

# Item

## ITEM DETAILS

<b>Item ID:</b>	7373	<b>Item Type:</b>	Email
<b>Date Created:</b>	13/07/2007	<b>Project ID:</b>	
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<b>Subject:</b>	Mail Memo - Fw: Gold Coast Waterways Speed Review Sender:		
<b>Function Term:</b>	Marine Safety Gazettals	<b>Activity Term:</b>	Speed Limits Discussion Paper Review Of Speed Limits
<b>Container Title:</b>	Gold Coast Waterways Comments/Submissions From Stakeholders	<b>Container ID:</b>	720/00744[1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Kelli A White	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Director (Executive Services & Compliance)	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Corporate Support		
<b>Action Officer:</b>	Annabel G Walden	<b>Action Required:</b>	
<b>Action Instructions:</b>	Action Completed	<b>Action Due Date:</b>	28/07/2007
<b>Actioned Date:</b>	16/07/2007		
<b>Home Location:</b>	Russell W Witt	<b>Last Movement Date:</b>	13/07/2007

## SECURITY & ACCESS

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<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

Kelli A White/cp1/qdot/au  
12/07/2007 10:22 AM

To Russell W Witt/cp3/qdot/au@Qdot  
cc  
bcc  
Subject Fw: Gold Coast waterways speed review

Kelli White  
Director (Executive Services and Compliance)  
Maritime Safety Queensland

Phone: 3120 7474

Fax: 3120 7499

----- Forwarded by Kelli A White/cp1/qdot/au on 12/07/2007 10:21 AM -----

"Jonathan Davies "

<Jonathan.Davies@ministerial.qld.gov.au>

11/07/2007 08:58 AM

To <kelli.a.white@msq.qld.gov.au>

cc

Subject Gold Coast waterways speed review

<<mr Gold Coast speed.doc>> FYI

-----Original Message-----

From: Robert Hoge

Sent: Tuesday, 10 July 2007 6:55 PM

To: Broadwater

Cc: Jonathan Davies; Darren Roberts

Subject: Gold Coast waterways speed review

Morning Peta-Kaye,

I understand Jonathan Davies has already provided some information about the Gold Coast waterways speed review for your newsletter. Attached is a joint media release on the same issue that we'd like to get out ASAP. Paul is happy with it. Let me know any changes/additions to the comments I've put in from you.

If you have any queries, please give me or Jono a call.

Regards,  
Robert

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- mr Gold Coast speed.doc



July 11, 2007

Minister for  
**Transport and Main Roads**

### **Review to help manage bustling waterways**

The State Government has released a report on proposals for managing vessel speed and associated issues on the increasingly busy waterways of the Gold Coast.

Transport and Main Roads Minister Paul Lucas said traffic on the water had grown dramatically in recent years due to the rapid population growth, increasing tourist numbers and the subsequent rise in boat ownership and recreational activities.

Mr Lucas said the report recommends reductions in speed limits, changes to the length at which speed limit reductions applies and other measures.

"Queenslanders love the water and nowhere is this more evident than on the Gold Coast," Mr Lucas said.

"Maritime Safety Queensland has reviewed existing speed limits and proposes changes to ensure there are appropriate controls in place to manage activities on the water.

"Maritime Safety Queensland, the Water Police, the Queensland Boating and Fisheries Patrol reviewed safety and other issues, and they've also taken on board advice from the boating public and the wider community.

"A number of key topics to be addressed include the interaction between larger vessels and other waterway users, general safety concerns associated with speed and wash, and the integration of recreational activities such as jet skiing and swimming."

Member for Broadwater Peta-Kaye Croft encouraged Gold Coast residents to have their say about the changes.

"Enjoying our waterways is an important part of the Gold Coast lifestyle," Ms Croft said.

"There are now more than 28,300 vessels registered on the Gold Coast – a 28% jump since 2002.

"The big increase has been in the number of vessels over 10 metres – 47% over the same period."

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85 George Street Brisbane  
GPO Box 2644 Brisbane  
Queensland 4001 Australia  
**Telephone +61 7 3237 1949**  
**Facsimile +61 7 3224 4242**  
**Email [transport@ministerial.qld.gov.au](mailto:transport@ministerial.qld.gov.au)**

Ms Croft said the report also addressed feedback from the public about the impact of increases in vessel traffic on waterfront infrastructure, rivers and creek banks and residential communities.

“The report is now available for public comment and I urge everyone with an interest in the future of the region's waterways to have their say.”

A copy of the report is available on Maritime Safety Queensland's website at [www.msq.qld.gov.au](http://www.msq.qld.gov.au).

### **Media inquiries**

Minister Lucas' office: Robert Hoge 3237 1942  
Member for Broadwater:

### **Review of Speed Limits on Gold Coast Waterways**

The study applies to inland waterways of the Gold Coast from the Logan River southwards. These waterways include major creeks, rivers and man-made waterways, The Broadwater, and parts of Southern Moreton Bay.

#### **Major recommendations include:**

- A reduction in the speed limit that applies in the waters of all canals, creeks, lakes, boat harbours and marinas from 6 knots to 4 knots.
- A reduction from 8 metres to 6 metres, in the length at which a speed limit of 6 knots becomes applicable to vessels in some rivers and other narrow waterways.
- The introduction of a 10 knot speed limit for vessels 15 metres and over in length between Wavebreak Island and the Logan River.
- New or extended speed zones at Cabbage Tree Point and Jacobs Well, and in Tiplers Passage, the Coomera River and The Broadwater south of Wavebreak Island.
- More specific restrictions on the creation of dangerous and damaging wash.

# Item

## ITEM DETAILS

<b>Item ID:</b>	7533	<b>Item Type:</b>	Email
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<b>Subject:</b>	Mail Memo - Comment To Doc: Review Of Speed Limits Sender: <input type="text"/>		
<b>Function Term:</b>	Marine Safety Gazettals	<b>Activity Term:</b>	Speed Limits Discussion Paper Review Of Speed Limits
<b>Container Title:</b>	Gold Coast Waterways Comments/Submissions From Stakeholders	<b>Container ID:</b>	720/00744[1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	<input type="text"/>	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Corporate Support		
<b>Action Officer:</b>	Leesa J Deen	<b>Action Required:</b>	
<b>Action Instructions:</b>	No Action Required	<b>Action Due Date:</b>	
<b>Actioned Date:</b>	26/07/2007		
<b>Home Location:</b>	Leesa J Deen	<b>Last Movement Date:</b>	26/07/2007

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<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

Part Refuse Sch.4 Part 4 s.6 PI

25/07/2007 09:48 PM

To <msq.goldcoast.reception@msq.qld.gov.au>  
cc  
bcc  
Subject Comment to doc: Review of speed limits

Please find attached my letter commenting on your Reveiw of speed llimit document.

Please confirm your receipt of this letter and put me on the list for all future correspondance.

Regards

Part Refuse Sch.4 Part 4 s.6 PI



- Gold Coast Waterway letter.doc

Released under RTI - DTMR

Date 25-7-7

Maritime Safety Queensland

Re: comment to the **“Review of Speed Limits – Gold Coast Waterways-Issues and Recommendations”**

This report however appears misinformed, shows a complete disregard for the current water users and ignores the fact that many Gold Coast residents choose to invest and live in the area because of the fantastic Gold Coast rivers and Broadwater.

**Erosion?**

[redacted] an area the report has designated as “All other areas of the river” and proposes this river will be 6 knots for all boats over 6m, with note to a “no wash zone”.

I have witnessed severe erosion of the banks of the Coomera in some places. These are not the properties of the homeowners who have taken the responsibility of protecting their foreshore from erosion and structures from damage but the banks of council parkland and undeveloped areas that the council needs to take responsibility for by protecting the riverbanks. The majority of erosion witnessed in the upper reaches of the Coomera has been as a result of the two, one in 30 year floods we have experienced in the last 5 years. The minimal erosion since the last flood could have arguably been caused by the waves from natural wind and flow from tides and river flow. This occurs 24 hours a day not for the few seconds after a boat passes. Rivers have been naturally changing their course for millions of years. Slowing the speed of the 6-8m boats to 6 knots will no effect on future bank erosion and is not addressing the fact that the council needs to structurally preserve the rivers banks.

Continuing your plan to put a blanket 6-knot restriction on the entire Coomera river for boats over 6m long will remove one of Australia’s best water ski areas close to a major city.

[redacted] Many world and

national champions have trained on the Coomera for the last few years, where will the future champions go? Expecting these champions to train behind boats under 6m is an unrealistic request.

### **Safety?**

Your report and press release in the Sun appears to make the assumption that all water skiers are a problem so the best plan is to reduce the area that the sport can operate, causing congestion and safety concerns. If the reports intention is to shift water skiers to our inland dams you should remember that the drought is shutting many of the few water ski areas in our dams. If the intension is to push the water skiers into the Broadwater this is an impractical and dangerous solution. Watching most of the 6-knot plus water users, most are towing some form of water skier and most make minimal wake. Many of these boats would just fall over the 6-meter length proposed for parts of the river. Most ski boat manufacturers selling in Australia sell few or no ski boats under 6m. If the intension is to reduce the wash from 8m 3 tonne cruisers, surely the weight is the issue, not the length. There are plenty of 700 kg, 6.1m ski boats that use our rivers today that will be effectively banned by your proposal

If the Coomera is classed entirely 6 knots for a 20 foot family cruiser. The travel time for to the Broadwater leaves the only option for a boating day to be by trailering the boat to a Broadwater boat ramp and add to the congestion at the current ramps.

Surely enforcing the current laws and educating the rogue users is the preferred way to make our waters safer, not introducing new laws, which further restrict the way we can use these precious resources.

Please copy me on all future correspondence.

Yours Sincerely

Part Release Sch.4 Part 4 s.6 PI



# Item

## ITEM DETAILS

<b>Item ID:</b>	7617	<b>Item Type:</b>	Email
<b>Date Created:</b>	08/08/2007	<b>Project ID:</b>	
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<b>Circulation:</b>	Incoming	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Speed Limits - Gold Coast Waterways Sender: <span style="border: 1px solid red; display: inline-block; width: 100px; height: 15px;"></span>		
<b>Function Term:</b>	Marine Safety Gazettals	<b>Activity Term:</b>	Speed Limits Discussion Paper Review Of Speed Limits
<b>Container Title:</b>	Gold Coast Waterways Comments/Submissions From Stakeholders	<b>Container ID:</b>	720/00744[2]

## ACTIONS & OWNERSHIP

<b>Author:</b>	<span style="border: 1px solid red; display: inline-block; width: 150px; height: 15px;"></span> Part Refuse Sch.4 Part 4 s.6 PI	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Corporate Support		
<b>Action Officer:</b>	Annabel G Walden	<b>Action Required:</b>	
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<b>Actioned Date:</b>	08/08/2007		
<b>Home Location:</b>	Leesa J Deen	<b>Last Movement Date:</b>	08/08/2007

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## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS



05/08/2007 06:12 PM

To <msq.goldcoast.reception@msq.qld.gov.au>  
cc  
bcc  
Subject Speed Limits - Gold Coast Waterways

Please see my comments attached.

- Speed limits.doc

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Released under RTI - DTMR

I welcome the opportunity for input into the discussion paper on speed limits on Gold Coast waterways.

The rationale for the review is understood, and some valid points have been made, but there are also areas which I believe to be unnecessary or unworkable.

In general, the proposed reduction in the speed limits for vessels in excess of 6m (previously 8m) is positive. Comment is made in the paper of the rapid increase in mid size vessels; many of these are displacement hulls but even so are capable of high speeds and an inordinate amount of wash –

The limit on boats in excess of 15m is also positive for the same reason.

Any limits on jet skis has to be a major benefit; for some reason the vast majority of riders seem to be related to the 'hoons' on the roads we read about on a daily basis, with little regard for others around them.

A further suggestion I have little concern about is the extension southwards of the Tipplers Passage speed limit zone, and that around the sailing clubs at Hollywell and Runaway Bay.

On the other side of the ledger there are proposals which to my mind are not sensibly thought through.

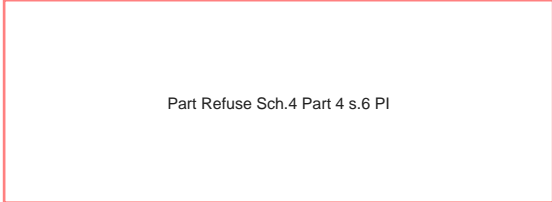
On a general note, the proposed limits will impact adversely on the ferry/taxi service which is about to be launched. This new service has to be positive for the area, both for the tourist industry and residents, particularly those who are keen on the green aspect of the environment and wish to reduce use of their cars. My understanding is that the ferries will have catamaran hulls, and so wash even at high speed will be minimal.

Most specifically however, the paper falls down on the suggestion to reduce the speed limit from 6k to 4k. This fails on a number of fronts, e.g.

- The wash created at 6k and 4k is not dissimilar, and while erosion is certainly a valid factor the reduction will do little or nothing to combat it.
- No boat is fitted with a speedometer which is that accurate, and most do not even register less than 10k.
- Because now boats over 6m are subject to more restrictions, it means that these owners will need to purchase a GPS to ascertain their speed.
- Larger boats have little or no steering way at such a speed which increases the potential danger when they are maneuvering in a tight place.
- The reduction will introduce an irritation factor. What do I mean by that? Because a 2k reduction is inconsequential, no-one will abide by it. In a democracy, good laws are those which the majority of citizens feel are acceptable to their way of life. If they agree with a law then, by and large, they will obey it. This is what democracy is all about. Most people will not be able to see a rational reason for a reduction of 2k and therefore they will not obey it; ergo, it is a bad law.
- Frankly, none of these proposals are worth very much if they are not enforced, and in all my years of boating in the area the number of times I have seen either Police or Fisheries patrols would be minimal.
- There are now too many different limits. There are 4k, 6k, 10k and 40k. In addition you have 6m, 8m and 15m size vessels. The 8m category should be scrapped; it only seems to be in force between Wavebreak Island and Marina Mirage – bring that back to the 6m size. Other areas to review are the proposed Coomera river by Sanctuary Cove stretch which is very wide and only needs to be 6k for boats in excess of 6m. Indeed, that area could be extended further downstream to Jabiru Island, as there are no development or moorings there. The same for Tipplers Passage; extending south is valid, but make it 6k for smaller boats.



Your paper makes some very valid points; please ensure the final result is kept simple and can be rationalized – that way it will be self policing and achieve its aim.



Part Refuse Sch.4 Part 4 s.6 PI

Released under RTI - DTMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	7867	<b>Item Type:</b>	Email
<b>Date Created:</b>	15/08/2007	<b>Project ID:</b>	
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<b>Subject:</b>	Mail Memo - Re: Review Of Speed Limits, Gold Coast Waterways		
<b>Function Term:</b>	Marine Safety Gazettals	<b>Activity Term:</b>	Speed Limits Discussion Paper Review Of Speed Limits
<b>Container Title:</b>	Gold Coast Waterways Comments/Submissions From Stakeholders	<b>Container ID:</b>	720/00744[3]

## ACTIONS & OWNERSHIP

<b>Author:</b>		<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Corporate Support		
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<b>Action Instructions:</b>	Action Completed	<b>Action Due Date:</b>	30/08/2007
<b>Actioned Date:</b>	16/08/2007		
<b>Home Location:</b>	Leesa J Deen	<b>Last Movement Date:</b>	15/08/2007

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## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

Part Refuse, Sch.4 Part 4 s.6 PI

15/08/2007 02:44 PM

To <msq.goldcoast.reception@msq.qld.gov.au>  
cc  
bcc  
Subject Re: Review of speed limits, Gold Coast waterways

Dear MSQ

I have some input regarding the issue "Review of speed limits, Gold Coast waterways".

I agree speed and wash are the main issues on the waterways...

I have never observed a boat under 6 metres generate a large wake or wash on the plane, while at speed. Yet, they can create a sizable wash if travelling off the plane, digging a hole in the water, when moving along at 6 knots, nose high out of the water.

on the coomera river, large boats exceeding their 6 knot limitation, generating a VERY large wake, which causes destruction on the banks of the Coomera.

The average boat I see on the plane on the Coomera river is 30 plus foot long, and they are all obviously locals that just dont care. And there is no one to stop or keep them honest either... I see a police boat in the Coomera maybe once every 6 months. Bingo - there is your real problem - and you know it - don't you?

My observation is that there are sooo many rules already but no one cares because they can do what they like... and they do. If you apply more rules the honest folk suffer and the jokers just dont care and keep on driving their 30 plus footers on the plane. And that just means your problem will not be resolved if you proceed with more limits.

How about we enforce the rules that are already in place?

I shudder to consider more restrictions and limitations for the Gold Coast..

Regards

Part Refuse Sch.4 Part 4 s.6 PI

Released under RTI - DTMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	7929	<b>Item Type:</b>	Email
<b>Date Created:</b>	20/08/2007	<b>Project ID:</b>	
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<b>Function Term:</b>	Marine Safety Gazettals	<b>Activity Term:</b>	Speed Limits Discussion Paper Review Of Speed Limits
<b>Container Title:</b>	Gold Coast Waterways Comments/Submissions From Stakeholders	<b>Container ID:</b>	720/00744[3]

## ACTIONS & OWNERSHIP

<b>Author:</b>	<input type="text"/>	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Corporate Support		
<b>Action Officer:</b>	Annabel G Walden	<b>Action Required:</b>	
<b>Action Instructions:</b>	Action Completed	<b>Action Due Date:</b>	04/09/2007
<b>Actioned Date:</b>	21/08/2007		
<b>Home Location:</b>	Annabel G Walden	<b>Last Movement Date:</b>	20/08/2007

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<b>Security Classification:</b>	No Container Selected		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

16/08/2007 06:10 PM

To <msq.goldcoast.reception@msq.qld.gov.au>  
cc  
bcc  
Subject

I am a user of the Gold Coast Waterways and would like to comment on the Review of Speed Limits.



[REDACTED]

The recommended changes in this area change the size of vessel from 8 to 6 m required to 6 knots and in another require all vessels to do 6 knots. Neither of these changes, change the impact of the wash from boats on rowers.

Most operators in this area seem to be OK but there are times when boats are operated at dangerous speeds for visibility and for wash impact to other users. These operators are operating illegally according to the present requirements let alone the proposed requirements.

More patrolling of these areas at different times would be preferred rather than changing the requirements.

[REDACTED]

[REDACTED] Those operators who follow the existing requirements do not cause a concern, it is those operators who come too close at speed without concern for the impact of their wash on others.

More patrolling of these areas at different times would be preferred rather than changing the requirements.

[REDACTED]

[REDACTED] The smooth water of the Broadwater is required for accurate measurement of engine performance and craft behaviour. Waiting for the right conditions to be available in the open sea to conduct these tests would severely limit our testing capabilities. Part of the requirements for testing exhaust noise emissions from our boats to ISO requirements actually requires us to run past our measuring boat within 25m. This can only be done within the Broadwater.

In summary I don't believe there is a need to change the requirements for the speed limits as those will not change the impact on the waterway users. If all operators followed the existing requirements then there would be no issues.

