



Buoy Mooring Review

Consultation Outcomes and Recommendations

18 July 2014

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List of Acronyms

Terminology	Definition
BM	Buoy mooring
BM Holder	Current buoy mooring authority holder
BM Waiting List	On waiting list for a buoy mooring
BMA	Buoy mooring authority
Buoy mooring category areas	<p>The administration of buoy moorings is determined by an area-based classification system where areas of water are deemed to be either a Category 1, 2 or 3 as described below:</p> <p><u>Category 1</u> Category 1 buoy mooring areas are managed and controlled by third parties, such mooring managers, through agreements with GCWA. All fees charged and conditions for the use of the moorings are set by the mooring manager (see <i>Transport Operations (Marine Safety) Regulation 2004</i>, section 207A 'Buoy mooring category areas in Gold Coast waters').</p> <p><u>Category 2</u> Category 2 buoy mooring areas are considered to be a high risk to marine safety and the control of navigation is a significant, ongoing concern, due to environmental elements or navigational issues.</p> <p><u>Category 3</u> Category 3 buoy mooring areas are all other areas, unless otherwise upgraded to a higher category.</p>
DAFF ('Fisheries')	Department of Agriculture, Fisheries and Forestry (manages Fisheries issues including Fish Habitat Areas (FHAs), under Fisheries legislation – see below for details)
DMA	Designated Mooring Area (under Marine Parks legislation – see below for details)
DNPRSR ('Parks')	Department of National Parks, Recreation, Sport and Racing (manages Marine Park issues including Zoning and Designated Areas, e.g. Designated Mooring Areas (DMAs), under Marine Parks legislation – see below for details)
DTMR	Department of Transport and Main Roads
EFM	Environmentally Friendly Mooring
FHA	Fish Habitat Area
FHA 'A'	Fish Habitat Area 'A' (highest level of fish habitat protection)
FHA 'B'	Fish Habitat Area 'B' (second highest level of fish habitat protection)
Fisheries legislation	<i>Fisheries Act 1994</i> <i>Fisheries Regulation 2008</i>
GCWA	Gold Coast Waterways Authority
GCWAA	<i>Gold Coast Waterways Authority Act 2012</i>
Marine Parks legislation	<i>Marine Parks Act 2004</i> <i>Marine Parks Regulation 2006</i> <i>Marine Parks (Moreton Bay) Zoning Plan 2008</i>
MBMP ('Marine Park')	Moreton Bay Marine Park
MP	Marine Park
MSQ	Maritime Safety Queensland

Terminology	Definition
SEQ Catchments	Community-based, not-for-profit organisation that has been involved with the ongoing Environmentally Friendly Mooring (EFM) upgrade program in Moreton Bay Marine Park (MBMP) with the Department of Agriculture, Fisheries and Forestry (DAFF), the Department of National Parks, Recreation, Sport and Racing (DNPRSR) and Maritime Safety Queensland (MSQ).
SYC	Southport Yacht Club

1 Introduction

The Gold Coast Waterways Authority (GCWA) was established in December 2012 by the *Gold Coast Waterways Authority Act 2012* to strategically plan for, facilitate and manage the development and use of the Gold Coast waterways. The primary purposes for establishing the GCWA were to:

- deliver the best possible management of the Gold Coast waterways at reasonable cost to the community and government, while keeping government regulation to a minimum
- plan for and facilitate the development of the Gold Coast waterways over the long term in a way that is sustainable and considers the impact of development on the environment
- improve and maintain navigational access to the Gold Coast waterways
- develop and improve public marine facilities relating to the Gold Coast waterways
- promote and manage the sustainable use of the Gold Coast waterways for marine industries, tourism and recreation.

A review of the way buoy moorings are installed, used and managed on the Gold Coast was a major issue raised in the '*Gold Coast Waterways Management Strategy 2014-2023*' (the Strategy). Results from consultation on the Strategy in 2013 identified this review as an important and urgent step in delivering the best possible management of the Gold Coast waterways.

2 Methods

GCWA sought feedback about the way buoy moorings are installed, used and managed on the Gold Coast by way of an online discussion paper and associated survey questionnaire on the GCWA website (www.gcwa.qld.gov.au). Participants were invited to read the discussion paper and submit their responses via the online survey. Hard copies of the documents were also made available to those unable to, or uncomfortable with, reviewing the discussion paper and completing the survey questionnaire electronically (refer '7.1 Attachment A' for details). Consultation was open for a period of approximately four weeks (*i.e.* from Monday 24 February 2014 to Friday 21 March 2014). Results were summarised in bar charts and tables with Chi-square analyses used to identify statistically significant results (*i.e.* $p < 0.05$). These analyses were performed primarily with regard to respondent type (*i.e.* current buoy mooring authority holder 'BM Holder', on waiting list for a buoy mooring 'BM Waiting List', *etc.*).

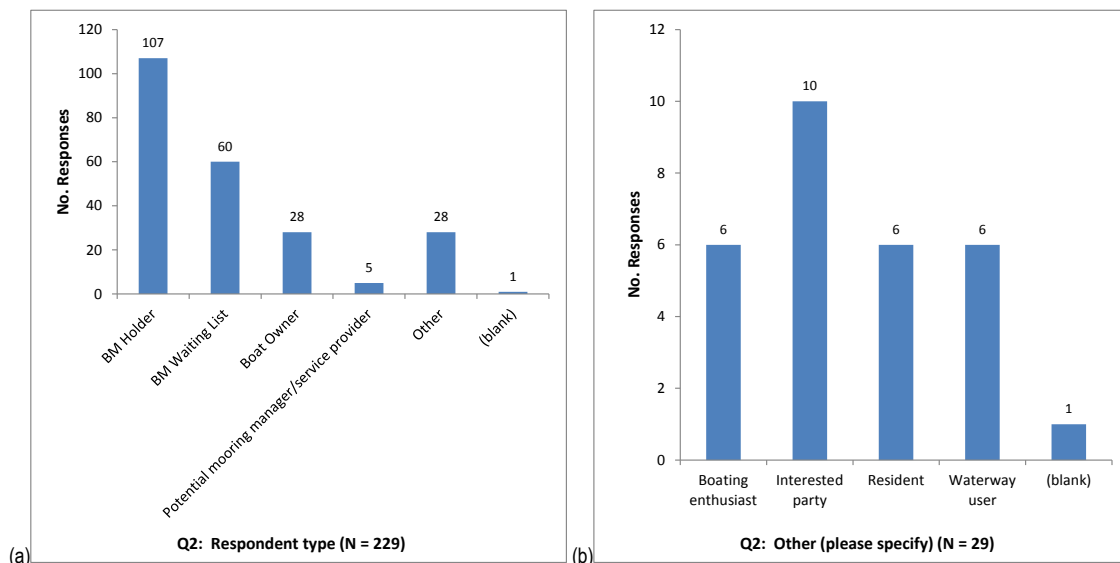
3 Results

Approximately 229 completed survey questionnaires were returned (216 of these were submitted electronically and 13 were submitted in hard copy). A summary of the results of this feedback is presented below and in the tables in '7.2 Attachment B' and '7.3 Attachment C'. Additionally, three general response letters commenting on the buoy

mooring review process were received and are summarised in '3.4 General Response Feedback'.

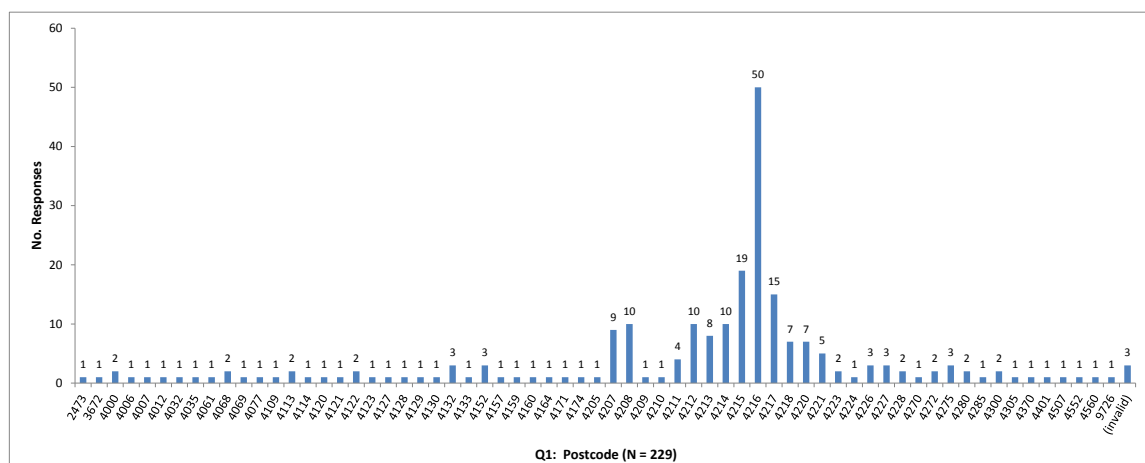
3.1 General Demographics

Most (85%) surveys were completed by current buoy mooring authority holders (47%), those on the waiting list (26%) and boat owners (12%) (Figure 1 (a)). These came from postcodes as far afield as Benalla (VIC; 3672) and Evans Head (NSW; 2473) in the south to Cairns (QLD; 4870) in the north (Figure 2). A substantial proportion (65%) came from the greater Gold Coast area from places like Paradise Point/Runaway Bay (4216; 22%), Southport/Labrador (4215; 9%), Main Beach/Surfers Paradise (4217; 7%), Jacobs Well/Ormeau (4208; 4%), Hope Island/Sanctuary Cove (4212; 4%) and Ashmore/Parkwood (4214; 4%).



Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Figure 1: Bar chart summary of responses for (a) '2. Please select ONE of the following options that BEST describes you' (N = 229) and (b) 'Other (please specify)' (N = 29).



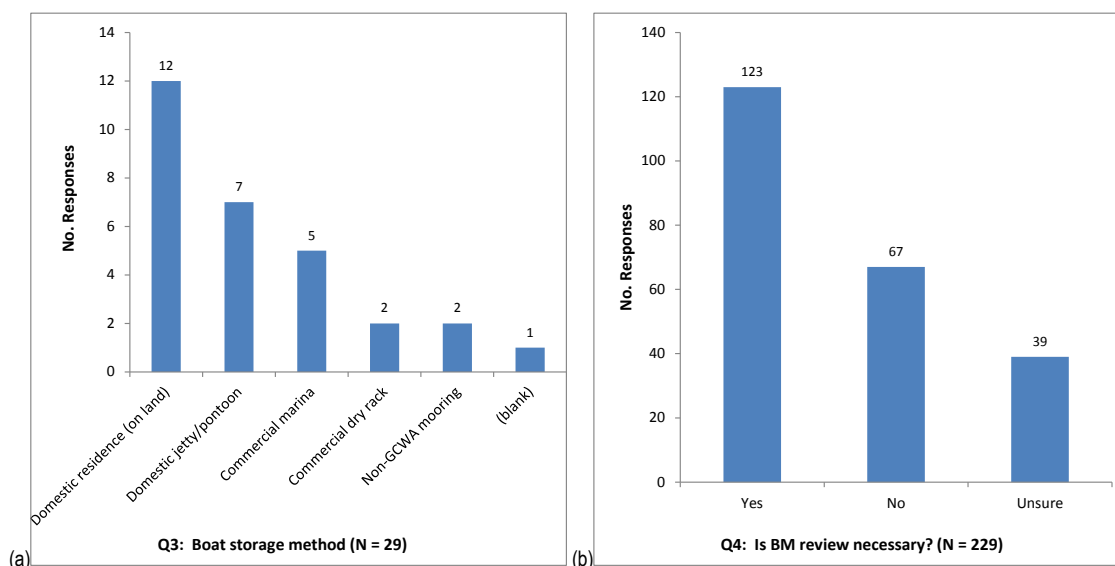
Legend: (invalid) = Response provided not valid (i.e. 1111, 1425, cvbb).

Figure 2: Bar chart summary of responses for '1. Please provide your postcode' (N = 229).



Most (83%) of the 28 boat owners that completed the survey kept their vessels at their domestic residence either on land (41%) or attached to a jetty/pontoon (24%) or in a commercial marina (17%) (Figure 3 (a)).

Just over half (54%) of all respondents believed that the buoy mooring review was necessary while approximately a third (29%) thought it unnecessary, the remainder (17%) being undecided (Figure 3 (b)). Interestingly, a significantly lower proportion of those respondents currently on buoy moorings (43%, $p < 0.001$), were of the belief that the way that buoy moorings are installed, used and managed on the Gold Coast needs to be reviewed (Table B.2).



Legend: (blank) = No response provided (i.e. question left blank).

Note: One boat owner had two vessels stored differently, hence N = 29 for boat storage method while N = 28 for boat owner.

Figure 3: Bar chart summary of responses for (a) ‘3. *If you are a boat owner without a buoy mooring and are not on the buoy mooring waiting list, where and how do you store your boat when it is not in use?*’ (N = 29) and (b) ‘4. *Do you believe that the way that buoy moorings are installed, used and managed on the Gold Coast needs to be reviewed?*’ (N = 229).

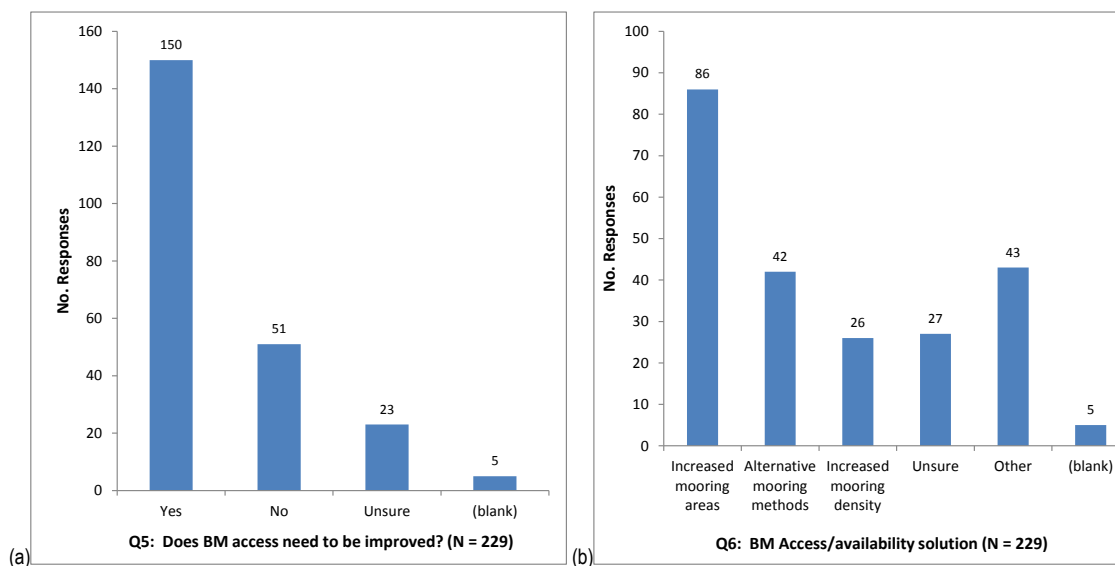
General comments to the question ‘*Do you believe that the way that buoy moorings are installed, used and managed on the Gold Coast needs to be reviewed?*’ were provided by almost a third of all respondents (30%). These ranged from simple comments such as ‘yes urgently’, ‘possibly’, ‘equity’, ‘always who one knew’, ‘annual renewal process too complicated’ and ‘depends on GCWA plans for them to be reviewed’ to more complex issues related to the under use of current buoy moorings, the length of time spent on the waiting list, greater use of environmentally friendly moorings and the unlawful use of buoy moorings (refer to ‘Q4: Comments’ in Table C.46 for details).

3.2 Issues and Opportunities

This section of the survey contained the major focus of the consultation and covered the three major areas of interest in regard to buoy moorings on the Gold Coast, i.e. ‘Access’, ‘Environmental Performance’ and ‘Mooring Management’. The results for these three elements are presented below.

3.2.1 Access

Two thirds of respondents (66%) believed that access to and availability of moorings on the Gold Coast needs to be improved (Figure 4 (a)), and that the best ways to achieve this is through increased mooring areas (38%) and alternative mooring methods (18%) while increasing mooring density was not as popular (11%) (Figure 4 (b)). Not surprisingly, a significantly greater proportion of respondents (88%, $p < 0.001$) on the buoy mooring waiting list believe that access to and availability of moorings on the Gold Coast needs to be improved (Table B.4).



Legend: (blank) = No response provided (i.e. question left blank).

Figure 4: Bar chart summary of responses for (a) ‘5. Do you believe that access to and availability of buoy moorings on the Gold Coast needs to be improved?’ (N = 229) and (b) ‘6. Please select ONE of the following options that you feel would be the best solution to improve access to and availability of buoy moorings on the Gold Coast.’ (N = 229).

Additionally, a significantly greater proportion of respondents (48%, $p < 0.005$) currently on buoy moorings and a significantly lower proportion of respondents (19%, $p < 0.05$) that are boat owners, believe that increased mooring areas will improve access to and availability of moorings on the Gold Coast (Table B.8 and Table B.9, respectively). Interestingly, the opposite trend was exhibited with regard to alternative mooring methods whereby a significantly lower proportion of respondents (8%, $p < 0.001$) currently on buoy moorings and a significantly greater proportion of respondents (50%, $p < 0.0001$) that are boat owners, believe that alternative mooring methods will improve access to and availability of moorings on the Gold Coast (Table B.6 and Table B.7, respectively).

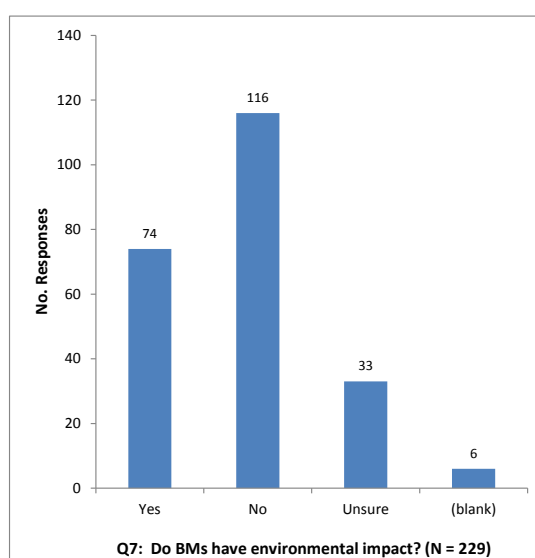
General comments to the question ‘Do you believe that access to and availability of buoy moorings on the Gold Coast needs to be improved?’ were provided by almost one quarter of all respondents (23%). Again these ranged from simple comments such as ‘are existing mooring used too their pertenual’ (sic), ‘not enough moorings available’, ‘policing of existing buoy mooring owners’, ‘remove moorings altogether’ and ‘very happy with the present structure’ to more complex issues related to the under use of current buoy moorings, the length of time spent on the waiting list, the unlawful use of buoy moorings and queries as to why new buoy mooring areas cannot be established. Several respondents showed an astute understanding of the reality of the buoy mooring situation with comments such as ‘there is only a finite area available & mooring capacity will soon

be reached/exceeded' and 'unfortunately demand will always exceed availability' (refer to 'Q5: Comments' in Table C.47 for details).

Suggestions regarding alternative solutions to improve access to and availability of buoy moorings on the Gold Coast were provided by just under one fifth of all respondents (17%). Suggestions were not too dissimilar to what was proposed and included increased fees, alternative mooring locations and improvements in environmental considerations and mooring management (refer to 'Q6: Other (please specify)' in Table C.48 for details).

3.2.2 Environmental Performance

Just under one third (32%) of all respondents were of the belief that the current buoy mooring arrangements (i.e. an anchor block, a chain and a float) have an impact on the environment (Figure 5). A significantly lower proportion of current buoy mooring authority holders (16%, $p < 0.0001$) and a significantly greater proportion of boat owners (65%, $p < 0.001$) held this belief (Table B.11 and Table B.12, respectively).



Legend: (blank) = No response provided (i.e. question left blank).

Figure 5: Bar chart summary of responses for '7. Do you believe that the current arrangements for buoy moorings on the Gold Coast (i.e. an anchor block, a chain and a float) have an impact on the environment?' (N = 229).

General comments to this question were provided by close to one fifth of all respondents (19%). While some showed support (e.g. 'a mooring chain wipes the sea bed destroying any sea grass, etc.', 'to a very small degree,' 'they are very bad for the environment and cause significant damage to the sea floor', 'research is clear on this' and 'to some extent, damage to seagrass beds by swing moorings is well documented') others were not so sure (e.g. 'no because it is a mud bottom', 'Paradise Point Boat Harbour has no seagrass', 'the dredging of the seaway for a cruise ship terminal would do more damage than having 20,000 moorings', 'only in the areas where dugongs are prevalent' and '....I have been reliably informed that flathead like these "dead zones".') (refer to 'Q7: Comments' in Table C.49 for details).

Interestingly, well over one third of respondents (38%) held the belief that current buoy mooring arrangements should be replaced or upgraded with mooring systems that are more environmentally friendly (Figure 6 (a)). Again, a significantly lower proportion of current buoy mooring authority holders (20%, $p < 0.0001$) and a significantly greater proportion of boat owners (69%, $p < 0.01$) shared this belief (Table B.14 and Table B.15, respectively).

General comments to this question were provided by almost one quarter of all respondents (24%). While some showed support for such an initiative (e.g. *'as the others leave service it would seem a prudent/progressive measure'*, *'at least in some sensitive areas'* and *'if it's better for the environment'*) others indicated a lack of understanding of the potential for moorings to cause impacts and hence a reluctance to support greater environmental stewardship (e.g. *'none until system and cost is explained'*, *'provided the costs are less'*, *'while PC it would make less than 0.001% of difference'*, *'what environment mud bottom'*, *'who would pay for the proposed new system'*, *'it works!!!, stop the cruise ship terminal plans ...look after your locals please'* and *'not in Paradise Point Boat Harbour as there is no seagrass and other marine life seems unaffected'*) (refer to 'Q8: Comments' in Table C.50 for details).

Interestingly, in comparison to the previous two questions, a slightly larger proportion of respondents (40%) thought it appropriate to charge a higher fee to replace or upgrade current buoy mooring arrangements with mooring systems that are more environmentally friendly (Figure 6 (b)). Again, in keeping with responses to the previous two questions, a significantly lower proportion of current buoy mooring authority holders (25%, $p < 0.0001$) and a significantly greater proportion of boat owners (73%, $p < 0.001$), thought such a concept was appropriate (Table B.17 and Table B.18, respectively).

