

Noosa River Public Consultation

Consultation Results

2023



Consultation

Background

The Noosa River is a heavily utilised waterway with a broad mix of uses and increasingly crowded by the operation of vessels. Congestion on the waterway is due to the large number of diverse users which has contributed to safety, amenity and environmental issues and contributed to issues and impacts associated with the management of vessels on the river. The many types of mixed-use activities make managing the anchoring, mooring and navigation of vessels challenging.

Competing uses present an unacceptably high impact on safety. The southern shore of the Noosa River is a high mixed-use area with boat ramps and other accessible locations for the waterway supporting recreational boating users, passive watercraft, swimming, commercial activities and other waterway sporting activities. Vessels at anchor or aground restrict sightlines and public access, adding to crowding and amenity impacts. Congested areas of the river with competing usages require the prioritisation of safety.

Concerns about the environmental impact of vessels on the Noosa River include the impacts:

- of anchored vessels on the substrate
- of beached or anchored vessels on the foreshore
- on the shoreline due to wash
- of non-compliance with marine pollution laws.

Maritime Safety Queensland (MSQ) has been working to address the issues and impacts resulting from congestion on the Noosa River. This has been a complex and evolving matter incorporating extensive public and stakeholder consultation.

In April 2021, the Noosa River Stakeholder Advisory Committee (NRSAC) was formed and co-chaired by the General Manager (MSQ) and the Chief Executive Officer, Noosa Shire Council (NSC). The purpose of the NRSAC was to provide advice to MSQ and NSC on sustainable use and management of the Noosa River and its catchment. Membership of the NRSAC was by invitation and included a broad cross section of Noosa River stakeholders, including recreational users, commercial operators, environmental and other groups.

Addressing waterway vessel management issues is complex and seeking to solve problems in one waterway may have unintended impacts on other waterways.

During the development of proposed options for the Noosa River, MSQ identified the need to be consistent across the State's waterways and ensure a 'system-wide' approach to waterway management, with core principles of ensuring marine safety, equity of access for all waterway users and the importance of the environment in the development of any management approach for vessel activity.

MSQ, Noosa Shire Council and the NRSAC held regular meetings to develop options to address the issues and impacts associated with congestion on the waterway. At NRSAC meetings, MSQ highlighted the diversity of causal factors, regulatory challenges, implications of any changes for other regulated waterways and the need for broad community engagement beyond NRSAC to amend policy.

MSQ worked with NSC to develop a shared program of initiatives for the management of vessels on the Noosa River which was presented to the NRSAC for consideration. Agreement was reached on a proposal to take to public consultation. The workings of the NRSAC concluded in December 2022.

Public consultation

Formal public consultation for proposed vessel anchoring restrictions and speed limit changes for the Noosa River was undertaken in December 2022 and January 2023. The consultation was undertaken over a six week period to ensure stakeholders and the community were provided the opportunity to submit their views on the proposed changes. Face to face consultation events were held on 22 December 2022 and 13 January 2023 at the busy Noosaville boat ramp on the southern shore of Noosa River. The purpose of these events was to engage with the community and river users, with MSQ officers providing information and answering questions about the proposed changes and informing people about how they could have their say.

The consultation aimed to:

- Engage waterway users likely to be affected by changes, and to provide them with the opportunity to submit their views.
- Collect sufficient data to support or reject proposed changes.
- Collect information about other options for consideration if the proposed changes were rejected.

The public consultation invited feedback on proposed changes to make access and navigation of the Noosa River safer and more equitable for everyone. Respondents could provide their feedback through a Queensland Government *Get Involved* survey, or by emailing a submission, or through face-to-face sessions held at Noosaville.

The questions for the proposed waterway changes presented in the survey included:

- Do you consider the 28 consecutive days anchoring time limit in a financial year to be an effective way to manage congestion on the Noosa River and surrounding waterways?
- Do you consider no anchoring zones for vessels over 5 metres in length to be an effective way to manage congestion in the Noosa River and surrounding waterways?
- Do you think no anchoring zones should apply to all vessels including those under 5 metres in length?
- Do you consider near shore access for all vessels will be an effective way to manage congestion along the shoreline, while also allowing access to restaurant, facilities and other areas?
- Do you consider the no anchoring zones for unoccupied vessels over 5 metres in length to be an effective way to manage congestion in the marked section of the river?
- Do you consider the transit zone in the northern section of Noosa Sound will be effective for transiting vessels?
- Do you consider the six knots speed limit zones will be an effective way to manage safety in the busy areas of the river?
- Do you think there are other ways to manage congestion problems on the Noosa River? If yes, provide your ideas.