Regards

[REDACTED]

Part Refuse Sch.4 Part 4 s.6 PI

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# Item

## ITEM DETAILS

<b>Item ID:</b>	8063	<b>Item Type:</b>	Email
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<b>Circulation:</b>	Incoming	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Speed Limits On Moreton Bay Sender: <input type="text"/>		
<b>Function Term:</b>	Marine Safety Gazettals	<b>Activity Term:</b>	Speed Limits Discussion Paper Review Of Speed Limits
<b>Container Title:</b>	Gold Coast Waterways Comments/Submissions From Stakeholders	<b>Container ID:</b>	720/00744[4]

## ACTIONS & OWNERSHIP

<b>Author:</b>	<input type="text"/>	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>			
<b>Action Officer:</b>	Kerri-Ann T Whichello	<b>Action Required:</b>	
<b>Action Instructions:</b>	Action Completed	<b>Action Due Date:</b>	11/09/2007
<b>Actioned Date:</b>	27/08/2007		
<b>Home Location:</b>	Annabel G Walden	<b>Last Movement Date:</b>	27/08/2007

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## ADDITIONAL INFORMATION

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## DOCUMENT CONTENTS

Part Refuse Sch.4 Part 4 s.6 PI

26/08/2007 11:40 AM

To <msq.goldcoast.reception@msq.qld.gov.au>

cc

bcc

Subject Speed Limits on Moreton Bay

To: Captain John Watkinson

Fm

[Redacted]

Date: 26<sup>th</sup> August, 2007.

Re: Speed Limits down the Bay

Dear John,

[Redacted]

Part Refuse Sch.4 Part 4 s.6 PI

On each occasion, I have threatened to write to you regarding the ridiculous and dangerous actions of recreational boats, mainly between Jumpinpin and Marina Mirage – especially on weekends. Now that there is a paper discussing this, I have finally put finger to keyboard.

[Redacted]

Most importantly,

1. Numbers of boats have increased
2. Speed has dramatically increased.
3. General boating expertise has reduced.
4. Marine etiquette and respect for others has dropped.

I totally agree that speed limits must be imposed – most significantly for larger vessels.

[Redacted]

[Redacted]

[Redacted]

I don't believe that 10 knots is rational. A large planing vessel at ten knots would create enormous wash. All

boats are different, but I believe the speed should be lower for large vessels – more equitable with Bay Cruisers – around 8 knots. This would take a vessel about 1 ½ hours from the Pin to Marina Mirage – not a great hassle – and the resultant safety improvement would be profound.

Smaller speed boats – say under 8m are not a real problem in the Main Channels.

I applaud the recommendation to implement a 6 knot limit within 30M of any moving or stationary vessel. One of the greatest dangers to Bay Cruisers and Yachts is the idiot with a big planning boat blasting past at close range – either end on or overtaking.

The most concerning areas are the narrow passages between Islands– i.e. McKenzie’s channel, Whalleys Gutter etc. where a six knot speed limit MUST be imposed for ALL vessels. The bank erosion over the years has become disgusting, and the danger of meeting a large vessel around a blind corner is ever present. I suspect the lack of fish these days has something to do with the constantly disturbed water from high speed vessels.

Recreational boaters don’t really understand the meaning of “safe speed”, but maybe they should. An education process explaining this most important rule should be implemented.

Something notably absent around the Bay is a Police presence. It is rare to see a Police Boat – even when these ridiculous Sunday afternoon rush hours occur.

Interestingly, the northern and southern arms of the Coomera have these restrictions already in place – expand this please. The safety of running slowly in the Coomera greatly outweighs the resultant increase in passage time. The bright side also is that it gives people a chance to enjoy the view, save the erosion, save fuel and generally enjoying the trip.

[Redacted]

Kind regards,

[Redacted]

Part Refuse Sch.4 Part 4 s.6 PI

# Item

## ITEM DETAILS

<b>Item ID:</b>	8142	<b>Item Type:</b>	Email
<b>Date Created:</b>	04/09/2007	<b>Project ID:</b>	
<b>Date Captured:</b>	04/09/2007	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	
<b>Circulation:</b>	Incoming	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Review Of Speed Limits, Coomera River Boat Speed Sender: <input type="text"/>		

<b>Function Term:</b>	Marine Safety Gazettals	<b>Activity Term:</b>	Speed Limits Discussion Paper Review Of Speed Limits
<b>Container Title:</b>	Gold Coast Waterways Comments/Submissions From Stakeholders	<b>Container ID:</b>	720/00744[4]

## ACTIONS & OWNERSHIP

<b>Author:</b>	<input type="text"/>	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Corporate Support		
<b>Action Officer:</b>	Beverley Z Fabian	<b>Action Required:</b>	
<b>Action Instructions:</b>	Action Completed	<b>Action Due Date:</b>	19/09/2007
<b>Actioned Date:</b>	05/09/2007		
<b>Home Location:</b>	Annabel G Walden	<b>Last Movement Date:</b>	04/09/2007

## SECURITY & ACCESS

<b>Security Classification:</b>	No Container Selected		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

Part Refuse Sch.4 Part 4 s.6 PI

03/09/2007 03:13 PM

To <msq.goldcoast.reception@msq.qld.gov.au>  
cc  
bcc  
Subject Review of Speed Limits, Coomera River Boat speed

Dear Sir/Madam

I would

like to make the following observations regarding boat speeds and boat wash.

- A small boat (under 5m) at full planning speed makes little wash but a larger, heavier displacement boat makes a very large wash at planning speed and a significant wash at speeds in excess of 6 knots. The largest wash is created when a boat is going from displacement speed to planning speed and visa versa.
- The current 6 knots maximum for all boats is immediately to the West (up river) of my house. Most boat skippers heading West start accelerating well before the sign allowing boats <8m to travel at planning speed, conversely boat skippers heading East (down river) delay decelerating until they have passed the sign. This places the point of maximum wash along a significant section of Marine Drive North.
- Larger vessels commonly travel in excess of 6 knots and create significant wash as a result.
- The wash from boats <8m's at transition speeds (either going up on plane or down from plane) plus the wash from larger vessels causes very significant surge effect on pontoons and erosion impact on the river side. If one has a boat moored at a pontoon the wash causes severe rocking of the boat and pontoon causing damage unless the boat is very carefully protected from such buffeting.
- The density of boat traffic on the Coomera River, especially on weekends and holidays is very great causing wash aggregation. The combining of wakes and wakes coming from different angles simultaneously can cause significant damage to pontoons, moored boats and river sides.

In my opinion the following additional measures should be implemented:

1. Extend the 6m maximum speed limit for all vessels up stream to Santa Barbara
2. Provide a free phone number for callers wishing to report vessels obviously exceeding the speed limit.

Regards



# Item

## ITEM DETAILS

<b>Item ID:</b>	8443	<b>Item Type:</b>	Email
<b>Date Created:</b>	20/09/2007	<b>Project ID:</b>	
<b>Date Captured:</b>	20/09/2007	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	
<b>Circulation:</b>	Incoming	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Speed Limit Review Gold Coast Sender <span style="border: 1px solid red; display: inline-block; width: 100px; height: 1em; vertical-align: middle;"></span>		
<b>Function Term:</b>	Marine Safety Gazettals	<b>Activity Term:</b>	Speed Limits Discussion Paper Review Of Speed Limits
<b>Container Title:</b>	Gold Coast Waterways Comments/Submissions From Stakeholders	<b>Container ID:</b>	720/00744[5]

## ACTIONS & OWNERSHIP

<b>Author:</b>	<span style="border: 1px solid red; display: inline-block; width: 150px; height: 1.2em; vertical-align: middle;"></span>	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Corporate Support		
<b>Action Officer:</b>	Annabel G Walden	<b>Action Required:</b>	
<b>Action Instructions:</b>	Action Completed	<b>Action Due Date:</b>	05/10/2007
<b>Actioned Date:</b>	21/09/2007		
<b>Home Location:</b>	Annabel G Walden	<b>Last Movement Date:</b>	20/09/2007

## SECURITY & ACCESS

<b>Security Classification:</b>	No Container Selected		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

Part Refuse Sch 4 Part 4 s.6 PI

17/09/2007 11:36 AM

To <msq.goldcoast.reception@msq.qld.gov.au>  
cc  
bcc  
Subject Speed Limit review Gold Coast

Hi,

Sorry for the late reply but I only just found out that the speed limits were potentially changing for the Coomera River.

Fair enough on the canals and smaller branches but surely the Coomera river itself needs to be a highway to get to the broadwater. Is there a better way to manage the effect of the boats rather than speed limits but wash limits?

Please consider leaving the speed limits for smaller vessels as they are and not reducing the length of the vessel from 8 to 6 metres in section 5).

Also perhaps this notice should have been emailed to pontoon owners on or near the affected areas to provide a more reasonable notification of the issues to the affected people.

Thanks and regards,

Part Refuse Sch.4 Part 4 s.6 PI

### ***CoomeraRiver***

*1) Intersection of north and south arms*

*2) Paradise Point Reach*

**(See Map 4)**

6 knots All

*Extend 1) and 2) to incorporate section of Sanctuary Cove Reach between the two*

*3) Waters between 6 knots All*

*Foxwell Island and the railway bridge*



*(Gold Coast Marine Precinct)*

**(See Map 5)**

*New limit which will effectively  
prohibit the activities of water  
skiing and wake boarding*

4) Waters for approximately  
600 metres upstream from  
the Coomera Bridge.

6 knots All 6 knots All

5) *All other waters of the 6 knots 6.0 metres & over*

*river and watercourses*

*flowing into the river*

6 knots 8.0 metres & over

*"No Wash Zone"*

---

Released under RTI - DTMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	11592	<b>Item Type:</b>	Email
<b>Date Created:</b>	22/05/2008	<b>Project ID:</b>	
<b>Date Captured:</b>	22/05/2008	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	
<b>Circulation:</b>	Outgoing	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Annual Report		
<b>Function Term:</b>	Publications Production	<b>Activity Term:</b>	Annual Report 728 01
<b>Container Title:</b>	Annual Reports Including Qt & External Sources	<b>Container ID:</b>	785/00001[3]

## ADDRESSEE

<b>Name:</b>		<b>Address:</b>	
--------------	--	-----------------	--

## ACTIONS & OWNERSHIP

<b>Author:</b>	Russell W Witt	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Regional Manager (Gold Coast)	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Corporate Support		
<b>Action Officer:</b>	Melissa E Ilka	<b>Action Required:</b>	
<b>Action Instructions:</b>	Action Completed	<b>Action Due Date:</b>	06/06/2008
<b>Actioned Date:</b>	27/05/2008		
<b>Home Location:</b>	Russell W Witt	<b>Last Movement Date:</b>	22/05/2008

## SECURITY & ACCESS

<b>Security Classification:</b>	No Container Selected		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

Russell W Witt /cp3/qdot/au  
22/05/2008 11:23 AM

To Deanna C Grant-Smith/cp1/qdot/au@qdot  
cc  
bcc  
Subject Annual Report

Deanna

I refer to a recent email from 2007/08.

seeking input regarding potential matters for inclusion in the

An activity in the Gold Coast Region that may warrant inclusion is our review that has been undertaken of speed limits on all Gold Coast waterways. The review and consultation process can be summarised as follows:

- Maritime Safety Queensland has undertaken a review of speed limits on Gold Coast waterways to ensure the safe operation of vessels in the region.
- Traffic on these waterways has grown dramatically in recent years due to rapid population growth, increasing tourist numbers and the associated rise in boat ownership and recreational activities.
- In July 2007, Maritime Safety Queensland released a discussion paper entitled, "Review of Speed Limits, Gold Coast Waterways, Issues and Recommendations" paper, and invited the marine industry, boaters and the local community to make submissions on the recommendations contained in the paper up to mid-September 2007.
- The paper detailed known marine safety issues that have resulted from the increases in vessel traffic, and made recommendations for their resolution through amendments to current speed limits.
- Maritime Safety Queensland received over 250 submissions from a wide cross section of the industry and community.
- There were varying degrees of support or otherwise for the recommendations, with community and small boater submissions often advocating more stringent requirements than those recommended, and industry advocating the need to retain at least certain speed limits to ensure industry efficiency and viability.
- A small reference group comprising representatives from Maritime Safety Queensland, Queensland Boating and Fisheries Patrol, Water Police, Marine Queensland, the Charter Vessel Association of Queensland, Gold Coast Marine Safe Committee and the Gold Coast City Council was formed to consider the submissions and develop final proposals.
- A document detailing the proposals was released on Maritime Safety Queensland's website on 24 January 2008 and an open industry/community forum was held on 31 January 2008 also to advise of the outcomes of the review.
- Public input was not specifically sought at this stage, but a small number of submissions were received and alternative proposal were developed to take account of these.
- Implementation of speed limit amendments developed under the review is scheduled to commence in July 2008.

Regards

Russell Witt

Regional Manager (Gold Coast)  
Maritime Safety Queensland



**Queensland  
Government**

**Maritime Safety  
Queensland**

# Review of Speed Limits

## Gold Coast Waterways

Gold Coast Boating  
**RECEIVED**  
 18 SEP 2007  
 File: 720/744  
 DMS: P85829  
 Action Officer/s:  
 RWW

Recommendations for consideration from QBFP GC are in red in the table with clarifying comments following.

Released under RTI - DTMI

*A/ J. SMITH*  
 DISTRICT MANAGER  
 QLD. BOATING & FISHERIES PATROL  
 40-44 SEAWORLD DRIVE  
 MAIN BEACH 4215  
 PH: 5583 5500

### Place/Restrictions Amendments to General Speed Limits in particular

Ships Affected	Place/Situation and Speed Limit	
Other than Personal Watercraft	<p>6 knots in waters within 30 metres of the following-</p> <ul style="list-style-type: none"> <li>a) a person in the waters;</li> <li>b) a ship at anchor, moored or made fast to the shore or aground;</li> <li>c) a jetty, wharf, boat ramp or pontoon in or on the waters.</li> </ul> <p>Note: This limit is not applicable if a speed limit of 6 knots or less has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>	no change
Personal Watercraft	<p>6 knots in waters within 60 metres of the following-</p> <ul style="list-style-type: none"> <li>a) a person in the waters;</li> <li>b) a ship at anchor, moored or made fast to the shore or aground;</li> <li>c) a jetty, wharf, boat ramp or pontoon in the waters;</li> <li>d) the boundary of a bathing reserve;</li> <li>e) the shore (except under certain conditions in waters less than 120 metres wide).</li> </ul> <p>Note: This limit is not applicable if a speed limit of 6 knots or less has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>	no change
All	<p>A person must not operate a ship at a speed at which the ship's wash is reasonably causing-</p> <ul style="list-style-type: none"> <li>a) a marine incident; or</li> <li>b) damage to the shoreline.</li> </ul> <p>Note: This restriction applies even if a speed limit has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>	no change
	<p><i>It is recommended that this restriction be made more specific through the introduction of:</i></p> <ul style="list-style-type: none"> <li>• "No Wash Zones", where the creation of wash of defined characteristics, or the participation in activities which may create such wash, is prohibited.</li> <li>• A speed limit of 6 knots in waters within 30 metres of any other vessel that may be adversely affected by your wash. <i>QBFP Comment - Difficult to enforce retrospective complaint. Relies on objective views of distance</i></li> </ul>	

**4.3.2 Recommended Amendments to state-wide Gazetted Speed Limits  
(applicable in Gold Coast Waters only)**

Area	Current Limits		Recommended Limits	
	Speed	Length of Ship affected	Speed	Length of Ship affected
<b>Smooth water limits</b> (unless otherwise prescribed)	40 knots	All	40 knots	All
<i>The waters of all canals</i> (unless otherwise prescribed)	6 knots	All	4 knots	All
<i>The waters of all boat harbours and marinas</i>	6 knots	All	4 knots	All
			<i>Include entrance channels to marinas</i>	

*Handwritten notes:*  
 \* 30 knots for traffic density + safety.  
 \* 30 knots for traffic density + safety.

**4.3.3 Recommended Amendments to Gazetted Speed Limits specific to Gold Coast Waters**

<b>Logan River</b> a) All tributaries of the river (excluding Albert River)  b) Upstream of the overhead road bridge at Waterford	6 knots	All	6 knots	All
<b>Albert River</b> a) All tributaries of the river b) Above the downstream overhead road bridge at Yatala	6 knots	All	6 knots	All
<b>Steiglitz Reach</b> <i>Mooring area between Horizon Shores Marina and Steiglitz Jetty</i> <b>(See Map 1)</b>	6 knots	All	6 knots	All
			<i>Extend area Cabbage Tree</i>	<i>northward to Point boat ramp</i> <b>QBFP – No issues</b>
<b>Jacobs Well</b> <i>Boat ramp and mooring area</i> <b>(See Map 2)</b>	6 knots	8.0 metres & over	6 knots	6.0 metres & over
			<i>Extend speed Calypso</i>	<i>zone eastward to</i> <b>QBFP – No issues</b>
<b>Tipplers Passage</b> <i>Area adjacent to resorts and boat clubs</i> <b>(See Map 3)</b>	6 knots	All	4 knots	All
			<i>Extend speed adjacent to</i>	<i>zone southwards anchorage</i> <b>QBFP – No issues</b>

<b>Pimpama River</b> and all watercourses flowing into river	6 knots	8.0 metres & over	6 knots	6.0 metres & over  QBFP – No issues
<b>Coomera River</b> 1) Intersection of north and south arms	6 knots	All	6 knots	All
2) Paradise Point Reach (See Map 4)			Extend 1) and section of Sanctuary between the	2) to incorporate Cove Reach Two QBFP – No issues
3) Waters between Foxwell Island and the railway bridge (Gold Coast Marine Precinct) (See Map 5)			6 knots  New limit prohibit the skiing and	All  which will effectively activities of water wake boarding QBFP – No issues
4) Waters for approximately 600 metres upstream from the Coomera Bridge.	6 knots	All	6 knots	All
5) All other waters of the river and watercourses flowing into the river	6 knots	8.0 metres & over	6 knots	6.0 metres & over
			"No Wash	Zone" QBFP – No issues
<b>Saltwater Creek</b>	6 knots	All	4 knots	All QBFP – No issues
<b>Coomabah Lake</b>	6 knots	All	4 knots	All
<b>Coomabah Creek</b>	6 knots	All	4 knots	All See comment below
<b>Biggera Creek</b>	6 knots	All	4 knots	All QBFP – No issues
<b>Loders Creek</b>	6 knots	All	4 knots	All QBFP – No issues
<b>Broadwater</b> 1) South Channel between Gold Coast Highway Bridge and Versace Hotel (See Map 6)	6 knots	All	6 knots  Extend to incorporate in the Western bridge to Harley	All  all waters Channel from Park QBFP – No issues
2) Balance of Broadwater, South of Wavebreak Island Channel. (See Map 6)			6 knots	8.0 metres & over  new limit QBFP – No issues
3) All waters from Gold Coast Seaway north to the Logan River (See Map 6)			10 knots	15.0 metres & over  new limit See Comment

<b>Nerang River</b>				
1) Waters in the vicinity of Macintosh, Cronin and Chevron Islands	6 knots	All	6 knots	All
2) <i>All other waters of the river upstream of the Gold Coast Highway Bridge</i>	6 knots	8.0 metres & over	6 knots	<i>6.0 metres &amp; over</i>
			"No Wash Zone" 4 knots	QBFP - No issues
3) <i>Watercourses and canals flowing into the river</i>	6 knots	All	4 knots	All
<b>Currumbin Creek</b> All waters	6 knots	All	4 knots	All QBFP - No issues
<b>Tallebudgera Creek</b> Waters seaward of boat ramp at Awonga Avenue and upstream of Mallowa Drive	6 knots	All	4 knots	All QBFP - No issues
<b>Lake Developments</b> <i>Waters of all lake developments</i>	6 knots	All	4 knots	All QBFP - No issues



# SPEED LIMIT REVIEW COMMENTS

QBFP Gold Coast wish to provide the following comments in relation to the Review of Speed Limits, Gold Coast Waterways.