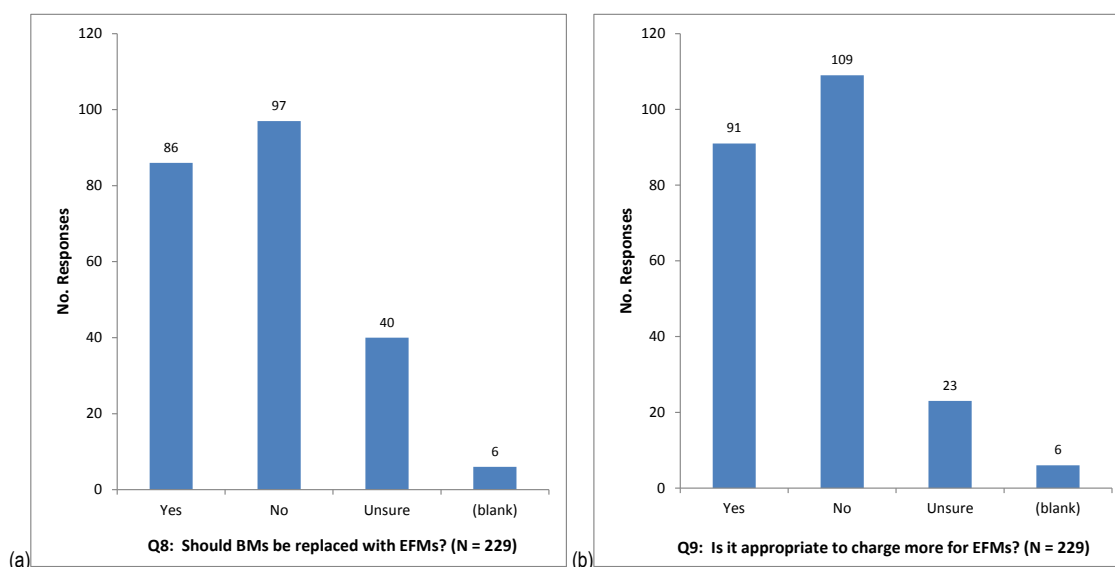


Figure 6: Bar chart summary of responses for (a) '8. Do you believe that the current buoy mooring arrangements on the Gold Coast (i.e. an anchor block, a chain and a float) should be replaced with or upgraded to mooring systems that are more environmentally friendly?' (N = 229) and (b) '9. Do you think it would be appropriate to charge buoy mooring authority holders a higher fee in order to replace or upgrade the current buoy mooring arrangements (i.e. an anchor block, a chain and a float) with mooring systems that are more environmentally friendly?' (N = 229).

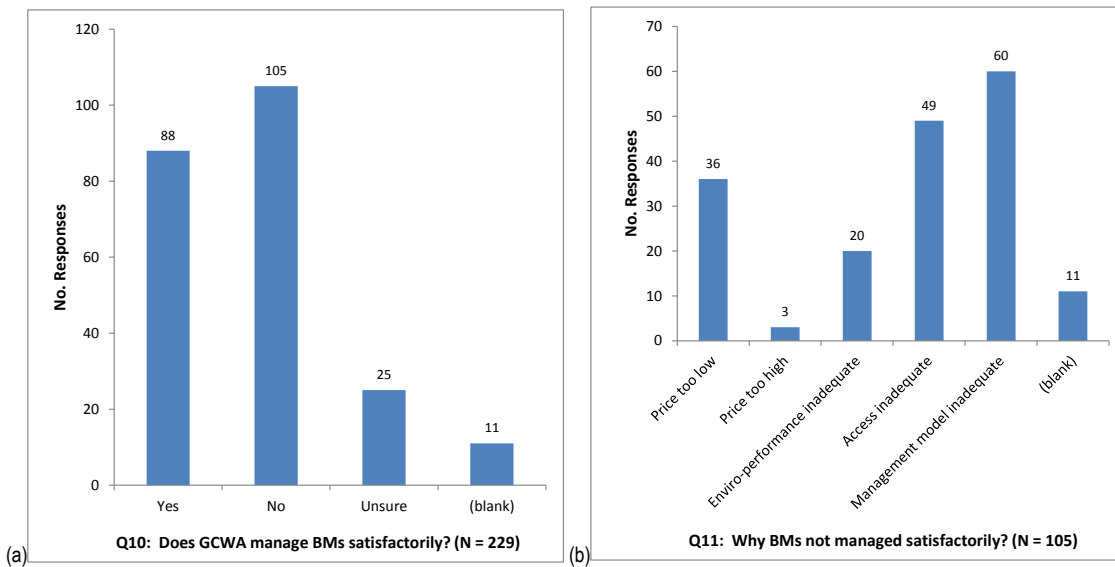
Approximately one quarter of all respondents (28%) provided by general comments to this question. Again, while some showed support for such an initiative (e.g. *'a minimal increase'*, *'a nominal annual fee should be charged to cover installation and ongoing maintenance'* and *'user pays.... also potentially free-up moorings for those that don't really value them'*) others indicated a distinct opposition to such a possibility (e.g. *'waste of money implementing these ideas for less than 0.001 of difference'*, *'Is this survey a farce just to put fees up'*, *'Dredging for the new CST is not environmentally friendly, do something to stop that'* and *'the history of any government controlled facility is always neglected and underfunded, i.e. charge more fees get less service'*) (refer to 'Q9: Comments' in Table C.51 for details).

3.2.3 Mooring Management

Less than half of all respondents (38%) thought that GCWA currently manages buoy moorings satisfactorily (Figure 7 (a)). Interestingly, a significantly greater proportion of respondents currently on buoy moorings (62%, $p < 0.0001$; Table B.20) thought that GCWA managed buoy moorings satisfactorily while the opposite was observed with regard to boat owners (7%, $p < 0.0001$; Table B.22) and those on the buoy mooring waiting list (23%, $p < 0.0005$; Table B.21).

Approximately 15% of all respondents provided general comments to this question. While some comments indicated support for GCWA's efforts (e.g. *'very good, very helpful, they provided even handed, balanced management...'*, *'GCWA has always been very helpful and timely with any enquiry that I have had and action needed to be taken'* and *'I have nothing but praise for the calibre of the people I have dealt with there...'*) others were somewhat less flattering (e.g. *'totally inadequate'*, *'management of moorings not adequate, too many empty moorings sitting unused'*, *'they shouldn't have the swing moorings... recreational boat moorings do not need a manager'*) and other provided some general management suggestions (e.g. *'price too low'*, *'contact buoy owners say annually to enquire as to whether or not the buoy is still required'*, *'get the local marina to manage them'*, *'moorings should be policed more to ensure they are not left vacant, preventing access for boats on the waiting list'* and *'cull out those who sit on moorings but never use their boat ... just check boat water line for crustations etc. and contact owner ... too easy'* (sic)) (refer to 'Q10: Comments' in Table C.52 for details).

The major reasons given by respondents for GCWA not managing buoy moorings satisfactorily was that the management model is inadequate (57%), access is inadequate (47%), price is too low (34%) and the environmental performance is inadequate (19%) (Figure 7 (b)). It comes as no real surprise, given that a significantly greater proportion of respondents currently on buoy moorings thought that GCWA managed them satisfactorily, that significantly lower proportions of current buoy mooring holders thought inadequate access (6%, $p < 0.0001$; Table B.24), environmental performance (0%, $p < 0.0001$; Table B.26), management (20%, $p < 0.05$; Table B.28) or price being too low (3%, $p < 0.0001$; Table B.29) were factors related to GCWA's ability to manage buoy moorings satisfactorily. However, there were a significantly greater proportion of respondents on the buoy mooring waiting list (52%, $p < 0.0001$; Table B.25) that thought inadequate access was a factor behind GCWA not being able to manage buoy moorings satisfactorily.

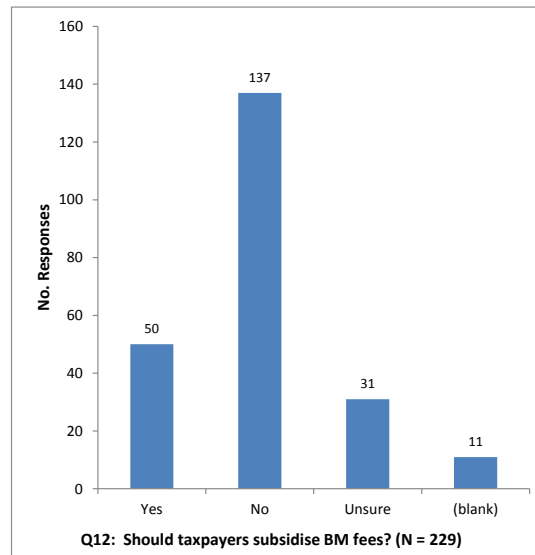


Legend: (blank) = No response provided (i.e. question left blank).

Figure 7: Bar chart summary of responses for (a) '10. Do you think the way that GCWA currently manages buoy moorings is satisfactory?' (N = 229) and (b) '11. If no, is it due to any of the factors listed below?' (N = 105).

General comments to this question were provided by approximately one tenth of all respondents (11%) and related to inadequate staffing (e.g. 'not enough staff'), suggestions of how GCWA can improve their current practices (e.g. 'mooring management needs to be maintained by GCWA and a reasonable fee charged for this service', 'GCWA cannot find a mooring for everyone who wants one – need to be realistic', 'need to tighten the rules... should be 100% owner otherwise all share owners can split the cost of a marina', 'management should not be out sourced', 'moorings should not be "leased" to SYC'), issues with costs (e.g. 'low price encourages people to hold on to moorings they have no further use for', 'currently being milked for every \$ with little regard for safety, social, or community'), underutilisation of existing moorings (e.g. 'too many vacant moorings and live aboards', 'too many moorings are under-utilised by sitting vacant beyond 90 days') and the standard of vessels attached to buoy moorings (e.g. 'need to encourage users to actually use and maintain their boats') (refer to 'Q11: Comments' in Table C.53 for details).

Less than one quarter (22%) of respondents believed that taxpayers should be subsidising annual buoy mooring fees (Figure 8), however, a significantly greater proportion of those currently on buoy moorings thought that it was appropriate (31%, $p < 0.0001$; Table B.31) and a significantly lower proportion of boat owners thought that it wasn't (0%, $p < 0.005$; Table B.32).



Legend: (blank) = No response provided (i.e. question left blank).

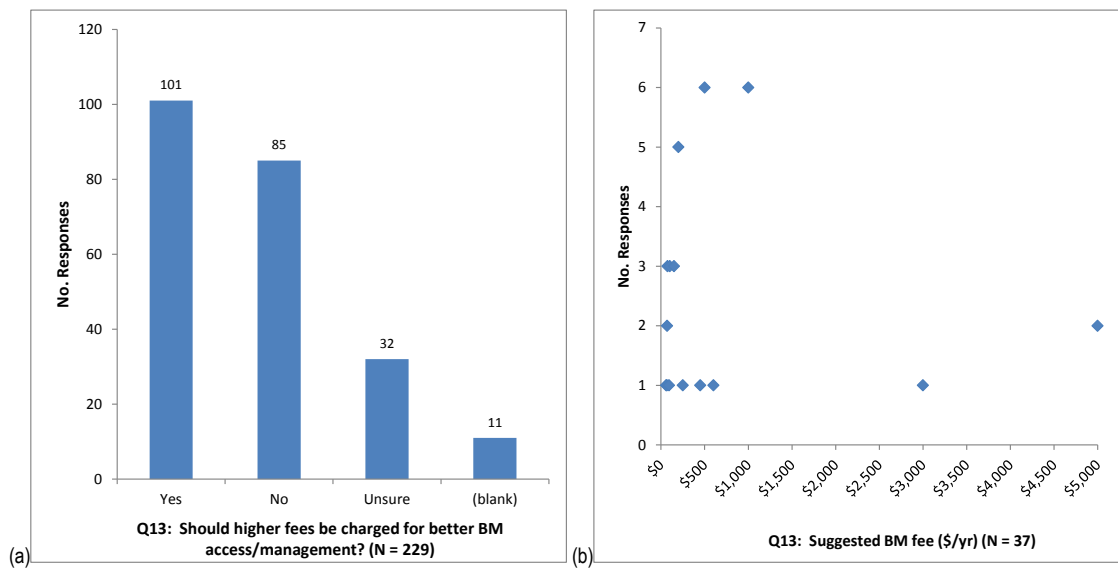
Figure 8: Bar chart summary of responses for '12. Do you think it is appropriate for annual buoy mooring fees to be subsidised by taxpayers?' (N = 229).

General comments to this question were provided by almost one quarter of all respondents (23%). Interestingly, a significantly greater proportion of buoy mooring authority holders provided general comments to this question (33%, $p < 0.005$; Table B.55). Many of these simply acknowledged that this is why taxes are paid (e.g. 'roads and bridges are!', 'this is why we pay taxes to government', 'yes, because this is why we pay taxes', 'yes I am a taxpayer and taxpayers subsidise a lot of things', etc.) while others questioned the premise of the question and GCWA's role and ability in this regard (e.g. 'fuel I use on the boat is subject to road tax yet the boat does not go on the road', 'from information provided appears taxpayers are subsidising GCWA expenses', 'what does that really mean... loaded question', 'what is being subsidised...', 'I don't believe that the taxpayer subsidises my mooring', 'accountability seems to be the issue... why are the admin costs so expensive?', 'not giving us enough info to make judgement...', 'loaded question... should all govt related services be privatised', 'fees are adequate for the service given... a GPS point on the water...') and some made queries/suggestions in this regard (e.g. 'why change, been good for last 50 years', 'if your management fees exceed forty five dollars per mooring reduce your paper work', 'will they subsidise me for the jetty I just put in', etc.) (refer to 'Q12: Comments' in Table C.54 for details).

Close to half of all respondents (44%), thought it appropriate to charge a higher annual fee to be able to offer moorings sooner and have all aspects of the mooring maintained by a mooring manager (Figure 9 (a)). Again this concept was not widely supported by respondents currently on buoy moorings, with a significantly lower proportion thinking it appropriate to raise fees (22%, $p < 0.0001$; Table B.34), however, the concept was supported by a significantly greater proportion of boat owners (75%, $p < 0.0005$; Table B.35).

Interestingly, just over one third of these (37%) were prepared to suggest a more appropriate annual fee, which ranged from \$60/year to \$5,000/year with an average of \$693/year and a median value of \$200/year (Figure 9 (b)). It was somewhat surprising that within this group, a significantly greater proportion of respondents currently on buoy

moorings were prepared to suggest a more appropriate fee (58%, $p < 0.05$; Table B.37) accounting for almost forty percent of all fee suggestions.



Legend: (blank) = No response provided (*i.e.* question left blank).

Figure 9: (a) Bar chart summary of responses for ‘13. Do you think it is appropriate to charge a higher annual fee to be able to offer moorings sooner and have all aspects of the mooring maintained by a mooring manager?’ (N = 229) and (b) scatter plot of responses for ‘If yes, please suggest an appropriate fee: \$’ (N = 37).

3.3 Summary

The summary section of the survey questionnaire contained one question that asked respondents to rank the three buoy mooring ‘Issues and Opportunities’ mentioned above (*i.e.* ‘Access/availability to moorings’, ‘Environmental performance of moorings’ and ‘Management of moorings’), in their order of importance (on a scale of 1-3, with ‘1’ being ‘high’/‘most important’ and ‘3’ being ‘low’/‘least important’). ‘Access/availability to moorings’ was ranked highest by more than half of the respondents (*i.e.* ranked #1 by 54% of respondents) while the other two issues were ranked highest by an equal number of respondents (*i.e.* ranked #1 by 21% of respondents) (Figure 10). Overall, on an average of all the ‘1-3’ scores, ‘Access/availability to moorings’ was ranked as the most important (*i.e.* lowest average of scores at 1.61) with ‘Management of moorings’ being ranked as a slightly more important issue overall than ‘Environmental performance of moorings’ (*i.e.* average of scores of 2.17 and 2.22, respectively) (Figure 11).

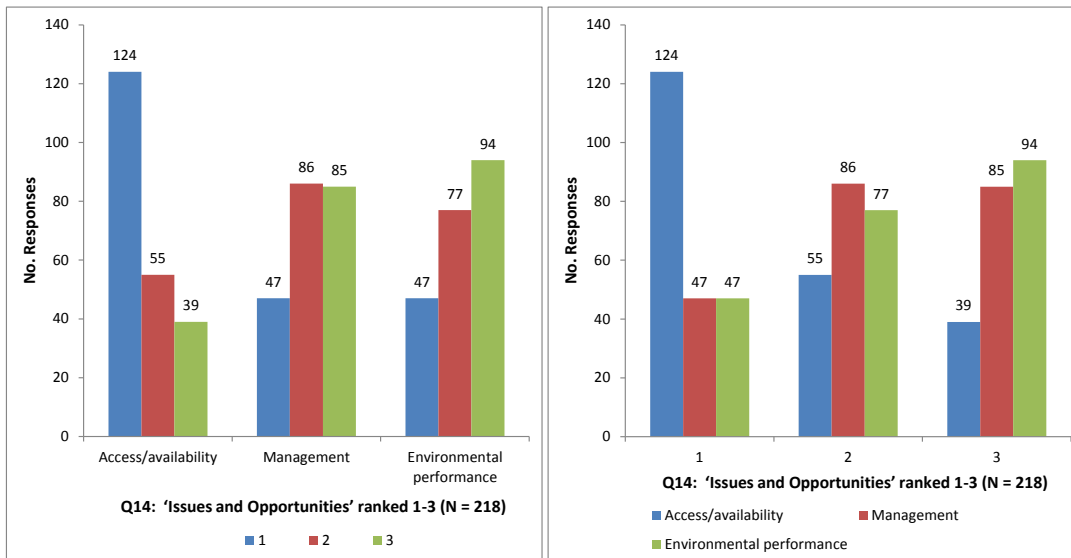


Figure 10: Bar chart summary of responses for '14. Please rank the following 3 buoy mooring 'Issues and Opportunities' in their order of importance to you (on a scale of 1-3, with '1' being 'high'/'most important' and '3' being 'low'/'least important'):' (N = 218).

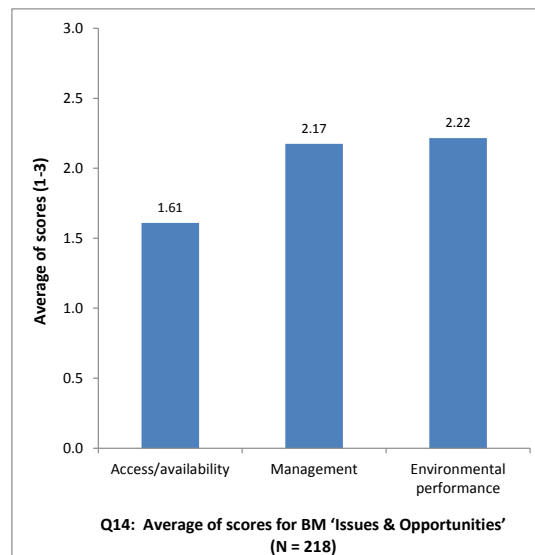


Figure 11: Average of scores for '14. Please rank the following 3 buoy mooring 'Issues and Opportunities' in their order of importance to you (on a scale of 1-3, with '1' being 'high'/'most important' and '3' being 'low'/'least important'):' (N = 218).

It is not surprising that a significantly greater proportion of respondents on the buoy mooring waiting list ranked 'Access/availability to moorings' as the most important buoy mooring issue overall (*i.e.* ranked #1 by 72% of 'BM Waiting List' respondents, $p < 0.05$; Table B.40) while the 'Environmental performance of moorings' was not considered to be as important (*i.e.* ranked #1 by 10% of 'BM Waiting List' respondents, $p < 0.01$; Table B.43).

At the end of the survey questionnaire, respondents were given the opportunity to provide any additional comments that they may have had (*i.e.* 'Q15: If you have any other comments that you would like to make on any aspects of the buoy mooring review or the consultation, please feel free to include them in the space provided below:'). Almost half of all respondents took this opportunity (47%). Interestingly, a significantly lower

proportion of boat owners chose to provide additional comments (18%, $p < 0.005$; Table B.57). A broad range of comments were received covering various issues as outlined below (refer to 'Q15: Comments' in Table C.56 for details):

- Acknowledgement of GCWA's efforts in the consultation process, for example—
 - *'good to see that a consultation process is taking place... thanks and well done', 'would like to be further involved with other surveys', 'happy to be part of any consultative party if required...', 'thank you for the opportunity of putting my thoughts into helping to improve our boating', 'thank you for the opportunity to have an input...', 'good first start to positive future... beware certain stakeholders will be reticent to comment for fear of prejudicing their position on the waiting list', 'I think you have well identified the 3 main issues', etc.*
- Issues related to outsourcing management to third parties (e.g. Category 1), for example—
 - *'...should not be out sourcing the management of the moorings to commercial operators because this has failed Gold Coast residents', '...survey lacks broader questions and seem single minded towards outsourcing management contracts', 'I would like to see the management of the waterways buoys go to tender to attract a person with suitable experience and commitment', etc.*
- Issues related to insurance of vessels on buoy mooring, for example—
 - *'...people on the waiting list should be made aware of the extreme difficulty in obtaining insurance for a boat on a mooring...', '...prepared to pay a higher fee for GCWA to install, maintain and manage moorings... perhaps then insurance will be reinstated for moored vessels', 'I feel it's disgusting how peoples boats now cannot be insured if on any swing mooring', etc.*
- Issues related to speeding vessels adjacent buoy mooring areas, for example—
 - *'speed limit review will impact on placement, number and location of moorings', '...speed limits at moorings require better signage and policing', 'more policing of speeds and extended 6knt zones around mooring areas', etc.*
- Issues related to the flawed nature of the survey and questioning the integrity of GCWA's motives, for example—
 - *'why was this survey not sent to all registered boat owners... looks like a sham survey not really wishing to find answers', 'I believe that GCWA have already decided what they want to do and it is a total exaggeration of any cost', 'I think this is an orchestrated ploy to deprive the people who have sat on your waiting list for 10+ years...', 'survey is flawed and contains leading questions that seem to support predetermined outcomes', '...appears by the wording of your questions that you have a pretty much settled agenda', etc.*

- Issues related to sewage pollution from vessels on buoy moorings, for example—
 - *'policing of ship sourced sewage needs to be more vigilant', '...the most important environmental issue facing boating in Gold Coast waters is the relative shortage of publically available sewage pump out facilities... very important for the type of craft on buoy moorings which are often slower and operate in a more limited geographic area... happy to pay an appropriate levy to establish such facilities', etc.*
- Issues related to compliance monitoring, for example—
 - *'there is a need to swiftly deal with those who are non-compliant... cancellation takes too long, too many chances to make good', 'check out the people that do not use moorings that are in there name' (sic), 'review should include an on the water survey to ensure vessels on popular moorings are registered to the mooring lessee', '...buoys would be easier to manage if it is made law for every mooring holder was to have a certificate of inspection by a registered diver and not to have a declaration...', 'quicker response is needed on sunken vessels on a mooring and illegal or poorly installed moorings', etc.*
- Issues related to environmental aspects and technology of moorings, for example—
 - *'moorings are 1950s technology and are an inefficient use of valuable marine space', '...new technologies could be used to open new, more sensitive areas', '...been following SEQ Catchments trials on screw moorings... this type of mooring should be installed in all areas ASAP... is effective, safe, and environment friendly', etc.*
- Issues related to mooring fees, for example—
 - *'a fee of several thousand dollars should be charged to be able to moor in the Broadwater... this is prime real estate', 'moorings in prime positions should pay much more', '\$1,000 per year would be a fair rate for mooring rental...', '...excellent that action is being contemplated... \$47 p.a. is way too cheap and leads to selfish behaviour (underused moorings or using old unserviceable boats as mooring minders)', 'buoy users should pay more for use', etc.*
- Issues related to the physical state of vessels kept on buoy moorings, for example—
 - *'numerous vessels on moorings that are inadequately maintained... owners need to be contacted & advised to clean up their vessels', '...there are a lot of moorings with inactive vessels on them, rotting or sinking, this is because it's such a cheap option... if a boat is not used in a year then it should be in dry storage', etc.*

3.4 General Response Feedback

As previously stated, three general response letters were received as part of the consultation process. These came from the Department of Agriculture, Fisheries and Forestry (DAFF) ('Fisheries'), the Department of National Parks, Recreation, Sport and Racing (DNPRSR) ('Parks') and a member of the public (that chose not to complete the online survey questionnaire). The responses from 'Fisheries' and 'Parks' were focussed on moorings within Fish Habitat Areas (FHAs) and the Moreton Bay Marine Park (MBMP) ('Marine Park') while the response provided by the member of the public was related to fees, access and alternative mooring options. Summaries of these responses are provided below.