Data

The survey was designed to collect both quantitative and qualitative data.

Quantitative data

Through the survey, respondents could indicate their level of support for each proposed waterway changes on a scale which included five options “very supportive”, “somewhat supportive”, “neutral”, “somewhat unsupportive”, and “very unsupportive”. The quantitative data allowed numerical information to be statistically analysed to provide information on trends/patterns and levels of support.

Qualitative data

The aims of the qualitative data analysis were to identify:

- how the proposed changes would impact the public, the waterway and stakeholders
- to identify other ways, if there are, to manage congestion problems on the Noosa River
- important issues identified by respondents that should be considered by the decision-makers.

Respondents were given the opportunity to provide comments for each proposed change on how they thought the change “would impact on you, the waterway and other waterway users”.

As well as expressing their opinions and sentiments about the proposed changes, respondents were also provided the opportunity to put forward their ideas on how to manage congestion problems on the Noosa River.

The qualitative data provided depth and context to the survey findings. The open-ended survey questions collected descriptive insights beyond the numerical analysis such as information about concerns and behaviours and analysis of narratives to identify respondents’ opinions and sentiments about the proposed changes.

Consultation results

- Community consultation collected feedback from over 1,000 sources.
- These included 858 online survey responses, 60+ email submissions, and approximately 140 attendees to face-to-face sessions at Noosaville boat ramp.
- Key stakeholders and representative groups were also widely consulted.

Key findings

It was particularly notable from the demographic information that most respondents (83%) live in the Noosa Shire providing a substantial community-based response to the survey.

Demographic information about the respondents including where they live and the activities they pursue in the Noosa River is provided in **Table 1**.

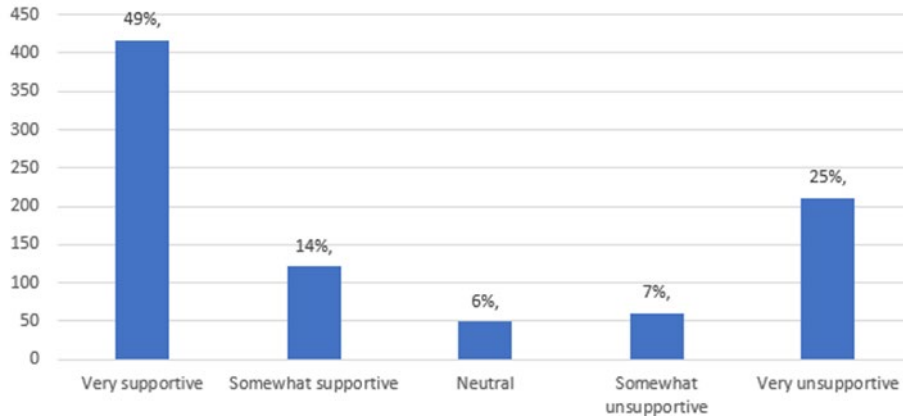
Table 1: Respondents

Results of the survey	
Who was consulted?	<ul style="list-style-type: none">• 83 percent of respondents live in Noosa Shire, with a further 9.4 percent living in other parts of the Sunshine Coast.• 35 percent of respondents have a large motorboat or other motorised watercraft such as a small motorboat, PWC (jetski), novelty craft or domestic commercial vessel.• 38 percent paddle and/or swim in the waterway.• 6 percent anchor their vessels, 2 percent moor to a buoy and 1 percent do both.• 27% identified as owning, operating or working in a commercial business which involves the Noosa River.

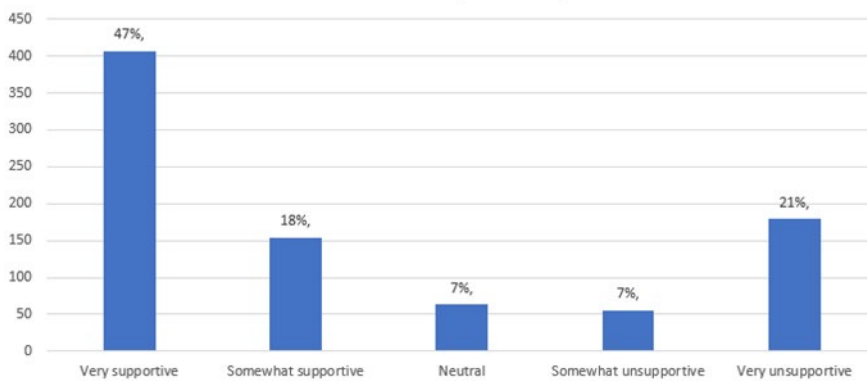
The responses to the survey questions for each of the anchoring and speed limit changes found that the majority of respondents expressed support for all of the proposed changes. Of interest, the proposal to manage congestion along the shoreline of the Noosa River via a no anchoring zone for vessels over 5 metres was supported. However, the supplementary 'yes/no' question as to whether it should apply to all vessels including those under 5 metres received an almost even split of responses (51% and 49%).

