning as water skiers rev their boats on the boat ramp, when the sign states no skiing before 7.30 and after 5. However the skiers are her from 5.30 in the morning until 7 at night in the summer
- 6knot zone around the western side of isle of Capri should be removed
- Why not a 20 knot speed limit for small vessels and a 6 knot limit for large vessels in areas where wash damage and speed safety is a concern. Eg western broad water and nerang river.
- yes please put cameras on Coomera river .
- With mobile technology we should be able to download video evidence of the wombats that speed through 6 knot zones , spend 1 weekend at tipplers passage and you would pay for all the overtime for the law enforcement people and plenty left over. Come and sit on my boat for a weekend and see what happens when no police are there to enforce
- After suffering for 10 years living [next to ??????] on Main River with over-powered Tinnies spraying my boat and pontoon at least twice a day [and all the boats either side of the river]without any Authority taking a jot of interest. For example if you think the situation has gotten better in the last 3 years give my neighbour, ?????? @ ?????? ave. a call
- If all Broadwater was 6knots everyone would know they can't go fast and maybe the bigger faster boats would go off shore.
- There is Signage at jasmine ave boat ramp but it is ignored. Water police need to be more present in this area and fine more hoons to get the message out to their peers.
- There is not enough policing of the river between the Bermuda bridge and chevron island. Speeding in this region is very common.
- Q 37 I believe the speed limit should be 4 knots not 6 in all areas but the most easterly channel, so I can't answer this question even though I believe the principle is correct. What does Q 38 mean? and Q 39: The existing rules are largely adequate, but people ignore them and more education is required Again, you can't lump this together! I don't believe the existing rules are adequate - people do ignore the rules that exist and more education is required ... I could answer both strongly agree and strongly disagree to that question. I predict there will be a serious accident along the foreshore at Biggera Waters, possibly involving a child drowning given the speed and distance from shore at which boats travel along that stretch of water when young children swim. I have video footage of one speed boat doing several laps at top speed - he wasn't fined, but terrified everyone on the beach that day. This is not a one off event, it happens all the time - kids in motored boats doing motor stands (there is no way they can see what is in front of them).
- There is almost no enforcement carried out on the Nerang River at Sorrento where I live. Laws are broken by many boats and PWCs.
- Justification for speed limits appears very subjective and perhaps influenced by residents with political clout. Nerang River is a prime example. If people purchase on a waterway, they are obligated to take precautions for themselves. Small craft at reasonable planning speeds create little wash but to create NO wash they would have to travel at idle speeds which is totally impractical.
- Increasing the area of the broadwater that is 6 knots will damage the marine industry and cost jobs. Not to mention the environmental impact of reduced speeds. A smaller than 8 metre power boat generally uses almost double the fuel per distance covered at 6 knots compared to at an efficient cruising speed. The increased carbon emissions of slower speed limits for less than 8 metre vessels must be taken into account.
- There is no way that it can be justified on safety grounds to reduce the whole of the Broadwater to six Knots - I would strongly fight any mover to bring this in!
- broadwater is too narrow for fast/slow chanel. big boats need to SLOW down, the wash they make can sink a small boat. go out one busy sunday and have a look at the trouble they cause for small boats.
- The Broadwater at any time and location is an absolute nightmare and reduced speed for all vessels is the only solution. It occurs in the Nerang River and works well. Jet Skis areas should be designated north of the Crab Island precinct. South of Crab Island and west of Seaway Tower should be limited to 4-6 knots for all vessels.
- The broad water is a gc icon... You can't make it a 6kn zone!!

- There are many different navigation routes for the broadway, and forcing all the boats into one lane will ruin the waterways. There are shallow water tracks that avoid big boats and a channel will swamp the smaller boats and make it a nightmare to travel on busy times like Sunday Afternoons
- Inappropriate behaviour and lack of control and enforcement on the broadwater has been overlooked for too long. If authorities don't control the one channel now operating the 'opening' of another channel is a doubling of the problem. To have a 'fast channel' is folly and to have two slow channels will only increase the already existing wash problem.
- The wash of a large fast vessel in the 40kt zone travels a couple of hundred metres to swamp boats on beaches or being launched at boat ramps, something I witness frequently. In developing a western channel, perhaps develop some small islands to dissipate wash and give boaties other destinations.
- If you make the broadwater that is large area of water 6 knots may as well make the ocean 6 too. What is wrong with you guys?
- Do not reduce the speed limit in the broad water it could cripple the boating industry and tourism!
- The whole Nerang river should be 6 to 25 knots for vessels less than 8m. There is no need for small vessels especially tinnies and Jet skis to be restricted to 6 knots on the Main river
- Why Exempt sail craft. They are a huge problem already with their heading to ram philosophy, knowing power craft HAVE to avoid them. 6 Knots all over broadwater would destroy so many boating reliant businesses. Where would this mythical fast channel go to & from?
- No 6 knot only zone for the broad water and Nerang river!
- To restrict the broad water to six knots would be detrimental to so many businesses who not only use the broad water directly, but who sell the products required for boating. To restrict the waterways restricts the communities ability to utilise it to its fullest.
- Should be areas like aldershot should be 40kts but rest 6kts where boats are anchored and no wash the water way is there to be enjoyed not to be made a shit weekend for old mate anchored up and being rocked and rolled and spill his beer because some cock in a 50ft Rivera goes past at 25kts making 600mm to a 1meter wake going 50m from him
- Sail boats at Hollywell are operated sometimes by disabled sailors. Big wash makes for a very uncomfortable experience. Surely a brief restriction of 6 knots for only about 1.5 nautical Miles is not too much to ask.
- Western channel should be length of vessel restricted, not speed restricted.
- This is a joke! By having a small area where boats can go fast it will cause more boats into small area. Every vessel causes a wake it is how you drive a boat that causes a bigger or small wake.
- Broad water users find it hard enough as it is to follow the stay as far as practical to starboard side of the channel without having 2 different speed lanes - not to mention a random sail vessel or kayaker throwing a spanner in the works.
- I proposed a 2 zone area long ago and was told it wouldn't work, should have done it years ago
- AS said before - the seaway and wavebreak areas urgently need better speed management and restrictions to prevent damages to wildlife and reduce the risk of injury or death to people.
- I don't own a big boat but i do know that many game boats are lucky to even idle at 6 knots in forward gear .so making their speed lower could be difficult . In case of the west channel being a total 6knots zone, fisherman with smaller boats, which have virtually no wake, should be able to drive at maybe 15 knots (planning speed) for boats under 5 meters .
- Restricting speeds of vessels 8m and under is restrictive and unnecessary. If the Broadwater was made 6 knots all over I would consider selling my boat and giving up spending money in the boating and fishing industry.
- If this is the way of the future of waterways this is a disgrace we pay out taxes and all own the waterways 1000 of companies will suffer from the loss of revenue and business and local governments will be held accountable
- There is plenty of room in the broadwater for an east and west high and low speed channel. The only problem is the depth of water .Speed restriction north of the the Versace would not be necessary if a deeper channel existed near the Southport pool north .The eastern chanel for larger boats needs to be further west towards Crab island at Currigee and a chanel opened to the Runaway bay marina on the north end of Crab Island .
- 6 knot from tipplers north to dux,s anchorage
- maintain broadwater as is ... do not chart a course that assists in the proposed plan for big ship terminal ... keep broadwater & wavebreak isl as natural as possible for all ordinary boaties etc to enjoy
- Taxi/shuttle operators still speed up our canal to pick up passengers. Hire boat's also do the same so more education the knowledge that they could be fined if photo is taken of them doing wrong thing. Have been on 74ft, 52ft boats in Broadwater and at a low speed they can steer in a straight line, they do not wash anyone around and it is very pleasant. I have also been rocked around by another 50ft boat while on 52ft boat because he passed so close that I could have shaken hands with him. So it is not only smaller boats that are being hassled but also larger boats that are trying to do the right thing.
- The Broadwater should not be declared a "Slow Area" at 6 knots but should be declared one at really busy times such as Easter. If a speed which is less than 40 knots is required then it should be a speed where the majority of

boats can operate in an economical manner. Larger vessels driven in a responsible manner do not need to travel at 30 plus knots to get around.