Response provided by the Department of Agriculture, Fisheries and Forestry (DAFF) ('Fisheries'):

- 'Fisheries' strongly supports optimisation of existing declared mooring areas over the designation of new mooring areas.
- Proposals for new mooring areas within Fish Habitat 'A' areas or areas of high fisheries productivity are to be avoided.
- Early and ongoing consultation between GCWA and 'Fisheries' is strongly encouraged with regard to any new mooring areas.
- 'Fisheries' strongly encourages the upgrade/replacement of current buoy moorings (BMs) with environmentally friendly moorings (EFMs).
- 'Fisheries' looks forward to working closely with GCWA on review and management of moorings in Gold Coast waters.

Response provided by the Department of National Parks, Recreation, Sport and Racing (DNPRSR) ('Parks'):

1. GCWA area includes 'Marine Park' and Fish Habitat 'A' and 'B' areas. 'Parks' has a strong interest and legislative role in the management of these areas.
2. 'Parks' view is that the availability of suitable mooring areas is limited (especially in 'Marine Park' and Fish Habitat Areas (FHAs)).
3. 'Parks' is willing to assist GCWA to undertake a specific assessment of 'Marine Park' and Fish Habitat Areas (FHAs) to identify if any additional locations may be suitable for designation as mooring areas.
4. Expectations are that optimisation of available space of existing mooring areas and possible identification of '**potential**' additional mooring areas '**may**' realise additional mooring capacity, however, this is unlikely to sufficiently address current mooring waiting list demand. As such, 'Parks' strongly recommends that alternative land based vessel storage methods be explored.
5. Reduced swing area and engineer certification of environmentally friendly moorings (EFMs) may provide additional benefits with regard to optimising

- available area and overcoming issue of poorly designed, constructed and maintained moorings. As such, 'Parks' strongly supports—
- a. the replacement of all existing moorings with environmentally friendly moorings (EFMs), and
 - b. the implementation of a requirement for all new moorings to be environmentally friendly moorings (EFMs).
6. Moorings within the 'Marine Park' are to be in designated mooring areas (DMAs). The installation or replacement of a mooring within a designated mooring area (DMA) does not require a Marine Park (MP) approval provided it is an environmentally friendly mooring (EFM).
 7. Installation of new moorings outside designated mooring areas (DMAs) (or non-EFMs within DMAs) must go through the Marine Parks permit application process and are **'unlikely'** to be supported.
 8. Installation of new moorings in Fish Habitat 'A' areas is **NOT** supported.
 9. Installation of new moorings in Fish Habitat 'B' areas is possible but subject to **'individual assessment'**.
 10. Designated mooring areas (DMAs) at Currigee and Jacobs Well are within a Fish Habitat 'A' area, as such new moorings in this area **CANNOT** be approved.
 11. The non-alignment of Fish Habitat Areas (FHAs) and designated mooring areas (DMAs) (mentioned above) has been identified as an issue and should be considered as part of the proposed GCWA/'Parks' mooring area assessment mentioned in bullet point '3' above.
 12. 'Parks' is aware that there are existing moorings within the 'Marine Park' that are outside designated mooring areas (DMAs) and within Fish Habitat 'A' and 'B' areas, these should be replaced with environmentally friendly moorings (EFMs) as a priority (until such time as they are rescinded and removed). This may require a Marine Park approval and/or notification under a 'Fisheries' Self Assessable Code for development.
 13. 'Parks' considers the Category 1 mooring area management model to be an effective method for the introduction of environmentally friendly moorings (EFMs) and optimising use of existing mooring areas. Should the Category 1 management model be progressed, the following items are considered **'essential'**—
 - a. 'Parks' must be involved in early consultation to ensure 'Marine Park' and Fish Habitat Area (FHA) issues are identified early in the process
 - b. GCWA needs to develop a detailed management framework (agreed to by relevant State Agencies) prior to management responsibility being granted to a mooring manager.
 14. 'Parks' is aware that the cost to purchase and install environmentally friendly moorings (EFMs) is a deterrent to their wider uptake. In this regard, 'Fisheries', 'Parks' and SEQ Catchments have utilised a rebate scheme to assist owners with

costs. GCWA may wish to explore similar opportunities to promote the wider uptake of environmentally friendly moorings (EFMs).

15. GCWA Strategy recognises the overlap in GCWA and 'Marine Park' areas and the need to work closely with 'Parks' to jointly deliver Strategy outcomes. The delivery of a well-managed, low impact mooring program that complies with relevant legislative requirements is an excellent opportunity for 'Parks' and GCWA to work together and achieve this Strategy objective.

Response provided by member of the public:

- The fee charged for a mooring is very low and provides no financial incentive for people to use their vessels. As such, vessels on moorings rarely get used or moved. Additionally, many of the vessels on moorings appear to be very old and potentially unseaworthy.
- A consequence of the above is that those willing to pay a higher fee to gain access to a mooring and use their vessel much more regularly are prevented from being given such an opportunity.
- Increased mooring fees would encourage more genuine and enthusiastic boat users to access the area.
- Consideration should be given to alternative mooring methods that would decrease the size of the mooring footprint (e.g. pile moorings), thus allowing greater access to moorings for a larger number of vessels.

4 Discussion

Some insight and interpretation of the results of feedback from the survey is provided below.

4.1 General Demographics

The fact that a high proportion of the responses came from those currently on buoy moorings or those on the waiting list and from postcodes in the general vicinity of the Gold Coast Broadwater would tend to suggest that the information was provided largely by locals with a relatively good understanding of the issues addressed by the buoy mooring review.

A high proportion of the boat owners that responded to the survey were probably looking for alternative or less expensive on water storage options for their vessels (*i.e.* the 66% that kept their vessels either on land at their residential address or in a commercial marina or dry rack).

Overall, there was general support for the buoy mooring review process (54%), however, it was not as popular among those currently on buoy moorings. Possibly indicating that they are quite happy with the status quo and are cautious regarding any changes that may impact on their current situation (*i.e.* they already have the on water access that others desire and they are getting it at a very reasonable price).

Overall, the general comments provided in regard to the buoy mooring review process tended to show support (noting caution of GCWA's plans for the future) and highlighted many of the issues addressed (*e.g.* under use and unlawful use of current moorings, time spent on the waiting list and a greater need for environmentally friendly moorings).

4.2 Issues and Opportunities

The 'Issues and Opportunities' section addressed 'Access', 'Environmental Performance' and 'Mooring Management', various aspects of these three elements are discussed below.

4.2.1 Access

The strong support shown for improved access to and availability of moorings on the Gold Coast (66%) was not surprising given the increasing population of the Gold Coast coupled with the increased popularity of boating and other on water uses/users and activities. The strongest support for this approach came from those on the waiting list (88%), which is not surprising given that is inherently part of being on the list (*i.e.* they wish to improve their access to moorings).

The overly simplistic approach of increasing the areas available for moorings (*i.e.* the potential solution to improving access and availability that was shown the greatest support (38%)) was most strongly supported by those currently on buoy moorings (48%) yet was not nearly as popular among boat owners (19%). This may indicate that those currently on buoy moorings are quite content with the status quo and are cautious regarding change (*i.e.* opening up new areas for buoy moorings alleviates the need to implement changes in their current situation) while boat owners potentially have a greater interest in

the availability of suitable on water areas to carry out their boating activities that is free from the congestion created by large numbers of moored vessels. This may also help explain the why support for alternative mooring methods was lowest among those currently on buoy moorings (8%) and greatest among boat owners (80%) (*i.e.* happy with status quo and see no need to change versus availability of suitable on water areas to carry out boating activities).

What is interesting to note in regard to increasing the areas available for moorings being the most popular 'potential' solution to buoy mooring access and availability was that it was the only option that was specifically noted as not being considered viable due to the increasing demands for space on the water and the inefficient manner in which buoy moorings utilise such on-water space (refer last bullet point above question five in 7.1 Appendix A: Hard copy version of the 'Buoy Mooring Review Discussion Paper and Survey').

Overall, the general comments provided in regard to the buoy mooring access and availability were generally similar to those provided in regard to the overall review process (*e.g.* under use and unlawful use of current moorings and time spent on the waiting list). Additionally, other comments suggested that buoy moorings are a good use of the available on water space (*e.g.* why can't new areas be opened up for buoy moorings) while others recognised that suitable on water areas are a valuable and finite resource that should not be isolated from the many for the benefit of a few.

There were a number of alternative buoy mooring access/availability solutions provided by respondents and while on the surface they may have appeared different to the options provided, on closer inspection they were rather similar (*i.e.* alternative mooring locations and management models). However, higher fees and improvements in environmental considerations were also suggested. The fact that respondents raised such issues tends to show an appreciation that many of the access/availability issues could be addressed simply by increasing fees (*i.e.* greater value and hence greater appreciation/respect placed on having a buoy mooring), improving environmental performance (*i.e.* greater environmental stewardship and hence greater appreciation/respect for a buoy mooring) and adopting a better management model (*i.e.* greater monitoring of use (especially under and/or unlawful use) to ensure maximum use of available mooring capacity is maintained).

4.2.2 Environmental Performance

An overall appreciation of the potential environmental impacts posed by current buoy mooring arrangements was recognised by approximately one third of all respondents. This was not as widely evident in the responses provided by those currently on buoy moorings (18%) yet was strongly exhibited in boat owners' responses (65%). It was interesting to note that a greater proportion of respondents thought that current buoy mooring arrangements should be replaced or upgraded with more environmentally friendly systems (38%) than those that thought that the current mooring arrangements had an environmental impact (32%). Again, this supposition received less support from respondents currently on buoy moorings (20%) and much wider support among boat owners (69%). Of even greater interest was that an even greater proportion of respondents thought a higher fee should be charged to replace or upgrade current mooring arrangements with more environmentally friendly alternatives (40%) than both

previous responses. However, what was not surprising was that respondents currently on buoy moorings were not as supportive of such a concept (25%) while support among boat owners was much greater (73%).

With regard to the overall levels of support for the previous three environmental related questions, and the fact that it was significantly lower among those currently on buoy moorings and significantly greater among boat owners, the following may provide some understanding of the situation. As has been previously suggested, those currently on buoy moorings are most likely to be content with the status quo and are cautious about potential change while boat owners, who are potentially (a) out on the water quite often and feel some environmental connection and understanding, and (b) feel free to acknowledge the environmental issues and potential solutions as they will be largely unaffected by any changes, are possibly less averse to change (*i.e.* if current moorings are deemed to have an environmental impact and changes need to be made and such changes have an associated and additional cost, then those most likely to be impacted by such changes are going to be less likely to support it (current buoy mooring holders) while those least affected will be more likely to show support (boat owners)).

Some interesting information came from the general comments sections of the environmental related question. For example, there appeared to be a general acknowledgement among respondents that moorings only impact on area of seagrass and that 'no seagrass = no impact'. There was no recognition that (a) the lack of seagrass may be related to the presence of moorings, or (b) that there are other organisms, whether they live in mud, sand or seagrass, that may also be impacted by the mooring equipment. Other comments suggested that, due to other (potentially greater) impacts (such as potential dredging for the 'proposed' cruise ship terminal), the impacts of moorings somehow ceased to exist. While others linked environmental impacts and any associated remediation measures and costs to the question of '*how much?*' and '*who pays?*' to the potential for any buoy mooring related environmental issues (*i.e.* a suggestion that any potential mooring related impacts are inversely proportional to costs). Although it should be noted that several responses were provided that did recognise the potential environmental impacts of moorings and the need to move towards more environmentally friendly alternatives that would inevitably come at a cost. Perhaps suggesting there may be a mood for change developing in this regard.

4.2.3 Mooring Management

There was not overwhelming support for GCWA's ability to manage buoy moorings satisfactorily (38%), however, it was interesting to note that there was much greater support for GCWA's efforts among respondents currently on buoy moorings (62%) than there was among boat owners (7%) and those on the waiting list (23%). Again, this may be an indication of support for the status quo among buoy mooring holders and a desire for change among those on the waiting list and those that may have alternative ideas regarding how to make best (or better) use of the available on water areas (*i.e.* boat owners). General comments received in this regard tended to focus on GCWA's inability to address issues of cost and provide greater levels of 'hands-on' management and compliance monitoring (*e.g.* need for moorings to be policed more to ensure they are not left vacant, remove those who sit on a mooring but never use their boat, *etc.*).

Overall, the major reasons given to support GCWA's 'perceived' poor performance in the management of buoy moorings were an inadequate management model (57%), inadequate access (47%) and an unrealistically low price (34%). The fact that a significantly greater proportion of respondents on the buoy mooring waiting list stated inadequate access as the reason GCWA's management of moorings was inadequate (52%) is not really surprising, as their primary purpose for being on such a list is to gain (greater) access. Similar to the above, the general comments received in this regard tended to focus on issues of cost and the need to provide greater levels of 'hands-on' management and compliance monitoring (e.g. low price encourages people to hold on to moorings they have no further use for, need to encourage users to actually use and maintain their boats, etc.).

The lack of widespread support for buoy mooring fees to be subsidised by taxpayers (22%) was not surprising, however, it was interesting (but not unexpected) to note that a significantly greater proportion of respondents currently on buoy moorings supported such subsidies (31%) while boat owners did not find the concept at all popular (0%). As has been suggested several times previously, this may indicate support for the status quo and an aversion to change among those currently on buoy moorings (i.e. they are the 'perceived' recipients of such subsidisation and the removal of any 'perceived' taxpayer subsidy would inevitably lead to a corresponding rise in their current fees) while boat owners may feel that their taxpayer dollars would be much better spent in other areas (such as supporting boating activities, access and infrastructure, for example). The significantly larger proportion of current buoy mooring holders that provided general comments to this question (33%) may give further support to this suggestion (especially noting that in general the comments were somewhat defensive in nature and questioning of GCWA's role and ability in this regard).

It was interesting to note that there was a general (but not overwhelming) level of support (44%) for an increase in annual fees to enable moorings to be offered sooner and have all aspects maintained by a mooring manager. Again, this concept was not as popular among those currently on buoy moorings (22%) as it was among boat owners (75%). Again this may indicate a certain level of contentment for the status quo among current buoy mooring holders (i.e. any changes to the current situation have the potential to directly impact on those currently on buoy moorings, especially financially) while boat owners may view better management (and the associated fee increase) as a positive step forward in ensuring better (or the best) use of the available on water space (or it may simply be a case of being somewhat removed from such requirements at an individual level, especially in regard to increased costs).

What was of even greater interest was that (a) 37 respondents took the opportunity to suggest a more appropriate fee, and (b) the fact that a significantly greater proportion of respondents currently on buoy moorings (58%) took the opportunity to make such a suggestion. It is not clear why such a large proportion of current buoy mooring holders suggested fees (especially noting that approximately one fifth were between \$1,000 and \$5,000 per annum).

Overall, the responses in this section appear to support changes with regard to buoy mooring management, especially in regard to a greater 'hands-on' management approach

(including suggestions that this include the purchase, installation and ongoing maintenance of the equipment) coupled with a more robust compliance monitoring program and this should be accompanied by an appropriate fee that actually reflects the true costs of providing such levels of service. What was not so clear was whether this should be provided by Government (e.g. GCWA) or another entity (e.g. appointment of a mooring contractor).

4.3 Summary

The rankings given to the three major aspects covered by this survey (*i.e.* access, environment and management) tended to support the general theme of the survey responses overall (*i.e.* things need to change in the buoy mooring area, especially in regard to access to and availability of moorings). The fact that this was especially popular among respondents on the buoy mooring waiting list is not unexpected given that the purpose of being on the list is to gain such access. Hence, it would be expected that any improvements in this regard would lead to a corresponding increase in their chances of gaining such access. The fact that the other two factors ranked fairly evenly overall (management slightly higher), may suggest that the thinking in this regard is that these other factors can be dealt with in the future, once the issue of access has been adequately addressed.

Something that was difficult (if not impossible) to demonstrate as part of this question was an understanding that a well implemented and maintained combination of 'Management' and 'Environmental performance' would provide major advances in 'Access/availability'. For example (as noted in the 'Parks' feedback), reduced swing area and engineer certification of environmentally friendly moorings better optimises available space and helps minimise the issues associated with poorly designed, constructed and maintained moorings (*e.g.* vessels moving/coming adrift and colliding with other vessels). Active management can better utilise available moorings to ensure maximum occupancy with the most suitable vessels, hence minimising the issue of moorings being left vacant for extended periods of time (one of the major issues raised by respondents throughout this report).

The vast array of general comments provided at the end of the survey helped to highlight other issues not covered in the survey (such as sewage pollution for example, vessel insurance, speeding adjacent moored vessel, *etc.*) and these may prove to be a valuable resource in GCWA's planning in regard to the buoy mooring improvement program.

4.4 General Response Feedback

The response provided by the member of the public, being similar to the feedback provided by survey respondents, supported what has been discussed above.

The feedback provided by the Department of Agriculture, Fisheries and Forestry (DAFF) ('Fisheries'), the Department of National Parks, Recreation, Sport and Racing (DNPRSR) ('Parks') highlighted some very specific and important issues in regard to moorings within Fish Habitat Areas (FHAs) and the Moreton Bay Marine Park (MBMP) ('Marine Park').

Suggestions on the appropriate ways to move forward on these issues in the short term, such as upgrading current moorings within the 'Marine Park' and Fish Habitat Areas

(FHAs) to environmentally friendly alternatives and an offer to work cooperatively with GCWA on longer term solutions will become part of GCWA's forward planning in regard to the GCWA buoy mooring improvement program. As such, these comments need not be further discussed here.

5 Conclusions

The following provides an overall summary of the results of the buoy mooring review survey.

- Most respondents (73%) were either current buoy mooring authority holders (47%) or those on the waiting list (26%).
- More than half of all respondents (54%) believed that the way buoy moorings are installed, used and managed on the Gold Coast needs to be reviewed.
- Approximately two thirds of respondents (66%) believed that access to and availability of buoy moorings on the Gold Coast needs to be improved, and that the best way to achieve this was by increasing mooring areas (38%). Interestingly, offering alternative mooring methods or increasing mooring density both proved to be substantially less popular (18% and 11%, respectively).
- Slightly less than one third of respondents (32%) believed that the current arrangements for buoy moorings on the Gold Coast have an impact on the environment. A slightly higher proportion (38%) believed that these should be replaced with or upgraded to mooring systems that are more environmentally friendly and a similar proportion (40%) thought it appropriate to charge a higher fee in order to do so.
- Less than half of all respondents (38%) thought that GCWA currently manages buoy moorings satisfactorily, primarily because of inadequacies in access to and management of buoy moorings (21% and 20%, respectively) or the price being too low (16%).
- It came as no surprise that less than one quarter of all respondents (22%) thought it appropriate for taxpayers to subsidise annual buoy mooring fees.
- Almost half of all respondents (44%) thought that it was appropriate to charge a higher annual fee to be able to offer moorings sooner and have all aspects of the mooring maintained by a mooring manager, however, only about one third of these (37%) were prepared to suggest what such a charge might be.
- Overall, better/improved access/availability to moorings was ranked as the most important of the buoy mooring related issues and opportunities, receiving the greatest proportion of number one rankings (*i.e.* ranked #1 by 54% of all respondents) followed by better/improved management of moorings at number two, receiving the greatest proportion of number two rankings (*i.e.* ranked #2 by 38% of all respondents) and better/improved environmental performance of moorings at number three, receiving the greatest proportion of number three rankings (*i.e.* ranked #3 by 41% of all respondents).

Based on these results and the general responses provided, the following conclusions were reached:

1. The way that buoy moorings are currently installed, used and managed on the Gold Coast is not sustainable and needs to be changed.
2. The major issue to be addressed by such change is the access to and availability of moorings¹.
3. To be effective², such changes will require the implementation of a measured combination of—
 - a. improved and more environmentally friendly mooring technology (to help maximise mooring density)
 - b. improved mooring management model (*i.e.* a more 'hands-on' approach to ensure that moorings are well maintained and that capacity is maximised).
4. There is a general acceptance that changes in this regard will have a commensurate cost.
5. Changes to the current system are—
 - a. least likely to be supported by those most affected (*e.g.* those currently on buoy moorings)
 - b. most likely to be supported by those with either—
 - i. a vested interest in such changes (*e.g.* those on the buoy mooring waiting list)
 - ii. an alternative view on what the available water surface area could/should be used for (*e.g.* boat owners)
6. The issues raised by 'Fisheries' and 'Parks' in regard to moorings in the 'Marine Park' and Fish Habitat Areas (FHAs) need to be addressed.

6 Recommendations

Based on these findings it is recommended that:

- A moratorium be placed on granting any further approvals for—
 - new buoy mooring authorities (using traditional swing mooring technology)
 - new buoy mooring areas.

¹ It should be noted that any changes to the access to and availability of moorings will have the potential to impact on other related areas, such as marinas, dry stack storage, boat ramps, *etc.* These need to be understood and managed appropriately.

² Please note: As stated in the '*Buoy Mooring Review: Discussion Paper and Survey*', opening new areas for buoy moorings is not a viable option due to the increasing demands for space on the water and the inefficient manner in which buoy moorings utilise such on-water space.

- GCWA trial a Category 1 buoy mooring area(s) to provide a better mooring management model that maximises mooring opportunities and supports an appropriate and ongoing mooring maintenance program.
- GCWA implement the use of better mooring technologies that effectively and sustainably support greater mooring densities (e.g. environmentally friendly moorings).
- GCWA work with 'Fisheries' and 'Parks' to address mooring issues in Fish Habitat Areas (FHAs) and the 'Marine Park'.
- GCWA develop an implementation plan and a change management strategy that includes an information/education campaign and consultation with the boating community.

7 Appendices

List of appendices:

- 7.1 Appendix A: Hard copy version of the 'Buoy Mooring Review Discussion Paper and Survey'
- 7.2 Appendix B: Cross tabulations and Chi-square results
 - 7.2.1 General Demographics
 - 7.2.2 Access
 - 7.2.3 Environmental Performance
 - 7.2.4 Mooring Management
 - 7.2.5 Summary
- 7.3 Appendix C: Original comments tables
- 7.4 Appendix D: Buoy mooring area maps

7.1 Appendix A: Hard copy version of the ‘Buoy Mooring Review Discussion Paper and Survey’



Buoy Mooring Review

Discussion Paper and Survey

PURPOSE OF THIS DISCUSSION PAPER

This discussion paper is being used by the Gold Coast Waterways Authority (GCWA) to gauge public opinion about the way buoy moorings are currently installed, used and managed on the Gold Coast. The document is designed to provide a general overview of the current situation, options for improvement and the process to be followed to plan a better way forward for the future. Please note that the questions in this survey relate to the section of the discussion paper immediately before the question.

It should be noted that the information collected during this consultation phase is the first step in the overall process and will be used to guide the outcomes of the review and options for improvement.

ABBREVIATIONS

BMA:	Buoy Mooring Authority
DTMR:	Department of Transport and Main Roads
GCWA:	Gold Coast Waterways Authority
MSQ:	Maritime Safety Queensland
SYC:	Southport Yacht Club

Community consultation ends **March 21, 2014**.

1. Please provide your postcode: _____

2. Please select ONE of the following options that BEST describes you:

- Current buoy mooring authority holder
- On waiting list for a buoy mooring
- *Boat owner (without a buoy mooring and not on the buoy mooring waiting list)
Note: Please specify boat storage details in question 3.
- Potential mooring manager/service provider
- Other (please specify): _____

3. *If you are a boat owner without a buoy mooring and are not on the buoy mooring waiting list, where and how do you store your boat when it is not in use?

4. Do you believe that the way that buoy moorings are installed, used and managed on the Gold Coast needs to be reviewed?

- Yes
- No
- Unsure

Comments: _____

PURPOSE GOLD COAST WATERWAYS AUTHORITY

The Gold Coast Waterways Authority (GCWA) was established in December 2012 by the *Gold Coast Waterways Authority Act 2012* to strategically plan for, facilitate and manage the development and use of the Gold Coast waterways. The primary purposes for establishing the GCWA were to:

- deliver the best possible management of the Gold Coast waterways at reasonable cost to the community and government, while keeping government regulation to a minimum
- plan for and facilitate the development of the Gold Coast waterways over the long term in a way that is sustainable and considers the impact of development on the environment
- improve and maintain navigational access to the Gold Coast waterways
- develop and improve public marine facilities relating to the Gold Coast waterways
- promote and manage the sustainable use of the Gold Coast waterways for marine industries, tourism and recreation.