The level of support for each of the proposed waterway changes (survey questions 4 to 10) are provided in the **graphs below**.

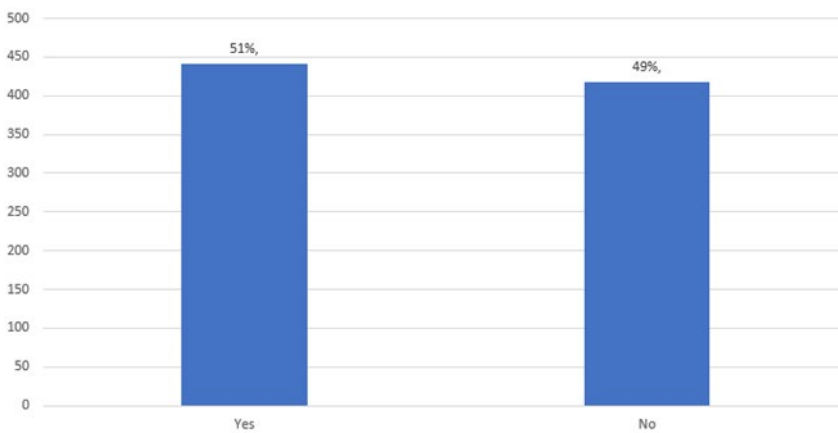
4 Do you consider the 28 consecutive days anchoring time limit in a financial year to be an effective way to manage congestion on the Noosa River and surrounding waterways?



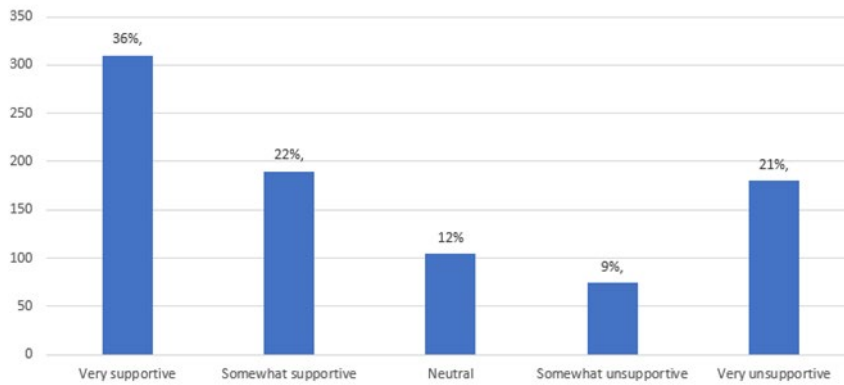
5 Do you consider no anchoring zones for vessels over 5 metres in length to be an effective way to manage congestion in the Noosa River and surrounding waterways?



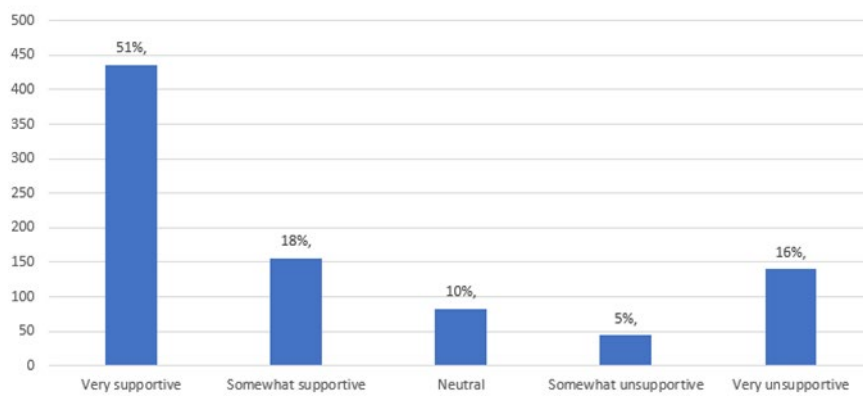
6 Do you think no anchoring zones should apply to all vessels including those under 5 metres in length?