## 4.3 Recommendations

**Dot Point 3** – The introduction of a 10 knot speed limit for vessels 15 metres and over in length between Wavebreak Island and the Logan River

**Recommend** – *6 knots for all vessels 8 metres and over from Broadwater S11/12 to Crab Island, where wash can disperse onto naturally occurring sand flats and shallow water.*

**Recommend** – *Failing the above recommendation, then 6 knots for all vessels 10 metres and over from Broadwater S11/12 to Logan River*

**Reasons:** *Consideration is given to the size of the wash generated by larger vessels against that created by lawfully operating smaller vessels.*

*Large bow wave and wash caused by vessels 15 metres and over doing 10 knots has potential to create erosion and damage to infrastructure and more importantly to counter the risk of injury in relation to the safety of others, particularly small vessel users.*

*This also creates a safety concern for small children playing in and around vessels at the waters edge.*

*Conflict between user groups ie damaging wash and Commercial fishing vessel and their operations.*

*Additionally, I believe we need to plan ahead for speed creep, hence the proposal to reduce to 4kts.*

**Dot Point 5** – More specific restrictions on the creation of dangerous and damaging wash:

- Introduction of 6 knot speed limit within 30 metres of other vessels (stationary or underway) that may be adversely affected by wash. This point whilst trying to address behavioral issues with legislative tools will prove difficult to enforce. Subjective estimation of distance off another vessel has obvious limitations in the courts. This rule has the potential to bring the whole Broadwater to a 6 knot speed limit on a weekend. Professional and recreational user's perceptions of distance and speed are a real issue. This concept has enforcement limitations as outlined above as well as a likely potential to increase unenforceable complaints to all agencies.

In summary, we would prefer a speed reduction in an given area in lieu of 'distance off' restrictions.

- Introduction of "no wash" zones in rivers. Difficult to determine but useful as a guiding statement on signs. Some deterrent value but same concerns as above point re perception and behavioural trends.

**Recommend** – Introduce 4 knots within 30 metres of other vessels underway but not making way (a vessel drifting)

4 or 6 knots – we should maintain uniformity so as not to confuse boat operators with differing speed limits.

#### 4.3.1 Recommend Amendments to state-wide Gazetted Speed Limits (applicable in Gold Coast Waters only)

**Reccomend** that all 6 knots should be changed to 4 knots as per recommendation.

**Reason:** We have seen that speed creep is an issue when we last moved from 4 to 6 knots. We gave 6 and they did 8-10.

#### 4.3.3 Recommend Amendments to Gazetted Speed Limits specific to Gold Coast Waters

**For consideration** - all areas be reduced to 4 knots, not 6 knots for the sake of uniformity with the exception of Coombabah Creek which could possibly sustain small vessel usage at speed.

**Further recommend** a 4 knot area be considered in the Nerang River upstream from the Bundall Road Bridge for a distance of approximately 400 metres due to the narrow nature of the river at that point which is further exacerbated by a blind bend making it difficult to see oncoming vessels.

Our traffic density on the Gold Coast can not sustain current speed limits and provide a safe maritime environment.

Ideally, a reduced speed limit may reduce deaths, not necessarily accidents but the ever present behavioral issues still exists for some.

Other activity limiting and behavioural controls for considerations may include:

- Peak period speed reduction
- Traffic separation
- User group separation
- Traffic density controls – methods to restrict usage
- Proactive media announcing targeted activity.

Thankyou for the opportunity to comment. I am available for any further discussion on speed limits and clarification of the contents of this document.

Not Relevant

13/9/07

Jason Smith  
Acting District Manager  
Queensland Boating and Fisheries Patrol  
Department of Primary Industries and Fisheries  
Gold Coast



LUXURY MEDITERRANEAN RIVERFRONT VILLAS  
81 BOYKAMBIL ESPLANADE, HOPE ISLAND QLD. 4212 AUSTRALIA

PHONE/FAX: (07) 5530 8118 Mobile: Not Relevant

EMAIL: Part Refuse Sch.4 Part 4 s.6 PI

RESIDENT MANAGERS:  

Gold Coast Region  
**RECEIVED**  
27 JAN 2007  
cc: 710/48  
File: 720/18  
DMS: P77826  
Action Officer/s:  
Rww

19 January 2007

Mr R Witt  
Marine Safety Queensland  
40-44  
Seaworld Drive  
Main Beach  
Gold Coast  
Qld 4217

Dear Russell

Thank you for your attendance at Sanctuary Bay on 17<sup>th</sup> January 2007. we were pleased to have the opportunity of airing our ideas on site and to have listened to and understood your recommendations. Please find attached our formal request for a change to the speed limit conditions immediately adjacent to our villa complex.

I have met with our local Councillor (Grant Pforr) with regard to the clearing of the underwater obstruction (sandbar) to the north of the mangrove island adjacent to the marina entrance and advised him that you supported and recommended the dredging. The understanding that I came away from the meeting with, was that you would be contacted in the near future by Shane Skerry of GCCC (I believe he is in charge of Dredging) who Grant spoke to on the phone whilst I was there.

We trust that the proposed actions, combined with results from your own review of speed restrictions in the Coomera River will result in a safer and friendlier boating environment for all.

Yours faithfully

Not Relevant

Resident Manager  
And nominated Representative  
Sanctuary Bay Villas

FORMAL PROPOSAL FOR THE IMPLEMENTATION OF AN ENFORCEABLE  
"4 KNOT NO WASH" SPEED LIMIT AT ALL ENTRANCES TO SANCTUARY  
BAY/HOPE HARBOUR MARINA.

Background:

Sanctuary Bay Villas is a group title development nearly 20 years old situated at the entrance to Hope Harbour Marina, having a long (over 200 metre) frontage to the Coomera River. This Moreton Bay Marine Park frontage to the Coomera River is shielded in part from the main channel by two sand/mangrove islands. Speeding watercraft in the general area and, more specifically, adjacent to our wall has given rise to safety concerns by many of our residents and the Sanctuary Bay Body Corporate is obliged to put forward concerns of those residents.

Since the introduction of the Couran Cove ferry service the level of complaint from the residents has steadily risen. Being the major users, Couran Cove have reacted to these complaints and agreed to reduce speed, traffic and put in place some curfew hours, understanding the problems they were creating for our residents. Other commercial users seem unsure of the speed restrictions that are in place. Private users vary greatly in their adherence to the rules in this area, be it ignorance or blatant disregard of the rules. However, as part of any integrated speed limit review of this part of the Coomera River, this proposal is part of a co-ordinated plan to make the entrance to Sanctuary Bay/Hope Harbour a safer and environmentally sensitive option for all users and residents (both present and future).

The requested "4 knot no wash" area is outlined on the accompanying diagrams.



4 knots  
DREDGE  
4 knots

19 9:19

Released Under RTI - DTMR



**Queensland  
Government**

**Maritime Safety  
Queensland**

# Review of Speed Limits

**Gold Coast Waterways**

**Issues and Recommendations**



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# 1 Introduction

*This Chapter outlines the purpose of the discussion paper. It outlines investigations already undertaken and identifies the extent of the area that it covers.*

## 1.1 Purpose

In recognition of the need to ensure the safe operation of vessels on the waterways of the Gold Coast, Maritime Safety Queensland is assessing the need for changes to speed limits throughout the region.

This paper has been prepared as the first step in this process. It documents and reviews the current situation. It raises known issues and makes recommendations for their resolution.

The paper provides the opportunity for key stakeholders to consider and comment on these matters. Input received will assist Maritime Safety Queensland in developing final proposals for improving the safety of our waterways.

## 1.2 Basis of Preparation

Information in this paper has been based on:-

- An examination of current legislation and speed limits that apply on the waterways of the Gold Coast.
- A review of safety issues identified by observations of Maritime Safety Queensland, Water Police and the Boating and Fisheries Patrol of the Department of Primary Industries, including a review of marine incidents.
- Advice of issues received from the boating public and the wider community.

The recommendations made have been developed by Maritime Safety Queensland with input being provided by the Water Police and Boating and Fisheries Patrol.

## 1.3 Area of Application

This paper applies to inland waterways of the Gold Coast from the Logan River southwards. These waterways include major creeks, rivers and man-made waterways, The Broadwater, and parts of Southern Moreton Bay.



## 2 The Need to ensure Safe Operation of Vessels

*In this Chapter, the existing levels of recreational and commercial use of the Gold Coast Waterways are identified, together with the strong demand for future use.*

### 2.1 Background

The inland waters of the Gold Coast are of great importance to the lifestyle of the local community, residents of South East Queensland and visitors to the area. They provide a venue for private and public recreation, tourism, commerce and industry. They also contribute greatly to the general amenity of the area. Usage of the waterways for all purposes is increasing with the rapid growth in the resident and tourist population of the area and the consequent rise in boat ownership and demand for recreational activities.

### 2.2 Use of the Waterways

The waterways of the Gold Coast are used for an expanding variety of activities for both private and commercial purposes, including:-

- boating (power and sail)
- swimming
- fishing and crabbing
- water skiing and wakeboarding
- sailboarding
- kite surfing
- kayaking, canoeing and rowing
- diving
- jet skiing
- parasailing
- aircraft landing
- motorised and non-motorised equipment hire
- cruises and tour boats
- charter boats (fishing, bare boat, diving)

## 2.3 Level of Boating Activity and Demand Pressures

Use of the waterways for all purposes has increased, and will continue to do so with the rapid growth in the resident and tourist population of the Gold Coast, and the subsequent rise in boat ownership and demand for recreational activities.

Since December 2002, the number of recreational vessels registered to Gold Coast residents has increased by 28% and is now more than 28,300.

It is important to note that the size of vessels is also increasing dramatically. During the same period, the number of vessels over 10 metres in length has increased by more than 47% and the number over 15 metres has increased by more than 93%.

There has also been a significant increase in the number of heavier displacement mid-sized vessels. The number of vessels between 6.01metres and 8.0 metres in length has increased by over 53% and those between 8.01metres to 10.0 metres have increased by over and 47%.

These large and mid-range vessels have the capacity to create large wash which is potentially dangerous and damaging to other vessels, structures and the shoreline.

These figures do not take into account the fact that a significantly large number of boats are also permanently located in, or visit Gold Coast waterways on a regular basis, but are registered to owners who reside elsewhere.

The number of commercial vessels on the Gold Coast is also increasing. There are currently more than 1,000 commercial vessels registered in the region, ranging from small dinghies to large charter and cruise boats.

## 3 The Current Situation

*This Chapter outlines the mechanisms utilised to ensure the safe operation of vessels in Gold Coast waterways, with particular reference to current speed limits in the region. It identifies the general issues of concern regarding marine safety and describes the current speed limit regime.*

### 3.1 Management and Control

#### 3.1.1 Legislative Controls

All vessels must comply with the requirements of the *Transport Operations (Marine Safety) Act 1994* and *Transport Operations (Marine Safety) Regulation 2004*.

Maritime Safety Queensland has overall responsibility for the administration of this marine safety legislation, with assistance provided from the Queensland Boating and Fisheries Patrol of the Department of Primary Industries and the Water Police with the enforcement of its provisions.

### 3.2 The Issues

In recent years, the increasing number and size of vessels using the Gold Coast waterways, combined with an increase in the scope and magnitude of waterborne activities in general, has led to increasing concerns regarding marine safety on the waterways.

In broad terms these issues of concern include:-

- **Conflict between activities of vessels and those of other vessels and other waterborne activities**
  - General safety concerns associated with speed and wash
  - Motorised vs passive recreation eg jet skiing vs sailing, kayaking, swimming etc
- **Impact of vessel traffic on waterfront infrastructure and the shoreline**
  - Damage to revetment walls, pontoons, jetties and moored craft caused by wash from passing vessels
  - Erosion caused by wash from vessel traffic
- **Impact of activities such as wakeboarding in confined waterways**
  - Damage to revetment walls, pontoons, jetties and moored craft caused by wash
  - Erosion caused by wash
  - Safety concerns regarding the impact of wash on other vessels and activities

Vessel speed and wash are significant contributing factors to many of these issues, and it is for this reason that Maritime Safety Queensland is reviewing the current speed limit regime on Gold Coast waterways.

## 3.3 Current Speed Limit Regime

### 3.3.1 General

Speed limits are set under the provisions of the *Transport Operations (Marine Safety) Act and Regulation* to ensure the safe operation of vessels in Queensland waters. They are established and amended as necessary by Maritime Safety Queensland under procedures set down for doing so.

In general, speed limits are enforced by the Water Police and the Queensland Boating and Fisheries Patrol of the Department of Primary Industries.

### 3.3.2 Categories of Speed Limits

Speed Limits set in Queensland waters under this legislation can be grouped into a number of broad categories.

- General Limits in particular places and situations:
  - "Distance Off Limits"
    - ◆ 6 knot limit for vessels or particular types of vessels such as PWCs (jet skis) within prescribed distances from structures, or moored or anchored vessels.
  - "Wash Limits"
    - ◆ Speed at which wash is reasonably capable of causing:
      - A marine incident; or
      - Damage to the shoreline.
- Gazetted Limits in defined waters:
  - Maximum speed of 40 knots in smooth waters unless otherwise prescribed.
  - Prescribed maximum speed (typically 6 knots) in specific areas for all vessels or larger vessels (typically 8 metres and over in length).

Current speed limits that apply in Gold Coast waterways under the provisions of the legislation are set out in detail in Appendix A.

- In addition, there is an over-riding requirement under the *International Regulations for Preventing Collisions at Sea* to proceed at a safe speed. In determining a safe speed there are many factors which need to be taken into account, including:
  - Visibility
  - Traffic density
  - Vessel characteristics
  - Background lights
  - Sea state and weather
  - Proximity to hazards
  - Draught and depth

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## 4 Developing a Solution

*This Chapter reviews the issues and makes recommendations for amendments to current speed limits to address them. It invites public comment on these matters to assist in the development of a final solution.*

In reviewing the issues and developing recommendations for the amendment of current speed limits, the waterways of the Gold Coast have been considered on an area by area basis, having regard to the nature of the waterways and their usage.

These areas include:

- i Southern Moreton Bay between the Logan River and Jumpinpin
- ii The Broadwater from Wavebreak Island northwards
- iii The Broadwater south of Wavebreak Island
- iv Rivers and Creeks
- v Canals, Lakes, Boat Harbours and Marinas

### 4.1 Issues of Concern

AREA	KEY ISSUES of CONCERN
Southern Moreton Bay between the Logan River and Jumpinpin	<ul style="list-style-type: none"> <li>• Impact of wash from large vessels in narrow channels on other vessels, activities and the shoreline - including impact on moored vessels at popular anchorages.</li> </ul>
The Broadwater from Wavebreak Island northwards	<ul style="list-style-type: none"> <li>• Impact of wash from large vessels in narrow channels on other vessels, activities and the shoreline - including impact on moored vessels at popular anchorages.</li> <li>• Conflict between motorised craft and passive recreational activities in locations such as:               <ul style="list-style-type: none"> <li>○ Harley Park, Labrador</li> <li>○ Hollywell (Southport Yacht Club Sailing Squadron)</li> <li>○ Paradise Point (Runaway Bay Yacht Club Junior Training Facility)</li> </ul> </li> </ul>
The Broadwater south of Wavebreak Island	<ul style="list-style-type: none"> <li>• Impact of wash from large vessels on waterfront structures, vessels and the shoreline in the area north of the current six knot zone between the Gold Coast Highway Bridge and beacons S11 and S12 near the Versace Hotel.</li> <li>• Conflict between motorised craft and passive activities and moored vessels in the western area of The Broadwater.</li> </ul>
Rivers and Creeks	<ul style="list-style-type: none"> <li>• Impact of wash from large vessels and activities such as wakeboarding on waterfront structures, vessels and the shoreline.</li> </ul>
Canals and Lakes, Boat Harbours and Marinas	<ul style="list-style-type: none"> <li>• Impact of wash from vessel traffic</li> </ul>

## 4.2 Analysis of Issues

It is evident from an analysis of the current situation that there are a number of factors which are contributing to the issues of concern.

The level of compliance with existing regulations obviously has an effect on the situation, but the suitability of current speed limits needs to be considered, having regard to:

- Increases in the size and volume of boating traffic and the scope and magnitude of all waterborne activities; and
- Increases in waterfront development resulting in compatibility issues between boating traffic and waterfront infrastructure and moored craft.

There have been dramatic increases in the number of large vessels and heavier displacement mid-sized fast cruisers and activities such as wakeboarding. It is evident that the current speed limit regime does not adequately address the operation of such vessels and activities in the busy narrow waterways of the Gold Coast.

## 4.3 Recommendations

A number of recommendations for amendments to current speed limits have been developed to deal with the issues that have been identified.

It is important to note that these recommendations have been made for the purpose of seeking public comment, and that final proposals will be developed taking account of input received.

The recommendations include:

- A reduction in the speed limit that applies in the waters of all canals, creeks, lakes, boat harbours and marinas from 6 knots to 4 knots.
- A reduction from 8 metres to 6 metres, in the length at which a speed limit of 6 knots becomes applicable to vessels in some rivers and other narrow waterways.
- The introduction of a 10 knot speed limit for vessels 15 metres and over in length between Wavebreak Island and the Logan River.
- New or extended speed zones at Cabbage Tree Point and Jacobs Well, and in Tipplers Passage, the Coomera River and The Broadwater south of Wavebreak Island.
- More specific restrictions on the creation of dangerous and damaging wash:
  - Introduction 6 knot speed limit within 30 metres of other vessels (stationary or underway) that may be adversely affected by wash.
  - Introduction of "no wash" zones in rivers.

These recommendations and how they relate to current speed limits are described in Sections 4.3.1 to 4.3.3 (with new and amended limits being shown in blue and italics). Maps detailing the recommendations are provided in Sections 4.3.3 to 4.3.9.

It is recognised that implementation of the recommendations would increase travel times for many recreational and commercial vessels in many waterways, but this is considered to be unavoidable if the issues are to be adequately addressed.