- I think there should be no wash in the Broadwater to protect foreshores and mangroves, and increase safety for passive watercraft. e.g. I also fell off my craft in the Coomera River last weekend after a large boat went passed me.
- 6 knots throughout the broadwater will only force a lot of boats out into the ocean where deaths will almost certainly occur. A really stupid suggestion and would likely see waterways authorities being sued.
- My concern is the Nerang River where speed, noise and wash by the few are ruining the amenity of the many.
- All vessels should have 6 knot limit in the broadwater.
- santa barbara is hard enough to maintain it, and make it , a safe area to keep it accident free, so the broad water is your problem, try 200mm wash height rule, good luck !!!!!!!
- #59 - a good idea but how practical
- Item 53, Have a look, at the erosion on the Coomera river caused by large vessels and Particularly Wakeboard boats in the Hope Island Santa Barbara areas. It's shocking. We had to sell our boat as it was destroyed on our pontoon due to the Wash. Our Neighbours Pontoon was torn from its Pillars
- The majority of sail and power broadwater users exceed 6 knots at some time - creating a slow and fast zone on the Broadwater will create an empty area of water
- I believe if you are to be turning the broadwater into 6knot zone the loss in revenue would be huge and irreplaceable as the whole coast relies on it one way or another!
- I don't see why would/should be exempt from 6 knot speed restrictions as they have less control than a powered craft. Why are kite boarders allowed to exceed 6 knots in Currumbin Creek while boaties are filmed and fined for coming off the plane as they cross the bar and enter the creek?
- the size of the Broadwater allows for lower speeds due to the comparative small distances. The commercial thrill rides should only be licenced for the fast channel or out to sea. All boats should be made to have no wash. I have heard the argument that boats loose steerage at slow speed, rubbish, I have been on a 74m with no wash and full steerage.
- restricting more areas of the broad water will slowly but surely kill the boating and associated industry's who is going to want to travel up and down the broad water at 6 knots you will never get anywhere
- A 2-channel strategy for the Broadwater is a great idea to relieve congestion, but should be both the same speed, and not 6 knots the entire channel.
- Variable speed limits should be introduced, enforcement should be increased with variable and practical speed limits applied (skippers need to be responsible). Reducing the operational speed of vessels in the broad water will make some locations inaccessible for day boating.
- *55 this should only be the case for boats over 8m *60 the notion that the whole of the broadwater be 6 knots is ridiculous, for some smaller vessels it can be more dangerous to come off the plane in certain conditions. I believe boats over 8m should be restricted in the broadwater. We own a bass style boat and the boat of the plane is much harder to operate in certain conditions . It doesn't throw much wash whilst on plane and throws more of a bog wash when idling along.
- All users would have to traverse the Western Channel to get anywhere increasing congestion and confusion, a simple NO WASH zone is the answer.
- Declaring the entire Broadwater 6 knots would be tragic. Therefore no exemptions needed.
- What a joke making Broadwater 6 knot zone. Nobody will want to go boating! What is happening to this country.
- 59. Would like to understand this concept further. 60. The fast channel should be declared 6 knots. There should be no 'rushing' anywhere inside the waterways. Skiers & wakeboard craft need a designated area north of Wavebreak Island. 61. Sail craft operators show to have more respect and common sense on the waterways.
- Jet skis are smaller vessels, they travel at outrageous speeds and are discourteous to other waterways users. So a variable speed limit in go slow areas based on vessel size would not help at all. Jet skis are some of the worst offenders re speed and nuisance and they should not be allowed to share space with the fishers and kayakers, paddle boarders and sailing boats that use west of Crab Island. Crab Island is a bird habitat and wake from large boats moving through the western channel flood nests every year. Q 54 doesn't make any sense at all. Q 60: 4 Knots not 6. Q 61 exempt?
- I strongly disagree with making all the Broadwater 6kts. therefore if our current experience is destroyed with such overaction as this drastic regulation, then the sailors can join in the pain. Such a rule would prevent us even going to the Pin for lunch anymore as we would be steaming at 6kts for 6 to 8 hours making the whole reason for owning a boat wasted. You will destroy our industry with such foolish rules.
- There is almost no enforcement carried out on the Nerang River at Sorrento where I live. Laws are broken by many boats and PWCs.
- As I disagree with *60 there is no suitable answer for *62. *56 Most people buy on the river for its amenity. There are some who then complain that they don't like how others use that amenity. To me this is exactly like people who buy near airports and then complain about the noise. I like the activity on the river. Some craft are noisy, but usually only for the short time they are passing. It is rare that anyone operates a noisy craft in one small section of the river for more than a couple of minutes.

Signage

- Need signage for varying speed limits and speed for length limits.
- Any waterways speed limits should be clearly sign posted, imaginary lines should not be utilised in place of signs.
- I believe that "ALL" operators of vessels utilising the Gold Coast waterways need to realise it is their responsibility to operate their vessels within the law, safely and with respect for all other users of our waterways, be it boating and all other water sports and realise their accountability if they don't. I know more education is required when I witness on a daily basis what takes place on our waterways and saturating the area with more signs will not alter what is currently transpiring.
- Signage on the river is essential
- we enjoy the beautiful waterways, cluttering the banks and water with signs and bouys detracts from the beauty
- The current yellow bouys say from 6am to 12pm. I suggest using the 24 hour clock. 0600-2359 is more accurate and less likely to be misunderstood.
- Removing speed limit signage is liken to put your head in a bucket of sand...if I can't see it, it doesn't exist. I already witness on a daily basis that even though there is a 6 knot sign smack bang in the middle of the Nerang River directly opposite my home, this is completely ignored by numerous waterway users, both private and commercial.
- Not enough signage at dangerous areas of the river ie: shallow rocky areas
- Self regulation requires maturity, and an understanding of the meaning of "common courtesy" I see many people ignoring the "rules" (particularly the 30 met rule) affecting others safety & pleasure. Is not the removal of advisory signs is another reminder opportunity gone
- Boat users on the Gold Coast need clear and large signage to ensure rules and limits are implemented.
- you need signs. but some laws need reviews as very contradictive
- Signs save lives in the same way they do on the road. They are a must on the road and the water is no different.
- Areas that are 6 knots should be clearly identified and the law regarding no wash around pontoon,s and jetty,s should be enforced
- Signs already in place so need to get message across with fines as they are breaking rules and damaging property and river banks.
- I am very much in favour of consistency in signage across all areas of the Gold Coast Waterways
- Signage needs to be explanatory
- maintain existing signage signage is not an eye-sore
- Signage is necessary or people will not conform
- Signage needs to be more visible
- I agree not to have unnecessary signage, But unfortunately I feel you need more signage for people to take notice
- Signage at present is inadequate , too old and too small' needs to be more noticeable to people might actually read it
- I believe our waterways are an endless supply of natural entertainment for the community and tourist. When you look on a map the waterways are what makes the Gold Coast such a unique area compared with our neighbours, you can say "iconic" . As a tax payer and family man I rely on the waterways as a means to get my children out of the house and actively socializing with family and friends, and each outing we always meet someone new. I think simple and concise information on the waterways to manage traffic flow is what is required. If that takes 1000 signs then so be it, if it takes 100 so be. Just because it's a big sign doesn't mean they need to be ugly, I pay my rates which in turn add to council revenue, please put that to good use in the creative department for me ! There are many other active means of communicating the required information to keep the waterways safe and fun. It's like this no one likes a boss who sits in the office and doesn't come down on the factory floor and encourage his/her workers. I think if you will empower the majority the majority of waterways users we will in turn control the minority who don't respect it as we do. I think the council would be surprised at just how much the gold coasters love our waterways.
- Our distances are not great in the Broadwater so there should be a blanket 6 Knot Limit unless signed otherwise.
- Signage is not an issue on the Broadwater, in fact in some areas more is definitely necessary.
- With all background lights at night now the solar lights are inadequate, maybe green triangles and red squares at night to differentiate from traffic lights. All vessel /craft over 10 m should be restricted to 6 k within the broad water boundaries
- Our waterways are beautiful to much signage will 1) cause hazards 2) look like a mine field 3) cause confusion
- Signage needs to be plain and easy to understand.
- signage is essential, it get the message through immediately and deletes uncertainty by a clear visual message..signage should be improved not removed.
- More waterway patrolling and BETTER speed limit signage as most offenders in small vessels/ jetskis are not locals. Maybe camera monitoring for busy canal area like traffic cameras to control serial speeding offenders.
- Self regulation requires maturity, and an understanding of the meaning of "common courtesy" I see many people ignoring the "rules" (particularly the 30 met rule) affecting others safety & pleasure. Is not the removal of advisory signs is another reminder opportunity gone

- Irrespective of regulations, you will not be able to stop the idiots. Their behaviour brings more restrictive regulations. However the owner, operating their vessel in a responsible manner is often fined because they have missed a hard to justify 6knt sign, in a broad, uncluttered waterway.
- the current sign system works however the 6 knot rule is silly and people drive faster than this. Yes there are lots of Muppets on the water! maybe a 3 strike rule should apply to suspending licences and sending people back to redo their licence.
- Q36 we don't agree there are too many signs but do agree on the other part of the question.
- Gold Coast waterways are extensive. I regularly use the broadwater but am unfamiliar with all the changing zones in the river. Signs are needed for education - it's the only way I'd know the speeds in all the areas of the Gold Coast.
- (36) Wording of question?! I disagree that there are too many signs; some areas need more. I agree that operators of all vessels should be educated & aware of basic rules
- Some signs are required and justified but not at every canal etc. If you have a Licence and you intend to use the local waterways, it is your responsibility to know the rules. LESS SIGNS, MORE EDUCATION. Enforcement visibility needs to increase, especially weekends, public and school holiday's. Cameras could be workable, whether by "Law Enforcement or the Public" but quick response to the authorities by the public to any illegal activities could have a more direct and better outcome but would require more Water Police. Advertise the fact that people are watching and are encouraged to report. Like neighbourhood watch.
- The waterways limits continue to change as more 6knot zones are added, Even stupid 9-12am speed zones that confuse operators. The police are over zealous in booking kids 20m inside a 6knot zone and not there to help. Police the Canalways and better signs on main rivers/broadwater
- Q37 speed signs need to be at entrances of canals and at boat ramps within the canal system. All signs should say "6 all canals" - this covers all scenarios with only small creeks and special areas requiring signage
- re- 36 operators should know the basic rules, but i would not say there are too many signs. You may consider instead of fines, that the operator is required to be re-trained, and re-tested to show competence.
- Q36 should be 2 questions Q42 Should be 2 questions
- Police speed enforcement is negligible in canals from Nerang River [especially Allambi Ave canal] Perhaps cameras are worth trying
- I have never been caught speeding and think there is adequate signage, Cameras are not the answer - visible policing is. Not sure why pictures would help people understand speed.
- with a large amount of waterway users coming to Gold coast to use the waterways and a lot of people using the waterways that are new to boating there needs to be good signage and enforcement at peak times of use Saturday and Sunday.... there should be a free online test that needs to be taken once a year that makes boat operators aware of the Gold coast waterways then this should be carried with them when operating a vessel. this then making them aware of the speed limits, time that activity's can be carried out EG water skiing between 8am and 4pm not dawn to dusk as it is every where else in QLD..... locations of public dock's, access to attractions on the gold coast EG Casino, Fishermans wharf, ,
- More signage 100% higher fines, link demerits with car licence, where one affects the other. If a person films a person clearly breaking the 6 knot zone, video of act and rego should be enough for home viewer to submit proof.
- We need all the tourist we can get to the Gold Coast, picture signs are much clearer to understand by many people.
- 37 sign the six knot zones ,remember this is a recreational activity It is meant to be fun !
- the signage is appropriate that way there is no excuse. A camera at Bundal road bridge would stop the speeding immediately but having said that I have no idea why there and after the chevron island bridge is 6 knots
- Pictures at boat ramps may help. Some people in large craft seem to have no idea of the impact of their wash
- my area was a 50kmh zone i thought was 60k,h as no signs to state otherwise. until the fine arrived. apparently gov thought everyone had internet. saving money on signs was their achievement. we need signs so we know.
- sign for 6 knots and all other areas should be 40
- Should be some form of awareness campaign on the rules and restrictions the Gold Coast bathing reserve has in place. Maritime qld and water police aren't even aware of the rules while the life guard patrols are inconsistent compared to the hard to find documentation of the council laws.
- it should be "40 Knots" unless signed otherwise
- Q36. and 37. Are ridiculous! There are not too many signs and of course users MUST know navigation rules including speeds and distances or remove their license!
- Questions 36,37,38 are poorly constructed questions and request more than one response per question
- The water ways are silting up. Spend you money on dredging... 90% of boats have the beacon to beacon book it has all the speed limits on the maps Leakey marked.... Everyone knows the rules that has a license ... But a lot don't have a license..
- a revision of signs and placement could be in order
- Signage is consistent with waterways use, and any vessel's operator should be able to recognize the need for reduced speed even without signage. However, without signage, the vast majority will simply take the default as

"fast as you can". Current issues stem from the fact that those breaking the rules are highly unlikely to be caught, or even cautioned. The issue is clearly one of enforcement.