ISSUES AND OPPORTUNITIES

ACCESS

Access to, and availability of, buoy moorings on the Gold Coast is limited and there are long waiting lists. In January 2014 there were 465 buoy moorings in Gold Coast waters and approximately 200 applicants on the waiting list. Waiting times in some popular areas exceed 10 years with the minimum waiting time being approximately 3 years.

Because our waterways must be managed safely and sustainably and shared amongst all users, no new mooring areas have been established for a number of years. With the increase in popularity of recreational boating in the region, and the affordability of a buoy mooring authority (especially in comparison to the costs of current alternative methods such as dry storage and marinas), demand now severely outweighs supply.

Options to improve access include:

- Increasing density in current mooring areas with the use of updated infrastructure (i.e. fitting more vessels into the same size areas by using modern mooring techniques)
- Encouraging vessel owners to take up alternative storage methods such as marinas, or onshore options such as dry stack storage
- Increasing the areas available for moorings. (**Note:** *This option is not considered viable due to the increasing demands for space on the water from all users and the inefficient manner in which buoy moorings utilise the available water space.*)

5. Do you believe that access to and availability of buoy moorings on the Gold Coast needs to be improved?

- Yes
- No
- Unsure

Comments: _____

6. Please select ONE of the following options that you feel would be the best solution to improve access to and availability of buoy moorings on the Gold Coast:

- Increased mooring density
 - Alternative mooring methods
 - Increased mooring areas
 - Unsure
 - Other (please specify): _____
- _____
- _____
- _____

ENVIRONMENTAL PERFORMANCE

The technology of current buoy moorings on the Gold Coast is outdated. Most have a weight, such as a block of concrete, joined by a metal chain to a buoy on the surface of the water.

The installation requires an annual inspection and submission of a declaration. The declaration must provide a detailed description of the mooring apparatus and a statement that the condition of the apparatus is structurally adequate for the nominated vessel.

Buoy moorings must remain located at the position specified in the authority at all times and in all weather conditions. Annual inspections can be carried out by either a professional (e.g. marine/civil engineer, commercial diving business, mooring inspection contractor) or an individual (such as the authority holder). Inspections carried out by an individual have, in some cases, resulted in potentially serious safety risks related primarily to an inaccurate assessment of the apparatus's condition or its suitability for the vessel (e.g. vessels colliding with other vessels/structures when a mooring fails and they become adrift or the mooring block drags).

The chain is subject to corrosion in the salt water and the block can move position in strong tides, winds or floods. Also, as the wind direction and tides change, the moored vessel moves and drags the chain across the seabed. The constant movement of the chain creates an area where seagrass and other marine life cannot grow, such areas are known as a 'dead zone' or 'crop circle'.

Options are available to improve the environmental performance of the mooring system, especially in regard to the 'dead zone'/'crop circle' issue, such as the installation of various environmentally friendly moorings systems that not only increase mooring density (i.e. decrease the per vessel footprint) they also keep the ground tackle of the mooring system up off the seabed.

Following the installation of an environmentally friendly mooring system, the regeneration of seagrass and other marine life in the existing 'dead zone'/'crop circle' footprint can be measured and recorded and used as environmental offset credits.

7. Do you believe that the current arrangements for buoy moorings on the Gold Coast (i.e. an anchor block, a chain and a float) have an impact on the environment?

- Yes
- No
- Unsure

Comments: _____

8. Do you believe that the current buoy mooring arrangements on the Gold Coast (i.e. an anchor block, a chain and a float) should be replaced with or upgraded to mooring systems that are more environmentally friendly?

- Yes
- No
- Unsure

Comments: _____

9. Do you think it would be appropriate to charge buoy mooring authority holders a higher fee in order to replace or upgrade the current buoy mooring arrangements (i.e. an anchor block, a chain and a float) with mooring systems that are more environmentally friendly?

- Yes
- No
- Unsure

Comments: _____

MOORING MANAGEMENT

Most buoy moorings in Gold Coast waters are managed by GCWA. Buoy mooring authority holders are charged an annual fee of \$45.65. GCWA has one member of staff committed full time to completing paperwork, investigating complaints, monitoring compliance, managing native title, responding to enquiries and generally administering moorings. Management time is also committed to moorings.

The cost to GCWA of managing buoy moorings is significantly greater than the annual fee, meaning this shortfall is subsidised by Queensland taxpayers.

In addition to the buoy moorings managed by GCWA mentioned above, 65 buoy moorings in the southern Broadwater are managed by Southport Yacht Club (SYC) under contract from GCWA. SYC charges fees for these buoy moorings and also provides mooring occupants with access to showers, toilets, car parking and tender storage.

This type of management approach is similar to a Category 1 scenario (see below for details on 'Category 1 Buoy Mooring Areas').

The *Transport Operations (Marine Safety) Regulation 2004* as amended gives the GCWA power to create Category 1 mooring areas. Specifically:

'207A (3) The Gold Coast Waterways Authority may, by written agreement with a person (a mooring manager), vest in the person the management and control of buoy moorings within a Category 1 area in Gold Coast waters.'

The Category 1 option provides a suitable model to improve the management of moorings. As such, the establishment of a Category 1 buoy mooring area/s and appointing a mooring manager/s is a potential option for investigation. A Category 1 mooring manager could effectively:

- Invest in infrastructure to improve environmental performance and access/density
- Charge appropriate fees for the use of the moorings
- Set conditions for placement and maximise use of the moorings

It would be expected that the fees charged by a mooring manager would be at a commercial rate in return for improved access and availability, shorter waiting times and improved services.

10. Do you think the way that GCWA currently manages buoy moorings is satisfactory?

- Yes *(please go to question 12)*
- No *(please go to question 11)*
- Unsure *(please go to question 12)*

Comments: _____

11. If no, is it due to any of the factors listed below?

- Price is too low
- Price is too high
- Environmental performance inadequate
- Access inadequate (e.g. not enough moorings/waiting list too long, etc.)
- Mooring management model inadequate
- Other (please specify): _____

Comments: _____

12. Do you think it is appropriate for annual buoy mooring fees to be subsidised by taxpayers?

- Yes
- No
- Unsure

Comments: _____

13. Do you think it is appropriate to charge a higher annual fee to be able to offer moorings sooner and have all aspects of the mooring maintained by a mooring manager?

- Yes
- No
- Unsure

If yes, please suggest an appropriate fee: \$ _____

Comments: _____

SUMMARY

14. Please rank the following 3 buoy mooring 'Issues and Opportunities' in their order of importance to you (on a scale of 13, with '1' being 'high'/'most important' and '3' being 'low'/'least important'):

Better/improved...

- ...access/availability to moorings
- ...environmental performance of moorings
- ...management of moorings

CONSULTATION

Groups and individuals to be consulted as part of this process include (but are not limited to):

- Environmental groups and government agencies
- Department of Transport and Main Roads (DTMR)
- Maritime Safety Queensland (MSQ)
- Current buoy mooring authority holders
- Applicants on the buoy mooring waiting list
- City of Gold Coast
- Southport Yacht Club

- Motor boat and sailing clubs
- Marine Queensland and other relevant industry groups
- Members of the public and their elected representatives

Channels for consultation will include:

- Social media
- GCWA website
- Written or online survey
- Public invitation to comment

CHANGE MANAGEMENT

Once the preferred option is identified through stakeholder consultation, it is essential that it is implemented carefully and in a way that minimises negative impacts. In particular, this should include ensuring that:

- Environmental offset credits are real and are accurately measured, recorded and reported.
- Current buoy mooring authority holders are given first opportunity to move to any new arrangements in their area.
- Should a Category 1 area be created—
 - any authority holders within that area, that elect not to stay under the new arrangements, would join the front of the buoy mooring waiting list in another area; and
 - those on the waiting lists for buoy moorings are given the option to accept a mooring in such an area.

TIMING

December 2013

Consultation plan finalised

The Honourable Scott Emerson MP, Minister for Transport and Main Roads advised of the Buoy Mooring Review project plan

24 February 2014

Consultation period starts

Discussion paper and survey released

21 March 2014

Consultation period ends

18 April 2014

GCWA Board asked to endorse the preferred option/s

26 May 2014

Call for expressions of interest to implement preferred option.

7.2 Appendix B: Cross tabulations and Chi-square results

7.2.1 General Demographics

Table B.1: Cross tabulation of ‘Respondent type’ and ‘Is BM review necessary?’.

Respondent type	Yes	No	Unsure	Total
BM Holder	47	46	14	107
BM Waiting List	37	14	9	60
Boat Owner	16	3	9	28
Potential mooring manager/service provider	4	–	1	5
Other	19	3	6	28
(blank)	–	1	–	1
Total	123	67	39	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.2: Cross tabulation and Chi-square results of ‘BM Holder’ and ‘Is BM review necessary?’.

BM Holder (yes/no)	Yes	No	Unsure	Total	χ^2	df	p	Exp. < 5 (%)
Yes	47	46	14	107	18.365	2	0.0001	0.00
No	76	21	25	122				
Total	123	67	39	229				

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)).

7.2.2 Access

Table B.3: Cross tabulation of ‘Respondent type’ and ‘Does BM access need to be improved?’.

Respondent type	Yes	No	Unsure	(blank)	Total
BM Holder	63	31	12	1	107
BM Waiting List	53	7	–	–	60
Boat Owner	18	2	6	2	28
Potential mooring manager/service provider	2	2	1	–	5
Other	14	8	4	2	28
(blank)	–	1	–	–	1
Total	150	51	23	5	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.4: Cross tabulation and Chi-square results of ‘BM Waiting List’ and ‘Does BM access need to be improved?’.

BM Waiting List (yes/no)	Yes	No	Unsure	Total	χ^2	df	p	Exp. < 5 (%)
Yes	53	7		60	18.439	2	0.0001	0.00
No	97	44	23	164				
Total	150	51	23	224				

Legend: BM Waiting List = On waiting list for a buoy mooring; Yes = BM Waiting List; No = All others (i.e. BM Holder; Boat Owner; Other; Potential mooring manager/service provider; (blank)).

Table B.5: Cross tabulation of ‘Respondent type’ and ‘BM Access/availability solution’.

Respondent type	Alternative mooring methods	Increased mooring areas	Increased mooring density	Other	Unsure	(blank)	Total
BM Holder	9	51	11	19	16	1	107
BM Waiting List	7	27	9	13	4	–	60
Boat Owner	13	5	2	4	2	2	28
Potential mooring manager/service provider	3	–	–	1	1	–	5
Other	10	2	4	6	4	2	28
(blank)	–	1	–	–	–	–	1
Total	42	86	26	43	27	5	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.6: Cross tabulation and Chi-square results of ‘BM Holder’ and ‘Alternative mooring method’.

BM Holder (yes/no)	Yes	No	Total	χ^2	df	p	Exp. < 5 (%)
Yes	11	96	107	11.169	1	0.0008	0.00
No	34	88	122				
Total	45	184	229				

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)).

Table B.7: Cross tabulation and Chi-square results of ‘Boat Owner’ and ‘Alternative mooring method’.

Boat Owner (yes/no)	Yes	No	Total	χ^2	df	p	Exp. < 5 (%)
Yes	14	14	28	18.855	1	0.0000	0.00
No	31	170	201				
Total	45	184	229				

Legend: Yes = Boat Owner; No = All others (i.e. BM Holder; BM Waiting List; Other; Potential mooring manager/service provider; (blank)).

Table B.8: Cross tabulation and Chi-square results of ‘BM Holder’ and ‘Increased mooring areas’.

BM Holder (yes/no)	Yes	No	Total	χ^2	df	p	Exp. < 5 (%)
Yes	51	56	107	8.752	1	0.0031	0.00
No	35	87	122				
Total	86	143	229				

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)).

Table B.9: Cross tabulation and Chi-square results of ‘Boat Owner’ and ‘Increased mooring areas’.

Boat Owner (yes/no)	Yes	No	Total	χ^2	df	p	Exp. < 5 (%)
Yes	5	23	28	5.278	1	0.0216	0.00
No	81	120	201				
Total	86	143	229				

Legend: Yes = Boat Owner; No = All others (i.e. BM Holder; BM Waiting List; Other; Potential mooring manager/service provider; (blank)).

7.2.3 Environmental Performance

Table B.10: Cross tabulation of ‘Respondent type’ and ‘Do BMs have environmental impact?’.

Respondent type	Yes	No	Unsure	(blank)	Total
BM Holder	17	68	20	2	107

BM Waiting List	17	35	8	–	60
Boat Owner	17	6	3	2	28
Potential mooring manager/service provider	3	1	1	–	5
Other	20	5	1	2	28
(blank)	–	1	–	–	1
Total	74	116	33	6	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.11: Cross tabulation and Chi-square results of ‘BM Holder’ and ‘Do BMs have environmental impact?’.

BM Holder (yes/no)	Yes	No	Unsure	Total	χ^2	df	p	Exp. < 5 (%)
Yes	17	68	22	107	24.835	2	0.0000	0.00
No	57	48	17	122				
Total	74	116	39	229				

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.12: Cross tabulation and Chi-square results of ‘Boat Owner’ and ‘Do BMs have environmental impact?’.

Boat Owner (yes/no)	Yes	No	Unsure	Total	χ^2	df	p	Exp. < 5 (%)
Yes	17	6	5	28	13.354	2	0.0013	16.67
No	57	110	34	201				
Total	74	116	39	229				

Legend: Yes = Boat Owner; No = All others (i.e. BM Holder; BM Waiting List; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.13: Cross tabulation of ‘Respondent type’ and ‘Should BMs be replaced with EFMs?’.

Respondent type	Yes	No	Unsure	(blank)	Total
BM Holder	21	63	21	2	107
BM Waiting List	22	24	14	–	60
Boat Owner	18	5	3	2	28
Potential mooring manager/service provider	4	–	1	–	5
Other	21	4	1	2	28
(blank)	–	1	–	–	1
Total	86	97	40	6	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank); EFMs = Environmentally Friendly Moorings.

Table B.14: Cross tabulation and Chi-square results of ‘BM Holder’ and ‘Should BMs be replaced with EFMs?’.

BM Holder (yes/no)	Yes	No	Unsure	Total	χ^2	df	p	Exp. < 5 (%)
Yes	21	63	23	107	30.329	2	0.0000	0.00
No	65	34	23	122				
Total	86	97	40	229				

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.15: Cross tabulation and Chi-square results of ‘Boat Owner’ and ‘Should BMs be replaced with EFMs?’.

Boat Owner (yes/no)	Yes	No	Unsure	Total		χ^2	df	p	Exp. < 5 (%)
Yes	18	5	5	28		10.670	2	0.0048	0.00
No	68	92	41	201					
Total	86	97	46	229					

Legend: Yes = Boat Owner; No = All others (i.e. BM Holder; BM Waiting List; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.16: Cross tabulation of ‘Respondent type’ and ‘Is it appropriate to charge more for EFMs?’.

Respondent type	Yes	No	Unsure	(blank)	Total
BM Holder	26	71	8	2	107
BM Waiting List	21	29	10	–	60
Boat Owner	19	4	3	2	28
Potential mooring manager/service provider	3	2	–	–	5
Other	21	3	2	2	28
(blank)	1	–	–	–	1
Total	91	109	23	6	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank); EFMs = Environmentally Friendly Moorings.

Table B.17: Cross tabulation and Chi-square results of ‘BM Holder’ and ‘Is it appropriate to charge more for EFMs?’.

BM Holder (yes/no)	Yes	No	Unsure	Total		χ^2	df	p	Exp. < 5 (%)
Yes	26	71	10	107		28.639	2	0.0000	0.00
No	65	38	19	122					
Total	91	109	29	229					

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.18: Cross tabulation and Chi-square results of ‘Boat Owner’ and ‘Is it appropriate to charge more for EFMs?’.

Boat Owner (yes/no)	Yes	No	Unsure	Total		χ^2	df	p	Exp. < 5 (%)
Yes	19	4	5	28		14.464	2	0.0007	16.67
No	72	105	24	201					
Total	91	109	29	229					

Legend: Yes = Boat Owner; No = All others (i.e. BM Holder; BM Waiting List; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

7.2.4 Mooring Management

Table B.19: Cross tabulation of ‘Respondent type’ and ‘Does GCWA manage BMs satisfactorily?’.

Respondent type	Yes	No	Unsure	(blank)	Total
BM Holder	66	28	8	5	107
BM Waiting List	14	42	3	1	60
Boat Owner	2	15	8	3	28
Potential mooring manager/service provider	–	4	1	–	5
Other	5	16	5	2	28
(blank)	1	–	–	–	1
Total	88	105	25	11	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.20: Cross tabulation and Chi-square results of ‘BM Holder’ and ‘Does GCWA manage BMs satisfactorily?’.

BM Holder (yes/no)	Yes	No	Unsure	Total		χ^2	df	p	Exp. < 5 (%)
Yes	66	28	13	107		46.863	2	0.0000	0.00
No	22	77	23	122					
Total	88	105	36	229					

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.21: Cross tabulation and Chi-square results of ‘BM Waiting List’ and ‘Does GCWA manage BMs satisfactorily?’.

BM Waiting List (yes/no)	Yes	No	Unsure	Total		χ^2	df	p	Exp. < 5 (%)
Yes	14	42	4	60		19.400	2	0.0001	0.00
No	74	63	32	169					
Total	88	105	36	229					

Legend: BM Waiting List = On waiting list for a buoy mooring; Yes = BM Waiting List; No = All others (i.e. BM Holder; Boat Owner; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.22: Cross tabulation and Chi-square results of ‘Boat Owner’ and ‘Does GCWA manage BMs satisfactorily?’.

Boat Owner (yes/no)	Yes	No	Unsure	Total		χ^2	df	p	Exp. < 5 (%)
Yes	2	15	11	28		19.808	2	0.0000	16.67
No	86	90	25	201					
Total	88	105	36	229					

Legend: Yes = Boat Owner; No = All others (i.e. BM Holder; BM Waiting List; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.23: Cross tabulation of ‘Respondent type’ and ‘Why BMs not managed satisfactorily?’.

Respondent type	Price too low	Price too high	Enviro-performance inadequate	Access inadequate	Management model inadequate	(blank)
BM Holder	3	1		6	21	5
BM Waiting List	12	2	5	31	17	1
Boat Owner	8	–	6	5	6	3
Potential mooring manager/service provider	2	–	1	1	4	–
Other	11	–	8	6	12	2
Total	36	3	20	49	60	11

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.24: Cross tabulation and Chi-square results of 'BM Holder' and 'Access inadequate'.

BM Holder (yes/no)	Yes	No	Total		χ^2	df	p	Exp. < 5 (%)
Yes	6	101	107		29.773	1	0.0000	0.00
No	43	79	122					
Total	49	180	229					

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)).

Table B.25: Cross tabulation and Chi-square results of 'BM Waiting List' and 'Access inadequate'.

BM Waiting List (yes/no)	Yes	No	Total		χ^2	df	p	Exp. < 5 (%)
Yes	31	29	60		44.290	1	0.0000	0.00
No	18	151	169					
Total	49	180	229					

Legend: BM Waiting List = On waiting list for a buoy mooring; Yes = BM Waiting List; No = All others (i.e. BM Holder; Boat Owner; Other; Potential mooring manager/service provider; (blank)).

Table B.26: Cross tabulation and Chi-square results of 'BM Holder' and 'Enviro-performance inadequate'.

BM Holder (yes/no)	Yes	No	Total		χ^2	df	p	Exp. < 5 (%)
Yes	0	107	107		19.220	1	0.0000	0.00
No	20	102	122					
Total	20	209	229					

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)).

Table B.27: Cross tabulation and Chi-square results of 'Boat Owner' and 'Enviro-performance inadequate'.

Boat Owner (yes/no)	Yes	No	Total		χ^2	df	p	Exp. < 5 (%)
Yes	6	22	28		6.450	1	0.0111	25.00
No	14	187	201					
Total	20	209	229					

Legend: Yes = Boat Owner; No = All others (i.e. BM Holder; BM Waiting List; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.28: Cross tabulation and Chi-square results of 'BM Holder' and 'Management model inadequate'.

BM Holder (yes/no)	Yes	No	Total		χ^2	df	p	Exp. < 5 (%)
Yes	21	86	107		4.490	1	0.0341	0.00
No	39	83	122					
Total	60	169	229					

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)).

Table B.29: Cross tabulation and Chi-square results of 'BM Holder' and 'Price too low'.

BM Holder (yes/no)	Yes	No	Total		χ^2	df	p	Exp. < 5 (%)
Yes	3	104	107		25.992	1	0.0000	0.00
No	33	89	122					
Total	36	193	229					

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)).

Table B.30: Cross tabulation of ‘Respondent type’ and ‘Should taxpayers subsidise BM fees?’.

Respondent type	Yes	No	Unsure	(blank)	Total
BM Holder	33	52	17	5	107
BM Waiting List	15	32	12	1	60
Boat Owner	–	24	1	3	28
Potential mooring manager/service provider	1	4	–	–	5
Other	1	25	–	2	28
(blank)	–	–	1	–	1
Total	50	137	31	11	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.31: Cross tabulation and Chi-square results of ‘BM Holder’ and ‘Should taxpayers subsidise BM fees?’.

BM Holder (yes/no)	Yes	No	Unsure	Total	χ^2	df	p	Exp. < 5 (%)
Yes	33	52	22	107	12.234	2	0.0022	0.00
No	17	85	20	122				
Total	50	137	42	229				

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.32: Cross tabulation and Chi-square results of ‘Boat Owner’ and ‘Should taxpayers subsidise BM fees?’.

Boat Owner (yes/no)	Yes	No	Unsure	Total	χ^2	df	p	Exp. < 5 (%)
Yes	0	24	4	28	10.825	2	0.0045	0.00
No	50	113	38	201				
Total	50	137	42	229				

Legend: Yes = Boat Owner; No = All others (i.e. BM Holder; BM Waiting List; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.33: Cross tabulation of ‘Respondent type’ and ‘Should higher fees be charged for better BM access/management?’.

Respondent type	Yes	No	Unsure	(blank)	Total
BM Holder	24	60	18	5	107
BM Waiting List	31	19	9	1	60
Boat Owner	21	1	3	3	28
Potential mooring manager/service provider	5	–	–	–	5
Other	20	4	2	2	28
(blank)	–	1	–	–	1
Total	101	85	32	11	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.34: Cross tabulation and Chi-square results of ‘BM Holder’ and ‘Should higher fees be charged for better BM access/management?’.

BM Holder (yes/no)	Yes	No	Unsure	Total	χ^2	df	p	Exp. < 5 (%)
Yes	24	60	23	107	41.629	2	0.0000	0.00
No	77	25	20	122				
Total	101	85	43	229				

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.35: Cross tabulation and Chi–square results of ‘Boat Owner’ and ‘Should higher fees be charged for better BM access/management?’.

Boat Owner (yes/no)	Yes	No	Unsure	Total		χ^2	df	p	Exp. < 5 (%)
Yes	21	1	6	28		16.695	2	0.0002	0.00
No	80	84	37	201					
Total	101	85	43	229					

Legend: Yes = Boat Owner; No = All others (i.e. BM Holder; BM Waiting List; Other; Potential mooring manager/service provider; (blank)); Unsure = Unsure + (blank).

Table B.36: Cross tabulation of ‘Respondent type’ and ‘Answered “Yes” to “Q13” and suggested an appropriate fee’.