### 4.3.1 Recommended Amendments to General Speed Limits in particular places and situations

Ships Affected	Place/Situation and Speed Limit	
Other than Personal Watercraft	<p>6 knots in waters within 30 metres of the following-</p> <ul style="list-style-type: none"> <li>a) a person in the waters;</li> <li>b) a ship at anchor, moored or made fast to the shore or aground;</li> <li>c) a jetty, wharf, boat ramp or pontoon in or on the waters.</li> </ul> <p>Note: This limit is not applicable if a speed limit of 6 knots or less has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>	
Personal Watercraft	<p>6 knots in waters within 60 metres of the following-</p> <ul style="list-style-type: none"> <li>a) a person in the waters;</li> <li>b) a ship at anchor, moored or made fast to the shore or aground;</li> <li>c) a jetty, wharf, boat ramp or pontoon in the waters;</li> <li>d) the boundary of a bathing reserve;</li> <li>e) the shore (except under certain conditions in waters less than 120 metres wide).</li> </ul> <p>Note: This limit is not applicable if a speed limit of 6 knots or less has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>	
All	<p>A person must not operate a ship at a speed at which the ship's wash is reasonably causing-</p> <ul style="list-style-type: none"> <li>a) a marine incident; or</li> <li>b) damage to the shoreline.</li> </ul> <p>Note: This restriction applies even if a speed limit has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>	
<p><i>It is recommended that this restriction be made more specific through the introduction of:</i></p> <ul style="list-style-type: none"> <li>• <i>"No Wash Zones", where the creation of wash of defined characteristics, or the participation in activities which may create such wash, is prohibited.</i></li> <li>• <i>A speed limit of 6 knots in waters within 30 metres of any other vessel that may be adversely affected by your wash.</i></li> </ul>		



### 4.3.2 Recommended Amendments to state-wide Gazetted Speed Limits (applicable in Gold Coast Waters only)

Area	Current Limits		Recommended Limits	
	Speed	Length of Ship affected	Speed	Length of Ship affected
<b>Smooth water limits</b> (unless otherwise prescribed)	40 knots	All	40 knots	All
<i>The waters of all canals</i> (unless otherwise prescribed)	6 knots	All	<i>4 knots</i>	All
<i>The waters of all boat harbours and marinas</i>	6 knots	All	<i>4 knots</i>	All
			<i>Include entrance channels to marinas</i>	

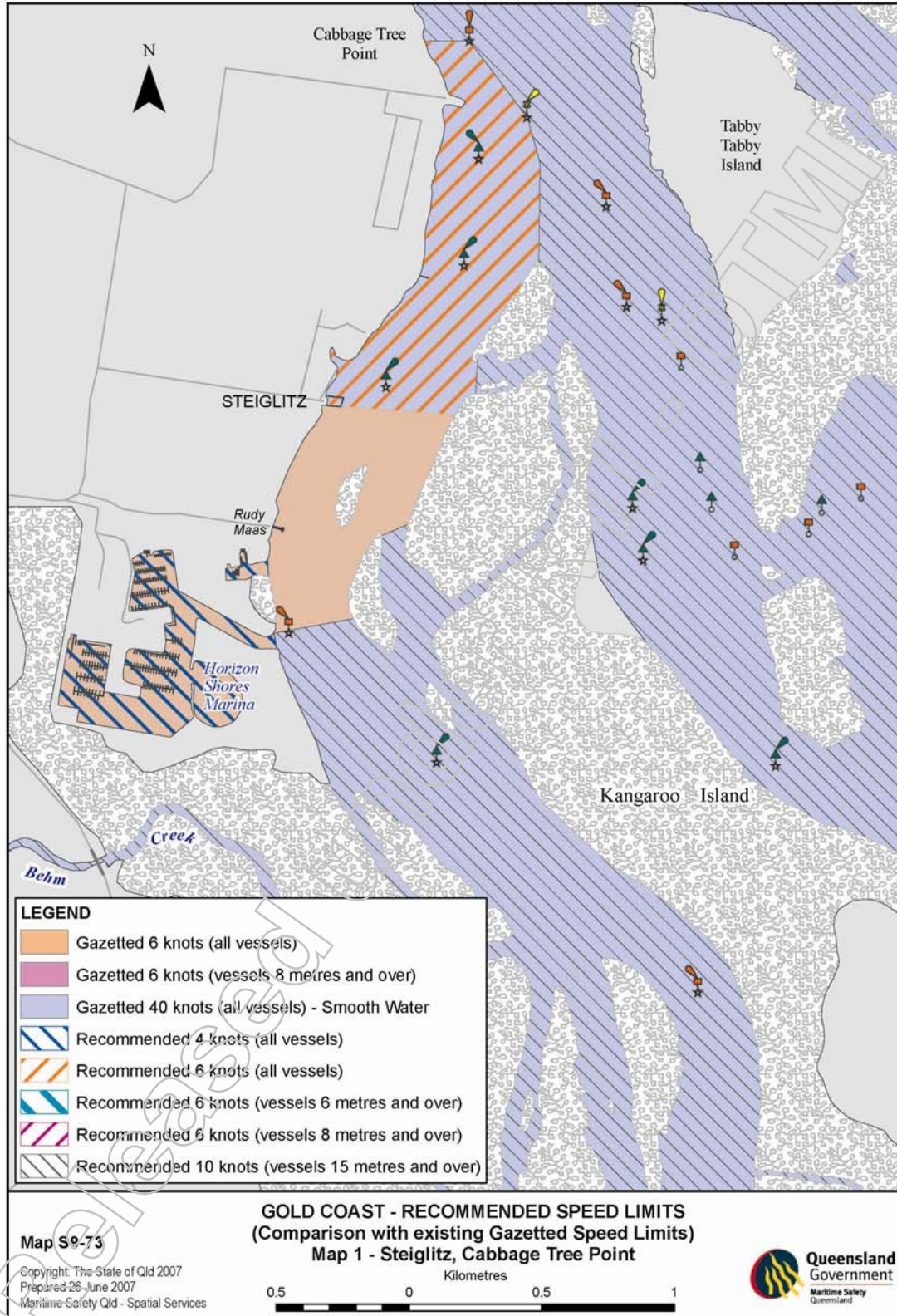
### 4.3.3 Recommended Amendments to Gazetted Speed Limits specific to Gold Coast Waters

<b>Logan River</b>				
a) All tributaries of the river (excluding Albert River)	6 knots	All	6 knots	All
b) Upstream of the overhead road bridge at Waterford				
<b>Albert River</b>				
a) All tributaries of the river	6 knots	All	6 knots	All
b) Above the downstream overhead road bridge at Yatala				
<b>Steiglitz Reach</b>				
<i>Mooring area between Horizon Shores Marina and Steiglitz Jetty</i> (See Map 1)	6 knots	All	6 knots	All
			<i>Extend area northward to Cabbage Tree Point boat ramp</i>	
<b>Jacobs Well</b>				
<i>Boat ramp and mooring area</i> (See Map 2)	6 knots	8.0 metres & over	6 knots	<i>6.0 metres &amp; over</i>
			<i>Extend speed zone eastward to Calypso Bay</i>	
<b>Tipplers Passage</b>				
<i>Area adjacent to resorts and boat clubs</i> (See Map 3)	6 knots	All	<i>4 knots</i>	All
			<i>Extend speed zone southwards adjacent to anchorage</i>	

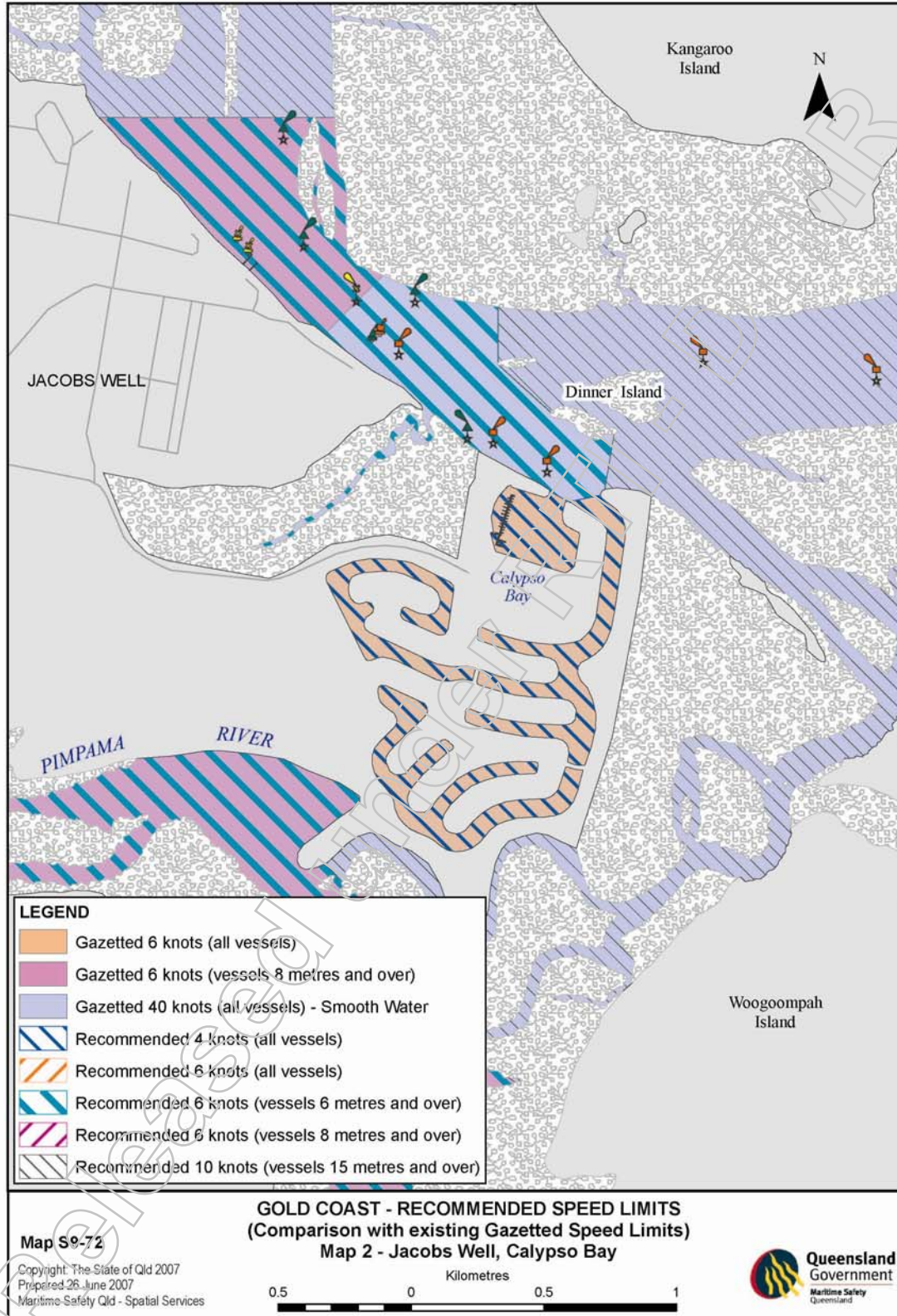
<b><i>Pimpama River</i></b> <i>and all watercourses flowing into river</i>	6 knots	8.0 metres & over	6 knots	<i>6.0 metres &amp; over</i>
<b><i>Coomera River</i></b> <i>1) Intersection of north and south arms</i> <i>2) Paradise Point Reach</i> <b>(See Map 4)</b>	6 knots	All	6 knots	All
<i>3) Waters between Foxwell Island and the railway bridge</i> <b>(Gold Coast Marine Precinct)</b> <b>(See Map 5)</b>			6 knots	All
<i>4) Waters for approximately 600 metres upstream from the Coomera Bridge.</i>	6 knots	All	6 knots	All
<i>5) All other waters of the river and watercourses flowing into the river</i>	6 knots	8.0 metres & over	6 knots	<i>6.0 metres &amp; over</i>
<b><i>Saltwater Creek</i></b>	6 knots	All	<i>4 knots</i>	All
<b><i>Coombabah Lake</i></b>	6 knots	All	<i>4 knots</i>	All
<b><i>Coombabah Creek</i></b>	6 knots	All	<i>4 knots</i>	All
<b><i>Biggera Creek</i></b>	6 knots	All	<i>4 knots</i>	All
<b><i>Loders Creek</i></b>	6 knots	All	<i>4 knots</i>	All
<b><i>Broadwater</i></b> <i>1) South Channel between Gold Coast Highway Bridge and Versace Hotel</i> <b>(See Map 6)</b>	6 knots	All	6 knots	All
<i>2) Balance of Broadwater, South of Wavebreak Island Channel.</i> <b>(See Map 6)</b>			6 knots	<i>8.0 metres &amp; over</i>
<i>3) All waters from Gold Coast Seaway north to the Logan River</i> <b>(See Map 6)</b>			10 knots	<i>15.0 metres &amp; over</i>
				<i>new limit</i>

<b><i>Nerang River</i></b>				
1) Waters in the vicinity of Macintosh, Cronin and Chevron Islands	6 knots	All	6 knots	All
2) <i>All other waters of the river upstream of the Gold Coast Highway Bridge</i>	6 knots	8.0 metres & over	6 knots	<i>6.0 metres &amp; over</i>
			<i>"No Wash Zone"</i>	
3) <i>Watercourses and canals flowing into the river</i>	6 knots	All	<i>4 knots</i>	All
<b>Currumbin Creek</b> All waters	6 knots	All	<i>4 knots</i>	All
<b>Tallebudgera Creek</b> Waters seaward of boat ramp at Awonga Avenue and upstream of Mallowa Drive	6 knots	All	<i>4 knots</i>	All
<b><i>Lake Developments</i></b> <i>Waters of all lake developments</i>	6 knots	All	<i>4 knots</i>	All

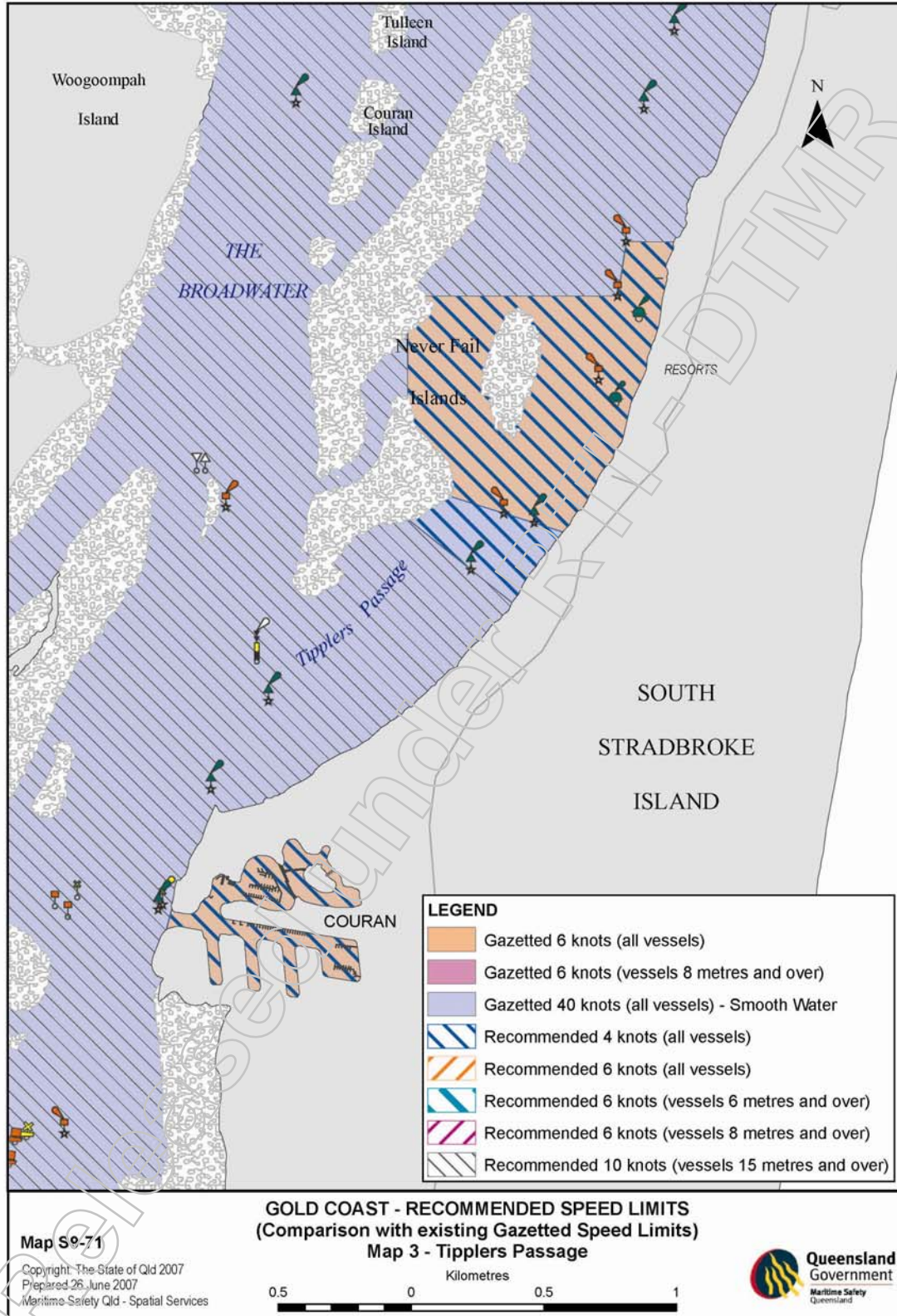
### 4.3.4 Map 1 Steiglitz – Cabbage Tree Point



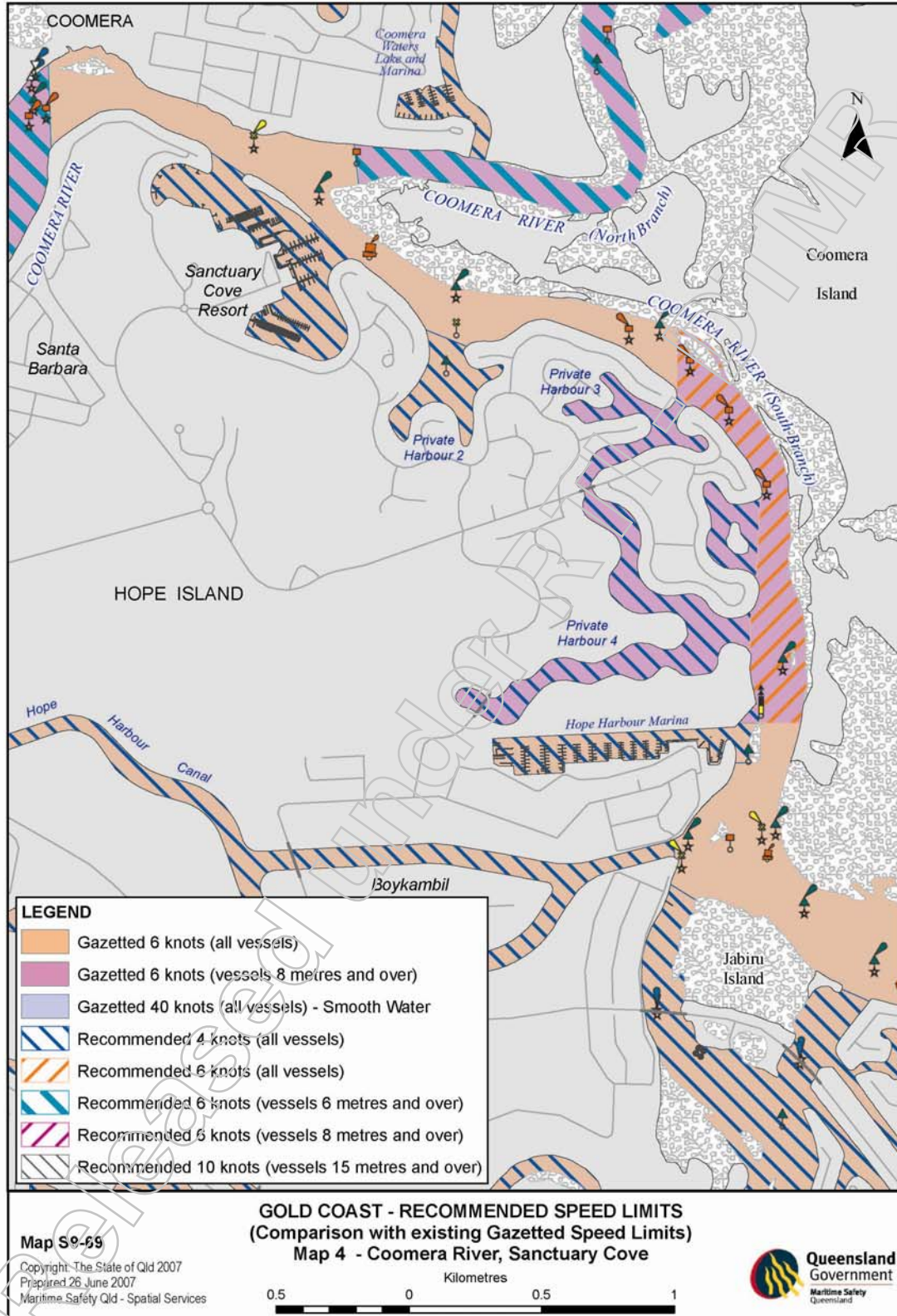
### 4.3.5 Map 2 Jacobs Well – Calypso Bay