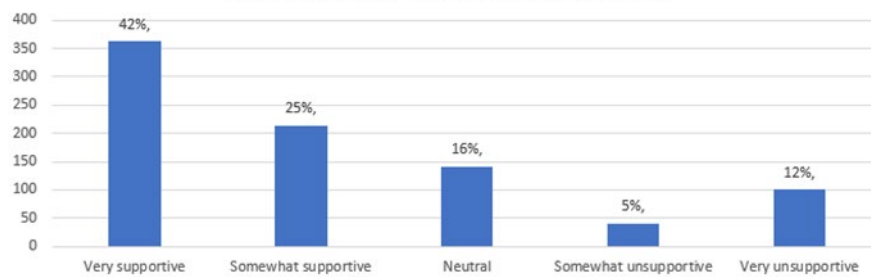
7. Do you consider near shore access for all vessels will be an effective way to manage congestion along the shoreline, while also allowing access to restaurant, facilities and other areas?



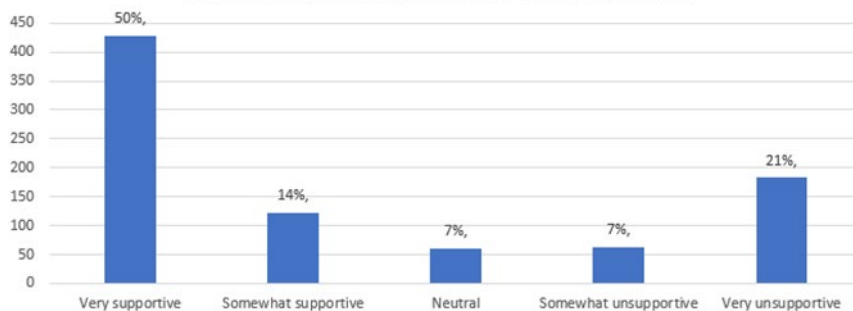
8. Do you consider the no anchoring zones for unoccupied vessels over 5 metres in length to be an effective way to manage congestion in the marked section of the river?



9. Do you consider the transit zone in the northern section of Noosa Sound will be effective for transiting vessels?



10. Do you consider the 6 knots speed limit zones will be an effective way to manage safety in the busy areas of the river?



A summary of the comments provided in response to the survey for each of the proposed changes is provided in **Table 2**.

General findings were that most respondents were concerned about the safety and amenity threat on the waterways, and they considered the proposed changes would support social, economic, environmental, and cultural benefits for people using the Noosa River.

There was a large number of mixed opinions in the responses which was understandable given the complexity of waterway management. These responses, however, provided MSQ with invaluable feedback. This feedback was a vitally important source of ideas and assisted in identifying any gaps in assumptions with qualitative data used to gain a deeper understanding of the concerns.

This enabled MSQ to further refine and develop the options for the Noosa River. For example, feedback about safety concerns on the Noosa River influenced changes to the six knots speed limit area which was increased to incorporate Noosa Sound.

Table 2: Comments from the survey

Comments from respondents on proposed changes	
Restrict anchoring to 28 days	<ul style="list-style-type: none"> • Suggestion that it should apply to vessels over 7.5m so it doesn't capture family trailer vessels • Ensure a vessel is 'Fit for the Purposes of Securing at Anchor' • Ensure vessels do not discharge human sewage or waste • Support the objective of reducing the number of permanently moored vessels • Notes community concern about application to trailered (day) vessels. MSQ to clarify this • Need for delineation between abandoned and derelict houseboats and the recreational and commercial activities of responsible boat owners • The 28 days rule may be appropriate for residential boats/unused vessels, but is not appropriate for fishing boats • Indication the wait time for mooring application is too long (5-10 years) • Believe this to be the most effective method to achieve the goals of reducing congestion in the Noosa River, improving safety, and reducing environmental threats to the river • Will effectively remove houseboats/derelict /unoccupied vessels and improve the visual amenity along the river.
No anchoring zones for vessels over 5m in length	<ul style="list-style-type: none"> • A good solution - allowing swimmers and non-powered personal watercraft more space close to the shorelines out of the critical power-boat navigation zone • Concern about vessels moving into centre of river creating navigation/safety hazard