Respondent type	Yes	No	N/A	Total
BM Holder	14	10	83	107
BM Waiting List	14	17	29	60
Boat Owner	4	17	7	28
Potential mooring manager/service provider	1	4	–	5
Other	4	16	8	28
(blank)	–	–	1	1
Total	37	64	128	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank); N/A = Answered ‘No’ to ‘Q13’.

Table B.37: Cross tabulation and Chi–square results of ‘BM Holder’ and ‘Answered “Yes” to “Q13” and suggested an appropriate fee’.

BM Holder (yes/no)	Yes	No	Total		χ^2	df	p	Exp. < 5 (%)
Yes	14	10	24		6.386	1	0.0155	0.00
No	23	54	77					
Total	37	64	101					

Legend: BM Holder = Current buoy mooring authority holder; Yes = BM Holder; No = All others (i.e. BM Waiting List; Boat Owner; Other; Potential mooring manager/service provider; (blank)); N/A excluded from analysis.

Table B.38: Suggested fee for '13. Do you think it is appropriate to charge a higher annual fee to be able to offer moorings sooner and have all aspects of the mooring maintained by a mooring manager?' (N = 37).

ID#	Resp. Type	Q13: Suggested fee (Table B.38)
7	BMH	\$70.00
1	BMH	\$75.00
65	BMH	\$75.00
138	BMH	\$100.00
195	BMH	\$100.00
62	BMH	\$150.00
84	BMH	\$200.00
147	BMH	\$200.00
221	BMH	\$250.00
13	BMH	\$500.00
212	BMH	\$500.00
88	BMH	\$1,000.00
109	BMH	\$1,000.00
17	BMH	\$3,000.00
178	BMWL	\$68.50
75	BMWL	\$75.00
3	BMWL	\$91.30
6	BMWL	\$100.00
128	BMWL	\$150.00
141	BMWL	\$150.00
113	BMWL	\$200.00
162	BMWL	\$200.00
176	BMWL	\$450.00
43	BMWL	\$500.00
102	BMWL	\$500.00
157	BMWL	\$500.00
167	BMWL	\$500.00
143	BMWL	\$600.00
99	BO	\$70.00
38	BO	\$200.00
68	BO	\$1,000.00
130	BO	\$1,000.00
101	PMM	\$1,000.00
225	Oth	\$60.00
125	Oth	\$1,000.00
23	Oth	\$5,000.00
224	Oth	\$5,000.00

Legend: Resp. Type = Respondent Type; BMH = Current buoy mooring authority holder; BMWL = On waiting list for a buoy mooring; BO = Boat Owner; PMM = Potential mooring manager/service provider; Oth = Other; (blank) = No response provided (i.e. question left blank).

7.2.5 Summary

Table B.39: Cross tabulation of ‘Respondent type’ and ‘Access/availability’ rankings.

Respondent type	1	2	3	(blank)	Total
BM Holder	59	31	12	5	107
BM Waiting List	43	10	6	1	60
Boat Owner	10	7	8	3	28
Potential mooring manager/service provider	2	–	3	–	5
Other	9	7	10	2	28
(blank)	1	–	–	–	1
Total	124	55	39	11	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.40: Cross tabulation and Chi-square results of ‘BM Waiting List’ and ‘Access/availability’ rankings.

BM Waiting List (yes/no)	1	2	3	Total	χ^2	df	p	Exp. < 5 (%)
Yes	43	10	6	59	8.534	2	0.0140	0.00
No	81	45	33	159				
Total	124	55	39	218				

Legend: BM Waiting List = On waiting list for a buoy mooring; Yes = BM Waiting List; No = All others (i.e. BM Holder; Boat Owner; Other; Potential mooring manager/service provider; (blank)); (blank) for ‘Access/availability’ rankings excluded from analysis.

Table B.41: Cross tabulation of ‘Respondent type’ and ‘Management’ rankings.

Respondent type	1	2	3	(blank)	Total
BM Holder	24	31	47	5	107
BM Waiting List	10	31	18	1	60
Boat Owner	6	9	10	3	28
Potential mooring manager/service provider	3	2	–	–	5
Other	4	13	9	2	28
(blank)	–	–	1	–	1
Total	47	86	85	11	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.42: Cross tabulation of ‘Respondent type’ and ‘Environmental performance’ rankings.

Respondent type	1	2	3	(blank)	Total
BM Holder	19	40	43	5	107
BM Waiting List	6	18	35	1	60
Boat Owner	9	9	7	3	28
Potential mooring manager/service provider	–	3	2	–	5
Other	13	6	7	2	28
(blank)	–	1	–	–	1
Total	47	77	94	11	229

Legend: BM Holder = Current buoy mooring authority holder; BM Waiting List = On waiting list for a buoy mooring; (blank) = No response provided (i.e. question left blank).

Table B.43: Cross tabulation and Chi-square results of ‘BM Waiting List’ and ‘Environmental performance’ rankings.

BM Waiting List (yes/no)	1	2	3	Total		χ^2	df	p	Exp. < 5 (%)
Yes	6	18	35	59		10.323	2	0.0057	0.00
No	41	59	59	159					
Total	47	77	94	218					

Legend: BM Waiting List = On waiting list for a buoy mooring; Yes = BM Waiting List; No = All others (i.e. BM Holder; Boat Owner; Other; Potential mooring manager/service provider; (blank)); (blank) for ‘Environmental performance’ rankings excluded from analysis.

7.3 Appendix C: Original comments tables

Table C.44: Original responses and summary categories for '2 *Other (please specify)' (N = 29).

ID#	Q2: Other (please specify) (original response)	Q2: Other (please specify) (summary categories)
57	kjjk	(blank)
36	Regular boat user. On GC waterways almost every day	Boating enthusiast
105	professional skipper	
117	potential purchaser of boat with no immediate storage available	
228	I am not a boat owner, but utilise my friends boats for recreation.	
116	Deciding whether to purchase a boat.	
223	boat lover and occasional driver	
20	Taxpayer	
19	member of public	
81	Maritime industry worker	
131	interested party	
82	Interested party	
118	Government	
119	environmental scientist	
63	enforcement	
37	Citizen	
111	Cartographer MSQ	
224	Waterside resident interested in the way that the waterways are managed	Resident
86	Resident living on Broadwater	
110	Resident	
114	Interested foreshore property owner	
225	Gold Coast resident	
180	Concerned Gold Coast resident	
89	marina user	Waterway user
215	marina	
23	Local resident and waterways user.	
125	Live, swim & paddle in vicinity of small craft mooring buoys.	
227	general waterways user	
55	Broadwater water sports user	

Table C.45: Original responses and summary categories for ‘3. *If you are a boat owner without a buoy mooring and are not on the buoy mooring waiting list, where and how do you store your boat when it is not in use?’ (N = 27).

ID#	Q3: Boat storage method (original response)	Q3: Boat storage method (summary categories)
165		(blank)
71	Rack and stack	Commercial dry rack
115	Dry rack	
87	sanctuary cove marina	Commercial marina
130	Marina	
68	In a marina	
120	Commercial marina	
69	#1 Sanctuary Cove Marina #2 on pontoon on canal waterfront	
80	on a pontoon at my home	Domestic jetty/pontoon
99	On a pontoon	
127	Jetty out front of house	
226	I have a jetty at my residential address	
184	House Pontoon	
74	Home pontoon	
123	yard	Domestic residence (on land)
16	Trailer	
126	Trailer	
64	Stored at Manly, Brisbane	
38	Shed in my back yard	
59	On property	
39	Home	
96	Garage	
129	Garage	
229	At my residence	
14	at my house	
70	at home	
42	Private mooring at Runaway Bay	
95	Moored outside GC area.	

Table C.46: Original comments provided for ‘4. Do you believe that the way that buoy moorings are installed, used and managed on the Gold Coast needs to be reviewed?’ (N = 68).

ID#	Resp. Type	Q4: Comments (Table C.46)
1	BMH	Now Mr & Mrs, I realise my answers can be looked at as he has a moorings and does not give a hoot about anybody else. Quite incorrect. Sydney Harbour changed to fore AFT Moorings. I moored my 20mtr work boat in between and went exploring. The entire harbour is totally choked with Fore & AFT moorings rarely used but similar to the Hula Hoop you have to have one and then forget it and walk away a mooring appears to have become a fad, just like buying your first car. The novelty wears off quickly. I designed a Marina for Marine parade Labrador and at the North end a large square shaped pier passing boats. The boats stay close to the moored boats their reasoning, big boat draws more than their speedboat. I'm on the outside channel side of the moorings. If channel marking piles can be jetted in port and starboard painted Red & Green the boats making way will have a channel to follow. The marina or extra lines of swing moorings can then be established but a marina can be managed by GCWA the marina can then extend further East.
4	BMH	Too many boat owners use unoccupied moorings or just anchor for months at a time. Some even are living aboard. Also for mooring owner to properly inspect the block, the area needs to be dredged its very silted
11	BMH	I've had no trouble with my mooring, as I have to maintain the chain and check it for barnacle build-up. If my boat is off the mooring for antifoul for a period of 3 weeks and someone puts their boat on my mooring it is an awkward issue to set them off!!
12	BMH	I can only comment moorings in the area around mine.
13	BMH	Paradise Point Boat Harbour moorings are not maintained. Only observed two moorings here dived on in last 12 months (ours and one other). Boats on moorings not allocated to them. Boats anchored in excess of 24 hours (2 years plus). Please see attached document submitted to GCWA in February 2014.
33	BMH	The moorings allocated as live-aboard are managed by the SYC. Over the last 15 years the percentage of live-aboard customers has gone from 80% to the current average of less than 15%. The reason is because it is less expensive for the yacht club to have less live-aboards, they only provide dingy tie up for less than 20% of the moorings that are available, the facilities are poorly maintained, dirty toilets and showers in a very old building, only a few washing machines and dryers, the tender wharf is decrepit and dangerous (from numerous exposed nails/bolts/missing fenders and timber jutting out that damages tenders). They do not meet WH&S standards and they are ignoring their duty of care. 18 months ago over a 12 month period 7 boats broke their moorings because the chains had not been changed in over 4 years. They were only replaced when they absolutely had to, again not meeting their duty of care obligations. I believe a toilet/laundry/tender jetty be constructed next door to SYC in the park and the moorings managed by the Waterways Authority or MSQ. The reason why there are so many live aboards are at Stadium Bay is because they are disgruntled ex-customers of the SYC or they are ,,,,on the waiting list. It appears that preference is given to on live-aboards for reasons explained.
46	BMH	annual renewal process too complicated
47	BMH	I dint believe that one type of buoy mooring is suitable for all locations. Blocks are OK in sheltered waters, but more robust moorings would be appropriate in some (windy and open water) areas. Many moorings are not used, if they are not used and reported in the required manner (certification), then they should be resumed. Some people are pedantic about their moorings, whilst others don't care. For example, I have my pride and joy on a mooring, and that mooring is inspected and maintained fastidiously lest I lose my pride and joy.
54	BMH	fit some 24hour courtesy moorings for visitors at popular locations
62	BMH	Too many empty moorings - some that appear to have been unused for years
66	BMH	Possibly.
76	BMH	The buoys used damage the boats. Barnacles scrape against the hull.
97	BMH	There are some issues with the way they are used and managed
100	BMH	Adequate space must be maintained between moorings to prevent collisions with neighbouring boats. Length and type of craft is critical in mooring selection
106	BMH	Is more extensive use of mooring areas by repositioning moorings possible?
107	BMH	If the aim is increase the availability and security
108	BMH	The current system creates a driver for non-compliance due to the inability to transfer a mooring authority in conjunction with the sale of a vessel.
136	BMH	vessel draft should be considered for suitability for use of the mooring, rather than area, due to limited access in shallow channels
138	BMH	boats on moorings should be perhaps in a seaworthy condition with insurance .
149	BMH	happy with current situation except for speed of passing boats especially large motor cruisers who ignore speed restrictions near moorings causing excessive wear on ground tackle
156	BMH	longer lead time to purchase new boat (currently 3 months) while mooring vacant.
168	BMH	Do we need to have yearly inspections as our mooring is in a managed marina and is often checked.
175	BMH	I think there should be a data base with map to state when you would be away from mooring and when coming back, so if empty, boat users could use if windy etc. for safe mooring at night. We waited 10 years for our mooring we do not want to give it up but wouldn't mind others using it when away. Some people just put old boats on moorings as mooring minders because they don't want a boat at the moment but might in future these mooring minder boats are rotting away on the moorings. I can understand why people waiting for moorings are annoyed.

ID#	Resp. Type	Q4: Comments (Table C.46)
196	BMH	The design of the top end of the mooring is very poor and causes damage to the forward end of the hull of the boat There are much better designs that do not cause damage which I have used for years in other places
199	BMH	I believe that the GCWA should maintain the boat mooring (for a fee) as I don't think the people with a BMA are doing it. As it is, my renewal comes up at Christmas time and every time I find it hard to get someone who wants to do it at that time of year. If the GCWA were to have a team of people who did this on an annual basis then you would know of sure that every mooring was in good repair. Also, since you changed the rules about being able to pass your authority onto someone who has brought your boat I see that there a lot of moorings empty so if there really is a waiting list why aren't these mooring being used.
210	BMH	Many moorings are badly maintained and occupied by vessels in very questionable states of seaworthiness. A danger obviously to other vessels
212	BMH	When buoy moorings come up for renewal insist on the report from a reputable diving company before renewing. Too many people just fill in the Stat Dec as a consequence boats break away from the mooring due to lack of maintenance.
216	BMH	There are a lot of mooring with out marine vessels on them make this tighter and we will have more boats on the water enjoying the gold coast waterways.
8	BMWL	Have been on list for 4+ years. Only advanced 1 place in last 12 months for Paradise Point Boat Harbour despite numerous boats taking up vacant moorings. Moorings appear not to be maintained. Please see attached document as provided to GCWA in February 2014.
18	BMWL	Vast improvements are required when moorings are not used others could be making good use of them
27	BMWL	Preference is given to members of yacht club others are treated with disdain
31	BMWL	I think there needs to be more buoy moorings available
41	BMWL	Swinging moorings should not be under the control of SYC or other club / marina operators
44	BMWL	We first applied 10/04/2008 and were 92 on the list, we are at 17/3/2014 - 48 on the list
58	BMWL	Over the last 20 years the State Govt. has encouraged rapid population growth in SE Qld, yet has not made provision for the expansion of services to meet their needs. Since buoy moorings were taken over by the Beattie Govt., what must be a decade ago now, there have been no new buoy moorings put down to my knowledge, so that pressure on available moorings keeps growing with the population which flocks to the SE corner for its waterways lifestyle.
113	BMWL	Given the long waiting lists for most areas I wish to suggest the use of a mooring system I have seen overseas. It allows for a much denser mooring area. Instead of one boat per mooring, a cross patterned floating pontoon is attached to the mooring chain. This allows for four and potentially eight boats per mooring. The mooring block would have to be heavier of course and the pontoon sections could be sold to the mooring owners on a strata title basis. Should owners give up the site they could sell the pontoon site to the next owner similar to selling the mooring now.
128	BMWL	in view of long waiting lists in some areas, need to make sure boats on registered moorings belong to the original lessee, and not simply passed on to friends, through random checks
139	BMWL	Long overdue. Current system is not working. People on waiting lists are scared to speak out for fear of being placed further down an already long waiting list. Waiting time too long. Hard and fast rules being enforced with no real constructive alternatives by relevant authorities.
143	BMWL	moorings are too cheap so users set and forget. Don't use their boats age no maintenance look unsightly. Increase annual fee to discourage people whom don't use their mooring. Piles would be better with lines bow and stern, many more mooring could be employed.
157	BMWL	There are several vacant moorings that never seem to have boats on them. Mooring holders should be fined if they fail to relinquish there empty mooring's.
161	BMWL	I am not sure of the process involved in putting down/ having a mooring buoy installed.
173	BMWL	I know its not the responsibility of the council, but it appears there are a lot of boats that look abandoned, i spend a lot of time on the water and it is frustrating that i see boats that are just taking a place up (making the water way look cheap) when i know of many people who love their boats and are desperate for a spot.
174	BMWL	YES URGENTLY
176	BMWL	I have waited four years & have gone from number 163 on the list to number 19.Very happy with the process.
178	BMWL	Too long a wait for a mooring
189	BMWL	as we are one the waiting list for paradise point harbour we notice that there are a number of unused buoy mooring and there is even one cut off and laying in the mangroves. These buoy moorings could be used by people like us that are on waiting lists, like us. I'm sure this would occur on other locations on Gold Coast.
198	BMWL	Buoy Moorings Should be checked once a year for why people still have them in there name but no boat on them, I have watched buoy moorings sitting empty for 12 months and more. This should be done with out fail as soon as possible.
207	BMWL	stricter adherence to current guidelines
209	BMWL	I have been waiting for approximately 8 years and am close to getting a mooring and I believe that I deserve one as I am a rate payer and have followed the rules.
218	BMWL	We have noticed many buoy moorings that have no boats attached for long periods. Also there are small boats on deep water moorings which prevent deeper drafted boats from obtaining buoy moorings
38	BO	Paradise point moorings could do with a paint or upgrade , hard to see at night near paradise parade boat ramp

ID#	Resp. Type	Q4: Comments (Table C.46)
64	BO	In order to manage the seagrass provision should be made for day hire moorings at relevant locations for visiting boats.
68	BO	It's add hoc , and needs to be uniform to allow for clearer dredged channels . This can be achieved with pile moorings or modern screw moorings. Both the above are better for the environment.
70	BO	The majority of the moorings are in good locations. I am worried that if they start moving them around or putting more in they will create problems for other water users. for example putting buoy mornings near loaders creek will mean kite surfers will no longer be able to use the area. Or putting more in the entrance to the Coomera river will restrict the flow of boat through the channel.
95	BO	Too many 'dead' moorings -not utilised or with a holding u/s boat on mooring.
120	BO	No issue with current moorings, however all other freeloaders who are anchoring at their will need to be regulated.
229	BO	From the top to the bottom, price they pay to what the boat on the mooring looks like. In some locations it appears as though there are derelict vessels on some moorings
101	PMM	They need to be upgraded to environmentally friendly moorings to minimise damage to sea grass meadows
121	PMM	equity
36	Oth	Sewage can be a problem, especially for live aboards with no viable propulsion
55	Oth	Moorings areas need to be relocated to areas where they don't interfere with water sports users
86	Oth	always who one knew
105	Oth	More public moorings should be available at tipplers, wavebreak and anchorages to protect sea beds and for convenience and safety
114	Oth	at least eight on Marine Parade have not been used for some years on Marine
118	Oth	Environmentally friendly moorings should be considered over regular block and tackle designs.
125	Oth	Depends on GCWA plans for them to be reviewed.
224	Oth	The current arrangements are inadequate for the demand
225	Oth	I don't use them.

Legend: Resp. Type = Respondent Type; BMH = Current buoy mooring authority holder; BMWL = On waiting list for a buoy mooring; BO = Boat Owner; PMM = Potential mooring manager/service provider; Oth = Other; (blank) = No response provided (i.e. question left blank).

Table C.47: Original comments provided for ‘5. Do you believe that access to and availability of buoy moorings on the Gold Coast needs to be improved?’ (N = 53).

ID#	Resp. Type	Q5: Comments (Table C.47)
1	BMH	Mainly I fell a mistake was made when moorings could no longer be bought and sold. Still today owners state you cant sell a moorings, might as well keep it. Its the accepted rule so moorings stay empty. I live abroad my boat and watch human carrying ons. A cup of coffee and a chuckle passes the time. Yes extra lines of moorings, mooring fore and AFT but as Sydney, it become ridiculous they desert their boats but still pay well in Marinas taking their toy home after a day on the water appears to be the best option, as you are aware, choking mooring areas with deserted boats choking marinas is as far as I can work out, could be an idea but unlike Southport with big money big boat one upmanship, small boats? For Marine Prde. Mooring cannot be bought and sold they go back into a pool. This again was a copy of Sydney by maritime union members. Moorings have no value, it cost quite a bit for divers and air bags and a shore crane to lift your concrete block onto a trailer and cost of disposal and dinghy hire to tow your concrete ashore better to pay \$40 a year for an empty moorings. Everything is for sale on the Gold Coast units, houses and boats. Make moorings of value then they will be bought and sold.
7	BMH	As I already have a buoy mooring it is not a problem at this time. I would require more information to make a comment
11	BMH	I have a mooring and am one of the few authority holders. Many people ask how did I get the mooring, I just tell them it took eight years. I'm glad I don't have to be in the waiting line.
12	BMH	The number of applicants and waiting times indicate that something needs to be done.
13	BMH	Moorings in Paradise Point Boat Harbour have been left vacant (i.e. no vessels attached), in excess of two years.
40	BMH	unused moorings e.g.. mooring holders without a boat/under repair should be given notice of forfeit if not compliant within 30 days
47	BMH	There are areas that could be opened up, although they might not be as convenient as existing areas. But that is just the way it is.
48	BMH	There is to many boats on anchor and not properly secured and left unattended.
78	BMH	There is only a finite area available& mooring capacity will soon be reached/exceeded.
92	BMH	policing of existing buoy mooring owners
93	BMH	Joining the queue for a waitlist will be the most effective way due to space demand requirements in the waterways.
98	BMH	Areas such as those south of horizon shores on the eastern side of the channel could be devote to new moorings. one impediment would be speed of passing vessels.
106	BMH	To reduce waiting lists
138	BMH	mooring density would be very limited unless doubled upper mooring which could involve more expense for owners whom would be reluctant to pay, moorings are a cheaper way to own and maintain a boat, in comparison to marina berths. If more expenses occur to your less well off boatie you would penalise them.
169	BMH	most buoy moorings especially at the northern end of the Gold coast are in areas that are quite shallow and not over frequented by the general boating public
177	BMH	if we allocated more mooring areas I'm not sure where its quite compact now.
179	BMH	there are areas that could be utilised for moorings and alleviate the overcrowding areas near by
188	BMH	Unfortunately demand will always exceed availability
196	BMH	Would be good to have dinghy racks at mooring areas
199	BMH	As I said before there are a lot of moorings that haven't had a boat on them for over a year more, why is this the case if there is a waiting list.
210	BMH	As long as control and monitoring of the state of moorings can be improved
212	BMH	Ensure that boats on the moorings are owned by the mooring holder and not leased out by a third person.
217	BMH	There is only so much room on the water . Not everyone lives on the beachfront. I have had my mooring since 1985 and have always had a boat and always will have a boat on the mooring.
222	BMH	I have observed a large number of unregistered boats attached to buoy moorings [about 30%].Consequently I do not understand how their ownership can have been checked. This also suggests to me that they are uninsured and a menace to all.
8	BMWL	Comments Q4: Have been on list for 4+ years. Only advanced 1 place in last 12 months for Paradise Point Boat Harbour despite numerous boats taking up vacant moorings. Moorings appear not to be maintained. Please see attached document as provided to GCWA in February 2014.
32	BMWL	People apply when they have a need for a mooring. Their circumstances change in the interim period. It can be assumed some no longer have the need when the buoy is issued but due to the period of time waiting they are reluctant to let it go. I assume there are people who have a mooring buoy issued who have no current need but once again duer to waiting periods will not release it
44	BMWL	We paid \$130 dollars to be on a list that where we possibly may never now need the buoy through death or other
58	BMWL	Our population is ageing and therefore there are a growing group of pensioners such as myself who require this type of cheaper alternative to be able to enjoy the pleasures of boating with their children and grandchildren. There is no way I could ever afford to hire a marina berth, as is the need of most boat owners. It seems highly discriminatory for Govt. policies to make boating purely the domain of those rich enough to be able to afford a waterfront home or a marina berth.