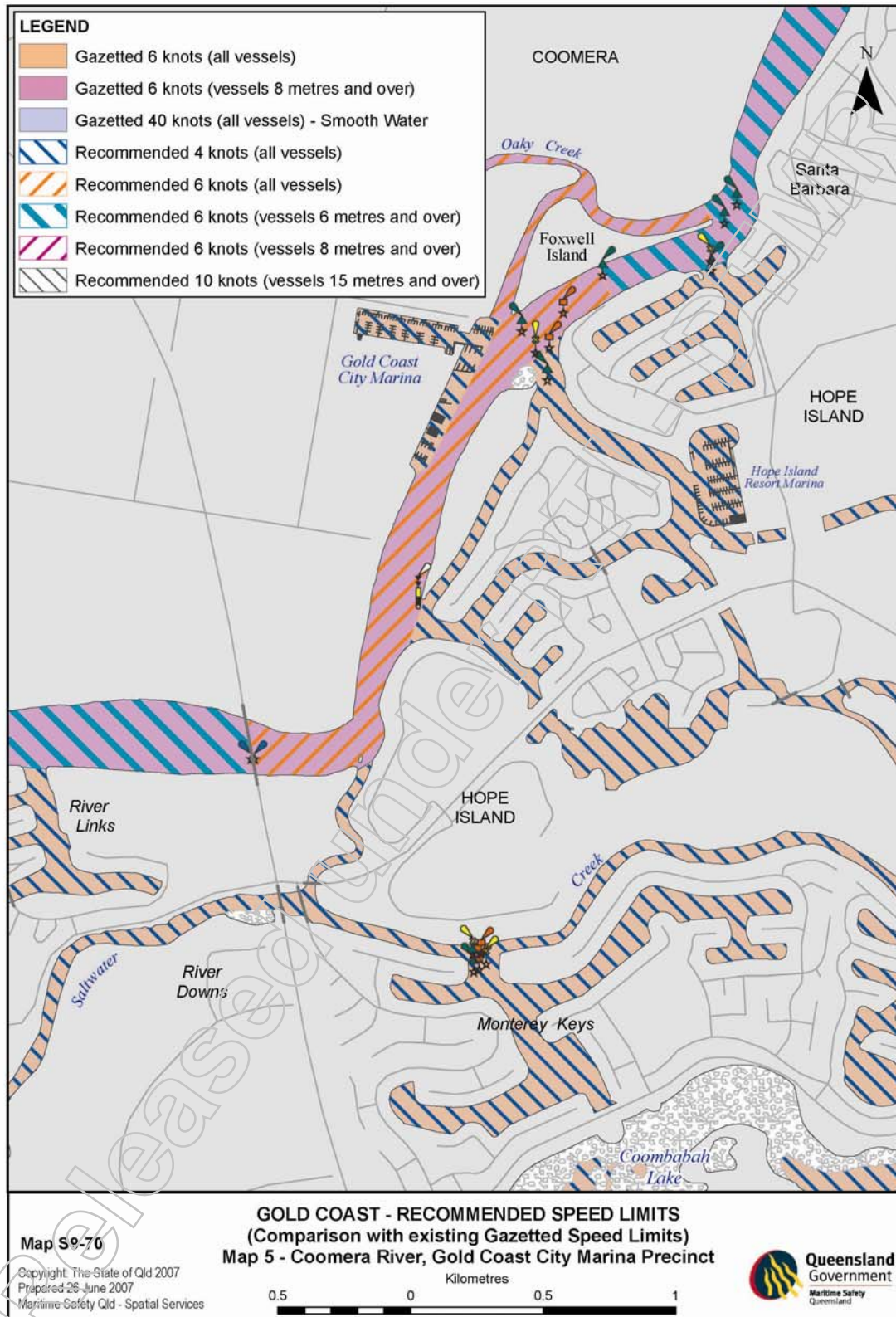
### 4.3.6 Map 3 Tipplers Passage



### 4.3.7 Map 4 Coomera River – Sanctuary Cove

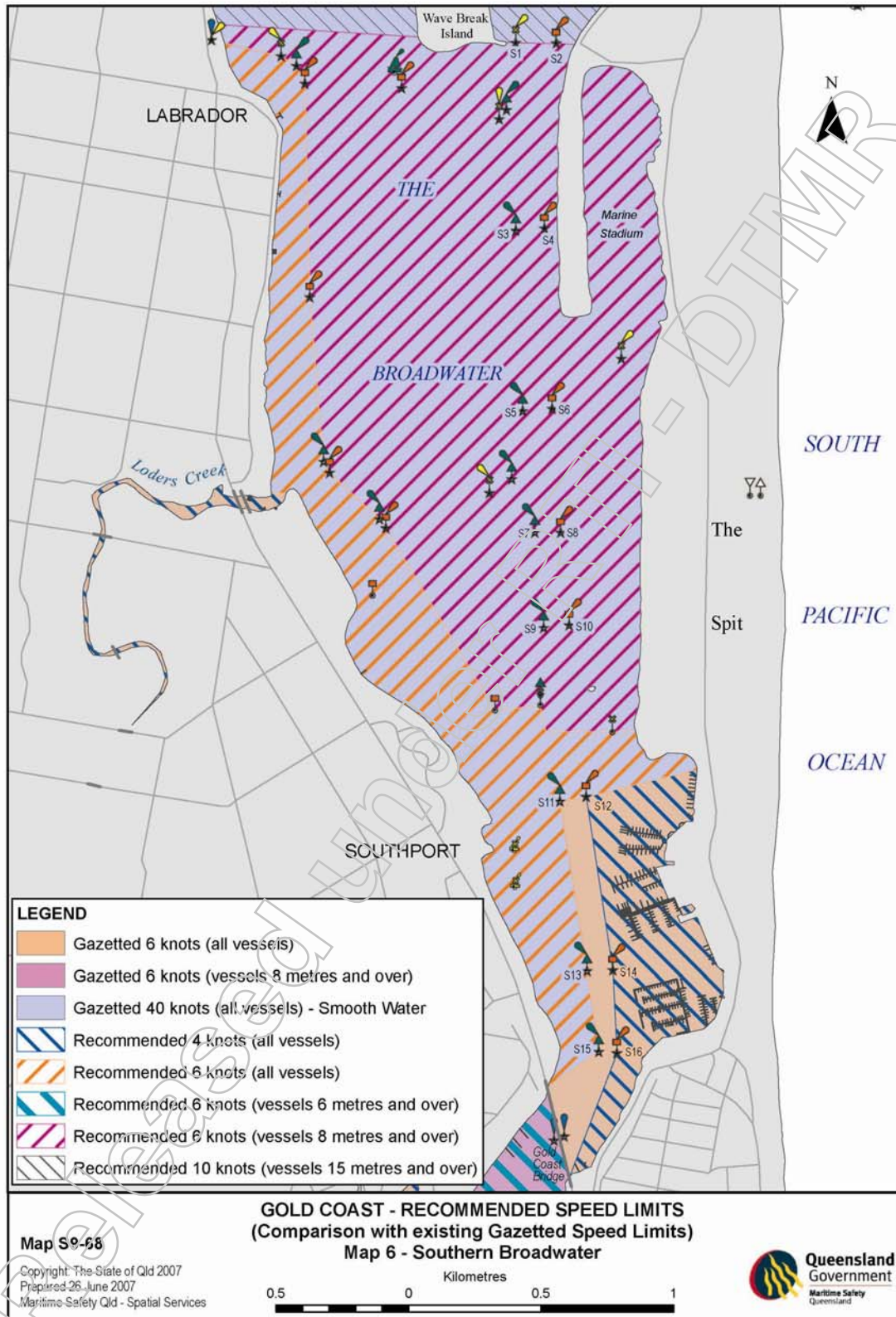


### 4.3.8 Map 5 Coomera River – Gold Coast Marine Precinct





### 4.3.9 Map 6 The Broadwater



## 4.4 Development and Implementation of Final Proposals

The recommendations detailed in Section 4.3 have been made as the first step in the development of a solution for addressing the issues that have been identified. The next step in this process is to obtain public comment on these matters.

*Have all of the safety issues been identified? Are there others that should be taken into account?*

*Do the recommendations made address the issues? Are there alternative measures that should be considered?*

Please take the opportunity to make comment on this important issue.

Comments should be submitted by 17 August 2007 and can be forwarded to the Gold Coast Regional Office of Maritime Safety Queensland by mail to:

**Maritime Safety Queensland**  
**PO Box 107**  
**Southport Qld 4215**

Comments can also be made by:

**Email:** [msg.goldcoast.reception@msg.qld.gov.au](mailto:msg.goldcoast.reception@msg.qld.gov.au)

**Fax:** (07) 5539 7388

Comments received will greatly assist Maritime Safety Queensland's development of final proposals for the gazettal of amendments to speed limits, where necessary, to ensure the safe operation of vessels on Gold Coast waterways.

## Appendix A – Current Speed Limits in Gold Coast Waterways

*This Appendix lists speed limits in the waterways of the Gold Coast as at July 2006, including those that apply in all Queensland Waters.*

### 1) Speed Limits applicable in all Queensland Waters

#### a) General Speed Limits in particular places and situations

Ships Affected	Place/Situation and Speed Limit
Other than Personal Watercraft	<p>6 knots in waters within 30 metres of the following-</p> <ul style="list-style-type: none"> <li>b) a person in the waters;</li> <li>c) a ship at anchor, moored or made fast to the shore or aground;</li> <li>d) a jetty, wharf, boat ramp or pontoon in or on the waters.</li> </ul> <p>Note: This limit is not applicable if a speed limit of 6 knots or less has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>
Personal Watercraft	<p>6 knots in waters within 60 metres of the following-</p> <ul style="list-style-type: none"> <li>f) a person in the waters;</li> <li>g) a ship at anchor, moored or made fast to the shore or aground;</li> <li>h) a jetty, wharf, boat ramp or pontoon in the waters;</li> <li>i) the boundary of a bathing reserve;</li> <li>j) the shore (except under certain conditions in waters less than 120 metres wide).</li> </ul> <p>Note: This limit is not applicable if a speed limit of 6 knots or less has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>
All Ships	<p>A person must not operate a ship at a speed at which the ship's wash is reasonably causing-</p> <ul style="list-style-type: none"> <li>c) a marine incident; or</li> <li>d) damage to the shoreline.</li> </ul> <p>Note: This restriction applies even if a speed limit has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>

#### b) Gazetted Speed Limits

Area	Speed	Ships affected	Date Gazetted
<b>Smooth water limits</b> (unless otherwise prescribed)	40 knots	All	21 May 2004
<b>The waters of all canals</b> (unless otherwise prescribed)	6 knots	All	21 May 2004
<b>The waters of all boat harbours and marinas</b>	6 knots	All	21 May 2004

## 2) Gazetted Speed Limits specific to Gold Coast Waters

<p><b>Logan River</b></p> <p>c) All tributaries of the river (excluding Albert River)</p> <p>d) Upstream of the overhead road bridge at Waterford</p>	6 knots	All	21 May 2004
<p><b>Albert River</b></p> <p>c) All tributaries of the river</p> <p>d) Above the downstream overhead road bridge at Yatala</p>	6 knots	All	21 May 2004
<p><b>Steiglitz Reach</b></p> <p>All waters between Steiglitz Wharf and the north bank of the main entrance to Horizon Shores Marina</p>	6 knots	All	21 May 2004
<p><b>Jacobs Well</b></p> <p>All waters between an imaginary line bearing 045°T from the foreshore, through the red lateral beacon south of the Jacobs Well public boat ramp, extending across to Kangaroo Island, northward to an imaginary line bearing 090°T from the foreshore extending across to the southernmost tip of the mangrove island adjacent to Ibis Parade then to Kangaroo Island.</p>	6 knots	8.0 metres in length & over	11 February 2005

<p><b>Tipplers Passage</b></p> <p>a) From the intersection of the high water mark of the west coast South Stradbroke Island and latitude 27°48.100'S;</p> <p>b) then west to the port beacon at approximate longitude 153°25.532'E;</p> <p>c) then south to the port beacon at approximate latitude 27°48.210'S;</p> <p>d) then west to the mangrove line of Never Fail Islands;</p> <p>e) then in a generally southern direction along the mangrove line of Never Fail Islands to approximate latitude 27°48.289'S;</p> <p>f) then south to the northern tip of the mangrove line of Never Fail Islands;</p> <p>g) then in a generally south direction along the mangrove line of Never Fail Islands to approximate latitude 27°48.62'S;</p> <p>h) then in an east south-easterly direction to the starboard beacon at approximate position 27°48.673'S and 153°25.342'E and then continuing in the same direction to the high water mark of South Stradbroke Island;</p> <p>i) then in a generally northern direction along the high water mark of South Stradbroke Island to the starting point.</p>	6 knots	All	<p>16 December 2005</p> <p>(Amended 23 December 2005)</p>
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<b>Pimpama River</b> All waters in the Pimpama River and watercourse flowing into the Pimpama River	6 knots	8.0 metres in length & over	21 May 2004
<b>Coomera River</b> 3) All waters bordered by three imaginary lines, the first running north-south at the red lateral mark, immediately downstream of the junction of the north and south arms of the river at 153°21.95'E, the second imaginary line running north-south approximately 1000 metres upstream at 153°21.35'E and the third line drawn northwards across the river from the western side of the entrance to Harbour 3 Sanctuary Cove 4) Waters from the northern tip of the island immediately adjacent to the entrance to Hope Harbour downstream to the red beacon off the extremity of Paradise Point	6 knots	All	21 May 2004
5) The waters of the Coomera River and watercourses flowing into the Coomera River	6 knots	8.0 metres in length & over	21 May 2004
6) The waters of Coomera River for approximately 600 metres upstream from the Coomera Bridge (north bound lane).	6 knots	All	20 May 2005
<b>Saltwater Creek</b>	6 knots	All	21 May 2004
<b>Coombabah Lake</b>	6 knots	All	21 May 2004
<b>Coombabah Creek</b>	6 knots	All	21 May 2004
<b>Biggera Creek</b>	6 knots	All	21 May 2004
<b>Loders Creek</b>	6 knots	All	21 May 2004
<b>Southport Broadwater</b> Waters within the following boundary: From the north-eastern tip of the Gold Coast Highway Bridge; to S15 beacon; to S13 beacon; to S11 beacon; through S12 beacon to the western shore of the Spit; along the shore to the south-eastern tip of Gold Coast Highway Bridge then along the bridge's eastern edge to its north-eastern tip.	6 knots	All	21 May 2004

<b>Nerang River</b>			
a) Nerang River upstream of the Gold Coast Highway Bridge	6 knots	8.0 metres in length & over	21 May 2004
b) The waters in the watercourses and canals flowing into the Nerang River	6 knots	All	21 May 2004
c) All waters bordered by:			
i) the eastern side of the northern bridge connecting the east bank of the Nerang River to Macintosh Island;	6 knots	All	21 May 2004
ii) a line extending from the south-western extremity of Macintosh Island to south-eastern extremity of Cronin Island;			
iii) the eastern side of the bridge connecting Cronin Island to Chevron Island;			
iv) the northern side of the bridge connecting Chevron Island to Bundall; and			
v) a line bearing 090 (T) from the south-eastern bank of the Evandale Point Precinct to the eastern bank of the Nerang River adjacent to Sunset Boulevard			

<b>Currumbin Creek</b>			
	6 knots	All	21 May 2004
<b>Tallebudgera Creek</b>			
a) The waters seaward of an imaginary line drawn across the creek in an easterly direction from the boat ramp at Awonga Avenue, Burleigh Waters	6 knots	All	21 May 2004
b) Upstream of an imaginary line drawn in a northerly direction across the creek from the extension of the western side of Mallowa Drive, Palm Beach.			

<b>Lake Developments</b>			
<p>a) Waters adjacent to Saltwater Creek, known as Monterey Keys;</p> <p>b) The waters adjacent to Burrendong Road and Lefroy Drive, Coombabah, known as Paradise Lake;</p> <p>c) The waters adjacent to Kangaroo Avenue and Marsupial Drive, Runaway Bay, known as Lake Runaway;</p> <p>d) The waters of the floodway upstream of the canal terminating at Racecourse Drive and Crombie Avenue, Bundall;</p> <p>e) The waters known as Lake Rosser and Lake Cappabella adjacent to Marbella Drive and Cabana Boulevard;</p> <p>f) Lake to the north of Cypress Drive, Broadbeach Waters;</p> <p>g) Lake to the north of Santa Cruz Boulevard, Clear Island Waters;</p> <p>h) The waters adjacent to Bermuda Street and Robina Parkway, Clear Island Waters, known as Clear Island Lake;</p> <p>i) The lake adjacent to Bond University, know as Lake Orr;</p> <p>j) Lakes adjacent to Christie Avenue, Burleigh Waters - Lake Heron, Miami Lake, Pelican Lake, Burleigh Lake, Swan Lake and Silvabank Lake;</p> <p>k) The lake adjacent to Nineteenth Avenue, Angelica Street, Ironbark Street and Acron Street, Elanora;</p> <p>l) The lake adjacent to Muntha Drive and Guineas Creek Road, Elanora; The lake adjacent to Cyclades Crescent, Currumbin</p>	6 knots	All	21 May 2004





**Queensland  
Government**

**Maritime Safety  
Queensland**

# Review of Speed Limits

**Gold Coast Waterways**

**Proposals for Implementation**



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# 1 Introduction

## 1.1 Purpose

The purpose of this document is to detail proposals for amendments to speed limits on Gold Coast waterways that have been developed to address issues raised in the discussion paper published by Maritime Safety Queensland, "*Review of Speed Limits – Gold Coast Waterways – Issues and Recommendations*", taking into the public submissions received on the paper. It should be read in conjunction with the discussion paper.

In doing so, it examines the nature and content of the public submissions received and details the process followed in developing final proposals for improving the safety of the waterways of the Gold Coast.

Released under RTI - DPM

## 2 Public Submissions

### 2.1 Background

The discussion paper was prepared as the first step in the speed limit review process. It documented and reviews the current situation, raising known issues and making recommendations for their resolution.

Public comment was sought on whether or not the paper correctly identified the issues. Comment was also sought on recommendations for amendments to speed limits that were made in the paper.

### 2.2 The Submissions

#### 2.2.1 General

The discussion paper was released on Maritime Safety Queensland's website on 7 July 2007 and was open for public input until 14 September 2007. Over 250 submissions were received from wide cross section of the boating community and the general public.