- Better Signage at Bot Ramps - Showing the Basic speed restrictions would be helpful. And Include a Marine map showing the speed restrictions and the areas they relate to.
- no signs are best
- Pictures and signage is good for some, but the problem lies with those who choose to ignore both.
- Posting pictures = more signs = more things to ignore. Get innovative and create a campaign that raises awareness. Don't just throw a few signs around the place.
- Again I stress motor size as we had the hell rocked out of us at new year by marine rescue midnight in 6 knot zone at Tiplers! Derm The signs need to say 6 Knot No Wash, even on your site it is confusing as I know it is no wash, but new boaties and jet skiers argue hey I am doing 6 knots but their wash is huge, We have been made aware if we take photos dated then pass it on a fine or warning will be given to the offender.
- Any signage is helpful as once people get their licence, they become complacent and forget a lot of the rules

Education

- I believe that "ALL" operators of vessels utilising the Gold Coast waterways need to realise it is their responsibility to operate their vessels within the law, safely and with respect for all other users of our waterways, be it boating and all other water sports and realise their accountability if they don't. I know more education is required when I witness on a daily basis what takes place on our waterways and saturating the area with more signs will not alter what is currently transpiring.
- Awareness of the collision avoidance regulations (rules of the road so to speak) need to be encouraged and promoted as often close quarters situations and occasional collisions, grounding etc arise due to people's lack of awareness or just lack of desire to follow them not to mention common sense (often seems to be missing once the first beer has been cracked).
- I believe there should be "free workshops" for the under 16 year old kids. Help them to learn all the navigational markers, safety gear etc. Instead of punishing their parents with fines, have training bees & practical classes, with modules 1-12 (when competent they are recognised & thus being prior prep for boat license. Give the under 18's log books (pref waterproof adhesive case) so their hours add up & their classes & hrs depicts their experience eg- >100hrs= Beginner- <100hrs-250hrs>=Advanced B-<250hrs-350hrs>=Exp Beginner->350hrs+ is = to Learners Qld Boat license.
- Self regulation requires maturity, and an understanding of the meaning of "common courtesy" I see many people ignoring the "rules" (particularly the 30 met rule) affecting others safety & pleasure. Is not the removal of advisory signs is another reminder opportunity gone
- Signage is necessary or people will not conform
- As I said in my submission for the 2008 review the lack of education, particularly of young persons, is very concerning. As an example parents are quick to give their child a tinnie with a 6 HP motor & show them how to operate it but where is the education as to speed limits, courtesy & respect to other marine users? None! The other issue is what is 6 knots in KPH? Ask boaties & you will get a variety of answers, mostly wrong. So it is not limited to youngsters after all. Our road rules are in KPH. Why not show both knots & kph on marine signage & educational material? Thinking outside of the square? Possibly. Worth investigating? Maybe it is only necessary in the high use areas eg Gold Coast Waterways.
- Laws need to be upgraded boat licences and jet ski licences need to be like car licence they need to have 50 hours water usage before they get their licence drivers need to be 0000 alcohol
- Would like to see more policing/education on Coomera river as a great majority of boaties and jet skies even commercial fisherman speed up and down regardless of speed signs
- owners of jetski's and noisy boats need to be given more education !
- Best achieved by driver awareness
- Education,Education,Education.
- So that the inconsiderate watersport users have no excuse for their behaviour a small extra cost to yearly fees would cover the mailing cost of boating regulations to every Queensland Boating licence holder.
- How about P plates and lower speed limits for inexperienced boaties?
- Operators of large vessels need to be educated about the wash they've created and the harm it can do. In the rivers and canals, wash size creates serious problems for foreshores and property. High speeds in our rivers and canals needs to be policed more.
- even jet ski's can have a wake that can rock a boat at anchor - vessel operators in many cases do not care about others. It happens right across the Moreton Bay area and Gold Coast waterways. Boat operators have no regard for the size of there wake, you can tell them to slow down - and get abused in return that they are doing 6 Knots. Police and other regulators have in the past turned a blind eye to not only jet skis but small craft - speeding, causing large wakes. Anchoring at night has its problems with boats with no navigation lights/speeding. Almost had a small speed boat in the back of my boat 2 years ago (at night doing better than 20 knots) he passed that close i could have touched his boat, i was at anchor behind sovereign island and had no chance to move. More education as to size of wake and enforcement of restricted zones is greatly needed.
- Education is more important than more rules. No boats should anchor in any channels. More damage is done by boats half off the plane putting up huge wash than boats going faster. 6 knots or No Wash in mooring areas
- Controlling recreational skippers in large, powerful vessels with little knowledge or regard for the impact of their wash on property or other vessels is a significant concern. Hi speeds for travelling are generally ok - it's the freestyling and ramp revving that create annoying noise.
- Self regulation requires maturity, and an understanding of the meaning of "common courtesy" I see many people ignoring the "rules" (particularly the 30 met rule) affecting others safety & pleasure. Is not the removal of advisory signs is another reminder opportunity gone
- Driver awareness is a better tool
- Once again I believe that Educating boat owners and PWC owners is the quay to responsible food seamanship.
- Having variable speed limits is confusing. A general curtsey campaign would be more beneficial. A large boat going really close to a small fishing boat is just rude BUT if the small fishing boat is in the middle of the channel??? You can't police that it's just common curtsey.

- Enforcement would help. And an education program telling people HOW to minimise their wash
- From my experiences on the Gold Coast I strongly believe that there needs to be far greater enforcement of our regulations on the water. Even just a presence is enough but it is often rare to see any enforcement by either agency. I am strongly in favour of education and need for boat operators to maintain this level of knowledge. Refresher courses could be an ideal way to help with this education as a lot of information is lost as the average person does not get out on the water on a regular basis.
- Ref: No 46 'Pictures' where? Ref: No 47 'Cameras' where? Positioned in the waterways like red-light cameras?
- Cameras would be too difficult to monitor speed with current, wash with weather conditions there are too many variables that would not be enforceable.
- The focus should be on education and advice rather than fines and penalties. Go back to the days when law enforcement agencies issued warnings and educated boat owners, saving fines and penalties for repeat offenders and serious offences. Aim to develop a safe boating culture rather than putting fear into boat owners!
- More Police presents or volunteer riders educating people on the water ways
- Not enough policing. We rarely see them around here. We see people taking their boats off our public ramp in various states of intoxication. Signs and education mean nothing to a large number of water craft user -- heavy fines and increased policing will help.
- More education for everybody! Commercial operators using fast moving and unlicensed drivers need more scrutinizing.
- Safety, safety, safety! If people had common sense this would not be an issue. It needs to be enforced!
- Some signs are required and justified but not at every canal etc. If you have a Licence and you intend to use the local waterways, it is your responsibility to know the rules. LESS SIGNS, MORE EDUCATION. Enforcement visibility needs to increase, especially weekends, public and school holiday's. Cameras could be workable, whether by "Law Enforcement or the Public" but quick response to the authorities by the public to any illegal activities could have a more direct and better outcome but would require more Water Police. Advertise the fact that people are watching and are encouraged to report. Like neighbourhood watch.
- A visible enforcement presence is a good deterrent. Education on boating etiquette about using ramps, on the water, at anchor would probably help.
- there is always room for more training and teaching i feel the problem more lies with people ignoring existing rules rather than the existing rules are inadequate
- the best education is delivered with a smile, GC waterways officers are friendly, helpful and effective. comprehensive signs with rules and ALSO basic courtesy (eg minimise wash near boat ramps) at every ramp would likely be a help.
- Any changes to rules and limits must be clearly communicated to waterways users and enforced.
- The current process of getting a boat/pwc licence is pathetic. These licences should require serious theory and practical exams as driving a boat/pwc is a privilege. At present an open book exam and 10 mins on the water teaches a person virtually nothing. This is where education needs to start and improve!!!! adding signs and rules are bandaids to poor introduction!!!!
- Let all used be aware of the rules and regulations by using all educational means and signs where applicable
- People should learn the rules.
- Increased education and visible enforcement would improve behaviour of irresponsible skippers. Commercial skippers would be able to advise locations and times where illegal and detrimental vessel operation is regularly observed
- I think the rules are more than adequate and easy to understand - the local authorities do a well balance and good job from what I see, it seems maybe they need to be given more funding to have more presence on the water - it is a large busy area to cover with limited shifts (or maybe they are out and about more than I see just not where I am) I think a lot of people would benefit from being educated about the rules but won't take the time to find out for themselves even though it is their responsibility to know.
- People's basic knowledge of channel markers are disgraceful. It is only good luck that someone hasn't been injured or killed outside my place and speed is not the issue it is lack of knowledge of markers
- More practical training for weekend operators, a piece of paper and a boat with no training is nothing short of stupidity, would they be allowed to fly a plane by simply reading a book, government must take responsibility, the present Australia wide licensing is an excuse to collect cash and does nothing for safety
- literature should be supplied with all boat rego and licenses to help educate boat owners on rules, regulations and penalties.
- stop trying to control the population, continue education and encourage responsible behavior.
- as a commercial skipper I have to know all the rules as a recreational skipper I have to know a few very minor rules More should be done to educate and enforce all rules
- Educational signs that are more simplistic at Boat ramps that are more locality specific should be added.
- Most people have no idea about boating safety and courtesy. They think that by dropping almost off the plane to where they have to stand up to see over the windscreen, they are not creating any problem. The others believe that it

is their right to drive their jetski at 50mph down the canal within metres of moored vessels and other canal users with impunity as they know there is very little chance of their being caught.