Comments from respondents on proposed changes

<p>(60m and 30m) from shore</p>	<ul style="list-style-type: none"> • Need to consider adverse environmental impacts of anchoring in sensitive areas of the Noosa River and expand the area of the no anchoring zone to include: behind Sheep, Makepeace and Goat Islands, the entire Frying Pan and other areas of heightened environmental value • Need to provide alternate infrastructure in terms of marina storage, dry storage, mooring areas or boat ramps in the region • Need to consider residents and guests of resorts who anchor or beach their boats at their accommodation • Should it apply to all vessels including those under 5m • The limit should be 7.5m, family boats are typically longer and should be able to go ashore without impeding or obstructing • No - don't see any need given that they have 28 days maximum per year • Yes, Strongly Agree to avoid the accumulation of smaller, trailered vessels (less than 5m in length) along foreshores.
<p>Near shore access for all vessels</p>	<ul style="list-style-type: none"> • Vessels over 5 metres in length should not be allowed near shore access for any length of time, to avoid cluttering of and unnecessary damage to the foreshore, and to preserve the safety of areas primarily used by non-powered recreational river users • Ok for vessels up to 7.5m (not larger vessels) to anchor in anchoring zones along shoreline but not ashore or to hitching posts, trees etc • Agree with the intent of the proposal but disagrees with the mechanism, including the capacity of MSQ to monitor this provision • The no anchoring restriction apply to all vessels but the areas of shoreline which vessels can access be expanded modestly at key points along the Noosa River to permit “temporary near shore access” • Limiting shoreline access to 4 hours in 24 hours makes sense for people accessing services or day river users

Comments from respondents on proposed changes

	<ul style="list-style-type: none"> • All anchors and anchor chains do damage to the riverbed even if “only” short-term and only small boats • Will create extra conflict between the river users • Some people enjoy the riverbanks for swimming, fishing and other water activities for longer than 4 hours.
<p>No anchoring for unoccupied vessels over 5m</p>	<ul style="list-style-type: none"> • Grave concerns for any permanently unoccupied and anchored vessel – safety and amenity threat • Concerns about unoccupied vessels becoming a potential danger to the environment as derelict vessels • Risk to human and marine life because in time unoccupied vessels become free due to the river currents and tides • Does not go far enough. Vessels should not be left at anchor indefinitely; long stays should be on moorings or berths • Agrees with the intent but disagrees with the extent of the zone, suggests this zone be extended upstream to a line adjacent to the downstream extent of Lake Cooroibah • The marina is small and boat access ramps are not good for sailors, which requires a new infrastructure for sailing yachts that are under 40 ft.
<p>Transit zone for transiting vessels (10 days maximum)</p>	<ul style="list-style-type: none"> • An improvement and supports Responsible Boat Ownership, if there are appropriate areas where visiting vessels can stay for any reason, then could charge a fee • Given the 28-day maximum anchoring rule, what is this rule is trying to achieve. Transiting boats will have the right to anchor for 28 days, not just ten, and how do you tell the difference? • Will help reduce anchoring in the main river part that is already congested • The proposed change is good for transiting vessels; however, options for locals should exist.

Comments from respondents on proposed changes

Six knots speed limit zone

- Some participants suggested that six knots speed limits should apply to all zones, except for water-skiing areas and jet ski defined zones
- Six knots speed-limit in the Canal was not considered the only safety matter. There is also a consideration of minimising wave wash that can have damaging effects on the revetment wall substructure and canal bed
- Some participants supported 60 metres buffer for six knots speed-limit zone along the southern side of the river for 10 months of the year, rather than a permanent six knots speed-limit
- Participants also feel that if the current speed limit was policed and enforced sufficiently, especially at holiday times, the community would not have a speed problem.

Key representative groups

Submissions in response to the public consultation were received from key representative groups. These groups represent particular sectors with an interest in the Noosa River and its waters. Some of the groups have quite significant membership numbers, or they are community based with specialised knowledge, or represent members with commercial or other interests in the waterway including recreational use.

The five key groups that provided submissions represent the following interests: recreational boating, local organisation, motorboats and fishing, commercial operators and an environmental group. The views from these groups for each of the proposed changes are summarised in **Table 3** (Note: N/A means the proposed change not specifically addressed in the submission).

The key representative groups also provided suggestions for other ways to manage congestion problems on the Noosa River. These are provided in **Table 4**.

