



Speed Limits Review Discussion Paper

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Abbreviations

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

Principles

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

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

Purpose of the Speed Limits Review

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

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

Issues and Opportunities

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

Vessel wake & wash

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

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

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

Residential disamenity

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

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

Transportation disamenity

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

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

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

Competition & conflict

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

Compliance & enforcement

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

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

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

Current speed limits

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

Statewide provisions

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

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

Gold Coast waters gazetted speed limits

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

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

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

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

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

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

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

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

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

Previous Proposals

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

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

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

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

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

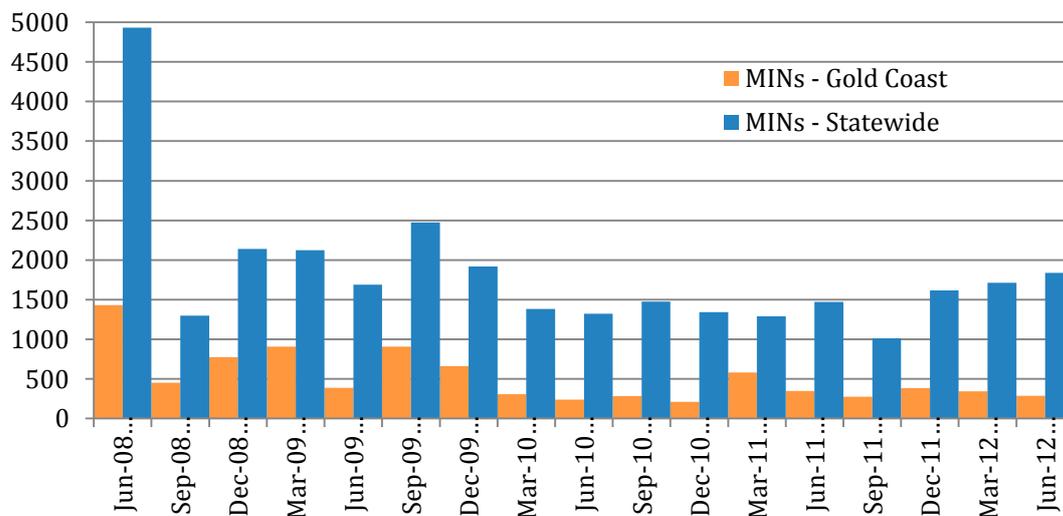
⁴ Albert River; Browns Inlet; Coombabah Creek & Lake; Currumbin Creek; Logan River; McKenzies Channel; Pimpama River; Steiglitz Reach; Tiger Mullet Channel; Wasp Creek.

Enforcement

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

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

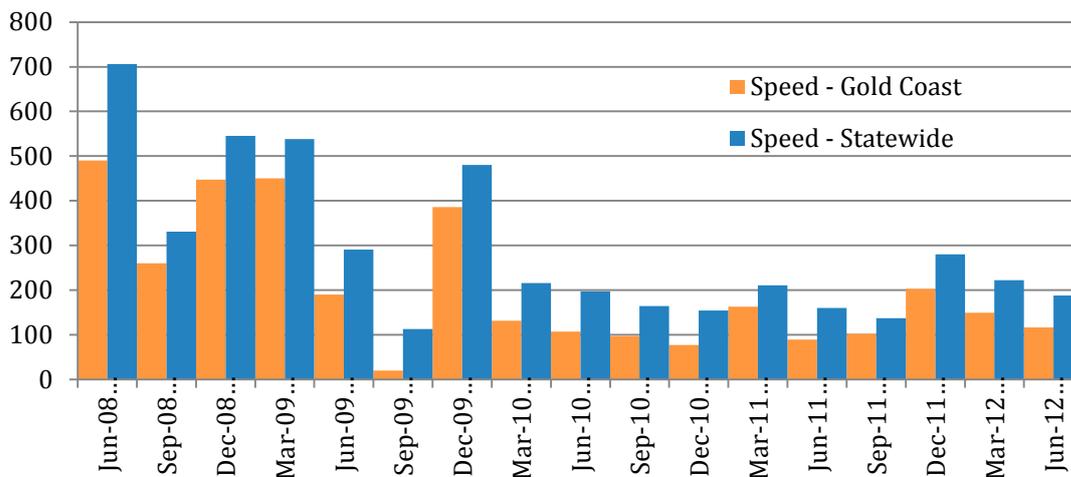
However, the statistics are significantly more skewed with regards to speeding infringements. On average, 14% of the MINs issued statewide were for speeding, compared to 34% on the Gold Coast. Overall, the Gold Coast was responsible for 70% of the speeding-related MINs issued statewide over the time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



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

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

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



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

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

Other Australian jurisdictions

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

Discussion of issues and options

Simplify

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

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

Slow speed wash

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

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

High speed wash

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

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

Conflict & competition / residential amenity / transportation utility

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

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

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

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

Environmentally sensitive habitats

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

Education & licensing

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

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

Traffic separation

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

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

Recommendations

1. Remove gazetted limits where the intent is reasonably addressed by statewide provisions, for example in the vicinity of anchorages (when vessels are present).
2. Remove existing 6-knot signs to the maximum practical extent and promote a default 6-knot message, similar to the 50-km limit on neighbourhood streets.
3. Retain statewide consistency where possible, but recognise that the GCWA was created to provide an appropriate response that reflects potentially unique local circumstances.
4. Adopt a “no wash” approach, either in lieu or alongside slow speed limits, if and where possible, to simplify place-based rules and improve outcomes.
5. If agreement cannot be reached on an enforceable approach to slow speed wash, alternatives including a reduction from 6-knots to 4-knots for all vessels, or a variable small/large vessel limit (e.g. 8/4 knots), should be considered.
6. Adopt a “no adverse effects” approach to control the effects of wash on other vessels, looking to the SA model, or the TAS and VIC models (distance off), as examples.
7. If agreement cannot be reached on an enforceable approach to high speed wash effects, alternatives including a slower maximum speed for longer vessels should be considered.
8. Promote a “drive to the conditions” ethic, focusing on respect and courtesy regarding vessel wash and understanding of statewide provisions that trigger a 6-knot limit.
9. Utilise cameras to monitor behaviour and enhance the effectiveness of enforcement resources, with a primary view to education and, as warranted, cautions, intelligence and/or infringements. Systems should also be designed to leverage camera evidence submitted as part of complaints to accommodate frustrated residents.
10. Where warranted, bans or restrictions (e.g. time of day) should be used to control problematic activities, but as a ‘last resort’, to avoid complexity and over-regulation.
11. Water taxi/shuttle services should be accommodated where an alternative speed can be demonstrated to facilitate transportation utility and, based on consideration of specific vessel factors, acceptably manage wake and wash effects.
12. Speed limits in the Moreton Bay Marine Park should be reviewed with the objective of addressing environmental concerns through alignment with Marine Park zones.

Consultation

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

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

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

References

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

Appendix A – Restrictions in other jurisdictions

NSW⁷

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

NT⁸

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

SA⁹

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

TAS¹⁰

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

VIC¹¹

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

WA¹²

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

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

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

⁹ www.sa.gov.au, accessed 24 Jan 2014

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

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

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

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