- Masters of vessels need more education to make them aware of the collision regulations and their obligation to abide by them !!!!!!!!!!!
- Did you go to school to learn. It's 1. Education 2. Compliance 3. Enforcement
- Education also needs to reach the wider community and not everyday users like myself. I do SUP in the Broadwater and yet don't know what the rules are. Some rules should apply for all users and opportunities for people to learn.
- putting up fines is not the answer, education on these issues is more to the point. One warning per licence as a gesture then fines apply. Repeat offenders lose their licence.
- Not enough teaching
- Pictures are a much more successful education tool than just a bunch of words. "A picture is worth a thousand words...."
- Police do a great job. Large boats (over 10m) need a licence the same as PWC as there is little or no education of the damage they can cause and their speed makes them only look forward and never back. Boats don't have rear vision mirrors so these people never look back.
- Many small vessel skippers only go out on occasions therefore have not the practical experience to handle an emergency some are afraid to use VHF.
- I think that promotional film showing the do's and don'ts can be most useful, and should be compulsory viewing similar to films used in workplace safety training.
- Education is key. The current licensing people do not educate pupils about wash relating to size of vessel, displacement and speed.
- When the rules change, an update should be sent to all boat owners to advise of the changes. This should be simple as you have the owners details for all registered vessels. Information should also be sent to Boating and fishing groups for disruption to members. The current process of having to find out yourself is not good enough.
- There needs to be more enforcement. Education is a waste of money, eg. jetskiers hoon deliberately and with intent and full knowledge of the rules.
- Better Signage at Boat Ramps - Showing the Basic speed restrictions would be helpful. And include a Marine map showing the speed restrictions and the areas they relate to.
- Q 37 I believe the speed limit should be 4 knots not 6 in all areas but the most easterly channel, so I can't answer this question even though I believe the principle is correct. What does Q 38 mean? and Q 39: The existing rules are largely adequate, but people ignore them and more education is required Again, you can't lump this together! I don't believe the existing rules are adequate - people do ignore the rules that exist and more education is required ... I could answer both strongly agree and strongly disagree to that question. I predict there will be a serious accident along the foreshore at Biggera Waters, possibly involving a child drowning given the speed and distance from shore at which boats travel along that stretch of water when young children swim. I have video footage of one speed boat doing several laps at top speed - he wasn't fined, but terrified everyone on the beach that day. This is not a one off event, it happens all the time - kids in motored boats doing motor stands (there is no way they can see what is in front of them).
- If you have a licence it should be expected that you know the rules. There are too many out on the water who either don't know or don't care about the rules
- More training for pwc operators.
- #62. If by pictures you mean pictograms.
- Education is key, thousands of responsible boat users have been using the waterways for many years now without incident. I know of people that have purchased new boats up to 10 m in length and yet have never operated a boat before in their life.
- pictures at boat ramps would be a big help!
- People do not water ski in the dark? People have pictures in their license material.
- online or mandatory email updates could be used to better educate operators and residents for increased awareness. This is far more beneficial and sustainable than increasing enforcement (which costs the community) and decreasing speed limits (which makes being on the water far less appealing, and is a strong basis for many residing here in the first place). Don't destroy the Gold Coast waterways culture and enjoyment due to a few unreasonable individuals, either operators or residents. Create a fair balance for both by increasing communication and awareness. Anyone with a registered vessel should receive updates via mail or email, along with waterfront residents in 'affected' areas, encouraging a considerate culture where all can enjoy the waterways.
- Posting pictures = more signs = more things to ignore. Get innovative and create a campaign that raises awareness. Don't just throw a few signs around the place.
- as the laws in the waters are confusing I'm yet to branch out to unfamiliar areas so I'm unsure of the traffic problems and how sail boats operate. you could say I'm scared of fines more so of safety
- The modern sailor has lost the "Respect of the sea" and believes he can do no wrong. Collision regulations do not apply to the modern sailor therefore they must be restricted in speed if everybody else is.

- Pictures will make no difference to people who own high end vessels with no care factor have seen this attitude for too many years.
- While speed is clearly a factor in safety, the greatest impact on amenity is wash. There needs to be more education on the impacts of vessels wash on other vessels in particular, so recalcitrant behaviour can be minimised.
- Use of web education tools such as boatforlife should be used wider, wider stronger education
- More education of "non boaties" i.e. jet ski owner operators need to be more stringent including boat ramp etiquette.
- Posting pictures where?
- as a skipper under maritime law , if there is a situation of danger the first response is to slow down. it is too easy to get a boat licence , you can get your licence in a tinny one day and go out and buy a jetski that does 100km per hour , or buy a 60 ft rivera that does 40 knots , with little experience .
- Once again I believe that education through the recreational licence should be improved an more use of film and pictorial advertising in local papers and fishing and boating magazines should be done.
- Education, wardens chatting to Boaties at the boat ramps and a much larger presence of Uniformed (and plain clothes) Officers of Authority is needed.
- More than one "fast" channel would be required in the Broadwater. Some of the proposed 'rules' such as passing watercraft slowing are simply unenforceable and would more likely promote 'water rage' where injured parties feel justified in revenging themselves in a vigilante manner. There is little point in continually increasing the regulations and signage; if boat operators were simply courteous toward other users and the environment, then no rules/signs would be required. Any approach must consider encouraging courtesy and punishing poor behaviour. Posting pictures would be ridiculous. Those already offending don't give a damn; they know what they are doing is wrong.

Enforcement

- Not enough enforcement in waterways. Especially around 6 knot areas. 6 knot sign missing entrance to paradise point harbour, people fly in at high speed.
- the water police need to be out more of a weekend looking for and catching kids without licences driving vessels with more than a 6hp, including jet skis in 6 knot zones especially around paradise point and the southern arm of the coomera river where they frequent the most.
- More patrols needed in the inside sovereign island area 6 knots. Millions of dollars in revenue can be raised by boats deliberately breaking the law. There are several if the usual offenders.
- Bigger fines but less speed limits. Common sence should be taken into consideration
- I think it is important to enforce the few who disregard the rules than force restrictions on everyone
- The speed limits are fine as they are. People travelling at 20 or 30 knots in a 6 knot zone should be fined and the boats confiscated after multiple infractions.
- Don't enforce the speed limit
- At the present time enforcement of basic safety rules ("rules of the road") is ad hoc and very partial
- ad hoc and inadequate enforcement at present time
- Crack down on the few who spoil it for the responsible masses.
- The speed on the waterways should remain the same ... As it is it takes too long to get get from point a to point b.. If the problem is speed and recklessness which is only caused by minority it should be a police matter and therefore more money should go towards policing rather than making the honest responsible people/majority pay in slowing us down...!!
- We live on Sallt Water Creek and the kids in tinnies drive use crazy as they have no respect for other peoples property and are a liability and a major accident waiting to happen. Its a 6 not zone and they use it as a freestyler zone. Boys especially should not be allowed to get there licence until a more mature age.
- There are a minority who are reckless on power and jet skis no different than some drivers on the road. There should no be lower speeds just better enforced.
- More policing of fishing size catches and bag limits as well as zero wash zones are required to minimize damage to moored vessels, environment and breeding areas and estuaries.
- More police on the water, inforce current rules and speed limits before creating new ones. No stereotyping people because they own different marine vessels owners, by making laws for some and not for others.(example; Noosa and alike)
- AS with all Govt/Bureaucrat outcomes over the last couple of decades, again we face a situation of punishing all citizens by more fine-able regulations because it is the easy & profitable way for the Govt/Bureaucrat. - Instead of catching the criminals/idiots & PUNISHING them to an extent that they will never do it again. A real deterrent.
- Need to be more police on the water
- I live on Ephraim Island I watch and use the waterways a lot - daily Wife and I often see dugongs in vicinity Also witness young hoons in tinnies and fast catamarans breaking speak limits and standing their boats on sterns - v dangerous Concerned about accidents to others and the kids Concerned for marine life - esp dugongs ALSO: we note older hoons in big boats breaking speed codes Same concerns ALSO: we not houseboats regularly running aground on bars near Ephraim Island - concerns for damage to sea grass etc
- cameras and strong signage so offenders dont have an excuse.
- I can only speak for my area, Tallebudgera Creek. Speed, erosion, noise pollution, signage and lack of law enforcement. In my opinion is a direct result of the out of date 40 knot speed limit in the lake area. All Tallebudgera Creek should be 6 knots as per Currumbin Creek. A 6 knot speed limit would greatly enhance Tallebudgera Creek. High powered speed boats would be a thing of the past it would cut noise pollution, stop erosion from boat wash, less speeding and hooning as all would be 6 knots, be much safer for swimmers and passive activities like stand up board riding and kayaking. All of which would be good for tourists and local residences. With one swiipe this would cover all the Principles in Tallebudgera Creek. Make all of Tallebudgera Creek 6 knots.
- speed limits need to be vigourously monitored as most boaters show complete disregard for speed limits particularly in the Tiplers region.EXCEPT when the police have been present in the area. Excess speed in this area has greatly increased silting of this anchorage.
- i disagree with the part about minimum of government regulation as to me that implies that there will be a lack of enforcement
- As a resident with a life-long experience with commercial and recreational vessels and a waterfront home owner for 6 years I have observed frequent dangerous hooning behaviour that puts other water users at risk, disturbs shore birds and causes considerable damage to revetment walls through increased wash. River and canalside home owners are now responsible for repairs to revetment walls and it is an unfair burden on these owners to be subject to property damage from boats travelling at unnecessarily high speeds past their properties. This is one of the reasons I sold mu property on the canal at Palm Beach. It is most usually underage boys operating boats when they clearly have no understanding of engines, how to control a boat and safe conduct on the water. These young people would not qualify for a driver's licence yet are on our waterways. Complaints about poor behaviour went unanswered and in any

case, there were simply no staff or vessels available to ensure safety on our canals and waterways. The 5 knotph speed limit on canals should be enforced and I agree with those majority of people surveyed who believe 40 knots is much too high a speed for powerboats. The open sea is the place for speed, not in close proximity to homes and families.