Table 3: Views of key representative groups for proposed changes

Recreational boating	Local organisation	Fishing/motorboats	Environmental group	Commercial
Restrict anchoring to 28 consecutive days in a financial year				
<p>Supportive; should be applied as follows:</p> <ul style="list-style-type: none"> • to one area not the entire waterway • apply to vessels over 7.5 metres, so it doesn't capture family trailer vessels • timed to be 12 months from initial anchoring • ensure a vessel is 'Fit for the Purposes of Securing at Anchor' • capable of immediate, safe, independent voyage of at least 2 nautical miles by engine/sail or a combination of both • ensure vessels do not discharge human sewage or waste • provision of dinghy storage racks at appropriate places along the shore to facilitate larger boats owners using their tenders 	<p>Very supportive</p> <ul style="list-style-type: none"> • Believe this to be the most effective method to achieve the goals of reducing congestion in the Noosa River, improving safety, and reducing environmental threats to the river 	<p>Polar mix of views:</p> <p>Very supportive</p> <ul style="list-style-type: none"> • Bulk of membership concerned about large/growing number of permanently anchored vessels, affecting navigation – support the objective of reducing the number of permanently moored vessels <p>Very unsupportive</p> <ul style="list-style-type: none"> • Tiny number who have permanently moored boats - would support if local Noosa Shire residents exempt 	<p>Strongly agree</p> <ul style="list-style-type: none"> • Notes community concern about application to trailered (day) vessels. MSQ to clarify this. 	<p>Concerns:</p> <ul style="list-style-type: none"> • Need for delineation between abandoned and derelict houseboats and recreational and commercial activities of responsible boat owners

Recreational boating	Local organisation	Fishing/motorboats	Environmental group	Commercial
No anchoring zones for vessels over 5m in length - 30m and 60m from shore				
<p>Supportive of concept</p> <ul style="list-style-type: none"> • However, should be changed to 7.5m vessels as runabout/family boats are now larger. <p>Impacts</p> <ul style="list-style-type: none"> • Apply COLREGS Rule 9 Narrow Channels where owners are leaving or living on board their vessels at anchor for the many narrow channels in Noosa River. 	<p>N/A</p>	<p>Polar mix of views:</p> <p>Very supportive</p> <ul style="list-style-type: none"> • See this as a good solution - allowing swimmers and non-powered personal watercraft more space close to the shorelines out of the critical power-boat navigation zone. <p>Very unsupportive</p> <ul style="list-style-type: none"> • A few members have permanently anchored boats in this zone and see it as an unfair rule that will affect them negatively. <p>Concerns</p> <ul style="list-style-type: none"> • Boats pushed out of this zone will move to the centre of the river, creating a navigation/safety hazard • This rule introduction should be after the 28-day maximum anchoring period can be enforced. 	<p>Agree</p> <p>MSQ to consider adverse environmental impacts of anchoring in sensitive areas of the Noosa River and expand the area of the no anchoring zone (vessels over 5m) to include:</p> <ul style="list-style-type: none"> • all areas within Lake Doonella, behind Sheep, Makepeace and Goat Islands, the entire Frying Pan and other areas of heightened environmental value (e.g. remnant seagrass beds, fish habitat, oyster reefs) <p>Happy to work with MSQ to identify these areas.</p>	<p>Concerns:</p> <ul style="list-style-type: none"> • Proposed massive reductions in shore access and anchoring by all boats without providing alternate infrastructure in terms of marina storage, dry storage, mooring areas or boat ramps in the region. • Inconsistencies such as whether Noosa Sound residents will now be banned from anchoring their own boat on their own beach for a few minutes or the longstanding tradition of guests of Munna Point and Culgoa Point resorts anchoring their boats at their accommodation

Recreational boating	Local organisation	Fishing/motorboats	Environmental group	Commercial
Near shore access for managing shoreline congestion and allowing access to facilities				
<p>Not supportive</p> <ul style="list-style-type: none"> • Ok to anchor within no anchoring zones along shoreline but not anchoring ashore or securing to hitching posts, shoreline structures or trees. • Ok if boats up to 7.5m can anchor near shore for day purposes – not larger boats as they should have a tender. 	<ul style="list-style-type: none"> • Vessels over 5 metres in length should not be allowed near shore access for any length of time, to avoid cluttering of and unnecessary damage to the foreshore, and to preserve the safety of areas primarily used by non-powered recreational river users. 	<p>Very supportive</p> <ul style="list-style-type: none"> • Limiting shoreline access to 4 hours in 24 hours makes sense for people accessing services or day river users. <p>Concern</p> <ul style="list-style-type: none"> • Managing this could be very time-consuming. 	<p>Agree</p> <p>Not supportive</p> <ul style="list-style-type: none"> • Agrees with the intent of the proposal but disagrees with the mechanism, including the capacity of MSQ to monitor this provision. <p>Proposal</p> <ul style="list-style-type: none"> • The no anchoring restriction apply to all vessels but the areas of shoreline which vessels can access be expanded modestly at key points along the Noosa River to permit “temporary near shore access”. 	<p>N/A</p>