#### 2.2.2 Nature of Submissions

A number of the submission made general comment on the need or otherwise to amend speed limits, but the majority focussed on expressing views on the particular recommendations made in discussion paper, which included:

- i A reduction in the speed limit that applies in the waters of all canals, creeks, lakes, boat harbours and marinas from 6 knots to 4 knots;
- ii A reduction from 8 metres to 6 metres, in the boat length at which a speed limit of 6 knots becomes applicable to vessels in some rivers and other narrow waterways;
- iii The introduction of a 10 knot speed limit in The Broadwater between Wavebreak Island and the Logan River, for vessels 15 metres and over in length;
- iv New or extended speed zones at Cabbage Tree Point and Jacobs Well, and in Tipplers Passage, the Coomera River and The Broadwater south of Wavebreak Island; and
- v More specific restrictions on the creation of dangerous and damaging wash.

A large majority of the submissions supported recommendations iii)-v). Public opinion on recommendations i) and ii) was more evenly divided, with significant number of submissions raising concerns about increased travel times and the manoeuvrability of vessels at lower speeds. Many submissions also offered alternatives to the recommendations.

More detailed information on the submissions received is provided in Section 3.

## 3 Analysis of Submissions and Development of Final Proposals

### 3.1 Methodology

All submissions were reviewed in detail and collated according to their relationship to the issues and recommendations in the discussion paper.

A small reference group was formed to review the collated submissions and to develop proposals for implementation. The group consisted of two representatives from Maritime Safety Queensland and a representative from each of the Queensland Boating and Fisheries Patrol, Queensland Water Police and Marine Queensland, the Gold Coast Marine Safe Committee and the Gold Coast City Council. The representatives from the external agencies were chosen because of their capability to represent the views of their respective organisations and their members.

### 3.2 Development of Proposals

A number of proposals for amendments to current speed limits have been developed by the reference group to deal with the issues that have been identified, taking account of the submissions received.

In summary, the proposals developed include:

- Retention of the current speed limit of 6 knots that applies in the waters of all canals, creeks, lakes, boat harbours and marinas, on the basis that this would be an upper limit and these waters are to be declared "no wash", with the "no wash" requirement prevailing.
- Retention of the length of 8 metres at which a speed limit of 6 knots becomes applicable to vessels in some rivers and other narrow waterways.
- The introduction of a 6 knot speed limit for vessels 8 metres and over in length within 30 metres of vessels under way.
- New or extended speed zones at Cabbage Tree Point and Jacobs Well, and in Tiplers Passage, McKenzies Channel, Wasp Creek, the Coomera and Nerang Rivers, and The Broadwater south of Wavebreak Island.

These proposals and how they relate to the recommendations in discussion paper and public submissions are set out in more detail in Section 3.2.1

A comparison between the proposals, current speed limits and those originally recommended in the discussion paper is detailed in Appendix A. (New and amended limits are shown in italics (with recommendations that were made in the discussion paper being shown in blue and variations from these in the final proposals being shown in green).)

### 3.2.1 Relationship between recommendations in discussion paper, public submissions and proposals.

Recommendation	Public Submissions	Proposals
<p>1. A reduction in the speed limit that applies in the waters of all canals, creeks, lakes, boat harbours and marinas from 6 to 4 knots.</p>	<ul style="list-style-type: none"> <li>- Strong support from enforcement agencies</li> <li>- Support from waterfront property owners and some boat owners on the basis that wash would be reduced</li> <li>- Many objections from recreational and commercial boat owners based on increased travel times and issues with vessel control/steerage</li> <li>- Many felt that the reduction is not justified for benefit gained and that the problem really lies with lack of enforcement of existing requirements.</li> <li>- Alternatives suggested in submissions:               <ul style="list-style-type: none"> <li>o Improved enforcement</li> <li>o Improved regulation and enforcement of damaging/dangerous wash</li> <li>o Reduce limit to 4 knots in boat harbours and marinas only</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Declare the waters of all canals, creeks, lakes, boat harbours and marinas to be "no wash" zones.</li> <li>- Continue to allow speeds of up to a maximum of 6 knots with the overriding proviso of "no wash"</li> </ul>

<p>2. A reduction from 8 to 6 metres, in the length at which a speed limit of 6 knots becomes applicable to vessels in some rivers and other narrow waterways.</p>	<ul style="list-style-type: none"> <li>- Many supporting submissions from vessel and property owners on the basis that modern “smaller” vessels are causing damaging and dangerous wash</li> <li>- Many opposing submissions on the basis of: <ul style="list-style-type: none"> <li>o Increased travel times – particular concerns expressed by commercial operators</li> <li>o Specifically bought 6-8M boat</li> <li>o Impact on industry</li> <li>o Larger “speed boats” (6m and over) not a problem</li> <li>o Impact on skiing and wakeboarding</li> </ul> </li> <li>- Alternatives suggested in submissions <ul style="list-style-type: none"> <li>o Leave size limit same but reduce overall speed limit to say, 20-30 knots</li> <li>o Reduce size limit to somewhere between 6 and 8m</li> <li>o Leave size limit same with “no damaging wash” requirement</li> <li>o “Exempt” commercial operators</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Leave size at 8 metres.</li> <li>- Improved enforcement of current regulation with respect to “distance off” speed limits and creation of wash.</li> <li>- Asses the need to declare “no wash” zones in particular areas as required.</li> </ul>
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<p>3. The introduction of a 10 knot speed limit for vessels 15 metres and over in length between Wavebreak Island and the Logan River.</p>	<ul style="list-style-type: none"> <li>- Considerable support from vessel owners citing problems caused by wash from large vessels travelling at high speed</li> <li>- Many expressed the opinion that the reduced speed limit should apply to vessels less than 15m</li> <li>- Many felt that the speed limit should be reduced to less than 10 knots.</li> <li>- Many opposing submissions on the basis of: <ul style="list-style-type: none"> <li>o Impact on travel times, particularly for commercial/ferry services, some of which operate “low wash” vessels.</li> <li>o Impact on “sea trialing” of vessels by industry</li> <li>o Too many speed zones</li> </ul> </li> <li>- Alternatives suggested in submissions <ul style="list-style-type: none"> <li>o Various alternative suggestions for size limit ranging from 8-20m to all vessels, and for speed limits ranging from 4-8 knots</li> <li>o Only impose limit in “western channels” of Broadwater</li> <li>o Allow 20 knots in North and South Channels and Aldershots</li> <li>o Establish commercial watersports zone</li> <li>o Designated “sea trial zone”</li> <li>o Establish Eden Island Passage or Canaipa Passage as a high speed zone</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Recommended limit not to be introduced.</li> <li>- Address issues through: <ul style="list-style-type: none"> <li>o Introduction of speed limit of 6 knots for vessels 8 m in length and over within 30m of other vessels underway.</li> <li>o Improved enforcement of current regulation with respect to “distance off” speed limits and creation of wash.</li> <li>o Declaration of “no wash” zones in particular areas as required.</li> <li>o Introduction of 6 knot speed limit for all vessels in narrow channels (eg McKenzies Channel, Wasp Creek)</li> </ul> </li> </ul>
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4. New or extended speed zones at:		
Cabbage Tree Point <i>(Extend area current 6 knot area for all vessels northward to Cabbage Tree Point boat ramp)</i>	<ul style="list-style-type: none"> <li>- General support</li> <li>- Suggested extension of proposed 6 knot area to incorporate northern end of Tabby Tabby Passage.</li> <li>- Some concerns regarding increased travel times</li> </ul>	<ul style="list-style-type: none"> <li>- Extend 6 knot speed limit for all vessels to Cabbage Tree Point as recommended.</li> </ul>
Jacobs Well <i>(Extend area current 6 knot area for vessels 8m and over at Jacobs Well eastwards and reduce "cut-off" to 6m)</i>	<ul style="list-style-type: none"> <li>- General Support</li> <li>- Some concerns regarding increased travel times</li> </ul>	<ul style="list-style-type: none"> <li>- Extend 6 knot speed limit for vessels 8.0m and over in length at Jacobs Well eastwards to Calypso Bay</li> </ul>
Tiplers Passage <i>(Extend area current 6 knot area for all vessels near resorts southwards and reduce to 4 knots)</i>	<ul style="list-style-type: none"> <li>- General support, but some opposition from commercial operator</li> <li>- Suggestion of extension of 6 knot area northwards to Dux anchorage and southwards</li> </ul>	<ul style="list-style-type: none"> <li>- Extend current 6 knot zone southwards and investigate desirability of short extension to the north.</li> </ul>
Coomera River		
a. Marine Precinct <i>(Introduce 6 knot limit for all vessels between Foxwell Island and railway bridge)</i>	<ul style="list-style-type: none"> <li>- General support from industry</li> <li>- Objection from water skiing and wakeboarding fraternity</li> <li>- Alternatives suggested in submissions: <ul style="list-style-type: none"> <li>o Suggestion that 6 knot limit should apply to 6m and over in length only</li> <li>o Impose wash restriction only</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Introduce 6 knot speed limit for all vessels as recommended.</li> </ul>
b. Sanctuary Cove <i>(Extend current 6 knot areas for all vessels to include reach of South Arm adjacent to Sanctuary Cove)</i>	<ul style="list-style-type: none"> <li>- General Support</li> <li>- Alternatives suggested in submissions: <ul style="list-style-type: none"> <li>o Should only apply to 6m and over</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Introduce 6 knot speed limit for all vessels as recommended.</li> </ul>

<p>The Broadwater (south of Wavebreak Island)</p>		
<p>c. South Channel (Introduce 6 knot limit for vessels 8m and over north of Versace Hotel where limit is currently 40 knots)</p>	<ul style="list-style-type: none"> <li>- General support but some negative comments and alternatives offered</li> <li>- Negative comments <ul style="list-style-type: none"> <li>o Opposition due to adverse impact of increased travel times, particularly for commercial vessels and volunteer rescue groups.</li> <li>o Too many different speed zones</li> <li>o Impact on commercial activities (jet ski hire, licence training)</li> <li>o 8m “cut-off length” confusing (6m recommended elsewhere)</li> </ul> </li> <li>- Alternative Proposals <ul style="list-style-type: none"> <li>o 6 knots for all vessels</li> <li>o 6 knots for 6m and over</li> <li>o 6 knots for 8m and over and 20 knots for under 8m</li> <li>o 10knots 15m and over</li> <li>o Extend current 6 knot zone one beacon northwards</li> <li>o “Exempt” commercial vessels from reduced limits</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Extend six knot area for all vessels northwards to beacons S9 and S10 (approx 650m)</li> <li>- Introduce 20 knot speed limit for all vessels in balance of channel and eastwards.</li> </ul>
<p>d. Western “Channel” (Introduce 6 knot limit for all vessels 8m and over in length where limit is currently 40 knots)</p>	<ul style="list-style-type: none"> <li>- General support but some negative comments and alternatives offered</li> <li>- Alternative Proposals <ul style="list-style-type: none"> <li>o Extend recommended 6 knot area to beacons to north of Harley Park and eastwards to sandbanks.</li> <li>o Use western channel for small craft</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- 6 knot limit (all vessels) from Gold Coast Highway bridge to beacon S11, and between Central Street and beacons 343 and 344 to north of Harley Park</li> <li>- 20 knot limit (all vessels) elsewhere</li> </ul>

5. More specific restrictions on the creation of dangerous and damaging wash:		
<p>a. Introduction of 6 knot speed limit within 30 metres of other vessels (stationary or underway) that may be adversely affected by wash.</p>	<ul style="list-style-type: none"> <li>- Many supporting submissions <ul style="list-style-type: none"> <li>o Considerable problems caused by wash from large vessels and activities such as wakeboarding</li> <li>o Large vessels pass within metres of other vessels</li> </ul> </li> <li>- Significant number of opposing submissions <ul style="list-style-type: none"> <li>o 6 knot limit within 30m of other vessels difficult to enforce</li> <li>o Inability to pass slow vessels in narrow channels</li> </ul> </li> <li>- Alternatives suggested in submissions <ul style="list-style-type: none"> <li>o 30m not a big enough buffer zone. Increase distance from 30m to 60-110m</li> <li>o Lower overall speed limit in areas</li> <li>o Define allowable wash size</li> <li>o Encourage low wash designs</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Introduce speed limit of 6 knots for vessels 8 m in length and over within 30m of other vessels underway.</li> </ul>
<p>b. Introduction of "no wash" zones in rivers.</p>	<ul style="list-style-type: none"> <li>- Impact on wakeboarding</li> <li>- "no wash" difficult to enforce</li> <li>- Define specific areas suitable for wakeboarding</li> </ul>	<ul style="list-style-type: none"> <li>- Liaise with wakeboarding fraternity in determination of areas where activity is acceptable and restrict the activity elsewhere.</li> </ul>

Additional/Alternative Proposals	
<ul style="list-style-type: none"> <li>- New speed limits in particular areas               <ul style="list-style-type: none"> <li>o Popular anchorages and narrow channels                   <ul style="list-style-type: none"> <li>▪ 4/6 knots all vessels                       <ul style="list-style-type: none"> <li>- Wavebreak Island</li> <li>- Currigee</li> <li>- Dux</li> <li>- Jumpinpin</li> <li>- Coomera River – North Arm (for large vessels)</li> <li>- Wasp Creek</li> <li>- Tulleen Island/Woogoompah Island</li> <li>- Whalleys Gutter</li> <li>- McKenzies Channel</li> <li>- Logan River – upstream of junction with Albert River</li> </ul> </li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Introduce "no wash" zones in popular anchorages.</li> <li>- Introduce 6 knot speed limit for all vessels in McKenzies Channel and Wasp Creek.</li> <li>- Improved enforcement of current regulation with respect to "distance off" speed limits and creation of wash.</li> <li>- Assess need to declare "no wash" zones in particular areas as required.</li> </ul>
<ul style="list-style-type: none"> <li>o Broadwater to east and west of Crab Island               <ul style="list-style-type: none"> <li>▪ 6knots all or 8m and over, particularly                   <ul style="list-style-type: none"> <li>- close to Currigee shore and west of Crab Island</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Address issues through:               <ul style="list-style-type: none"> <li>o Introduction of speed limit of 6 knots for vessels 8 m in length and over within 30m of other vessels underway.</li> <li>o Improved enforcement of current regulation with respect to "distance off" speed limits and creation of wash.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>o Coomera River               <ul style="list-style-type: none"> <li>▪ 6 knots all vessels</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Address issues through:               <ul style="list-style-type: none"> <li>o Improved enforcement of current regulation with respect to "distance off" speed limits and creation of wash.</li> <li>o Assess need for introduction of "no wash" zones in particular areas as required.</li> </ul> </li> </ul>

<ul style="list-style-type: none"> <li>○ Nerang River <ul style="list-style-type: none"> <li>▪ 6 knots (all vessels), particularly: <ul style="list-style-type: none"> <li>– west of Chevron Island (West Chevron Bridge to Cronin Island)</li> <li>– upstream of Bundall Road Bridge</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>– Extend current 6 knot zone for all vessels to cover area between West Chevron Bridge and Cronin Island</li> <li>– Introduce 6 knot limit for all vessels for 300m upstream of Bundall Road Bridge</li> </ul>
<ul style="list-style-type: none"> <li>– Reduce speed limit in smooth waters to 30 knots</li> <li>– Wash size limits</li> <li>– "Transit Zones"</li> <li>– Retention/designation of water skiing and wakeboarding "zones"</li> <li>– Separation of large and small vessels</li> <li>– Improve enforcement of existing regulations and education</li> </ul>	<ul style="list-style-type: none"> <li>– Consider future introduction on a trial basis of "transit zones" where small planing vessels may travel at up to 20 knots in areas where the speed limit is otherwise 6 knots.</li> </ul>

## Appendix A – Proposed Speed Limits in Gold Coast Waterways

### Proposed Amendments to General Speed Limits in particular places and situations

Ships Affected	Current Limits	Recommended Limits in Discussion Paper	Proposed Limits
Other than Personal Watercraft		no change	no change
Personal Watercraft		no change	no change
All	<p>A person must not operate a ship at a speed at which the ship's wash is reasonably causing-</p> <ul style="list-style-type: none"> <li>a) a marine incident; or</li> <li>b) damage to the shoreline.</li> </ul> <p>Note: This restriction applies even if a speed limit has been fixed under Section 206A of the <i>Transport Operations (Marine Safety Act)</i>.</p>	no change	<p>no change</p>
<p><i>It is recommended that this restriction be made more specific through the introduction of:</i></p> <ul style="list-style-type: none"> <li>• <i>"No Wash Zones", where the creation of wash of defined characteristics, or the participation in activities which may create such wash, is prohibited.</i></li> <li>• <i>A speed limit of 6 knots in waters within 30 metres of any other vessel that may be adversely affected by your wash.</i></li> </ul>		<ul style="list-style-type: none"> <li>• <i>"No Wash Zones", where the creation of wash of defined characteristics, or the participation in activities which may create such wash, is prohibited.</i></li> <li>• <i>A speed limit of 6 knots in all waters for vessels of 8 metres and over in length within 30 metres of any other vessel underway.</i></li> </ul>	

**Proposed Amendments to state-wide Gazetted Speed Limits  
(applicable in Gold Coast Waters only)**

Area	Current Limits		Recommended Limits in Discussion Paper		Proposed Limits	
	Speed	Length of Ship affected	Speed	Length of Ship affected	Speed	Length of Ship affected
<b>Smooth water limits</b> (unless otherwise prescribed)	40 knots	40 knots		All	40 knots	All
<i>The waters of all canals</i> (unless otherwise prescribed)	6 knots	6 knots	<i>4 knots</i>	All	<i>"no wash" zone</i> (6 knots maximum subject to "no wash")	All
<i>The waters of all boat harbours and marinas</i>	6 knots	6 knots	<i>4 knots</i>	All	<i>"no wash" zone</i> (6 knots maximum subject to "no wash")	All
					<i>Include entrance channels to marinas</i>	

## Proposed Amendments to Gazetted Speed Limits specific to Gold Coast Waters

<b>Logan River</b> a) All tributaries of the river (excluding Albert River) b) Upstream of the overhead road bridge at Waterford	6 knots	All	6 knots	All	6 knots	All
<b>Albert River</b> a) All tributaries of the river b) Above the downstream overhead road bridge at Yatala	6 knots	All	6 knots	All	6 knots	All
<b>Steiglitz Reach</b> <i>Mooring area between Horizon Shores Marina and Steiglitz Jetty</i> <b>Map 1</b>	6 knots	All	6 knots	All	6 knots	All
			<i>Extend area northward to Cabbage Tree Point boat ramp</i>		<i>Extend area northward to Cabbage Tree Point boat ramp</i>	
<b>McKenzies Channel</b> <b>Map 2</b>					6 knots	All
					new limit	
<b>Popular Anchorages</b> <i>(to be defined)</i>					"no wash" zone (6 knots maximum subject to "no wash")	All
<b>Jacobs Well</b> <i>Boat ramp and mooring area</i> <b>Map 3</b>	6 knots	8.0 metres & over	6 knots	6.0 metres & over	6 knots	8.0 metres & over
			<i>Extend speed zone eastward to Calypso Bay</i>		<i>Extend speed zone eastward to Calypso Bay</i>	