- one can make all the rules & regulations under the sun ..BUT without continuous visible patrol & enforcement it is a waste of taxpayer money ...please put more officers "on the beat".... you have all the signs up / plenty information available / navigation booklets etc just need to double the penalties & more enforcers to fix issues
- I didn't agree with being harassed by the police For doing more than six knots close to shore when the tourist jet boat operator is allowed. With passengers. The water police said they were busy booking me
- Signs already in place so need to get message across with fines as they are breaking rules and damaging property and river banks.
- Speed on the waterways needs to be policed. The constant noise of speeding jet skis going round and round in circles is unbearable. This happens usually in summer on weekends.
- More funds spent on making sure the water users are observing the rules and less on fancy brochures .
- We have speed limits that are unrealistically LOW for the river, and are NOT policed suggesting they are unnecessarily tough speed restrictions. The 6 Knot zone of RIVER is rarely policed and rarely complied with. It should be increased significantly.
- More active policing of waterway activities & speeding required and issuing of fines no warnings.
- Living on the beach at Hollywell it is vital that no wake areas are set up as beach erosion is prevalent in our area. Also 6 knots should always be enforced around the sailing areas. 2 channels in broadwater let the commercial boats use the Curragee channel and sailing and non powered craft 6 knot area no wash. Also prevents so many accidents on beach banks.
- Would like to see more policing/education on Coomera river as a great majority of boaties and jet skies even commercial fisherman speed up and down regardless of speed signs
- As someone that uses the waterways everyday I know one thing! Why make new rules when the old ones are not enforced
- Make offenders accountable
- Again it is the minority of both boat and jet ski owners who disregard basic boating rules are the ones that should be heavily fined and the privilege of operating water craft in our waterways taken away from them for good Kids in overpowered tinnies should be included in this by removal of their Parents licence and boating laws
- Be patrolled
- Our waterways are our weekend highways and as such should be maintained and policed exactly the same.
- There needs to be an effective means of enforcement, unlike currently.
- The Broadwater is becoming a 6 Knot zone all over and takes forever to get anywhere , you need more enforcement of the existing zones and stop just adding new ones and restricting our right to use the water ways , they should be like the road and be able to be used and enforced properly and not just a school zone everywhere , i understand 6 knot zones around 30-60 m of boat ramps but not the hole channel area .. rules are there for you to in force not just a blanket ban for us the waterway user that are responsible - i will be voting against Tom Tate as things are going down hill fast
- Most wash related damage and affront to riverside residents is caused by vessels operated in violation of existing rules. Clearly, the prevailing attitude of such operators is that they are most unlikely to be apprehended and fined, and will therefore continue their activities in any manner which they deem fit. There is scant consideration for local residents, the environment or other waterways users. This attitude is not rare, but rather endemic, with the vast majority of boat operators seeming to regard speed signs as merely indicative.
- There is almost no enforcement carried out on the Nerang River at Sorrento where I live. Laws are broken by many boats and PWCs.
- Needs to be more patrols. More speeders need to get booked.
- There's nothing wrong with existing speeds, just that people are violating the current law. If the speeds were enforced as ruthlessly as they have been for jetskis then the speeds would not need to be changed.
- common sense and the age of the person with the licence should be taken into account
- As long as there is no suggestion or intent to make all goldcoast waterways, particularly the Seaway all six knots - not practical and not required for safety. Better to enforce current speed limits and to encourage common courtesy.
- 6 knots between southport and southern moreton bay for all vessels over 8 mtrs. more police patrols for speeding and large wash.
- The current limits are fine. Spend the effort enforcing the six knot zones instead.
- even jet ski's can have a wake that can rock a boat at anchor - vessel operators in many cases do not care about others. It happens right across the Moreton Bay area and Gold Coast waterways. Boat operators have no regard for the size of their wake, you can tell them to slow down - and get abused in return that they are doing 6 Knots. Police and other regulators have in the past turned a blind eye to not only jet skis but small craft - speeding, causing large wakes. Anchoring at night has its problems with boats with no navigation lights/speeding. Almost had a small speed

boat in the back of my boat 2 years ago (at night doing better than 20 knots) he passed that close i could have touched his boat, i was at anchor behind sovereign island and had no chance to move. More education as to size of wake and enforcement of restricted zones is greatly needed.

- Perhaps a no wash enforcement would be better than the 6 knot limit as larger vessels still make considerable wash at 6 knots.
- More waterway patrolling and BETTER speed limit signage as most offenders in small vessels/ jetskis are not locals. Maybe camera monitoring for busy canal area like traffic cameras to control serial speeding offenders.
- the biggest problem is see is recreational vessels (3-6m) pushing the limits,often at speed great than 40 knots in 6 knot areas. No regulatory body on the water at times when recreational use is high so no fear for vessel operators
- The current rules are suitable but there is a lack of police to up hold the rules
- The speed limits on the GC are useless as no body cares about them. Most people especially the younger ones think they are above the law and know they will never be caught. Another issue is the rich in their larger boats who don't want people speeding past their place but don't mind speeding past other peoples places.
- The 6 knots should be enforced.
- Vessel noise should be in forced not speed if your vessel is modified to be louder then in force that!
- Larger vessels need to lower speed and use craft outside spit. Jetskis banned from residential areas and western shore. Hooning tinny kids have boat confiscated
- I think the over and under 8m limits work well but should be inforced by the Patrol vessels using speed cameras far more often.
- once again ... without continuous visible enforcement a waste of taxpayer money
- The noise from some vessels is unbearable. This noise should not have to be tolerated by residents living near the water. We need more police patrols.
- the water police should do there job
- 6 Knots in canals is appropriate. 6 knots in main river is TOO SLOW. It is being ignored by majority of vessel owners, and is RARELY policed suggesting its NOT a safety issue nor an erosion issue. The 6 Know limit on main river should be increased significantly.
- Need more Water Police to enforce speed limits.
- There is little point in adding variability. If six knot restrictions are observed, then all other issues are moot.
- River speed need much more stricter control and monitoring with regular policing
- Enforcement would help. And an education program telling people HOW to minimise their wash
- There is almost no enforcement carried out on the Nerang River at Sorrento where I live. Laws are broken by many boats and PWCs.
- Variable speed limits are not the answer. Everyone should adhere to a 6 kt (or lower) limit regardless of size of boat. Enforcement is already difficult.
- How do you police vessel size.? Does the size of a vessel include outboard motor/s.
- the current sign system works however the 6 knot rule is silly and people drive faster than this. Yes there are lots of Muppets on the water! maybe a 3 strike rule should apply to suspending licences and sending people back to redo their licence.
- We need more patrols.
- more visible presence is required
- From my experiences on the Gold Coast I strongly believe that there needs to be far greater enforcement of our regulations on the water. Even just a presence is enough but it is often rare to see any enforcement by either agency. I am strongly in favour of education and need for boat operators to maintain this level of knowledge. Refresher courses could be an ideal way to help with this education as a lot of information is lost as the average person does not get out on the water on a regular basis.
- Ref: No 46 'Pictures' where? Ref: No 47 'Cameras' where? Positioned in the waterways like red-light cameras?
- Cameras would be to difficult to monitor speed with current,wash with weather conditions there are to many variables that would not be enforceable.
- Nothing works as well as the visible presence of enforcement officers who may also offer help and advice.
- Use the rules as is and enforce them.people go on the waterways to enjoy not to be photographed by Government and public servants we employ.
- The focus should be on education and advice rather than fines and penalties. Go back to the days when law inforcement agencies issued warnings and educated boat owners, saving fines and penalties for repeat offenders and serious offences. Aim to develop a safe boating culture rather than putting fear into boat owners!
- More Police presents or volunteer riders educating people on the water ways
- more police patrols, bigger fines, lower speeds for big boats,someone will be killed this summer on the water, slow the big boats down please, please. 60 foot boats at 40 knots, you have to joking, send them off shore where they belong. waterways are too small for the turkeys in their monster boats.

- The Gold Coast has 70 percent more water traffic and more officers. Of course there are going to be more fines and infringements. It's just numbers.
- Action against the idiots needs to be addressed. Why can't there be a policy where, like on the roads, an idiot deliberately doing the wrong thing has their vessel impounded. They can be given a direction to have their vessel delivered to a designated location within a certain time frame for the impoundment. If they persist with this type of behaviour, that the vessel is surrendered and sold. This way the idiots get affected and the rest of the community can continue enjoying the waterways without being penalised for the behaviour of others.
- There needs to be more enforcers on the water all of the time, instead of bursts of activity on holidays.
- Not enough policing. We rarely see them around here. We see people taking their boats off our public ramp in various states of intoxication. Signs and education mean nothing to a large number of water craft users -- heavy fines and increased policing will help.
- The issue with the high rates of speeding fines relates to the fact that the speed limits change too much along the same stretch of river for example. If you applied greater stretches where 40 knots applied (subject to vessel 8m) then you would get a lot less infringements and less confusion in general.
- Safety, safety, safety! If people had common sense this would not be an issue. It needs to be enforced!
- Nearly all of this page applies to the little rich snobs that don't care about the rules or anyone else, their for I believe that a possible 3 strikes and your out scenario should apply with boats being impounded, a little extreme however I think that this is the only option.
- Be happy to use my premises for a camera location
- Pleeeeeease, no more big brother!
- In NSW the licencing tests have been made tougher and it's now tougher than getting a driver licence, perhaps QLD could look to strengthen its testing and adherence to the existing laws.
- Gold Coast accounts for more tickets because it is the most heavily policed and populated waterways in Queensland. The speed rules are ridiculous and are aimed at only appeasing the rich pensioners who live on the waterways.
- If the rules and laws are in place they should be in forced look at the number of boats who never leave bums bay, watch boats of all sizes speed near boat ramps, if speed is the issue restrict it for all craft if wash is the issue address the worst offenders if safety is the issue have common rules
- Some signs are required and justified but not at every canal etc. If you have a Licence and you intend to use the local waterways, it is your responsibility to know the rules. LESS SIGNS, MORE EDUCATION. Enforcement visibility needs to increase, especially weekends, public and school holiday's. Cameras could be workable, whether by "Law Enforcement or the Public" but quick response to the authorities by the public to any illegal activities could have a more direct and better outcome but would require more Water Police. Advertise the fact that people are watching and are encouraged to report. Like neighbourhood watch.
- Enforce the speed limit more for the jet skiers. Enforce the no skiing before 7am rule more. Keep the big boats moving faster up on their plane so their wash is smaller. It's these big boats doing slow speeds which cause the major damage.
- Q44, I don't know what resources the enforcement agencies have. Q45, I don't know what fines/penalties are in place. I comply with waterway rules and safety.
- The waterways limits continue to change as more 6knot zones are added, Even stupid 9-12am speed zones that confuse operators. The police are over zealous in booking kids 20m inside a 6knot zone and not there to help. Police the Canalways and better signs on main rivers/broadwater
- There is not a day where you go out for a day with your family and get pulled over give us a break we just want a fun day on the water
- A visible enforcement presence is a good deterrent. Education on boating etiquette about using ramps, on the water, at anchor would probably help.
- re- 36 operators should know the basic rules, but I would not say there are too many signs. You may consider instead of fines, that the operator is required to be re-trained, and re-tested to show competence.
- Cameras - what a huge invasion of privacy - I wonder about having a picture of my 3 kids in hands of government trying to have fun wake-boarding?
- As per previous comments (refer Q23 comments), question 44 (i.e. '*44. Enforcement is challenging and responsible agencies do the best they can'), may have benefitted from being broken into two separate questions to avoid potential erroneous outcomes. Respondents may 'Strongly disagree' that 'responsible agencies do the best they can' however they may 'Agree' or 'Strongly agree' that 'Enforcement is challenging'.
- Yes you can argue that GC has more of this and that, that is because of the unique geography of this area we are blessed by halving a sheltered water system and not open water so as a result we have a lot more craft within a specific area as other areas within the state
- Safety is the priority. I am for cameras for stupid acts I have seen them. Also a large amount of people do not obey existing rules. But don't bring in cameras to raise money. ps all fine money should go to repair navigation there are too many missing lights and markers.