ID#	Resp. Type	Q5: Comments (Table C.47)
113	BMWL	A ten year waiting list for a site is little use to most people. Where does one park a boat in the meanwhile? One either ha to forgo buying a boat. Moor illegally or Leave the boat in the Redlands or Brisbane area.
128	BMWL	there are already more than enough vessels using Gold Coast waterways for good amenity and safety. Just need to keep the system fair
139	BMWL	(1) We have in comparison to other areas i.e. Sydney harbour, a huge amount of available space being under utilised. Why is it so hard to open up new areas? (2) I personally know of at least 3 moorings that have not had one boat (repeat > one boat) ever in four years. Maybe the monitoring, vigilance and enforcement needs to be looked at? (3) No reasonable alternatives with any common sense are proffered by the authorities.
143	BMWL	maybe piled type.
157	BMWL	The demand is high so more moorings need to be available to reduce the waiting times
161	BMWL	I believe this to be of paramount importance to enable people other than the wealthy to enjoy boating beyond having a tinny. Only the wealthy can afford a marina berth or commercial mooring for a boat larger than a trailer-boat.
171	BMWL	the use of pillions with boats moored in between would allow a secure mooring. I live at Jacobs well and have seen 3 boats break free of the moorings in the last six months
176	BMWL	Very happy with the present structure.
181	BMWL	I have been waiting a long time and still have many people ahead of me. I am waiting to retire, when I get a buoy.
189	BMWL	comments as above, It is hard for boats waiting for buoy mooring to become available and waiting seven years and more.
198	BMWL	Check the moorings that are not used but still held by people and you will find that would amount to a good number.
204	BMWL	Not enough moorings available
207	BMWL	Provide buoy moorings for overnight use in popular anchorages. There are a significant number of buoy mooring holders who do not use their buoy but will not relinquish it.
209	BMWL	I believe an 8 year wait and not receiving my mooring is a little to long.
218	BMWL	Definitely. Deep drafted boats in deep water and shallow drafted boats in shallow water, this is not happening. The system should be flexible so that if a big boat is sold and a smaller purchased, then the smaller boat should be moved to a shallower location so that a big boat gets access.
68	BO	As previously suggested by utilizing modern mooring systems and or piling the access will be improved.
229	BO	I believe that moorings in creeks and slow speed areas are fine so long as a channel is clearly maintained. Mooring areas in the Broadwater - Maybe just the nicer boats and not as many of them. Having an updated shoreline at Labrador and then seeing tired boats moored close by seems conflicting.
83	PMM	are existing mooring used too their pertenual
90	PMM	I believe if you charge the correct amount as you are too cheap at the moment you wont have a waiting list plus you wont have crap boat and issues on the water
86	Oth	Dry stack storage must be encouraged. Too many old hulks on moorings. These boats are not maintained and are generally an eyesore.
114	Oth	owners cannot get moorings
118	Oth	land-based options should be considered. This will ensure the greatest possible availability of public water for community use.
119	Oth	growing demand. Some mooring seem to be taken up by vessel which do not take advantage of the waterways.
131	Oth	Remove moorings altogether
224	Oth	Too many people are not abiding by the guidelines

Legend: Resp. Type = Respondent Type; BMH = Current buoy mooring authority holder; BMWL = On waiting list for a buoy mooring; BO = Boat Owner; PMM = Potential mooring manager/service provider; Oth = Other; (blank) = No response provided (i.e. question left blank).

Table C.48: Original responses and summary categories for ‘6. Please select ONE of the following options that you feel would be the best solution to improve access to and availability of buoy moorings on the Gold Coast:’ (N = 40).

ID#	Resp. Type	Q6: Other (please specify) (Table C.48)	Q6: Other (please specify)
162	BMWL	Utilise shallower areas for shallow draft vessels	Alternative mooring locations
55	Oth	Mooring locations are unsafe for water sports users	
113	BMWL	I recommend the adoption of a combination of options A and B. That is floating moorings that can hold more than one vessel. See question 4 answer.	Combination of options 1 and 2
29	BMH	All of the first three responses	Combination of options 1, 2 and 3
51	BMWL	a calculated percentage of all the above solutions	
58	BMWL	I highly disagree that increasing the areas available for moorings is not considered a viable option. The notion that this ‘review’ is taking place with this option basically ruled out seems incongruous with the notion of a ‘discussion paper’. My preferred answer would always be improved density combined with an increase in mooring areas. These do not have to be in heavy traffic areas, but please do provide more of these cheaper alternatives. More importantly, please ensure that the moorings that are available are being utilised fully and correctly!!	Combination of options 2 and 3
177	BMH	Designated mooring areas are already quite full. Conservation areas need to be protected more if more mooring areas are designated.	Improved environmental considerations
123	BO	Seagrass friendly designs	
227	Oth	more environmentally friendly methods	
40	BMH	None of the above but, more frequent assessment of vacant moorings and strict regulations for mooring holders e.g. multiple mooring holders such as clubs or company’s	Improved mooring management
54	BMH	take moorings back from people who do not use them or just have rotten mooring minders messing up the view	
62	BMH	Free up some of the empty moorings that have not had boats on them for years	
84	BMH	Only boats with a need for a mooring should get one. For example timber boats that needs to be in the water. Boats that are too large for Dry storage, Remove all small boats from moorings if they can be stored on trailers or on land.	
97	BMH	If mooring holders fail to comply with requirements take the mooring license away from them.	
199	BMH	Reauthorise the moorings that have no boats on them to people who will use them. You don’t need more moorings you just need to manage the ones you have better.	
202	BMH	Lost moorings not replaced and too many mooring sitters, i.e., very small old craft on a mooring designed for a far bigger mooring	
222	BMH	Remove unregistered boats and make way for responsible boat owners	
18	BMWL	Better use and allocation of mooring that are not being used but held by persons without a boat or intentions of using them restricting other the use!!	
22	BMWL	Police the current moorings and take enforcement action against those who are committing offences.	
32	BMWL	Better regulation and distribution of current buoys	
192	BMWL	Monitor unused moorings, there is a high percentage of moorings not being used for long periods, 6 monthly checks by GCWA could help	
194	BMWL	Many buoy moorings sit unoccupied beyond 90 day limit. Closer policing using commercially available aerial photos or such is required to utilise efficiently the available moorings.	
220	BMWL	After being on the waiting list for over 10 years I am informed that people are selling their boats and keeping their names on rego as part owners so that the mooring is sold and kept along with the boat! I don’t know if this is true or not.	
38	BO	Some older vessels that have been sitting there for years could be moved up river so others who use their boat more often have better access to the broad water	
229	BO	Rationalise areas of use based upon value - having one or two vessels on a mooring Sth of Wavebreak Island to me is the equivalent of bicycles tied to fences on Hedges Ave. Great for a few, but in a space scarce area with conflicting user groups, competing for space, I think the area could be opened up more. The GC cannot supply enough moorings if people were to find out how cheap they are.	

ID#	Resp. Type	Q6: Other (please specify) (Table C.48)	Q6: Other (please specify)
119	Oth	A defined period of usage followed by a review of current need.	
72	BMH	Mooring costs are comparatively low and will thus always be popular. Natural attrition, i.e. the propensity of people to "move on" due to a change in their leisure activities, is being effected by these low costs AND the use of moorings as permanent "living quarters". I am NOT advocating raising prices or preventing live aboard arrangements. Raising prices or preventing live aboard will only shift yet another leisure activity and Australian way of life to those who can afford it. Existing rules, PROPERLY AND CONSISTENTLY ENFORCED, should, in theory, be enough to ensure a reasonable turnover of available mooring apparatus. Higher mooring density, but certainly NOT increased mooring areas, should be considered, if not too costly.	Increased fees
88	BMH	Higher annual fees and boats must be registered	
2	BMH	Improve access and availability not necessary	
49	BMH	Please be careful with increasing mooring density as when boats are trying to pick up their mooring they need space trying to hook up and it depends on windy days and tides as to how much room there is to avoid the other boats.	
103	BMH	N/A due to answer to question 5	
112	BMH	The present system is satisfactory	
217	BMH	Do not increase mooring density as boats need to swing and when they bump into other boats the insurance claims become a nightmare. Who is going to take the blame for having the boats too close?	
6	BMWL	No more mooring areas and no mooring density	
128	BMWL	suggest a one-off on the water survey to check if all moored vessels are registered to the mooring lessee	
141	BMWL	no more moorings needed	
86	Oth	There should be no increase in mooring density. Often sailing around the Broadwater is difficult enough, without adding more moorings.	
225	Oth	Minimise environmental impact to waterways and natural habitat by minimising boat use.	
90	PMM	Increase price I believe they don't maintain their current mooring anyway then he have boats that are left on the bottom	
131	Oth	dry stacking	

Legend: Resp. Type = Respondent Type; BMH = Current buoy mooring authority holder; BMWL = On waiting list for a buoy mooring; BO = Boat Owner; PMM = Potential mooring manager/service provider; Oth = Other; (blank) = No response provided (i.e. question left blank).

Table C.49: Original comments provided for '7. Do you believe that the current arrangements for buoy moorings on the Gold Coast (i.e. an anchor block, a chain and a float) have an impact on the environment?' (N = 43).

ID#	Resp. Type	Q7: Comments (Table C.49)
1	BMH	The fogger chain is dragged around in a circle, nothing at all you can do about that, its a mooring area, only occasionally do tinnies and fisherman fish between moorings and not for long, but they do catch herring around my boat for bait
5	BMH	Minimal impact on the environment
11	BMH	I'm sure the seagrass in the Labrador area is threatened by the moving of the chain but the seagrass houses the Teredo wood worm which can get into the boat/timber where the chain wears off the antifoul. I lift up my buoy so it doesn't rub against the timber hull wearing antifoul.
12	BMH	The impact caused by boats moored in shallow water is far greater than just the chain itself. Also I have been reliably informed that flathead like these "dead zones".
13	BMH	Paradise Point Boat Harbour has no seagrass.
17	BMH	In some areas possibly. I have dived in and around Southport yacht club and the entire area is dead.
40	BMH	In our case we are surrounded by mud.
49	BMH	The dredging of the seaway for a cruise ship terminal would do more damage than having 20,000 moorings
62	BMH	Only in the areas where dugongs are prevalent.
72	BMH	Every mooring arrangement will have an impact as does every marina. The mooring apparatus itself has only a minor impact. Antifouled boats (like mine) swinging on it AND permanent live aboard's WITHOUT proper waste disposal facilities seem to me to major cause of negative impact.
97	BMH	Most G C moorings are not in seagrass areas. My mooring is in Paradise Point Boat Harbour. No seagrass, very protected, no current. So the conditions that apply need to match the situation. One rule will not fit all mooring areas and conditions. Paradise Point Boat Harbour is vastly different from, say, out front of The Grand Hotel.
100	BMH	Replace chain with synthetic ropes maybe an option?
108	BMH	This impact is historical and not increasing.
124	BMH	Everything has an impact on the environment
133	BMH	I think indiscriminate mooring by vessels using their own anchoring systems creates a much greater impact than properly installed buoy moorings.
138	BMH	to a very small degree.
142	BMH	Less impact than the use of a drop anchor that damages a new area each time it is used.
148	BMH	not able to inspect sea bed in my area. Sometimes a ploughed field performs better than non ploughed. There is more to the ecosystem than just sea grass.
149	BMH	Rope as used in NSW instead of chain would reduce drag on the seafloor. what are the other options and their cost?
169	BMH	In our area the sea bed has a considerable layer of silt plus any where up to three feet of mud rendering it impossible for sea grasses to habitate
175	BMH	Those tourist jet boats in the shallows zooming around do a lot more damage to sea life.
187	BMH	no because it is a mud bottom
196	BMH	I think minimal impact though. Lifting the mooring for inspection/work and dropping it again probably has some impact
200	BMH	NO..NO..NOjust look at the 45 -50 footers charging up the Broadwater with wash so big as to endanger smaller boats with young children etc. ... not to mention damage to banks etc.... they are the environmental hazard !!and the boats get biggernow someone wants a cruise ship terminal what a monumental environmental hazard !! leave the good aussie buoy mooring holders alone
202	BMH	Ours and surrounding footprints are sand bottoms and have no grass
205	BMH	Benefit would only be in areas where sea grass can grow. All system will have an impact. EF mooring will fail when boats anchor in mooring areas like the do and drag.
208	BMH	The damage caused is no where as bad as the damage caused by 6.8 M mono hulls going on and off the plane in the Nerang R and 12 m +cruisers at Currigee, traveling at 15 knots plus.
216	BMH	Great places to fish around
222	BMH	I believe that a greater impact on the environment is caused by careless fishermen and tourists leaving litter and plastic bags around the foreshore and in the water.
8	BMWL	Not in seabed of Paradise Point Boat Harbour where complete absence of seagrass.
31	BMWL	Though this greatly depends on the type of seabed under the mooring area
58	BMWL	It very much depends on the location. The 'dead zone' footprint may be a pertinent claim in seagrass areas, but in other areas with predominantly muddy bottoms, this is not an issue.
139	BMWL	Minimal environmental impact. The presence of boats and mooring gear offers potential protection for fish etc. (the bream etc. who hide around and feed off my hull are evidence surely). It is a known fishing tactic to cast around boats and structures.
171	BMWL	A mooring chain wipes the sea bed destroying any see grass etc. a very thick rope would be a better alternative, such as nylon. Nylon has a very long service life underwater and is not a heavy weight under water

ID#	Resp. Type	Q7: Comments (Table C.49)
194	BMWL	Using the waterways with boating will always have some impact, its a matter of sensible trade-offs. Moored vessels don't use boat ramps or car park spots, or expensive marinas.
38	BO	Been there for years an fish love hanging around them , all boats use anchor chains an float on the water,
68	BO	To some extent. Damage to Seagrass beds by swing moorings is well documented.
70	BO	They are very bad for the environment and cause significant damage to the sea floor.
229	BO	Some places have marine plants, others the only affect is to the muddy bottom and the ability to hold.
83	PMM	yes because they create an environment of their own for marine habitate
101	PMM	Research is clear on this.
114	Oth	obviously damages the bottom.
119	Oth	impacts are limited and located within areas which may not be considered significant habitat given the prevailing high intensity usage of the areas. A refined understanding of marine habitat distribution, in particular seagrass would be an advantage in defining the overall impacts of mooring grounds and structures.

Legend: Resp. Type = Respondent Type; BMH = Current buoy mooring authority holder; BMWL = On waiting list for a buoy mooring; BO = Boat Owner; PMM = Potential mooring manager/service provider; Oth = Other; (blank) = No response provided (i.e. question left blank).

Table C.50: Original comments provided for ‘8. Do you believe that the current buoy mooring arrangements on the Gold Coast (i.e. an anchor block, a chain and a float) should be replaced with or upgraded to mooring systems that are more environmentally friendly?’ (N = 55).

ID#	Resp. Type	Q8: Comments (Table C.50)
1	BMH	My boat 56 tonne, tried 1/2" chain, it snapped. The incoming tide and your boat is pushed South, a South wind keeps the boat 90 degree to marine parade a huge wind gust pushes the boat North at speed and snaps the boat bow pointing South. 20mm chain snapped (but it was old) changed the chain to 50mm thick ships chain.
5	BMH	The limited number of mooring at South Currigee perform well are essential to the residents and have a minimal environment impact
7	BMH	I would require more details of the proposed mooring construction and cost to before I could make a comment or answer Yes or No
11	BMH	If it's better for the environment. Always leaning toward a cleaner seaway. If there is an alternative to block and chain that works it would be good to see.
12	BMH	I have concerns about their viability in certain circumstances (e.g. areas of deep mud).
13	BMH	Not in Paradise Point Boat Harbour as there is no seagrass and other marine life seems unaffected.
17	BMH	They should be upgraded to cyclone rating. We haven't had a cyclone for 20 years. We are overdue. It will happen. The last storm saw 2 moorings fail at SYC. Yes it was poor maintenance and practices may have improved but the moorings should all be of a single cyclone rating and all designed for vessels up to 30 tons and 60ft long. Note also significant insurance issues for vessels on moorings.
28	BMH	when a reasonable and manageable system is available to replace it at an economical cost
40	BMH	Only if any proposed change was tried and proven and the holders were given the deciding vote
48	BMH	This is something that should be looked at for new moorings and any mooring handed in of the old type to be replaced with a new friendly one.
49	BMH	Only if there is still enough room for boats to come and go. That is the swing is long enough for boats to get passed no matter what the wind or tide is doing. e.g. paradise point boat harbour . Especially if someone has put crab pots in amongst the moorings. It can be difficult especially with extra moorings.
62	BMH	Who would pay for the proposed new system.
66	BMH	I have had my mooring for a long time, the original Buoy supplied was Galvanised steel. This does not last. I have replaced my entire mooring, including the anchor block with 316 Stainless components. This has been in place for many years with no signs of wear.
72	BMH	That would depend on the type of arrangement and the cost to the holder. I firmly believe that low cost mooring facilities are essential to allow ALL Australians to enjoy our waterways.
97	BMH	The Gold Coast is not seagrass area. Most boats are moored over mud bottom. Dugong live and feed in open bay waters not rivers.
100	BMH	What system do you have in mind?
108	BMH	The number of such moorings is capped, no further damage than that already existing will occur going forward.
122	BMH	What would be better, piles in rows ?
133	BMH	Upgrade or replacement moorings should only be needed after the existing life of current mooring has expired and should only occur if it results in a cost neutral position for the mooring authority holder over the long term.
138	BMH	if there is a better system, certainly prepared to look at it,
142	BMH	provided the costs are less.
148	BMH	Provided it includes a system for higher density. I do not believe that environmentally friendly apparatus is necessary in all areas but could be beneficial in areas of high sea grass population.
149	BMH	none until system and cost is explained
169	BMH	as long as the existing moorings are managed by those of competent skill i.e. mooring inspection contractors in other words take it out of the hands of the authority holders.
175	BMH	The anchor block if its suitable for boat size won't move. So i can't see a more environmentally friendly way.
186	BMH	Their is a lot of Broadwater out there and a lotta seabed, while PC it would make less that 0.001% of difference. Bloke from a uni who's job is supporting and promoting these things might disagree(sorry to be so old bloke view of these things, no really popular)
187	BMH	what environment mud bottom
196	BMH	I imagine pile moorings would be more environmentally friendly
200	BMH	IT WORKS !!! STOP THE CRUISE SHIP TERMINAL PLANS ...LOOK AFTER YOUR LOCALS PLEASE
202	BMH	We have a hooker diving equipment and inspect and change parts of the mooring as required
205	BMH	In area with mud and slit there will be no benefit for the increase in costs
210	BMH	At least in some sensitive areas. Not sure which areas fall into that category
212	BMH	There are many different boats on moorings some requiring extra strong ground tackle and concrete block due to size weight of vessel etc.

ID#	Resp. Type	Q8: Comments (Table C.50)
213	BMH	Any change to the current system would of course, be subject to the overall cost. Especially where pensioners are concerned.
8	BMWL	Not in seabed of Paradise Point Boat Harbour where complete absence of seagrass.
18	BMWL	Make some suggestions
27	BMWL	Most areas where moorings are placed have already been significantly degraded but where improvements can be made they should be
31	BMWL	Yes. But not on sand or mud seabeds. In areas of seagrass etc. there are better methods.
58	BMWL	Again, this very much depends on the location of the mooring as to whether or not this is necessary, and also as to what sort of costs are envisaged for this. It seems silly to change perfectly adequate moorings with a 'one size fits all' approach.
113	BMWL	multiple vessels on the existing number of moorings should negate any claims of increased environmental impact.
139	BMWL	What alternatives? Not adequately explained above. In the areas I am familiar with no real significant increase in density will result.
141	BMWL	depends on cost. people should not be costed out of getting a mooring. if the cost is a few thousand the answer is No. We have been mooring like this for many years
171	BMWL	pillions with boats moored in between or large nylon mooring ropes connected to an anchor block and float
176	BMWL	We need swing buoy moorings. The buoy moorings that you manage are the only swing moorings available in the Brisbane Gold Coast area.
181	BMWL	Works fine.
193	BMWL	It depends on the cost of the environmentally friendly mooring system, you don't state what they are. Putting down a anchor block, chain and float cost between \$2000 and \$3000 normally.
194	BMWL	Future moorings should use them but replacing the current fleet of 450 + needs to be spaced over time, or a glut of specialist work will be flowed by a drought. This naturally drives the price up for installation. (look at solar electricity rebates).
218	BMWL	As long as the price of the moorings do not rise significantly!
38	BO	Just more visible ,
68	BO	Or concrete piles.
229	BO	In time, with enough fair notice to current applicants, yes.
101	PMM	The fish habitat offsets program offers a low cost means to achieve the replacement program.
86	Oth	I believe that too many owners do not take responsibility for their boats once they are on a buoy. Many are a danger (especially during high winds), and it is left to other boat owners to manage drifting boats.
119	Oth	As the others leave service it would seem a prudent/progressive measure.
131	Oth	or remove moorings altogether

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Table C.51: Original comments provided for ‘9. Do you think it would be appropriate to charge buoy mooring authority holders a higher fee in order to replace or upgrade the current buoy mooring arrangements (i.e. an anchor block, a chain and a float) with mooring systems that are more environmentally friendly?’ (N = 63).