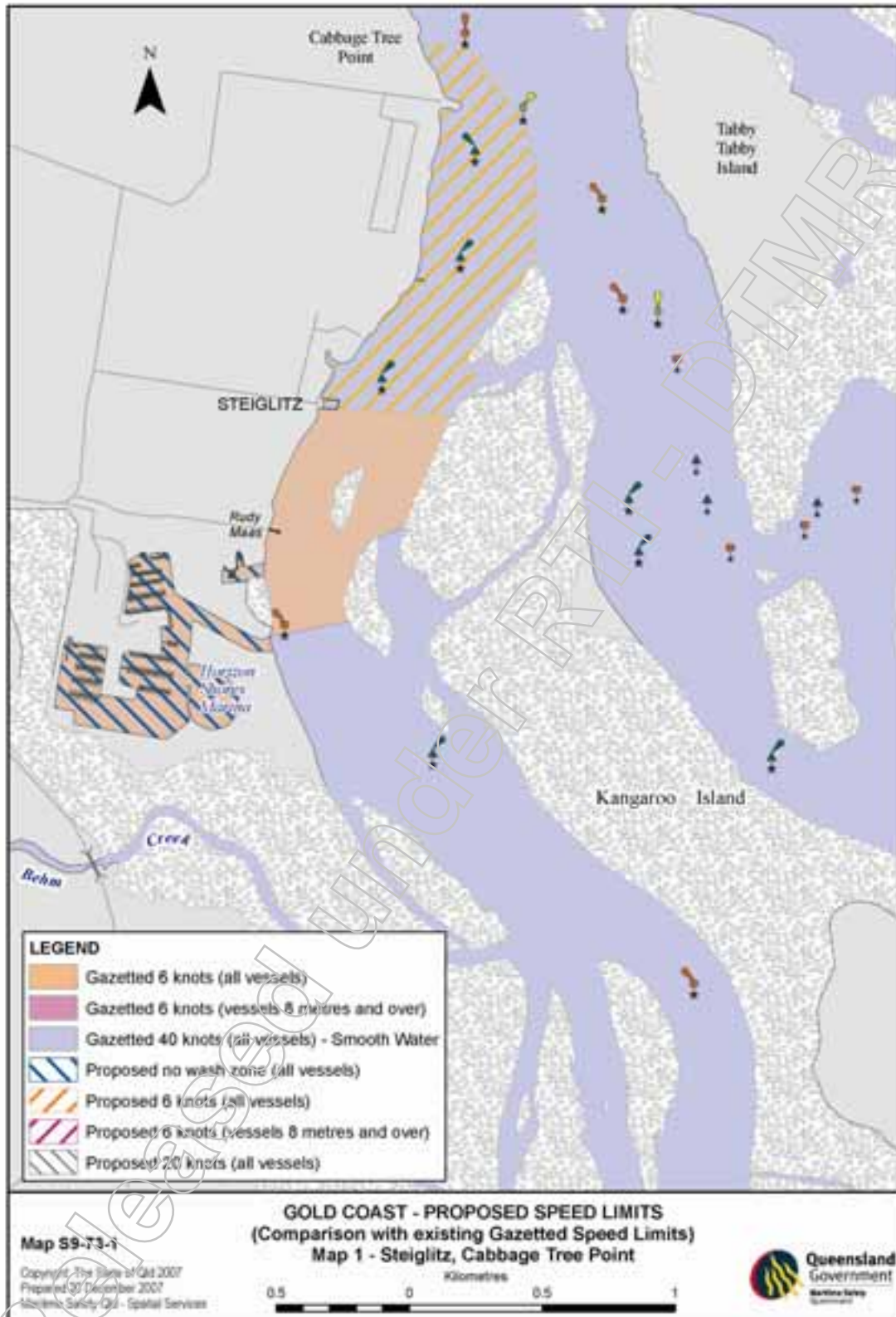
<b><i>Tipplers Passage</i></b> <i>Adjacent to resorts and boat clubs</i> <b>Map 4</b>	6 knots	All	4 knots	All	6 knots	All
			<i>Extend speed zone southwards adjacent to anchorage</i>		<i>Extend speed zone southwards adjacent to anchorage</i>	
<b><i>Pimpama River</i></b> <i>and all watercourses flowing into river</i>	6 knots	8.0 metres & over	6 knots	6.0 metres & over	6 knots	8.0 metres & over
<b><i>Coomera River</i></b> 1) <i>Intersection of north and south arms</i> 2) <i>Paradise Point Reach</i> <b>Map 5</b>	6 knots	All	6 knots	All	6 knots	All
			<i>Extend 1) and 2) to incorporate section of Sanctuary Cove Reach between the two</i>		<i>Extend 1) and 2) to incorporate section of Sanctuary Cove Reach between the two</i>	
3) <i>Waters between Foxwell Island and the railway bridge</i> <i>(Gold Coast Marine Precinct)</i> <b>Map 6</b>			6 knots	All	6 knots	All
			<i>New limit which will effectively prohibit the activities of water skiing and wake boarding</i>		<i>New limit</i>	
4) Waters for approximately 600 metres upstream from the Coomera Bridge.	6 knots	All	6 knots	All	6 knots	All
<b><i>Wasp Creek</i></b> <b>Map 7</b>					6 knots	All
					<i>new limit</i>	
5) <i>All other waters of the river and watercourses flowing into the river</i>	6 knots	8.0 metres & over	6 knots	6.0 metres & over	6 knots	8.0 metres & over
			<i>"No Wash Zone"</i>		<i>"No Wash" Zones where required</i>	

<i>Saltwater Creek</i>	6 knots	All	<i>4 knots</i>	All	<i>"no wash" zone (6 knots maximum subject to "no wash")</i>	All
<i>Coombabah Lake</i>	6 knots	All	<i>4 knots</i>	All	<i>"no wash" zone (6 knots maximum subject to "no wash")</i>	All
<i>Coombabah Creek</i>	6 knots	All	<i>4 knots</i>	All	<i>"no wash" zone (6 knots maximum subject to "no wash")</i>	All
<i>Biggera Creek</i>	6 knots	All	<i>4 knots</i>	All	<i>"no wash" zone (6 knots maximum subject to "no wash")</i>	All
<i>Loders Creek</i>	6 knots	All	<i>4 knots</i>	All	<i>"no wash" zone (6 knots maximum subject to "no wash")</i>	All
<b><i>Broadwater</i></b> <i>1) South Channel between Gold Coast Highway Bridge and Versace Hotel</i> <b><i>Map 8</i></b>	6 knots	All	6 knots	All	6 knots	All
			<i>Extend to incorporate all waters in the Western Channel from bridge to Harley Park</i>		<ul style="list-style-type: none"> <li><i>– South Channel and eastwards from bridge to beacons S9 and 10</i></li> <li><i>– Western Channel from bridge to beacon S11 and between Central Street and beacons 343 and 344 to north of Harley Park</i></li> </ul>	

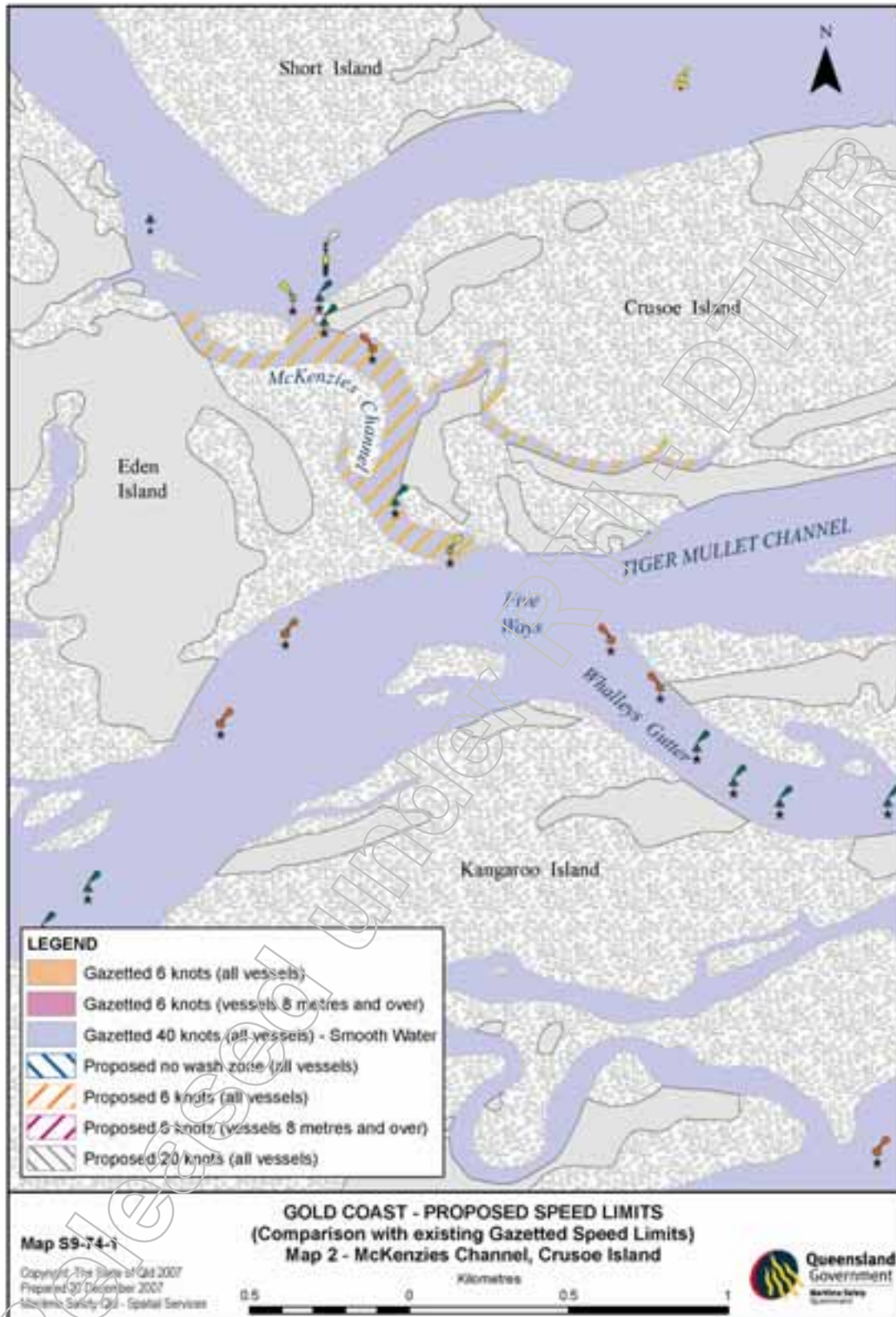
2) <i>Balance of Broadwater, South of Wavebreak Island Channel.</i>  <b>Map 8</b>			6 knots	8.0 metres & over	20 knots	All
			<i>new limit</i>		<i>new limits</i>	
3) <i>All waters from Gold Coast Seaway north to the Logan River</i>			10 knots	15.0 metres & over	<i>Address issues through introducing speed limit of 6 knots for vessels 8 m in length and over within 30m of other vessels underway</i>	
			<i>new limit</i>		<i>new limit</i>	
<b>Nerang River</b>						
1) Waters in the vicinity of Macintosh, Cronin and Chevron Islands  <b>Map 9</b>	6 knots	All	6 knots	All	6 knots	All
					<i>Extend to include waters to the west of Chevron Island</i>	
2) <i>400m upstream of Bundall Road Bridge</i>  <b>Map 10</b>					6 knots	All
					<i>new limit</i>	
3) <i>All other waters of the river upstream of the Gold Coast Highway Bridge</i>	6 knots	8.0 metres & over	6 knots	6.0 metres & over	6 knots	8.0 metres & over
			<i>"No Wash Zone"</i>		<i>"No Wash" Zones where required</i>	
4) <i>Watercourses and canals flowing into the river</i>	6 knots	All	4 knots	All	<i>"no wash" zone (6 knots maximum subject to "no wash")</i>	All
<b>Currumbin Creek</b>	6 knots	All	4 knots	All	<i>"no wash" zone (6 knots maximum subject to "no wash")</i>	All

<b>Tallebudgera Creek</b> Waters seaward of boat ramp at Awonga Avenue and upstream of Mallowa Drive	6 knots	All	<i>4 knots</i>	All	<i>"no wash" zone</i> <i>(6 knots maximum subject to "no wash")</i>	All
<i>Lake Developments</i>	6 knots	All	<i>4 knots</i>	All	<i>"no wash" zone</i> <i>(6 knots maximum subject to "no wash")</i>	All