- Police speed enforcement is negligible in canals from Nerang River [especially Allambi Ave canal] Perhaps cameras are worth trying
- We are becoming Police states that are being overregulated costing taxpayers and rate payers too much money. Existing report to Police and follow up action by them is sufficient and works as I have used the system on a number of occasions.
- People need to be made accountable for their actions, and if they abuse the privilege of being able to have this wonderful lifestyle on the waterways then it should be taken away from them.
- There could very well be a good opportunity in the day of technology for the public to help enforcement if camera footage clearly showing boat rego numbers being sent in, where the video can be used for enforcement etc. I have seen plenty of dumb stuff out there in the broadwater. Easily avoidable, but people couldn't give a shit
- The Water Police and MSQ are doing a very good job but from my understanding are very under staffed and under budgeted these guys are doing there best with limited resources the government needs allocate these department much more so they can operate at 100% not at 40% as they are now. Regards ??????
- Any changes to rules and limits must be clearly communicated to waterways users and enforced.
- We all have licences and to get the licence I had to pass a knowledge test of waterway rules. Therefore we should at least have a basic knowledge of the rules and regulations. Perhaps licences are too easy to get??
- Stop the idiots
- Enforcement agencies need to be well educated about the laws they enforce. There are significant gaps at present. Water police should NOT be available for other general duties tasks not related to policing of waterways.
- I have never been caught speeding and think there is adequate signage, Cameras are not the answer - visible policing is. Not sure why pictures would help people understand speed.
- these percentages that you speak of above maybe correct, but the gold coast has the most amount of water vessels in Qld.
- Keep giving out fines people will get the idea. It always the minority that wrecks it for the rest... Also being the main percentage of fines is relevant to the amount of vessels in the area.
- More enforcement of current rules is needed
- The current process of getting a boat/pwc licence is pathetic. These licences should require serious theory and practical exams as driving a boat/pwc is a privilege. At present an open book exam and 10 mins on the water teaches a person virtually nothing. This is where education needs to start and improve!!!! adding signs and rules are bandaids to poor introduction!!!!
- Here we go again judging by some questions. More fines, more police, more money to Govt. Why not force significant community service, boat impoundment for periods. This will stop bad conduct. Fines have proved not to work on nearly all occasions & in all areas. Govt & Bureaucrats just love the money.
- people know the rules and elect to ignore them. dont change anything just target hot spots.
- Increased education and visible enforcement would improve behaviour of irresponsible skippers. Commercial skippers would be able to advise locations and times where illegal and detrimental vessel operation is regularly observed
- Why is it that the police only enforce the laws during public holidays and no other time. The laws should be enforced all the time and not just for publicity.
- I think the rules are more than adequate and easy to understand - the local authorities do a well balance and good job from what I see, it seems maybe they need to be given more funding to have more presence on the water - it is a large busy area to cover with limited shifts (or maybe they are out and about more than I see just not where I am) I think a lot of people would benefit from being educated about the rules but won't take the time to find out for themselves even though it is their responsibility to know.
- We are already getting to many 6kt zones don't see the point where some of them are what happened to common sense if there are a lot of boats around or people swimming near by you slow down its not hard but there will always be at least one idiot out there more rules won't stop him maybe have a separate point system and if you run out of points you lose your boat licence for so long if you lose your licence 3 times you don't get it back at least that way you only punish the idiot not the majority
- the existing rules are inadequate. noise wash unacceptable. from where i see people dont have any interest in following the rules. i have no idea if enforcement agencies are doing their best. what is their budget?
- with a large amount of waterway users coming to Gold coast to use the waterways and a lot of people using the waterways that are new to boating there needs to be good signage and enforcement at peak times of use Saturday and Sunday.... there should be a free online test that needs to be taken once a year that makes boat operators aware of the Gold coast waterways then this should be carried with them when operating a vessel. this then making them aware of the speed limits, time that activity's can be carried out EG water skiing between 8am and 4pm not dawn to dusk as it is every where else in QLD..... locations of public dock's, access to attractions on the gold coast EG Casino, Fishermans wharf, ,
- as a commercial skipper I have to know all the rules as a recreational skipper I have to know a few very minor rules More should be done to educate and enforce all rules

- cameras seem good idea eg: Ephraim Island bridge -
- More signage 100% higher fines, link demerits with car licence, where one effects the other. If a person films a person clearly breaking the 6 knot zone, video of act and rego should be enough for home viewer to submit proof.
- In 3 years of regularly kayaking the Tallebudgera creek I have not seen the water police and as there is no enforcement bad behaviour is not uncommon. If all Tallebudgera creek was 6 knots it would greatly reduce chance of accident, erosion and noise pollution.
- Why not just have stricter licensing requirements? And make it a one-warning system. If you get caught once you lose half your license and you cop a large fine. If you get caught again your license is suspended and you cop a massive fine. People are more likely to break the rules on the water because of a perceived lower risk of danger. On the roads people are wary of the dangers and are more likely to stick to the limits – we see news stories everyday about car crashes but very rarely do we learn of a fatal boat crash. 6-knots unless signed otherwise, ensure license holders are properly educated and thoroughly tested, and increase public awareness of unforeseen safety issues.
- Yes all above about infringements is true , but we are also the busiest waterway in Queensland , that's why. Also added to that, our waterways are used by lots more in the way of vessels other then the standard fishermen, unlike in most other areas in Queensland.
- Enforcement is generally restricted to the broadwater, needs to be wider to enforce speed and unsafe use in canals and seaway.
- Camera are to expensive and will only be ruined by vandals doing the wrong thing anyway so why waste the money
- The police cant just patrol the Yacht Club area on a weekend, we need to see them in the canals.
- The Gold Coast is magnet for thousands who come here to go boating. The number of local registrations does not reflect the movement down the highway and Broadwater of all those coming here to use the local ramps and waterways.
- Restrictions on larger craft and cameras would control the speed of most large boat operators who have no regard for other peoples safety or property in two areas that come to mind ,Currigee,S S Island and Korong and Yacht streets in Southport.
- Cameras at boat ramps
- Cameras are required at all boat ramps urgently
- q 42 is made up of two different questions.
- it is very hard for the authorities to police the area as it is so large cameras would help but i suspect not with the jet skis who seem to go as fast as they possibly can whenever they can even when there are small children from the local sailing school on the water.
- Re. *47 Perhaps cameras could be used as enforcement tools in areas deemed to be of high risk, such as high use areas such as marinas. i.e. Hollywell
- If you have a boat licence you know the rules if you disregard the rules you get fined and repeat offenders loose their licence
- Unfortunately, the statistics cited above do not allow an accurate interpretation of infringements. A 5 knots over the limit is totally different to 20 knots over.
- You cannot put cameras everywhere the main areas of people breaking the law is common knowledge. Built up areas and popular anchorage areas are the hot spots for law breakers. For example Tipplers 6 knot zone high powered vessels charge up to sign and then pull back creating a wash all through anchored vessels.
- like to see enforcement increase, more Water police who are awesome on the Gold Coast.
- Fines by enforcement authorities needs to be fair and reasonablethere are too many times one hears of soft targets hits by our enforcement people ...this does not help build a better boating community attitude.
- Cameras could be used to identify non-compliance with no-wash requirements. This would be particularly easy if no-wash meant that "wash: is created when the vessels wake "crests and breaks" like a wave in the surf. This will happen at different speeds for different vessels but is a consistent mechanism for enforcement purposes.
- PS ;;; have been motoring around the broadwater / Karragarra island area/ etc since 1990 ...have boat on swing mooring .' the missing link is continuous visible patrol presence
- People know what to do in our canal because if they see me with my camera they slow down but once past they increase speed. 6 knots unless signed otherwise throughout Broadwater and no wash at all in canals that means no wash breaking or rolling along banks and revetment walls the twisting of walkways is putting unnecessary pressure on them . Everyone needs to slow down and respect and admire our beautiful waterways no where else in the world is there anything like what we have here.
- Did you go to school to learn. It's 1. Education 2. Compliance 3. Enforcement
- Rules regarding speed and size of vessel and noise are currently foolish or poorly thought out so no cameras catching people breaking stupid laws please
- REF# 45. Fines do not prevent bad behaviour, they pay for the labour to police the law. More presence of agencies in problem areas need to be much higher and at varying times night and day.