ID#	Resp. Type	Q9: Comments (Table C.51)
1	BMH	Will not work with my charge vessel, need the 6.5mtr of ships chain to create a bight weight, to stop the anchor chain snap, the weight of the chain and its bight becomes a shock absorber, There must be a heavy bight of chain for a flogger. No, I hire a diver a boat every six weeks to clean propeller and rudder and change 25mm tested shackles and mooring chain when its getting worn. Divers will charge a large fee, very large now to do what you're suggesting here, set them up in business by law I've had these fellows appear and drop off business cards at my boat there's occasionally a new one but I've found a seriously fair dinkum bloke and he is extremely good, honest, will have a yarn and does not charge what so called professionals want to charge.
5	BMH	Concentration of moorings would impair the visual and scenic character of South Currigee
7	BMH	As in question 8. I would require more details of construction and cost before I could answer Yes or No
11	BMH	That's always an option. I pay a diver (professional) to service my mooring, he replaces chain, shackles, etc., every year.
13	BMH	No evidence of regular maintenance or checking of moorings in Paradise Point Boat Harbour.
17	BMH	Not necessarily environmentally friendly. Moorings should in the first instance be cyclone proof and maintained properly. As a mooring user I would be happy to pay.
28	BMH	subject to what that fee would be. there is only 465 moorings so we are unlikely to have much competition from contractors which will most likely make the cost unnecessarily high
33	BMH	They pay enough. Rego has increased over 300% in 5 years
40	BMH	Vessel registrations more than accommodate. unless it was a one off for the life of that apparatus.
48	BMH	I agree on a higher fee as a hole and I think it is not appropriate to remove mooring and replace as stated. Removing mooring over time is a more friendly way to get boats on side.
49	BMH	If you require that let the mooring owner cover the cost and then they will look after it.
62	BMH	Would need to spread costs over sufficient time so as costs to the owner are not exorbitant.
66	BMH	Yes, in the first instant when a buoy is allocated to them if the components are supplied in 316 Stainless.
72	BMH	Current fees are very low. Changing mooring systems in order to increase density will NOT improve the environmental impact, it will worsen it (see response to 8).
84	BMH	Should be introduced on new moorings and also on old moorings if the increase is reasonable and not a huge increase.
93	BMH	Not all mooring authority holders are financially well off. I am a mere battler whose been living here for over 25 years but enjoy the waterways no different from another sailor.
97	BMH	When the revised system was introduced last year I paid heaps of cash for a brand new mooring that complied. I can't afford to replace it after only 1 year when it has an expected life of 25 years.
107	BMH	Most mooring zones are not sea grass or sensitive if new sensitive areas were opened yes
108	BMH	The pre-existing environmental damage alone is insufficient reason to impose additional cost on existing mooring authority holders.
122	BMH	What systems do you refer to?
133	BMH	Existing charges are already too high when the costs of inspections and maintenance is taken into account. There should be a significantly lower fee charged as an incentive to upgrade but it should be optional.
136	BMH	The increase in fees should be governed by who holds the level of responsibility for the maintenance and insurance of the mooring apparatus.
138	BMH	Providing the holder does not have to pay for the upgrade, i would be prepared to pay a reasonable small increase.
142	BMH	Not unless the GCWA supplies and maintains the new equipment for that increase in fee.
148	BMH	This would depend entirely on the environmental assessment of the buoy mooring location.
149	BMH	Buoy moorings are mainly occupied by environ mentally friendly yachts and low powered family cruisers whose owners tend mostly to look after their own boats and wear the inconvenience of access by dinghy etc. .
152	BMH	Owners should be required to upgrade moorings to more environmentally friendly standards. This would the cheapest way for all concerned for improvements
169	BMH	We already pay a large fee to place the appropriate block for are size vessels plus the annual fees to maintain and upgrade the tackle i.e. chains shackles swivels and floats which runs into hundreds of dollars annually
175	BMH	What would be more environmentally friendly, you haven't stated that. Is this survey a farce just to put fees up. Dredging for the new CST is not environmentally friendly, do something to stop that.
182	BMH	A buoy mooring authority holder pays for the anchor block chain and float
186	BMH	waste of money implementing these ideas for less than 0.001of difference
187	BMH	Because the history of any government controlled facility is always neglected and under funded, i.e. charge more fees get less service.
196	BMH	As long as the costs are still reasonable and reflect the initial and ongoing maintenance costs
197	BMH	providing there is no cost to the authority holder to replace their current system

ID#	Resp. Type	Q9: Comments (Table C.51)
200	BMH	THIS IS A LOADED QUESTION BY WHOEVER SET UP THIS SURVEYWHAT IS THE SO CALLED ENVIRONMENTALLY FRIENDLY ALTERNATIVE???
202	BMH	As a pensioner having all ready forked out \$1400 for my mooring while times were good it would not be feasible now
205	BMH	That would change the liability from the authority holder to the waterways authority with regards the safety and performance equipment.
210	BMH	Pretty cheap to start with.
213	BMH	Again, subject to cost.
3	BMWL	A minimal increase
8	BMWL	However, need proof of regular/yearly checking of maintenance of existing moorings. Is not occurring at present in Paradise Point Boat Harbour.
58	BMWL	Again, this is vastly dependent on what the 'higher fee' would be!! This is a very arbitrary statement. Is it going to be so exorbitant that even this form of mooring then becomes the exclusive domain of the rich?
113	BMWL	Provided the fee is not a great increase. Some moorings are held by pensioners who can not afford marina like fees. They are there for a reason. It is cost based.
139	BMWL	If it is truly proven to be environmentally better, I would be glad to pay a extra amount however I do not believe this to be the case.
141	BMWL	Depends on extra cost. Must be reasonable cost
161	BMWL	I believe the authority holder should bear some of the cost, but it should be reasonable to enable an "ordinary" boat owner to afford it or it would defeat the purpose of having this type of mooring.
171	BMWL	under the current arrangements its left up to the owner to have the mooring security checked it would be better to pay an annual fee with local the authority checking the mooring condition and providing advice or repairing the mooring. under the current system owners either fudge the mooring check for the annual renewal or in some cases the certified diver gives an inaccurate report. recently a house boat broke free from its mooring, I spoke to the owner who said it was inspected by a certified diver for the renewal a few months earlier. As a diver myself I find the practice of visually inspecting chain in muddy water an extremely difficult if not impossible. and to give a guaranteed result? using large Nylon mooring rope would be easier to inspect for chafing. to add to this the rope size could be calculate to have a service life and be replaced. if the was done on a regular basis e.g. every 5--7 years a single dive company could quote to replace all the mooring in one area. this would give security from storm and tide for the vessels.it would also stop the regular situation of vessel's breaking free during a storm damaging other boats or ending up on shore wrecked. any owners that had replaced their mooring chain or rope recently would still be changed in the 5--7yr mooring rope change. thus bring all mooring up to the one standard
173	BMWL	with in reason i agree to the above statement. Personally i would love to see a more environmental way of mooring boats, but you don't want to make the cost not viable, as that's is just silly.
176	BMWL	Just have the mooring holders do their annual check of the mooring by using a professional as stated in your agreement.
181	BMWL	This could mean constant replacements each time a new economical fad is in.
192	BMWL	All depends on what the alternatives are?
193	BMWL	If you are covering the cost and continual maintenance of the new mooring system it would be appropriate.
218	BMWL	This may give the opportunity for the council to make more money out of the buoys which will be unfair, then would rather have the existing system. It is all about the cost.
38	BO	Charge for upkeep but as for replacing them for more environmentally friendly is wrong, they have been there for years with no problem an by replacing them your dumping the old ones into the environment , so it doesn't really make sense to replace them, the cost, the fuel the vessels use replacing them, the dumping of the old ones , you would be doing more damage to the environment replacing them,
68	BO	A nominal annual fee should be charged to cover installation and ongoing maintenance.
80	BO	for a once off fee for all the buoy moorings to be stabilised.
229	BO	The fee is the reason why there are issues! The GC should lift from the rest of the state where moorings are isolated in creeks, out of everyone's way. Supply or make the authority holder (with enough notice) install a better product. At least they will stay where they were put.
83	PMM	your fees are only administration and do not involve up keep and replacement of chains etc. I
101	PMM	Again, utilising offset obligations, the moorings can be replaced in programmatic and client friendly way with mooring holders only needing to commit to maintenance regimes.
82	Oth	But only as a one off cost, not ongoing increase.
114	Oth	Fees are obviously too low if people are willing to hold them unused
116	Oth	Yes, I believe if the new system is more environmentally friendly, then of course the charge should be charged to current holders.
119	Oth	User pays. It would also potentially free-up moorings for those that don't really value them.

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Table C.52: Original comments provided for ‘10. Do you think the way that GCWA currently manages buoy moorings is satisfactory?’ (N = 35).

ID#	Resp. Type	Q10: Comments (Table C.52)
1	BMH	The work boat, the aluminium one with the crane that is currently used for moorings duties, the crew always give a friendly wave, much appreciated when you live alone, but you know not to muck them about they can get rather serious.
13	BMH	Attached document re: Paradise Point Boat Harbour moorings displays clearly that duties listed in Paragraph 1 are not occurring. GCWA needs to check H&S requirements re: demands on one person.
33	BMH	They allow SYC to have sub standard facilities, not follow WH&S standards and ignore their duty of care. This has been brought to GCWA attention 12 months ago but nothing has been done.
40	BMH	absolute against contracted commercial management. Most holders such as ourselves only contact GCWA when annual fee/inspection certificate needs mailing. It would appear non-mooring holders tie up GCWA resources hence the higher work load.
49	BMH	Too soon you have just taken over
62	BMH	Possibly contact buoy owners say annually to enquire as to whether or not the buoy is still required. I think that sometimes when a buoy is no longer required that it may sit there for some time for several ie.deceased owner.
72	BMH	Mooring fees are too low. However, mooring maintenance is already the responsibility of the holder. Shifting the maintenance to a commercial model simply allows the GCWA to dispose of yet another of its traditional responsibilities. Increase fees to adequately manage moorings: YES. Move mooring management to a commercial contractor with a primary profit motive will only benefit the contractor and prevent yet another Australian pastime/way of life to be enjoyed by members of ALL socio-economic groups!
76	BMH	Get the local marina to manage them. e.g. Maas Marina
97	BMH	But I think it could be improved relatively easily.
108	BMH	The only element of management that is not satisfactory is the relative supply and demand for moorings. This results in the unacceptable waiting list and therefore very large levels of non-compliance (boats permanently on anchors etc.). Additionally, there is little incentive for inactive vessel owners to surrender a mooring authority, this is demonstrated by the number of rarely visited boats and indeed the number that sink at their mooring (one at Jacobs Well this week!). It is also important to note that not every boatie wants, or is willing to pay for, the level of access and shore facilities that are discussed in the preamble to this question.
138	BMH	not had anything to complain about, but always room for improvement, wouldn't want category 1 moorings, that's fine for live aboards,
166	BMH	we supply and fit a mooring our self we buy the mooring marker from GCWA we pay for the up keep of this mooring WE ARE PAYING RENT ON A PRODUCT WE BOUGHT INSTALLED AND UP KEEP OUR SELVES LIKE BUYING A HOUSE AND CHARGING OUR SELVES RENT TO LIVE THERE GCWA SHOULD SUPPLY FIT AND MAINTAIN MOORINGS THEN WE CAN SEE WHERE OUR MONEY IS BEING SPENT AND NO OBE HAS TO WORRY ABOUT THE CONDITION OF THE MOORING
175	BMH	They shouldn't have the swing moorings. The swing moorings should be for recreational use by locals, they would not need showers or toilets they would have them at home. Recreational boat moorings do not need a manager.
186	BMH	very good very helpful, they provided even handed, balanced management as there is no reason to exploit the mooring for self gain The SYC, bosuns locker, marina manager have a commercial interest.Ive had boats there in the past and would not recommend this style of management. Due to the conflict of interest Crazy Idea The Vmr or Coast Guard could manage it with GCWA a overseeing the checks and balance and earn a income for there cause. Then an increase would be fine.
187	BMH	management of moorings not adequate, too many empty moorings sitting unused.
200	BMH	CULL OUT THOSE WHO SIT ON MOORINGS BUT NEVER USE THEIR BOAT ... JUST CHECK BOAT WATER LINE FOR CRUSTATIONS ETC. AND CONTACT OWNER ... TOO EASY
205	BMH	GCWA has always been every helpful and timely with any enquiry that I have had and action needed to be taken.
222	BMH	but I think it leaves room for improvement
8	BMWL	See paragraph 1 under Mooring Management, 1 person is not able to action all of the requirements.
32	BMWL	Some mooring buoy holders do not maintain the buoy. They need more regular inspection and regulation
44	BMWL	We paid \$130 dollars to be on a list where we possibly may never now need the buoy through death or other. Why so High a cost? The cost of being on the list should only be say \$25.00
58	BMWL	This is in no way a reflection on the personnel employed by GCWA. I have nothing but praise for the calibre of the people I have dealt with there. It is merely a reflection of the fact that there are too few staff to adequately handle such a huge task.
113	BMWL	Something has to be done about the long waiting lists. Boaties are being driven to smaller boats than they really want of to areas other than the gold Coast.
139	BMWL	Totally inadequate. In order to be put on a waiting list you must have a registered boat. Righto then. I have bought the boat and go on a ten year waiting list. What do I do with the boat for ten years? I asked this of a GCWA representative. It was suggested to put it in the back yard. To do this on a 10m cat, I would need to get a crane to lower the mast, get a semi trailer with special wide load permits and a crane lift to move it to a special stand in the back yard. A bit hard to get out on weekends huh? Sort of defeats the purpose of having a boat for the next ten years. The other suggestion was to place it in a marina. Valid. But \$130 to \$150k to purchase a 20 year lease or about \$200 plus per week hiring. Beyond my current means. You insist on boats being moved on after 7 days (for understandable but inflexible rules > special permits maybe?

ID#	Resp. Type	Q10: Comments (Table C.52)
		(at least an appreciation of the predicament)) Borrowing someone else's mooring is not permitted (albeit safer than a potential dragging anchor) due to inflexible rules. So I buy a boat in my 50's so that I can use it in my 60's. Hmmm. GCWA have provided only inflexible laws without any real practical common sense alternatives. For a place in Australia that has one of the highest per capita boat ownerships, it is not realistic (my sense of self restraint prevent me from using far more distasteful words). Question to GCWA in earnest interest > what are my alternatives? As I said previously, I knew of three moorings that had not one boat in four years. Not one. Monitoring is not adequate. I acknowledge that it is far more difficult to see the absence of a boat than the presence of a boat. I had a friend applying for a mooring at Russell Island. We paid 4 visits to pinpoint precise coordinates of a site. The first response from the authority put him in mid channel. (out of a common sense direct line with existing) The third response put him on mud flats at low tide. After much discussion and months it was divulged that the authority did not have the budget to actually perform the field investigation and relied on public feedback. The responses were from maps only. Hmmm not an ideal situation I am sure.
157	BMWL	I feel moorings should be policed more to ensure they are not left vacant, preventing access for boats on the waiting list
174	BMWL	Jacobs Well has not been currently checked for a long time, more than 12 moorings vacant for years and I still have to wait over 3 years on the waiting list
176	BMWL	My dealings with have been fantastic. is honest to all & is a credit to your Organisation.
181	BMWL	but wish you didn't have to wait so long for a mooring!!!!
209	BMWL	8 year wait is too long
218	BMWL	I don't think it is right that if and when one gets to the top of the list of one location that that is what you have to take otherwise you go to the bottom of the list again, I think when you get to the top one should have a choice, if the location does not suit you then the next person is asked but you stay on top for the next available location. I have been told we have to take what we are offered.
38	BO	Price to low
68	BO	Category 1 solution sounds reasonable.
229	BO	It is a difficult environment to manage whilst the Gov't does not set mooring block types, sizes and chain length etc. Because of the cheap fee, it appears that there is a definite lack of interest by some who are lucky enough to hold one of these moorings.
101	PMM	Taxpayer subsidised mooring management does not meet modern standards for government. Mooring owners will need to be guaranteed an improvement in the mooring facilities to feel the increased fees are justified.
119	Oth	I doesn't need much but progress to a program of updating equipment and increasing charges to reflect the true value of the facility requires consideration

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Table C.53: Original comments provided for '11. If no, is it due to any of the factors listed below?' (N = 26).

ID#	Resp. Type	Q11: Comments (Table C.53)
1	BMH	I suggest the buying and selling of mooring (on commission) 207a (3) also they would be the person to arrange caying and retrieval of moorings I designed a marina and pier marine Prde Labrador and buying and selling of berths and vessels could build up a lucrative small business to purchase workboat, but a small depot or workshop will be required. I purchase all chains and shackles from atlas chains Bulimba but oxy acetylene torch is required and 9" cutting disc 240v
4	BMH	The GCWA does not seem to have the resources to police illegal squatters
28	BMH	price should realistically cover a fair annual management cost. based on what you have stated the fees should be increased by 2 times which would cover the cost and weed out those who don't really want or value the mooring sufficiently
33	BMH	The management should not be out sourced because SYC has failed in it's obligation. Not provided for live aboards and caused the large numbers of live aboard living on anchor
46	BMH	let SSI c'tee manage its own area/residents
62	BMH	No contact from the waterways authority i.e.. questionnaire to ask if still required.
106	BMH	there needs to be a walk on/off pontoon/jetty at paradise point
158	BMH	there are over 500 sites that may or may not have unused mooring paraphernalia. Non-payers, mooring "poachers" and system abusers not penalised
166	BMH	MOORING MANAGEMENT NEEDS TO BE MAINTAINED BY GCWA AND A REASONABLE FEE CHARGED FOR THIS SERVICE AT THE MOMENT WE PAY AND MANAGE EVERY THING NOT GOOD SERVICE AT ALL
175	BMH	Swing moorings should be for local boat owners not so yacht clubs can make money
200	BMH	SET PRICE AT \$ 100 PER YR ...
210	BMH	Proper vessel and mooring condition not adequately monitored and enforced
8	BMWL	Cost is NOT \$45.65/annum. Cost of certified diver check is \$200/annum. Replacement of equipment is \$200/shackle, \$200/chain + \$200/diver action. \$2000 to replace block.
27	BMWL	Currently being milked for every \$ with little regard for safety, social, or community basically a sham
41	BMWL	Moorings should not be "leased" to SYC
44	BMWL	price to high to register for list
58	BMWL	The low price encourages people to hold on to moorings they have no further use for on the off chance that they may require it in the future. As they know the waiting lists are ridiculously long, they do not relinquish moorings which are really not being used and the staffing levels mean that the possibility of this being detected is very slim. Even then, they can easily claim the boat is off the mooring because it is in use or being repaired, etc. The cause of all this is that there are not enough moorings and the waiting lists are so long that people are forced into these underhand methods. With no adequate way of enforcing &/or policing the system, it makes it very frustrating for those of us waiting on the lists for years while we see firsthand moorings sitting vacant.
113	BMWL	Price is too low. I would be prepared to increase payment for more staff to check existing moorings are being used for example.
143	BMWL	need to encourage users to actually use and maintain their boats
161	BMWL	There are a number of moorings with "mooring minder" hulks on them for very long periods
194	BMWL	Too many moorings are under-utilised by sitting vacant beyond 90 days. Too many moorings have unused cheap old boats (called mooring 'mooring minders') IOT retain the mooring for a possible future boat purchase. Hard to police but a more realistic annual fee above \$47.00 may stop such selfish behaviour.
207	BMWL	Current moorings not being used efficiently. Some buoys are not used and/or have "buoy minding boats" attached.
229	BO	GCWA cannot find a mooring for everyone who wants one - need to be realistic. Which is the better use? space and opportunity for everyone to play, use and anchor or one vessel permanently occupying that space? GCWA need to tighten the rules - \$1 share by the authority holder is slowing progress. Auth holder should be 100% owner otherwise all share owners can split the cost of a marina.
90	PMM	Hard to manage if the mooring is maintained
121	PMM	not enough staff
81	Oth	To many vacant moorings and live aboards

Legend: Resp. Type = Respondent Type; BMH = Current buoy mooring authority holder; BMWL = On waiting list for a buoy mooring; BO = Boat Owner; PMM = Potential mooring manager/service provider; Oth = Other; (blank) = No response provided (i.e. question left blank).

Table C.54: Original comments provided for ‘12. Do you think it is appropriate for annual buoy mooring fees to be subsidised by taxpayers?’ (N = 53).

ID#	Resp. Type	Q12: Comments (Table C.54)
1	BMH	If a person is granted a mooring spot perhaps a deposit to remove the old moorings rubbish could be in order for when they close internet or need money and want to sell boat with moorings I am not rich, poor actually but \$75 PA is a gift and it is appreciated but if you're setting up a business working capital is required non stop, work boat, car air bags dinghy and outboard workshop rental with crane, area for buoys etc.
5	BMH	Roads and Bridges are !
7	BMH	This is why we pay taxes to Government, to provide services to the people of Australia. I pay taxes and the mooring fee
11	BMH	Owning a boat is an expensive luxury, there are always surprises unforeseen. So the cost of the mooring is the smallest of owning a boat financially. If it goes up it is not going to affect me as having the boat out of the water costs heaps more.
12	BMH	The fuel I use on the boat is subject to road tax yet the boat does not go on the road.
13	BMH	From information provided appears taxpayers are subsidising GCWA expenses. Boat registration fees???
33	BMH	YES, because this is why we pay taxes and vessel registration
40	BMH	please provide evidence and figures
49	BMH	What does that really mean. That is a loaded question I think there is some exaggeration regarding the costs to do run operate the moorings.
61	BMH	rego fees for larger vessels should cover any extra cost for moorings
62	BMH	As long as the cost to the owner is spread over many years - the buoy is there for a long time.
66	BMH	Having said this, if they are supplied in Stainless and installed properly, there would be considerable cost savings to be gained, I would suspect.
72	BMH	What is being subsidised here? The management of issuing moorings, maintaining waiting lists, etc. should be born by mooring holders. The management of the environmental impact of these moorings AND the boats swinging on it is, should be, like all other aspects of the marine environment, the responsibility of the GCWA and thus, the tax payer!
93	BMH	Is it appropriate for the taxpayers to subsidise the former Ansett Airlines and soon former Ford Australia, Mitsubishi, Toyota, the farmers just to name a few?
97	BMH	I don't believe that the taxpayer subsidises my mooring. I paid for it. I pay to get it inspected. I pay for the certificate. I pay the annual fee. I pay my boat registration. I don't use boat ramps. Who pays for these? Do trailer boat owners share in the cost of installing boat ramps? No. Why penalize mooring holders?
100	BMH	Most of us are tax payers or on pensions and as boat owners also pay boat registration. An increase in boat registration would be more appropriate
106	BMH	We pay very disproportionately high registrations compared to smaller registered ships.
108	BMH	I have no animosity to the staff member managing the mooring system, however, the output of her effort is not transparent to the end user. In fact when we had an interloper squatting on our allocated mooring little assistance was forthcoming from GCWA.
112	BMH	Boat owners are paying a lot of tax in their purchases and slipping costs to maintain their vessels.
124	BMH	I am a Taxpayer
138	BMH	yes, i am a taxpayer, tax payers subsidise a lot of things that i may be not associated with,
149	BMH	y es just get rid off some excessive bureaucracy and endless increases in regulations n maybe taxes could actually b used for public benefit
152	BMH	I am a tax payer. I support other taxpayers in their sporting interests and other recreational fields.
156	BMH	cost of maintaining mooring above annual fee is about \$200 paid by authority holder
158	BMH	CURRENT system does not require it
164	BMH	The current fee is correct as all costs are incurred by me for chain & tackle maintenance
169	BMH	I own a larger vessel that cannot use a boat ramp however I pay a levy every time I have to register my boat so aren't I already subsidising my self
172	BMH	Accountability seems to be the issue. Mooring owner is responsible for all maintenance. Why are the admin costs so expensive?
175	BMH	You are not giving us enough info to make judgement how much does the yacht club and other managed area pay. What are you doing wrong. Why are you talking about changing moorings if you can't manage the existing system now, it doesn't make sense.
186	BMH	Loaded question, should all govt related services be privatized,buses ,health , transport ,schools makes me concerned that this survey is arriving at an outcome rather than seeking a view
187	BMH	My fees are adequate for the service given, which is a gps point on the water. Because I pay for and maintain the mooring hardware.
200	BMH	NO USER PAYS
202	BMH	What do you mean ,the paper work, my mooring was put down entirely by me really all you gave me was a lat and long for the position the rest was up to me to get a professional to make and install the mooring at a cost of \$1400. So I am not sure if more money will solve what we currently have. The tax payer will always be paying you are a non profit government

ID#	Resp. Type	Q12: Comments (Table C.54)
		department.
205	BMH	The cost of managing the moorings should be covered in its fee without going over the top and keeping it still affordable to the average person.
210	BMH	Didn't know it was. If it is, NO.
6	BMWL	It brings money and boat repair work to the area
8	BMWL	Insufficient information has been provided to prove/show that mooring fees are subsidised. Where are boat registration fees used?
27	BMWL	However boat owners already pay vastly inflated registration fees for very poor infrastructure and return
32	BMWL	While I am a believer in user pays, the users also pay tax and I do not know to what degree the subsidy is
58	BMWL	To some extent, I see no problem with this if it makes boating affordable for a different sector of the community. There are many instances where taxpayers subsidise other sections of the community. For example, my rates and taxes are used to pay for libraries, public parks, national parks etc. etc. which I very rarely - if ever - use!
128	BMWL	user pays principle
139	BMWL	It is fair for user pay. But what do the fees actually pay? A registration on a computer? An self generated email?
141	BMWL	Why change, Been good for last 50 years
159	BMWL	if your management fees exceed forty five dollars per mooring reduce your paper work. the owner of the vessel is always liable for the damage his vessel causes.
161	BMWL	Although the authority holders should pay adequate mooring fees it should not be turned into another tax to make a profit for the government. Boat owners already pay registration fees and should not have to pay a heavy price to park the boat.
176	BMWL	Please the is a weighted question designed to give the answer you want. I believe the annual fee could be increased to \$450 per year That is fair.
192	BMWL	If the boat owner looks after the mooring on an annual basis and gets an authorised contractor to check annually then the boat owner covers the cost
193	BMWL	I am a taxpayer never had any children, hardly go to the doctor so never get anything back for my taxes.
218	BMWL	I don't really think it is appropriate, but if buoy mooring users have to pay the full amount, then they should be given more access to live for longer periods on the boat (not permanent) and less regulations on the use there of.
68	BO	Maybe a portion of state money could be used from the registration of vessels similar to boat ramps etc.
70	BO	Will they will subsidies me for the jetty i just put in??
229	BO	a mooring is a privilege to have one of these. No way, in any way should the benefactor of such a prized piece of real estate, be subsidized.
116	Oth	Tax payers do not subsidise my parking fee when I want to go shopping - and use council car parks - why should the waterways be any different?