Recreational boating	Local organisation	Fishing/motorboats	Environmental group	Commercial
No anchoring zones for unoccupied vessels over 5m				
<ul style="list-style-type: none"> Grave concerns for any permanently unoccupied and anchored vessel – safety and amenity threat, COLREGS requirement for appropriate lights at night. <p>Impacts</p> <ul style="list-style-type: none"> Does not go far enough. Vessels should not be left at anchor indefinitely; long stays should be on moorings or berths. 	N/A	<p>Somewhat unsupportive</p> <ul style="list-style-type: none"> Given the 28-day maximum anchoring rule, don't understand what this rule is trying to achieve. 	<ul style="list-style-type: none"> Agrees with the intent but disagrees with the extent of the zone. Suggests this zone be extended upstream to a line adjacent to the downstream extent of Lake Cooroibah. 	N/A
Transit zone for transiting vessels (10 days maximum)				
<p>Supportive</p> <ul style="list-style-type: none"> Suggest name change to Visiting Vessel Anchorage. <p>Impacts</p> <ul style="list-style-type: none"> An improvement and supports Responsible Boat Ownership (RBO) If there are appropriate areas where visiting vessels can stay for any reason, then could charge a fee. 	N/A	<p>Somewhat unsupportive</p> <ul style="list-style-type: none"> Given the 28-day maximum anchoring rule, what is this rule is trying to achieve. Transiting boats will have the right to anchor for 28 days, not just ten, and how do you tell the difference? 	<p>Agrees</p> <ul style="list-style-type: none"> Notes the Frying Pan itself, downstream of the proposed MSQ transit area, should not be gazetted as a transit nor anchoring zone of any kind. 	N/A

Recreational boating	Local organisation	Fishing/motorboats	Environmental group	Commercial
Six knots speed limit zone				
<ul style="list-style-type: none"> • Supportive of managing speeds in appropriate areas • MSQ needs to review its existing speed rules – recommend adopting NSW speed rules. 	<ul style="list-style-type: none"> • In areas where vessels are permitted to travel above six knots, they must keep at least 30 metres clear of other vessels, land or structures, and 60 metres from swimmers or non-powered vessels. 	<p>Very Unsupportive</p> <ul style="list-style-type: none"> • The bulk of members do not support increased six knots zones in the Noosa River. They believe the existing 30m/60m proximity laws for boats and jet skis are enough to maintain a safe river if followed • They understand that some local and tourist river users ignore the proximity rules. But fail to see how a new six knots zone will change their behaviour. Why will those individuals follow the new six knots zone but not follow the proximity law? <p>Somewhat Supportive</p> <ul style="list-style-type: none"> • A quarter of members support the six knots zone in the doggy beach. <p>Somewhat Supportive of Compromise</p> <ul style="list-style-type: none"> • Given the pressure from Noosa's anti-power boat 	<p>Not Supportive</p> <ul style="list-style-type: none"> • Agrees with proposed six knots speed limit for lower Noosa River, subject to continuance of seasonal speed limit • Disagrees with the extent of the area proposed as six knots – proposes a permanent six knots zone from the Noosa River mouth to a line running directly cross stream from the entry to Noosa Waters canal. 	<p>Recommendation</p> <ul style="list-style-type: none"> • Six knots speed zones remain seasonal; be extended up to the Thomas Street boat ramp; and be added to any narrow or congested channels.