- Cameras do not catch people at the time of infringement, and then only in certain areas. People will slow down and just speedup when past the camera
- More inforcement should be more visual
- As I go out on the waterways and canals you see too many boats, usually small tiniest who seem to blatantly break the speed and safety requirements increase the fines to pay for extra water police and make sure they do not just pick on a larger boat.
- Boat owner's disregard to rules should be penalised in accordance with road rules and in proportion to the fine. For instance excess speed on the road of 10 kmh is not as bad as 10 kmh on the water especially where a huge following wake is involved upsetting other travelling boats or boats at anchor. Large boats should not be allowed to speed past other waterway uses less than 50 metres from the other vessel
- The suburban streets with 50k speed limits do not require cameras, neither should the waterways. Residents will be more than happy to report breaches if sensible rules are established.
- That is just revenue raising not educating
- far too few water police
- Many waterways users blatantly break the rules as they do on the roads . Licensing is too easy and both the training and testing should be improved. Larger boats, say 10 m and above should require a higher grade licence and test. Drinking and use of mobile phones should be discouraged. Boat skippers should be made more aware of their responsibilities and the hazards particularly when children are aboard. GCWA might consider asking MSQ to hold voluntary training/education sessions for the boating public. To make enforcement easier boat registration numbers should be larger and not be able to be obscured eg by dinghies on the stern of large boats.
- policing is really hard and costly, i think more can be done at boat ramps to educate and check users. maybe introduce a 5 year check for safety of a vessel and equipment? At present there are many old, poorly designed vessels on the water. little or no control over them and living as waterfront paying know one. sewage straight over the side etc.
- No point reviewing the speed limits if they are not going to be enforced. Most boaties seem to have issue with determining distance ie 6knots withing 30meters seems an issue.
- More Water police are needed especially at weekends as people disregard the signs.
- The way in which boat/PWC licences are just handed out is a joke. BEFORE someone gets a licence, they should have to go and sit a test with a government approved assessor just like a car licence. I have seen people who just got their licence launch their brand new boat, and have absolutely no idea what they are doing. Its dangerous and a joke.
- I see people speeding through the canals in total disregard for the posted speed limits & disregard for damage they cause to other peoples property. Camera's in these areas would have a huge affect.
- I would hope our waterways are not going to be like our roads with police collecting fines as hard as they can.
- Adequate enforcement requires adequate government support
- number 47 is a stupid point!!
- its illegal to film someone under 16 years of age
- Sick weary and tied of seeing children in tinnys disobeying the laws,, take there boats off them just like car hoons and increase their fines
- too many inexperienced power boat operators especially larger vessels, who have no idea of the wake they cause, test should be more strigent
- Why not, Police have a huge area to cover and little resources .
- Item 42. What enforcement, Try ringing the Gold Coast Water police. You might get lucky during the week, But you have no chance on the weekend. we have tried hundreds of times.
- Having contacted the Gold Coast water police on many occasions due to noise levels, freestyle watercraft and large vessels not abiding to 6 knot levels we have never once had them monitor the area of Santa Barbara water ski area. We possibly see them a couple of times a year normally at the end of the day, when all the damage has been done. I regularly have been up at 6 o'clock in the morning as water skiers rev their boats on the boat ramp, when the sign states no skiing before 7.30 and after 5. However the skiers are her from 5.30 in the morning until 7 at night in the summer
- I think there are occasionally idiots in the water that do dangerous manoeuvres etc that put people at risk of injury. Most residents would be happy to submit videos of offenders doing this so that a warning could be sent out to the offenders.
- Cameras don't stop road speeders, why will they work any better on the water.
- I know myself as someone that has worked on the Gold Coast waterways for the last 14yrs and only ever been pulled over 4 times that there is not enough enforcement of the current rules and every day I see someone doing something they shouldn't be! And it would be the same with any new rules unless there was some more enforcement!
- Offenders only do so if they think that they can get away from being caught. Some just don't care about anyone else but themselves.

- Police do a great job. Large boats (over 10m) need a licence the same as PWC as there is little or no education of the damage their wash can cause and their speed makes them only look forward and never back. Boats don't have rear vision mirrors so these people never look back.
- the last thing we need is more cameras, the water ways are boaties playgrounds , no one wants one regulations , the government can not afford to inforce more rule , there just has to be more comon sense applied when on the water.
- A system of web cameras would be the cheapest way to increase enforcement.
- yes please put cameras on Coomera river .
- The water ways are silting up. Spend you money on dredging... 90% of boats have the beacon to beacon book it has all the speed limits on the maps Leakey marked.... Everyone knows the rules that has a license ... But a lot don't have a license..
- I rarely see enforcement officers outside peak periods such as long weekends.
- upkeep on these cameras too costly!
- Don't let this turn into a 'revenue raising' exercise activity. Let's not turn every Boating Patrol into an unsworn "police" outfit.
- It is all about enforcement of existing rules, new rules are not required.
- Deaths arise from lack of patrols and a consistent presence.
- I agree with additional enforcement as long as it does not intrude on the relaxed boating lifestyle. I do not want to have over zealous officials approaching anchored vessels and conducting safety and breathalyser checks. Happy for them to enforce speed limits and other boating rules to bring some etiquette back to the waterways.
- I boat in a 6 knot area every weekend. In the last year I have seen water police stop only 4 boats. I have only seen the water police about 10 times. Virtually no presence. I can see over 100 breaches of the speed and no wash signs every weekend. This is not a presence!!
- Gcwa should have patrol boats like nsw maritime to enforce speed, mooring and safety infringements. Water police cant be everywhere and need help with enforcement
- With mobile technology we should be able to download video evidence of the wombats that speed through 6 knot zones , spend 1 weekend at timplers passage and you would pay for all the overtime for the law enforcement people and plenty left over. Come and sit on my boat for a weekend and see what happens when no police are there to enforce
- Boat owners should be encouraged to "dob in " unacceptable behaviour, include the number on the next boat rego sticker. Don't be in a hurry to fine people, a stern warning for first time offences is enough.
- There should be cautions for small infringements but fines for people doing stupid and dangerous activities
- After suffering for 10 years living [next to ??????] on Main River with over-powered Tinnies spraying my boat and pontoon at least twice a day [and all the boats either side of the river]without any Authority taking a jot of interest. For example if you think the situation has gotten better in the last 3 years give my neighbour, ?????? @ ?????? ave. a call
- Why not have " Wardens" who are licensed to educate boaties when they need it. Give the wardens the authority to issue a ' caution ' which is registered on a Data Base and repeat offenders can be dealt with by the Water Police.
- There needs to be more enforcement. Education is a waste of money, eg. jetskiers hoon deliberately and with intent and full knowledge of the rules.
- Percentage of Mins? yup its higher here because we have more water , vessells and heavy handed police handing out frivolous infringements EG Safety advice sticker is the old one! Or my favourite rego stickers are 5mm too short!
- The simple fact is there are a large number of people and holiday and day trippers who use the GC waterways , they come here cause its a place to spend the day , that means more fines , you get less fines at south stradbroke and also brisbane because it is a larger open waterway and has less canals and enforcement , don't use fines as data as its not real but revenue raising
- i see police every time i go out especially around wavebreak and the the spit area. they do a great job.
- People ignore the rules because they are not enforced and they know they have a very high chance of not being caught, we need more patrol boats on the broadwater. If someone cannot read a 6 knot sign they shouldn't have a marine licenced.
- There is Signage at jasmine ave boat ramp but it is ignored. Water police need to be more present in this area and fine more hoons to get the message out to their peers.
- Signage is consistent with waterways use, and any vessel's operator should be able to recognize the need for reduced speed even without signage. However, without signage, the vast majority will simply take the default as "fast as you can". Current issues stem from the fact that those breaking the rules are highly unlikely to be caught, or even cautioned. The issue is clearly one of enforcement.
- There is not enough policing of the river between the Bermuda bridge and chevron island. Speeding in this region is very common.
- Give us a break! Cameras on the water is yet another big brother event when we are trying to get away from it all by relaxing on water. If there is even more logistics, slow downs and more regulation and covert cameras, then is it

really worth boating? The stats at the start of this page are not an accurate assessment of the state vs GC issues of MIN issued. The GC has 25000 vessels registered but many more in outer areas of QLD are trailer type vessels in a vast state with small population and no enforcement at all. The same is the case with the 34% MIN for speed. There are no water police and no confined spaces away from the 800km navigable waterways on GC in much of the rest of Qld. I believe the stats are quite understandable and show a current process that works with adequate enforcement.

- There is almost no enforcement carried out on the Nerang River at Sorrento where I live. Laws are broken by many boats and PWCs.
- *41. I don't agree that the rules are complicated. *42. I don't agree that enforcement need increasing.
- Clearly the larger motor boats doing 30knots causing havoc to anything within range are not being stopped or reported
- We don't need a speed kills zero tolerance type presence on the waterways (or the roads for that matter) it encourages a brain dead adherence to the rules only to the exclusion of seamanship. Have educated officers out there with some discretion, no-one likes being pulled over and a quick word about excessive speed, wake, passing distances will have a salutary effect on most boaties. Dangerous hooning, operation under the influence etc can be dealt with more harshly by fines and penalties.
- Properly monitored Cameras can show the main problems of speeding and irresponsibility
- You should be made to resit your licemce every 5 years
- There should be some sort of revalidation for RMDL
- and more enforcement
- The Gold Coast Tourism Industry is relying on these speeds to either stay the same or be increased. The poeple who choose to live on the waterways and complain about noise have chosen to live there and altering our speeds will not help with the noise. Waterways are occupied by many companies that bring a large amount of money into the Gold Coast each year and this will ruin those businesses. More enforcement of speed and rules needs to be put in place, larger and harsher fines. Also more restrictions on teenagers using the waterways!
- Inappropriate behaviour and lack of contol and enforcement on the broadwater has been overlooked for too long. If authorities don't control the one channel now operating the 'opening' of another channel is a doubling of the problem. To have a 'fast channel' is folly and to have two slow channels will only increase the already existing wash problem.
- While many of the questions posed in this section provide have the potential to provide a positive outcome theoretically, the reality is, if such an approach was adopted/implemented it would create an enforcement nightmare and add to the problems faced in this regard (as alluded to in the previous section). For example, while it may be a noble concept to allow *49. Operators can and should be responsible for 'no wash' operation in areas that 'justify' this restriction', how would/could compliance with this requirement be monitored and enforced in practice? Similarly, it would seem a 'no-brainer' to implement *50. A 'drive to the conditions approach' should be adopted as congestion and other factors are highly variable', however, this would be 'HIGHLY' subjective and an enforcement nightmare. Additionally, concepts such as *51. A variable speed limit based on vessel size should be introduced for slow areas instead of 6-knots for all vessels', *52. Smaller vessels should be allowed to go faster than 6-knots as long as wash is negligible and it is safe to do so', *54. In 6/40 knot areas, under 8m vessels should have to go slower than 40 knots (but still faster than bigger boats)' will add additional variables to make the enforcement task even more difficult.
- online or mandatory email updates could be used to better educate operators and residents for increased awareness. This is far more beneficial and sustainable than increasing enforcement (which costs the community) and decreasing speed limits (which makes being on the water far less appealing, and is a strong basis for many residing here in the first place). Don't destroy the Gold Coast waterways culture and enjoyment due to a few unreasonable individuals, either operators or residents. Create a fair balance for both by increasing communication and awareness. Anyone with a registered vessel should receive updates via mail or email, along with waterfront residents in 'affected' areas, encouraging a considerate culture where all can enjoy the waterways.
- more police time on the water and the problems are reduced.
- Taxi/shuttle operators still speed up our canal to pick up passengers. Hire boat's also do the same so more education the knowledge that they could be fined if photo is taken of them doing wrong thing. Have been on 74ft, 52ft boats in Broadwater and at a low speed they can steer in a straight line, they do not wash anyone around and it is very pleasant. I have also been rocked around by another 50ft boat while on 52ft boat because he passed so close that I could have shaken hands with him. So it is not only smaller boats that are being hassled but also lager boats that are trying to do the right thing.
- Operators should have to update licence every 3-5 years
- If skippers don't know enough about vessel handling they should not be in control of a vessel or have a licence.
- If you don't know the regulations, you're a danger to others and shouldn't be on the water! The council has a lot of extra money and should support better policing of our waterways.
- Variable speed limits should be introduced, enforcement should be increased with variable and practical speed limits applied (skippers need to be responsible). Reducing the operational speed of vessels in the broad water will make some locations inaccessible for day boating.
- Problem is that there is too many people handing out licenses too easily...