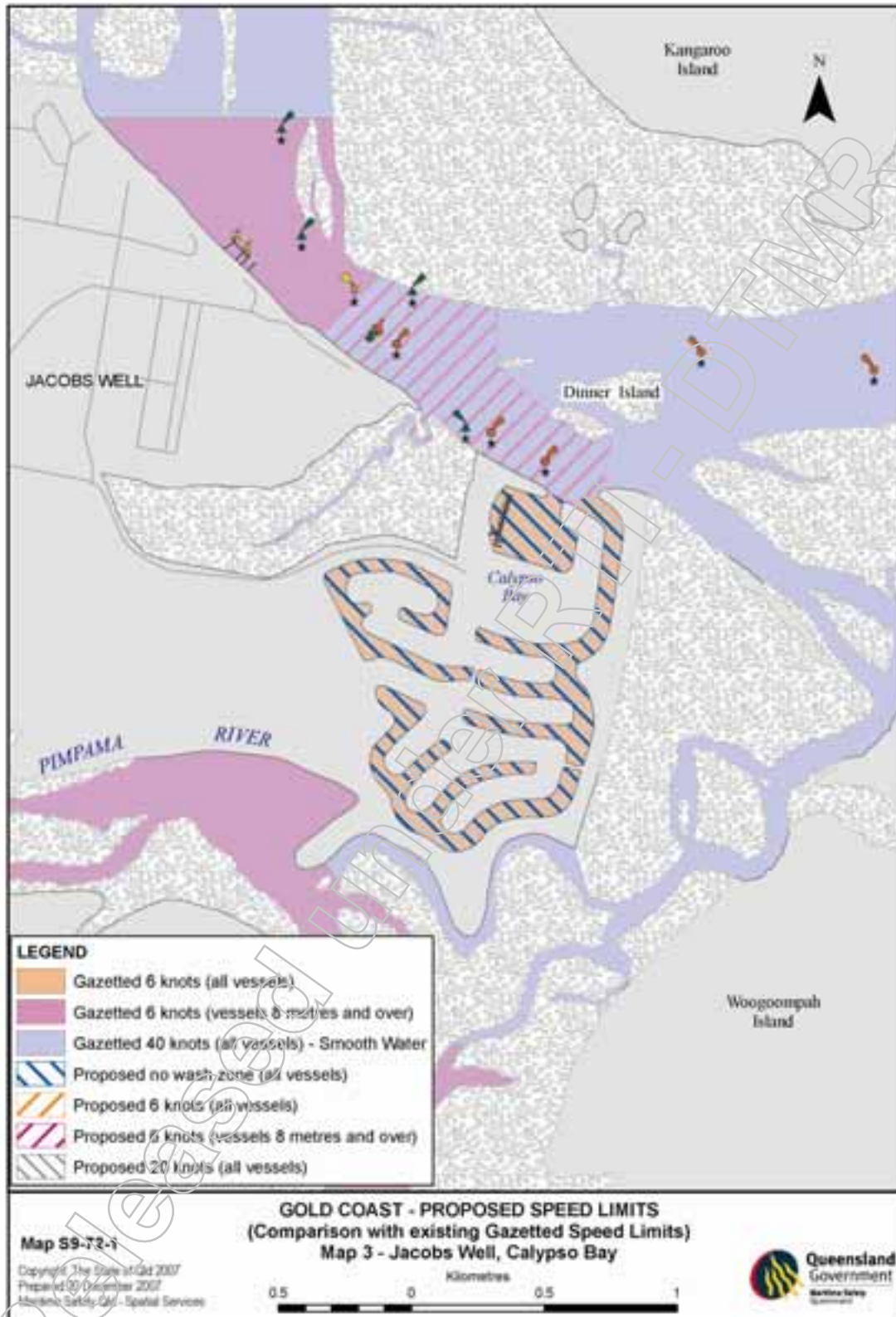
Map 1 Steiglitz – Cabbage Tree Point



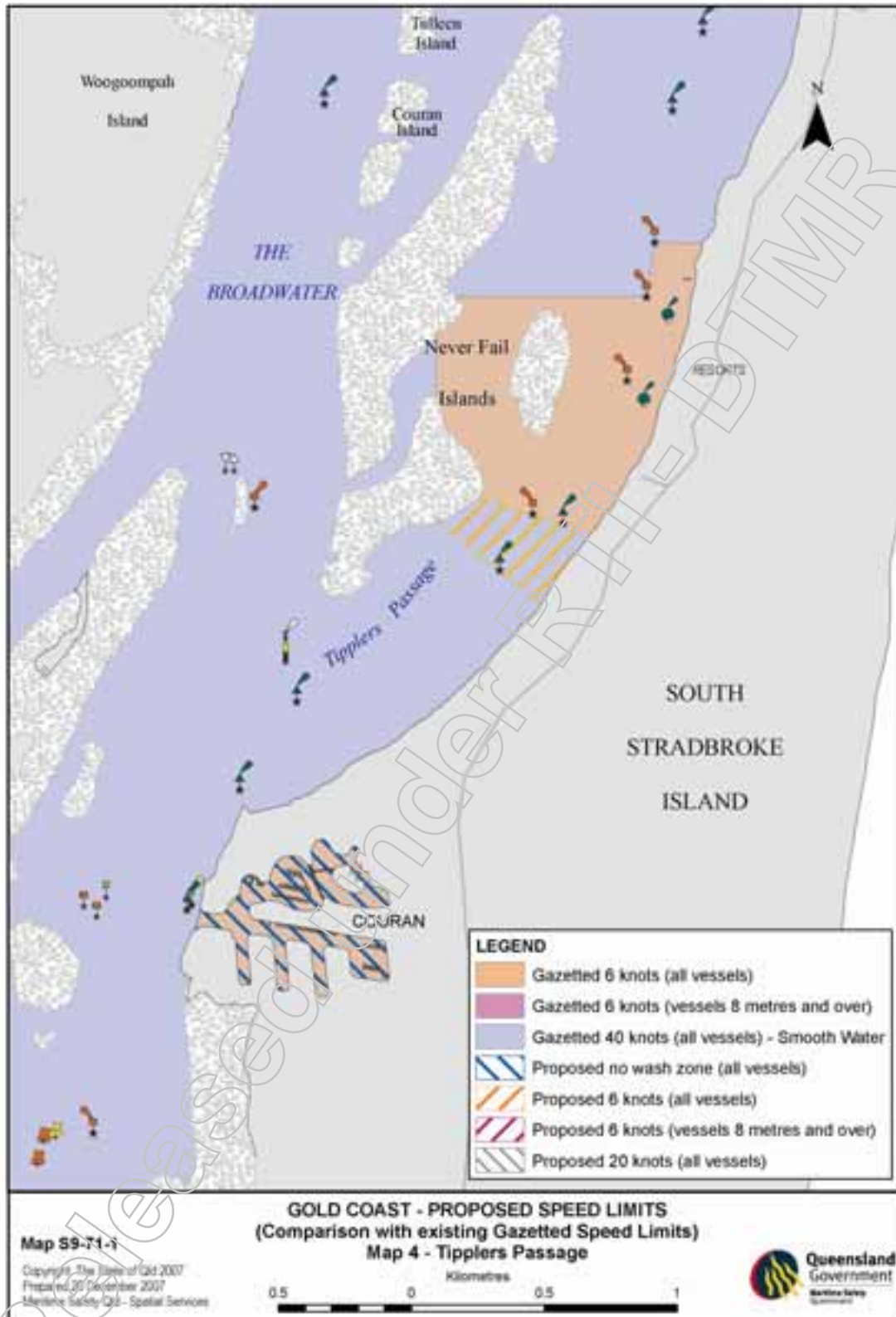
Map 2 McKenzies Channel



Map 3 Jacobs Well – Calypso Bay

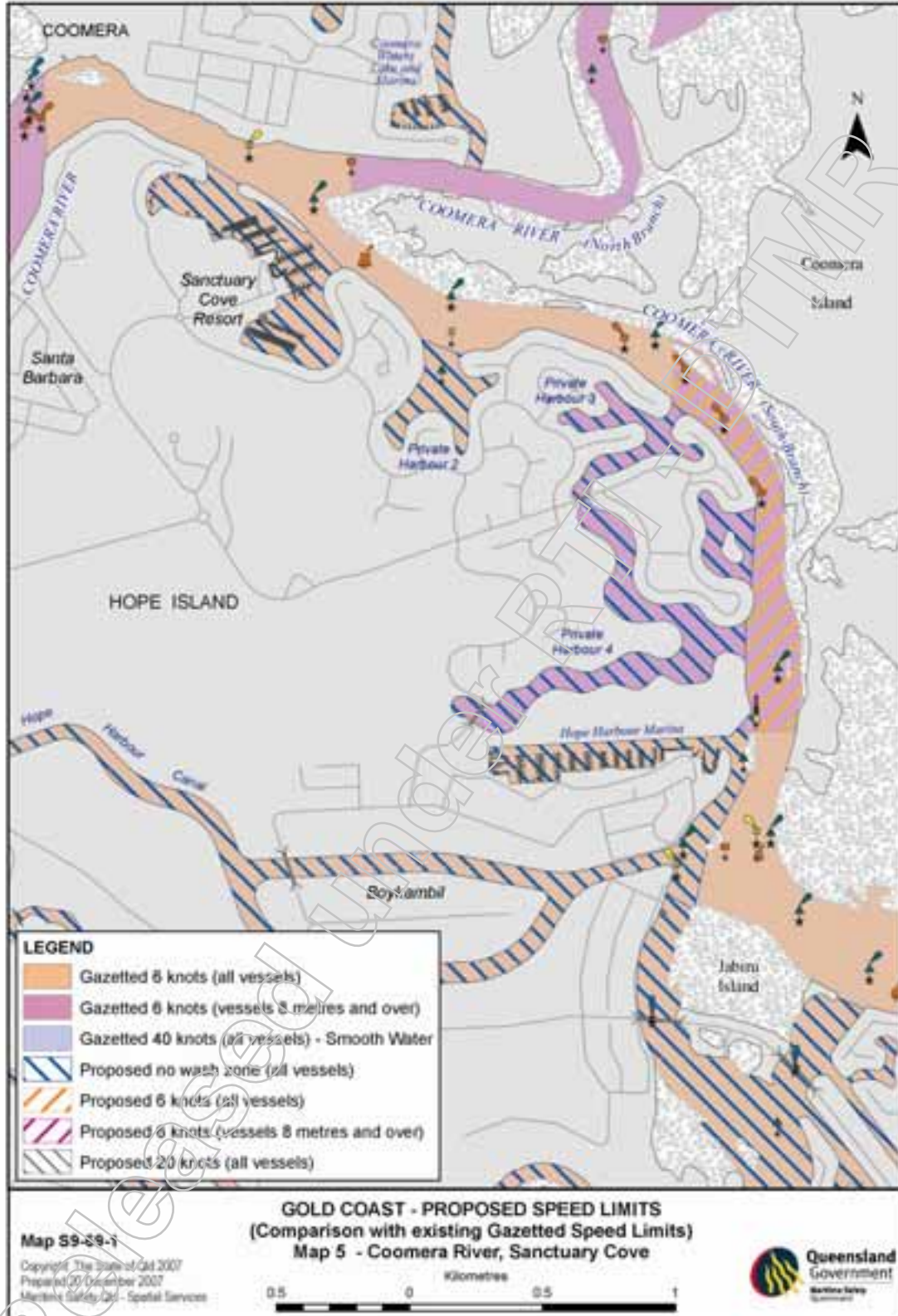


Map 4 Tipplers Passage

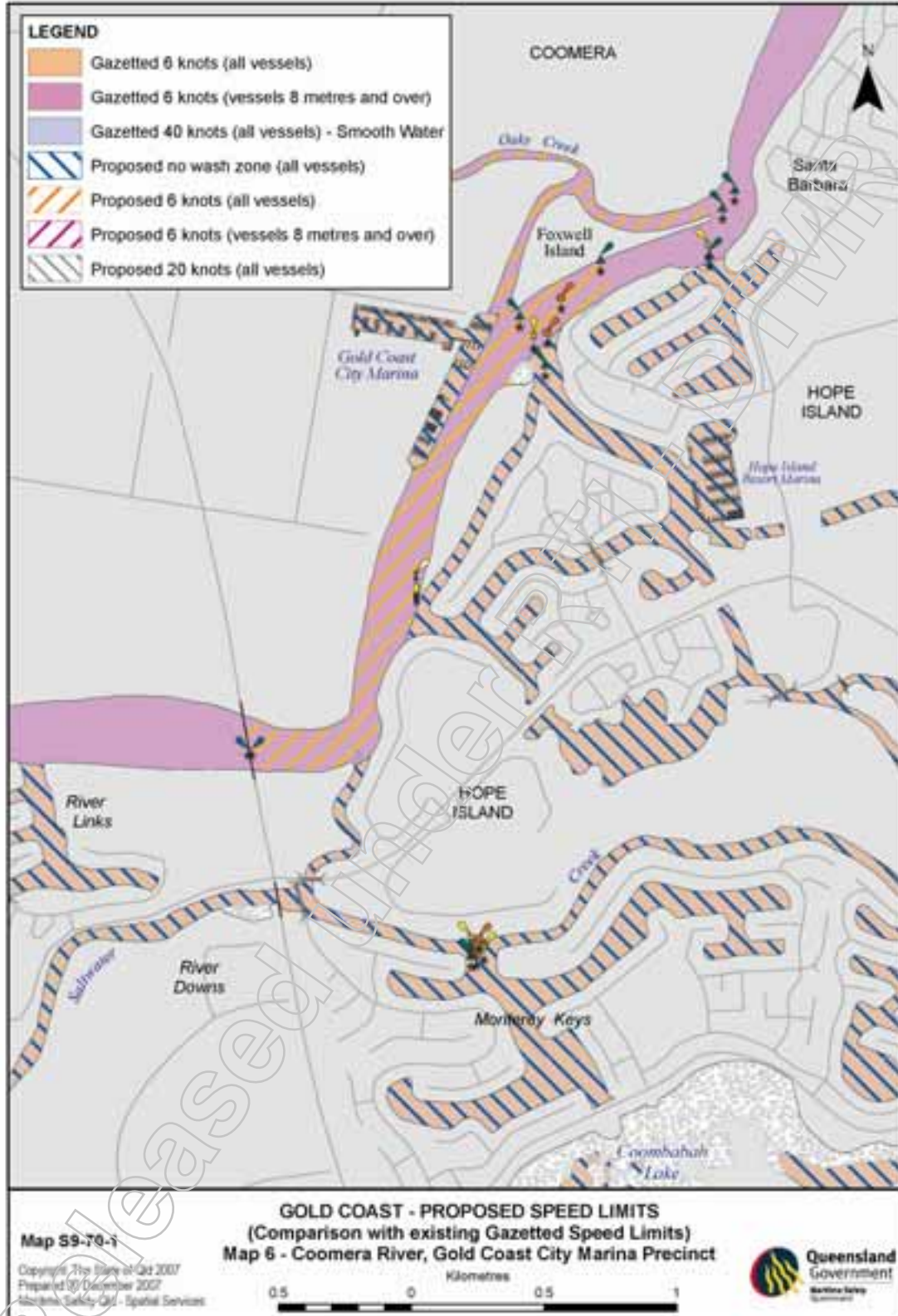




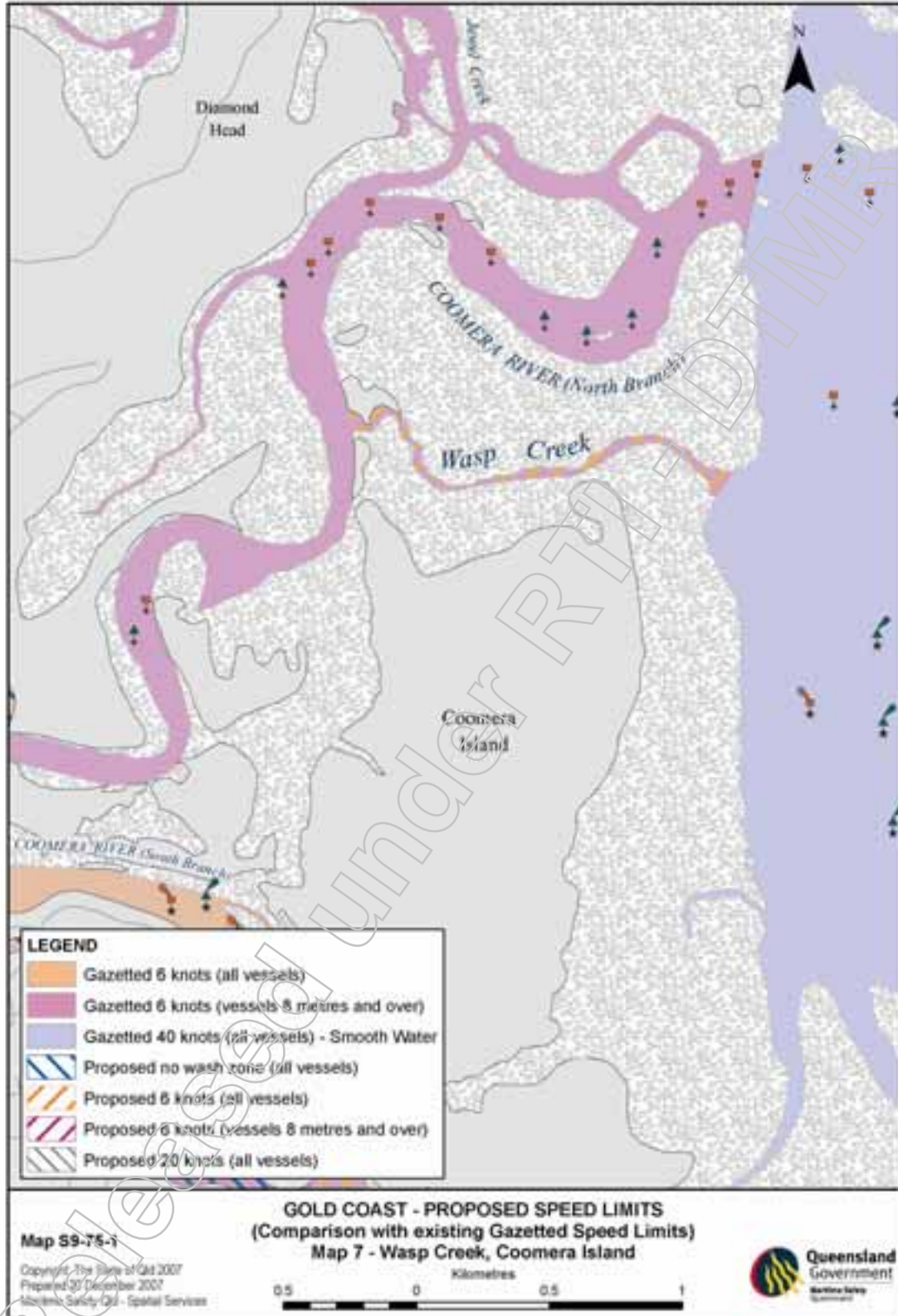
Map 5 Coomera River – Sanctuary Cove



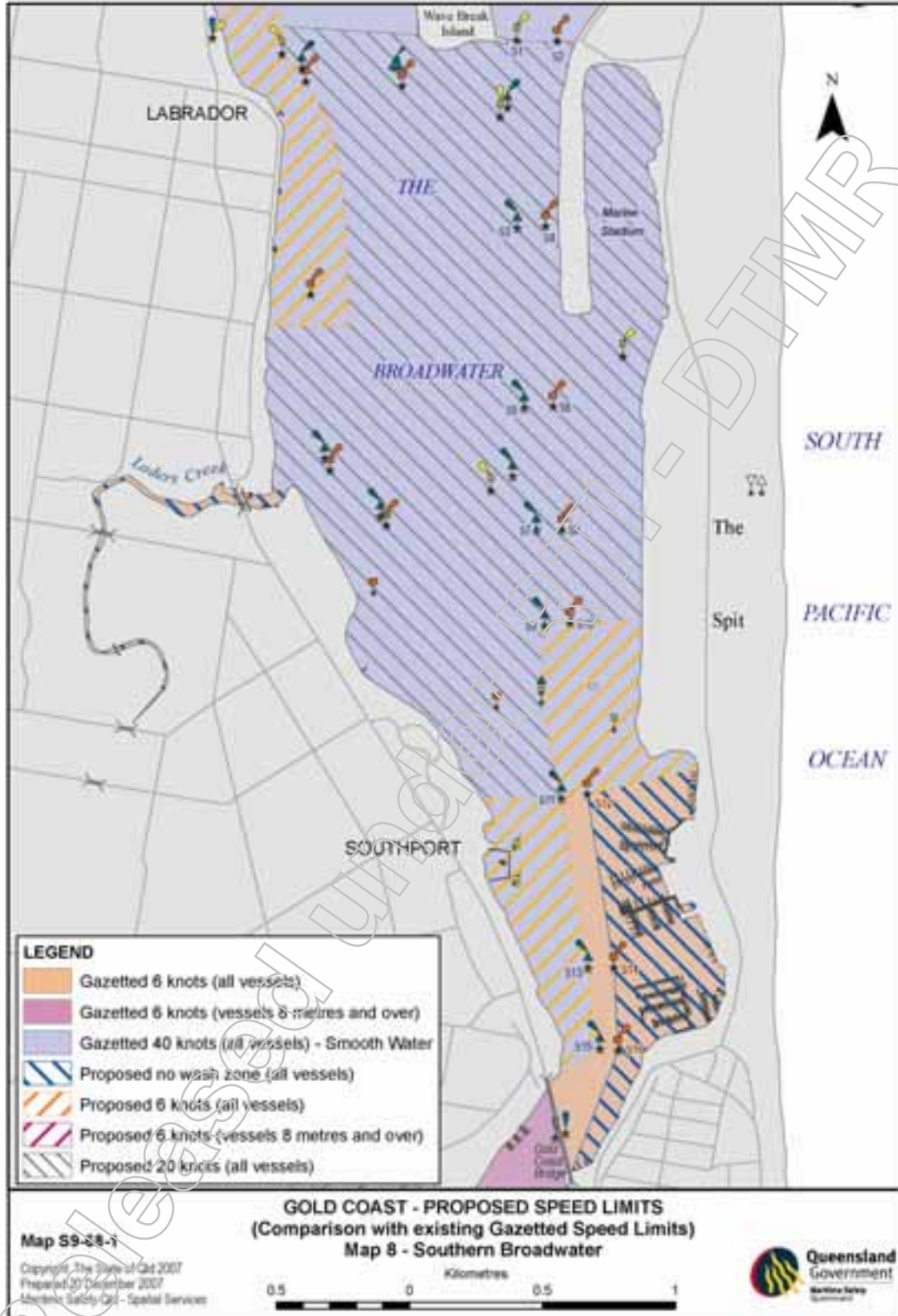
Map 6 Coomera River – Gold Coast Marine Precinct



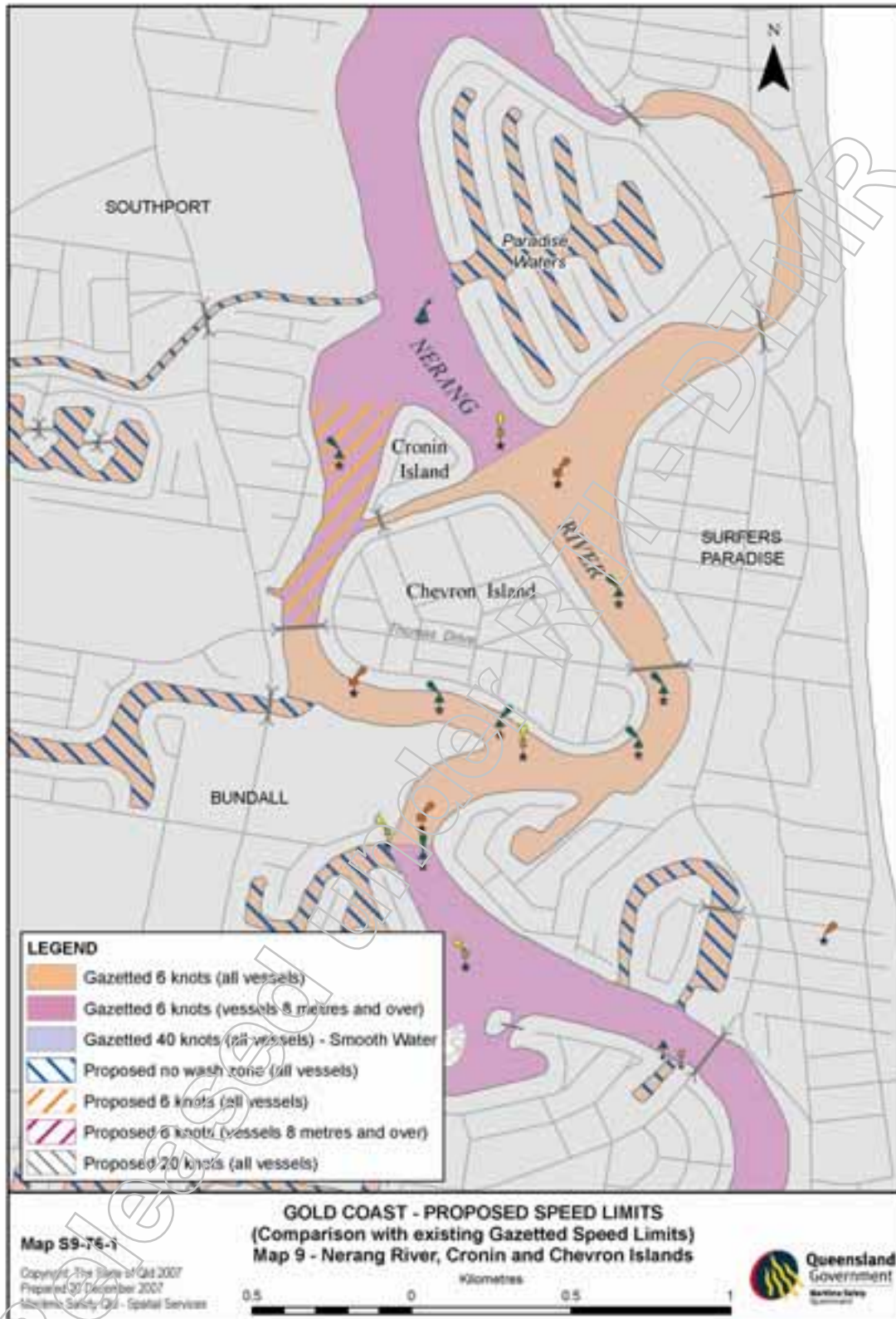
Map 7 Wasp Creek



Map 8 The Broadwater



Map 9 Nerang River – west of Chevron Island



**Map 10 Nerang River – upstream of Bundall Road Bridge**