Recreational boating	Local organisation	Fishing/motorboats	Environmental group	Commercial
		<p>brigade and in an effort to find a middle ground and move forward, the bulk of membership supports the two new six knots as a compromise position, with a significant caveat.</p> <p>Caveat</p> <ul style="list-style-type: none"> The six knots zone from the Tewantin Marina down to Noosa Sound is implemented after the 28-day anchoring maximum reduces the number of permanently anchored boats on the river. <p>Concern</p> <ul style="list-style-type: none"> If the 28-day anchoring rule is not active or has not reduced anchored boat numbers. Boats pushed outside the shoreline anchoring exclusion zone will end up in the centre of the river creating significant navigation and safety hazards. Due to the proximity rules, the whole river will become 		

Recreational boating	Local organisation	Fishing/motorboats	Environmental group	Commercial
		a six knots zone, and this is not supported.		

Table 4: Views of key representative groups for managing congestion problems

Other ways to manage congestion problems on the Noosa River
<p>Recreational boating</p> <ul style="list-style-type: none">• Vessels not to be at anchor in State waters for more than 90 days in any 12-month period from the first day of anchoring• Need appropriate number of moorings for locals and visitors – mix of courtesy moorings for short stays (less than 12 hours) and longer stays (weeks and months) ensure a vessel is ‘Fit for the Purposes of Securing at Anchor’• Moorings other than courtesy ones – apply a fee for use (appropriate but not prohibitive), could be managed by a local marine business.
<p>Local organisation</p> <ul style="list-style-type: none">• Any changes to the Noosa River Marine Zone be matched with additional staff resources to monitor compliance. Appreciates MSQ’s decision to base a Marine Officer in Noosa and recommends an additional officer from the Maritime Enforcement Team be stationed permanently in Noosa to ensure there is 7-day coverage.• Technological solutions be considered to assist with monitoring river usage and compliance with the Noosa River Marine Zone regulations.• A stronger definition of ‘seaworthiness’ be applied to vessels in the Noosa River, to ensure vessels that are unsafe to transit are removed from the waterway.• MSQ provides advice on alternative storage locations if the proposed measures come into place.• Additional sewage pump-out facilities along the Noosa River be provided and incentivised for use. There is currently only one facility located at the Noosa Marina in Tewantin which costs \$40.
<p>Environmental group</p> <ul style="list-style-type: none">• Supports and would be interested in contributing toward the development of a Noosa River Vessel Management Plan (Plan) in conjunction with MSQ.• Suggests this Plan to include:

Other ways to manage congestion problems on the Noosa River

- a review of the carrying capacity (cap) and locations of all moorings, designated anchoring areas and live aboard permits
- a rigorous audit of all registered moorings for compliance with existing regulations including the suitability of current vessels (e.g. trailered vessels) for such moorings.
- Supports the long-term transition of all moorings to eco-friendly style equipment including the relocation of existing moorings away from environmentally sensitive areas of the Noosa River (remnant seagrass beds, fish habitat, riparian shorelines).

Fishing/motorboats

- Reduce Holiday six knots zone to daylight hours:
 - Outside peak daylight hours during the holiday six knots zone, the river is quiet, and boating users see this rule as unbalanced. It's not a safety issue to reduce that section of the river to six knots when it is quiet. These inequities make boating users frustrated and potentially less likely to follow other rules fuelled by that frustration.
- Move the commercial Jetski zone:
 - The location creates the tightest navigation pinch point on the whole river. Moving it to a broader river section would alleviate this problem.
- Reduce the commercial Jetski zone width – at least back to where it was:
 - Recently new buoys for the zone were relocated 10 -15 meters further into the river, making the navigation pinch point more extreme. Moving the outside buoys 20 metres closer to shore will make this part of the river safer.
- Navigation Zone:
 - They hear from non-powered craft users that boats and jetskis make them feel uncomfortable or unsafe. Yet, many want to spend time in the rivers' key navigation zone. Dedicating a navigation zone would allow people to understand that it is a high boat traffic zone if they choose to use that area of the river. Can you exclude paddle boards, swimmers and the like from the zone?

Other ways to manage congestion problems on the Noosa River

Commercial

- Provide alternate infrastructure in terms of marina storage, dry storage, mooring areas or boat ramps in the region.
- Establishing anchoring and no anchoring zones to provide clear navigation channels and improve safety, amenity and better manage accumulated impacts.
- Registered mooring fields should be properly investigated to provide more concentrated anchoring zones.
- Expansion of existing marina facilities should be openly addressed.
- All vessels over 5.0m be required to be registered, seaworthy and able to manoeuvre under their own power or given orders for their removal.
- All vessels including jet skis be required to display registration numbers to enable improved reporting.
- A Departmental commitment to greater compliance programs
- A free or low cost 24 hour pump out station be provided with follow up compliance program on known liveaboards.