- Education, wardens chatting to Boaties at the boat ramps and a much larger presence of Uniformed (and plain clothes) Officers of Authority is needed.
- 56. Daylight restrictions should apply to preserve residential amenity around area's popular for water skiing, etc, should apply to PWC who flaunt speed and other regulation around the coast on a regular bases. Maybe it time to introduce PWC areas when it is safe for operators to do all the stunts and tricks out of the general traffic areas, loss of craft penalties should apply if caught performing stunts and tricks outside of these areas. Stronger penalties for PWC when speeding close (less than 30m) of anchored vessels including if fishing. Tighter controls on Jet Boat Operators are also needed in relation to speeding close (less than 30m) of anchored vessels including if fishing.
- More than one "fast" channel would be required in the Broadwater. Some of the proposed 'rules' such as passing watercraft slowing are simply unenforceable and would more likely promote 'water rage' where injured parties feel justified in revenging themselves in a vigilante manner. There is little point in continually increasing the regulations and signage; if boat operators were simply courteous toward other users and the environment, then no rules/signs would be required. Any approach must consider encouraging courtesy and punishing poor behaviour. Posting pictures would be ridiculous. Those already offending don't give a damn; they know what they are doing is wrong.
- There is almost no enforcement carried out on the Nerang River at Sorrento where I live. Laws are broken by many boats and PWCs.

Other

- Charge all vessels extra. either on rego or some other way.
- weighted questions for your purposes ?????
- Jet ski is that a stand up or a sit down personal water craft (pwc) please clarify?
- The waters surrounding north and south of Crab Island should be dredged to allow greater use the waterway. At low tide, the usable sailing area is limited.
- Your interactive map...IS NOT INTERACTIVE, its a complete farce of consultation, shit its like the start to Hitch Hikers Guide to the Galaxy..."it was on display in the planning office" . Good god, there is not even an option to keep the current speed limit (which is what i would have voted for) only increase or decrease...with no reverence for this particular zone 'under trial restrictions' of 'decrease from pre trial limit of X knots' or 'decrease from current trial limits... Keep it simple hey ? and CLEAR !! , why cant i copy the link for a zoomed in view ? I can do it on google maps ? If i could zoom in and create a web link to a particular zone then that information could be passed on to members that are not so computer literate. ... My comment - use some thing the public can access, any results from this survey / reporting method are unclear and there for invalid and open to challenge.
- Remove Newmans hand picked committee & re-instate the previous waterways authority as they actually had the experience with waterways, and about people who actually know about boating etc
- I'm strongly against the proposal of wave break island turning into a casino and ruining the atmosphere of what the broadwater has to offer its community
- there are areas where the speed should be limited but not a blanket limit. consult with boaties.
- self evident question
- I do not agree to reduced speed limits and do not agree to changing our lovely broadwater. Leave it alone. Dredging would be good but leave everything else. We love it the way it is.
- Hello
- see 2 page suggestion from the santa barbara ski club group coming
- How can you enforce these policies properly with Tom Tate constantly sticking his two bobs worth into the discussion.
- It's plain to see that the fish are in trouble when you talk to the old fishermen about the amount of fish they used to get and what around now it's a massive decline in fish stocks the 2 main reasons for this that I can see is 1over fishing the only way to fix that is to increase the size limit up closer to their maximum size and to cut back the number of pros working people won't like it especially the pros but if its not done soon there will be no fish left people won't like that either pros will have to find a new job sooner than or later why wait until all the fish are gone the 2nd thing that needs doing to save the fish is the waterways them selfs we have destroyed them from the mountains to the ocean all natural waterways need to be revegated with plants that used to grow there before we cleared it all there is that much erosion of the river bank that the rivers are basically clogged and when it floods that much mud makes it to the Broadwater that it leaves a thick layer of mud over everything that last big flood left at least 3-5cm of mud over the places that I go to how much of the reef did it cover or even killed ow it going to take years to do what I have suggested but something has too be done sooner or later so why not get things started now much money does fishing bring in the longer this problem is pushed to the side the harder it will be to fix
- Some of the options above are ambiguous, generalised and leading - I do not support ANY commercial or private development north of Seaworld Nara on The Spit or at Wavebreak Island. My family does not support it, my friends are opposed to it and my community group strongly opposes it. Number 19, Yes sustainability, recreation and environmental stewardship should be paramount, however it should NEVER come at the cost of privatising our broadwater for a hoax cruise ship terminal, foreign casinos and hotels, a foreign suburb and corporate land grab.
- Is the reasoning for this survey more about the future envelopment of Wavebreak Island and the Seaway, to make it more easier and safe for developers doing the work or is it about the safety of users on the Broadwater ???
- VMR and Coast Guard vessels can exceed 6 knot zones if going to a medical emergency
- Would like to see the broad water dredged frequently
- Happy to simply provide my own and everyone I knows absolute and total support for a GC Cruise Terminal. The shackles and shadow of the "Anti everything Brigade" must finally be removed from the Coasts future in order for us to take our tightful place in the Worlds positive and necessary future.
- There should be no cost as we pay substantial amounts in registration etc already, and some of the above questions are council and govt possible revenue raisers, how unusual?
- the water ways are getting more crouded maybe it time that fishing in middle of channels should be banded
- Hope this survey works
- Many channels are in need of extensive dredging-40 Knots is far to fast in narrow channels.
- common sense for all users, keep the main channels clear so travelling thru is safer. not allowed to anchor and fish in a main channel

- Try to avoid becoming a law unto yourselves! From previous experience with your department I have found that you are far more found of referring to a per tractor and a blackboard than getting out there and experiencing the actual environment ! You people just don't love in the practical world!
- We need more boat ramps,
- none
- My issues relate to wash from passing vessels and how the wash effects others. Displacement has more effect on wash at varying speeds than any other factor and it is extremely difficult to find a blanket solution. The best example is small craft, say under 6 meters (including jet skis) create very little wash at speed, and these craft need to be given exemption or relaxation to speed restrictions imposed on larger vessels. operating in our area. Speed restrictions in our canals need to be reduced to 4 knots to achieve no wash. The six knot speed restriction in the main channel near Sea World should be extended to the north of Sovereign Islands for vessels over 6 meters. I have worked on the water and spent significant time as a recreational boater in this magnificent location since the early 1980's and feel that those in charge of managing the issues have very little understanding of the requirements in our unique location. I have been a boat broker for a significant period working in and around Runaway Bay and run two commercial vessels in the area so I have developed a very strong understanding of all the issues with regard this difficult issue. I will be happy to provide time to the Gold Coast Water Ways Authority to chat about this matter. Regards ??????
- I think the GCCC shouldn't get involved with any project as this, unless they are prepared to make a decision immediately, and unlike other matters they are currently involved in, let it drag on
- Pleased to note the establishment of the Waterways Authority
- Well done Sir Humphrey - some brilliant ambiguous questions which will no doubt achieve your desired result. Canals (streets) are different to the main river/Broadwater (highways).
- Ambiguous questions! Obviously triggered to get your desired result and unimpressive from my point of view. Most of this stuff is just common sense, hence I have ticked "Unsure". We all should want to get the problems in the individual and highly variable locations fixed properly to suit those locations. Question 34 should be clarified as meaning the really large vessels. Sizing would be helpful.
- How about P plates and lower speed limits for inexperienced boaties?
- Our launching ramp has been destroyed by speeding water craft and we are constantly repairing our damaged seawall.
- what a bunch of weird questions whoever put this together will read any answer they want out of this servey
- These questions were clearer but again ambiguous. There are often two possible answers for each question. Again, it is very concerning that this survey will have an affect on decisions made about the broadwater.
- Should be restricted for new drivers
- make there be no fines and leave the tinny rats alone
- i disagree with all of the above
- There is too much sand build up in the broadwater, which has over the years has reduced the size of the channels and also moved moring area into those channels.
- All vessels are different, slowing down does not necessarily minumise wash, it can increase. Boat owners of vessels over 12 metres should sit for another license, as they do in commercial vessels to understand what there boats wash can do, and how to handle it in busy conditions.
- Again questions too generic. Has convinced the writer has no nautical knowledge of the matter. Is this written by a schoolteacher ??
- What a f-ing mess you guys are unbelievable setting this on the public- trying to sway a specific argument for speed restrictions are we?
- Some of these questions are narrowly phrased and I feel restrict me from putting forward my informed thoughts. GCWA has outlined issues and recommendations in the discussion paper however some of these questions do not provide opportunity to align or disagree accurately at this point of the survey.
- Don't tire the waterways into the same as streets
- I have been boating on the GC waterways since I was 2yrs old (parents both water skiers). Also been Aust Offshore Powerboat Team.
- Again, very ambiguous!
- more boat ramps
- Is this bullshit for real. get someone educated in boats to frame the questions. Obviously a uni student did these!!!
- The water ways are silting up. Spend you money on dredging... 90% of boats have the beacon to beacon book it has all the speed limits on the maps Leakey marked.... Everyone knows the rules that has a license ... But a lot don't have a license..
- This is getting a bit stupid
- These questions sound very one sided, towards the idea of having everything slowed down.
- stop repeating the questions we are not stupid

- Please ask an nautical person to frame questions to obtain useful answers.
- Wow what a load of crap... pushing something here are we?