Legend: Resp. Type = Respondent Type; BMH = Current buoy mooring authority holder; BMWL = On waiting list for a buoy mooring; BO = Boat Owner; PMM = Potential mooring manager/service provider; Oth = Other; (blank) = No response provided (i.e. question left blank).

Table B.55: Cross tabulation and Chi-square results of 'Q12: Comments Provided' and 'BM Holder'.

Q12: Comments Provided	Yes	No	Total	χ^2	df	p	Exp. < 5 (%)
Yes	35	18	53	10.333	1	0.0013	0.00
No	72	104	176				
Total	107	122	229				

Legend: BM Holder = Current buoy mooring authority holder.

Table C.56: Original comments provided for ‘15. If you have any other comments that you would like to make on any aspects of the buoy mooring review or the consultation, please feel free to include them in the space provided below:’ (N = 108).

ID#	Resp. Type	Q15: Comments (Table C.56)
1	BMH	Heaven help the poor person who takes this mooring business, they will be dealing with the public. The retirees in deep water apartments opposite my boat bring me to sharing point, they cannot stop noisy boats motor bikes, car exhausts and the apartments are a sound trap. So they attack me, I get the chop for the lot. They phone waterways, the city council, I don't know how many more, non stop. They bail me up when I come ashore, I finally worked out, its always a moorings grab wither he or someone he is acting for. They do the dirty on their computers its just a way to pass the time to them, not for me its taken years to patiently listen to their latest complaint, some one bought up an idea in their recent body corporate meeting listen attentively and make the right answer and noises and then a long explanation about how I'm experimenting with an aerial for TV reception their eyes glaze over, I smile they smile and run back to their apartments. I remain gentle and kind always.
4	BMH	It is almost impossible to inspect the mooring block properly because of the silt build up. On a low tide there is only approx. 4feet of water. This area needs to be dredged. It is highly unlikely that sea grass could flourish in its environment making environmentally friendly moorings a waste of time and money.
7	BMH	I would like to be further involved with other surveys etc. As I have sustained damage to my houseboat by unauthorised vessels using and travelling through the buoy mooring area. I would appreciate a way to restrict vessels from entering restricted mooring areas or signage to advise "Authorised vessels only" or some like warning. Also my houseboat was run into and sunk at its mooring SJ131 Jacobs Well and I am arranging for it to be retrieved to asses repairs.
10	BMH	Comments Q14: I have a mooring so it is vital to me as a resident/weekender of Currigee to have access to a mooring close to my property (John). Comments Q15: I am happy with my current situation at Currigee and keep a good check on all mooring details and maintain the buoy regularly.
11	BMH	Comments Q6: If boating want a mooring, maybe somewhere further down near Labrador where there is a lot more room further (north) of Marine Parade along the Esplanade. Comments Q13: The mooring is cheapest but if it was expensive (e.g. what private moorings can cost), it would be over for me as far as boating (old timber boats are beautiful but they do keep my hand in my pocket). The mooring is so good to have, it's been fantastic. If it cost \$90/year it would still be worth it by far. Comments Q15: As a boatie on the Broadwater I have always had a problem with the speed people go so close to me on my boat mooring. Unfortunately a person on a jet ski was speeding in a slow restricted area and hit the chain and lost his head a while ago. I'm sure it will happen again. If restrictions are more serious (e.g. fines). Crab pots are a favourite of mine, I have had them dropped next to my boat, as it swings it's just waiting to get caught. Do I have permission to move the crab pots to a better place so my prop won't be tangled? If my boat is off the mooring for work on the hardstand (e.g. 1 month) and someone decides to put their boat on my mooring, do I have permission to take their boat off my mooring? Especially if they think it's free for them. I have been in this awkward situation.
12	BMH	Comments Q13. With management comes responsibility, will the mooring manager be responsible for any loss or damage that is the outcome of a mooring failure? A large percentage of boats on moorings are uninsured. Q15. I believe that people on the waiting list should be made aware of the extreme difficulty in obtaining insurance for a boat on a mooring. Most insurance providers will not insure boats on moorings (e.g. Suncorp and all it's subsidiaries). The few that do require a current survey before they will consider any application. Any current policies will either not be renewed or the premiums will be increased by up to 500% (both personal experience). I believe insurance is a major factor that needs to be addressed in this review.
13	BMH	Comments Q6: Large number of Coomera River moorings removed and not replaced as a result of Salacia Waters Development. Comments Q13: Am prepared to pay a higher fee for GCWA to install, maintain and manage moorings. Perhaps then insurance will be reinstated for moored vessels. 1. Hulks need to be removed from the Broadwater (e.g. Browns). 2. Dinghy's around Paradise Point Boat Harbour need to be checked for ownership and removed where derelict. 3. GCWA to establish and maintain moorings. 4. 6 knot speed limit all of Coomera River and between Sovereign Island, Ephraim Island and Paradise Point. 5. "No wash" to be enforced. 6. Environmental levy on boats creating wash (e.g. Rivas, Maritimos). 7. GCWA to be staffed adequately. NOTE: Reiterate comments to Q4 re: Letter to GCWA February 2014.
17	BMH	Mooring design should be standardised, cyclone rated and one size fits all 30 tons and 60 feet.
21	BMH	Moorings are fine. Only problem I have is 40 foot boats being moored on 30 foot moorings.
28	BMH	good to see that a consultation process is taking place. thanks and well done
33	BMH	MAKE SYC MEET THEIR LEGAL OBLIGATIONS IN REGARD TO WORKPLACE HEALTH AND SAFETY AND DUTY OF CARE. MAKE THEM RENT THE MOORINGS TO LIVE ABOARDS, NOT VACANT VESSELS, IN AN AREA ALLOCATED FOR LIVE ABOARDS. GCWA should build the facilities and manage the live aboard moorings and increase their numbers, that would create revenue for management. It should not be out sourcing the management of the moorings to commercial operators because this has failed Gold Coast residents. They prefer to have empty vessels because it is much cheaper for them.
40	BMH	This survey lacks broader questions and seem single minded towards outsourcing management contracts. The current method is sustainable if regulations are adhered to and policed. Moving more vessels into tighter areas will certainly cause potential collision and represents a real danger. If the annual fee needs to go up \$10-\$ 20 dollars to police this then so be it, but those on the waiting list should not influence change as we (holders) never had the opportunity. At the end of the day, there will never be enough moorings and the environment cannot support more, that's just fact. There will always be a waiting list.

ID#	Resp. Type	Q15: Comments (Table C.56)
46	BMH	happy to be part of any consultative party if required
48	BMH	Thank you for the opportunity of putting my thoughts into helping to improve our boating. I have been a boatie for 48 years and cost of day to day living on the rise and boating to most is a luxury and in saying that they will cut spending on the boating part of their life. This leads to boat owners some times taking the boat and dropping anchor ,thinking it is safe . Most do not have insurance and this cause's problems. At worst the boat become neglected and worse sinks. The Tasmania water ways have made some good changers not long ago. Lets keep boating alive for all the mums and dads with the kids and also our water ways . The love of the water and the great areas we have needs to be looked after for all those to follow.
49	BMH	Increasing fees will only make retired people like me who have had a boat on a mooring for 27years have to sell my boat. Not everybody gets to live on the beachfront and not everybody can have a mooring as there is only so much beachfront and only so many mooring spots so people have to wait . That's life. Have you ever tried to get a berth at SYC Good Luck with that.
72	BMH	Moving current mooring arrangements to a commercial model will turn one of the last ways of equitable access to our waterways into yet another playground for the well off. The current model needs tweaking, NOT yet another way for the government to divest itself of its primary responsibilities!
88	BMH	If you Make the fees higher and make every boat on a mooring to be registered you will solve your availability problem overnight The moorings must stay under the control of the GCWA Please Please Please do not sell us out to private mooring managers
92	BMH	As long as there is extra costs & charges to the tax paying public.
93	BMH	Allow current/future mooring authority holders to transfer buoy mooring allocation position closest to their primary residence to minimise carbon emission from car transport to their mooring.
94	BMH	There should be a grading of level of approval required, and amount of supervision (and hence scale of fees) based on size of boat. Currently a "tinny" is treated exactly the same as a much more substantial vessel, whereas the environmental impact and/or community risk is much lower for a smaller, lower-powered run-around. Tinny owners shouldn't have to subsidise the costs relating to bigger boats....
97	BMH	As a retired public servant I believe the government can better manage than a private entity focused only on making a profit. The taxpayer is not subsidizing moorings. There is not much wrong with the current system. Just withdraw the mooring license from anyone who doesn't comply with the conditions. There are many mooring holders that fully comply. I know I do. The greenies reckon 15% of Moreton Bay is subject to environmental destruction due to mooring chains. This is rubbish. Just look at Google maps and do the maths. More like 0.15% I would appreciate the opportunity to debate my points with anyone.
98	BMH	more policing of speeds and extended 6knt zones around mooring areas in imperative. quicker response is needed on sunken vessels on a mooring and illegal or poorly installed moorings. owner
100	BMH	The biggest concern is with the passing traffic. A lot of damage is caused by inconsiderate boat drivers exceeding the 6Knot rule while passing through a channel that is narrow and well within the 30m rule for passing craft. Speed limits at moorings require better signage and policing
104	BMH	It appears by the wording of your questions that you have a pretty much settled agenda,
106	BMH	Annual inspections need to be every two years if all the apparatus bar the block is replaced each time. This option would cut down GCWA management costs.
107	BMH	I believe new technologies could be used to open new, more sensitive areas.
108	BMH	I believe that the most important environmental issue facing boating in Gold Coast waters is the relative shortage of publically available sewage pump out facilities, particularly in the northern part of the area. This is very important for the type of craft on buoy moorings which are often slower and operate in a more limited geographic area. I would be happy to pay an appropriate levy to establish such facilities.
109	BMH	I would like to see the entire Western channel from Labrador to Paradise point made into a six knot area. The entire Eastern side of that channel could be utilised for mooring. Some moorings in suitable areas should be set aside for visiting vessels at a cost per day as in many boating areas around the world. This only has to be planned for now and may be implemented over a long period. Access points to and from the Eastern channel are numerous but minimum dredging would bring some of the shallower channels up to suitable depth. I picture a long neat line of moored vessels on the Eastern side of the Western channel from Australia Fair to Bayview Towers. A single length of heavy ship anchor chain fixed at both ends could provide anchor points for many buoys. vessels need to be moored on the Eastern side of the channel to keep access to boat ramps, jetties and games venue free for traffic. Bums bay could also be utilised for its intended purpose by prohibiting free anchoring and making available enough moorings at a daily rate to make managing mooring viable. If you see any merit in my submission I am happy to expand on it.
112	BMH	Category 1 option would lead to the establishment of a private business (like a private marina business) which could be sold for profit resulting in higher unnecessary mooring fees and not looking after the interest of boat mooring holders..
124	BMH	Survey is flawed and contains leading questions that seem to support predetermined outcomes.
136	BMH	due to the ongoing cost of dredging channels, draft of vessels should be assessed for mooring placements
137	BMH	Mooring Buoys for residents of South Stradbroke Island are an essential service. An increase in these fees is inappropriate. Without mooring buoy many safety issues would result. Many of these buoys are already environmentally friendly and designed to minimise space and damage to seagrass. The risk of these moorings failing is minimal and often the vessels are light weight. The existing (one size fits all) standard authority orange buoys are too large if anything for most of these

ID#	Resp. Type	Q15: Comments (Table C.56)
		smaller vessels.
138	BMH	category 1 concerns me a bit, at the end of the day all people need is a safe place to keep their vessel with a minimum of cost in a sustainable environment with no whistles or bells.
140	BMH	why are non leasehold boat owners allowed to dangerously anchor amongst moored moorings boats that often drag there anchors causing damaging collision with moored vessels.?
142	BMH	Question 1 postcode. do you mean postal address for bills etc. or location of mooring. When considering moorings for boats in the range 3 to say 4.5 m why can't similar boats be used on the same mooring at different times. Our situation is South Stradbroke Is where different family members use the shared accommodation and their own boats. This would reduce the demand for more moorings.
148	BMH	Instillation of short term visitor moorings as in other states may relieve the environmental and overcrowding impact in a number of areas. I believe that more impact is being created by casual anchoring than current mooring locations. Measures such as maximum chain pendant length could reduce environmental impact in some areas and allow higher density mooring in other areas. Keep it simple.
149	BMH	Thanks for the opportunity to participate.... can carbon credits be offset against mooring fees and allocation then maybe old well maintained wooden boats that use minimal petrochemicals would top the list. Mooring areas are in highly visible public areas the older the boat the more picturesque it is . Step aside small folks the commercial juggernaut rolls on!
151	BMH	I feel it's disgusting how peoples boats now cannot be insured if on any swing mooring. If the moorings are secured and working as they are its' so bad that the boat cannot be insured anymore. It's such a shame as this new stupid ruling has deterred a lot of people from buying boats.
152	BMH	My feelings on this issue are that the mooring sites available on the Gold Coast are already filled. By increasing density or opening up more mooring areas you will increase the common problems of owners of waterfront properties complaining about boats moored in front of their properties. If there's an environmental issue with the mooring methods, governments change to regulations to a standard, more environmentally friendly option should be pursued. The onus being on the mooring holder to upgrade their mooring method. I've personally contacted GCWA to ask if in my area it would be more advantageous the environmentally-friendly mooring, only to be told there is now seagrass in my area and it would be a waste of money. But if the regulations were changed, I would be more than happy to comply. Putting moorings under private management will not improve waiting times because of the finite number of moorings available, it will just preclude people on lower incomes from accessing them.
154	BMH	Existing buoy mooring for the last 45 years
155	BMH	a lot of the moorings appear to be to close to each other and at times boats hit and cause damage
156	BMH	the existing management of moorings works
158	BMH	During cyclone Oswald the friendly moorings at Victoria Point proved inadequate. Environmental moorings in Quarantine Bay in Manly NSW made little difference to seagrass (Afloat magazine 2013). We realise that GCWA intends to charge more for inadequate "eco moorings" and those of us who have always paid our mooring fees, checked regularly and never had any problems are being softened up because of those who have little regard for maritime law and seamanship.
164	BMH	The quality of tackle provided by GCWA is poor as by any measure (galvanised steel in salt water is not suitable
172	BMH	Review needs to encompass changes/impacts in allocated areas where development has significantly reduced the available area.
175	BMH	I have a mooring, if fees are to go up i would not like to see a private company getting the benefit. Private companies do not care about people or environment only care about money.
179	BMH	i believe that buoys would be easier to manage if it is made law for every mooring holder was to have a certificate of inspection by a registered diver and not to have a declaration . by doing this it would minimise the amount of mooring breakage and have less need for maritime safety and other organisation to police moorings
183	BMH	I think this is an orchestrated ploy to deprive the people who have sat on your waiting list for 10+ years the use of the mooring facility that they have earned. Any attempt to commercialize this process to the gain of some enterprise will be vigorously challenged.
186	BMH	unless your adding a large number of new spots to lessen the waiting list or a multi docking of vessels at each buoy position say four or six vessels on a concrete type pontoon(revenue increase and more secure)for the same buoy position) 6 instead of 1 increased marine life around the anchored dock, less damage, to seabed.no swing just back a forward from fixed anchor points while ticking the PC boxes required Id have to say minimal advantage will be achieved for the cost of implementation ,the possibility of losing the mooring to commercial interest after being on the wait list for 9 years. If this is a for gone conclusion please let me know asap as I'm getting the feeling i may be loosing my mooring.
187	BMH	I pay for my Mooring spot at Jacobs Well, yet the are many who don't pay fees anchor in inappropriate areas and live-on boats without respect for others , Would a mooring Manager resolve these issues ?
196	BMH	Maybe be have a single company do all the mooring maintence?
200	BMH	MOST BUOY MOORING HOLDERS ARE GOOD PEOPLE... PLEASE DO NOT BEND TO COMMERCIAL PRESSURES ...THERE ARE SOME BEAUTIFUL BOATS ON BUOYS YOUR BIGGER BIGGER ISSUE IS THE PROPOSED CRUISE SHIP TERMINAL IMPACTFOR A CHANGE LOOK AFTER THE LOCALS PLEASE
202	BMH	What ever you do please do it right so it will last as long as the current system and not be changed again and again
205	BMH	Not all boats fit in marinas. Have moored boats in area adds to the scene. Not all boat owners well of with big pockets. There needs to be a place for all.

ID#	Resp. Type	Q15: Comments (Table C.56)
213	BMH	We purchased our mooring for several thousand dollars in 1995. Because of this, we would like to retain the mooring for the long term as we live nearby and enjoy regular sailing.
217	BMH	I believe that GCWA have already decided what they want to do and it is a total exaggeration of any cost . The question where you must answer 1,2 and 3 is loaded in favour of a change no matter what the outcome of the survey.
221	BMH	there are a lot of moorings empty that I have seen and there are a lot of boats anchored long term in the broad water
6	BMWL	Hope this exercise is not just one way of increasing mooring fees beyond the average working man
8	BMWL	Comments Q13: Many (possibly as high as 70%) of mooring owners are pensioners with limited incomes who cannot afford high marina charges.
27	BMWL	Why was this survey not sent to all registered boat owners ? It looks like a sham survey not really wishing to find answers
32	BMWL	I think you have well identified the 3 main issues. I would like to see the management of the waterways buoys go to tender to attract a person with suitable experience and commitment
43	BMWL	Moorings could be made available to boats that can take the ground at low tide, or do not have a deep draught. Not ideal but better than no moorings. My 40 foot catamaran floats quite happily in 1 metre of water
44	BMWL	Buoy users should pay more for use, People registering for the buoys should pay less than current amount, many have paid and have not used their position when available as they have died or no longer are able to use the mooring. You are taking money for very long lists.
50	BMWL	I have been waiting for a mooring for 5 years
58	BMWL	1. Underutilised Moorings: I personally know of at least 4 moorings sitting vacant in the Logan River since September last year, yet there seems nothing that can be done. 2. There is adequate room for additional mooring spaces in the Logan River as it is not a high usage area for boating traffic. The claim that additional moorings cannot be placed in front of private properties seems questionable as this does not apply to other waterfront properties. 3. Inadequate checks: The high workload means that there are inadequate checks on all sorts of things. I have even seen moorings moved to more suitable locations by their holders. 4. Abuse of the waiting list system: Although this does not pertain to the GCWA, I know for a fact that in the Pt. Halloran area the 'waiting lists' have been 'queue-jumped' on several occasions which I know of personally. My father-in-law sold his boat and his mooring was taken over by a neighbour who was not even on the waiting list. While we protested that you cannot do this, we were shocked to find that, if you know the right people, anything is possible. This person still holds the mooring, several years later, while never having had a boat at all!!
60	BMWL	Generally boat owners accept that as the population grows there is only so much area available for moorings , one needs to be mindful of leaving areas for visitors to anchor for periods to visit Gold Coast. When we visit Southport we shop at Runaway Bay, using the floating pontoon for visitor boat owners, then we spend our dollars at Australia Fair for movies, eating out, Dentist, Doctors, Chiropractor etc. Please keep us in mind and the money we spend in your community, we also attend the local Uniing Church in Short street and give financially back to the community.
67	BMWL	1. I last counted 26 unused swing moorings in the Paradise Point area. Some not used for years! 2. I have heard of mooring owners without a boat sub-leasing their moorings for big profits. Why is this practice not policed? 3. Look overseas to the way boats are moored particularly around the Mediterranean. They get a lot of boats in small harbours!
113	BMWL	More marinas are not an attractive option. The price would drive many older folk from boating and the environmental impact be much greater than with moorings.
128	BMWL	review should include an on the water survey to ensure vessels on popular moorings are registered to the mooring lessee
139	BMWL	Good first start to positive future. Beware certain stakeholders will be reticent to comment for fear of prejudicing their position on the waiting list.
143	BMWL	several alternative systems may be employed. The piles option adopted in Brisbane River provides higher density and improves the nautical theme and access to vessels
145	BMWL	Moorings should be for people with a boat, not people to rent to other people for a profit, it happens.
157	BMWL	I would like the waiting list reduced. more policing for 6 knot zones and jet skis that break the law.
159	BMWL	any significant increase in fees will result in a flood of vessels being anchored all over the Broadwater and dealing with the problem will make your current mooring administration costs look insignificant.
161	BMWL	I believe the less bureaucracy and management is involved the better it is for the non-wealthy boat owner. Once commercial operators become involved it will be just like any other un-affordable marina.
162	BMWL	We have noticed that there are a lot of moorings with inactive vessels on them, rotting or sinking, this is because its such a cheap option. If a boat is not used in a year then it should be in dry storage.
167	BMWL	The boats on buoys should be safe boats and if one sinks it should be removed by the waterway authority as is done with cars and maybe the cost of this should be considered when a buoy is leased and a bond paid or rate include insurance to remove boat
171	BMWL	having the mooring authority install and maintain the mooring with a one off annual fee would make sure that the mooring would secure the vessel up to a certain size. under the current system i can (it appears) choose the design, weight and method of mooring my boat this is all guess work with no apparent formula. all based on the trial and error method with the boat owner having little or no skills in this area, with any errors being picked up by the insurance company.
173	BMWL	i would like to offer my assistance with this mooring system issue, like a said earlier i love the waterway of the coast and i love boats, i have many ideas on ways to improve our water ways and would love the opportunity to be heard and help out. i hope you reply to my interest.

ID#	Resp. Type	Q15: Comments (Table C.56)
174	BMWL	All of Jacobs Well hope this is not just another waste of time, urgent issues need to be addressed ASAP
176	BMWL	Swing moorings are a viable mooring method especially where I have applied in the Basin. The fees are Too low should be \$450 per year.
178	BMWL	Thank you for the opportunity to have an input, I have been waiting 6 years now and am still a long way off on the list. Any changes should be for the better for this long term wait.
181	BMWL	I simply want the waiting list to be expedited. However, the lady who keeps informing me of my place on the Jacob's Well mooring list, is charming and helpful.
192	BMWL	I have been on the wait list many years, on boating around the waterways I keep see unused moorings, I report this but never gets checked, I think what needs to be done is checks on no boat and an unused mooring - very unfair - more time should be done to look at the obvious and get things moving and check people having moorings and no boat this is the real problem
194	BMWL	It is excellent that action is being contemplated. \$47 p.a. is way too cheap and leads to selfish behaviour (underused moorings or using old unserviceable boats as mooring minders). A fee of about \$500 p.a. will provide a better outcome, perhaps enhanced with a Qld Seniors Card discount fee of say \$350 p.a. Please do make sure that GC buoy moorings can never be on-sold, traded or rented; waiting lists of genuine resident boat owners using the mooring for recreation does work. Whatever happens, it will be very regrettable if those waiting on the current waiting list were to lose their spots in any new scheme.
198	BMWL	Check out the people that do not use moorings that are in there name.
206	BMWL	Pay a low annual fee, but pay a regular mooring replacement fee for block, tackle and float by a council approved mooring maintenance provider. Parks Victoria in Williamstown (3016) have a good model to follow. They have high density moorings and affordable fees and government management. Works well.
207	BMWL	I understand that "24 hour limit" buoy moorings are currently planned for some areas of Moreton Bay, such as Deanbilla Bay (if not already installed). This concept works well in some areas of Sydney harbour. Something similar would be beneficial in popular areas such as Dux, Tipplers, Tiger Mullet etc.
209	BMWL	I will be very disappointed if i am removed from the waiting list and put on a new system. Or have to pay a substantial increase in mooring fees when I get my mooring.
211	BMWL	The NSW maritime system where mooring areas and numbers of moorings available and waitlists are advertised on their website is extremely useful.
214	BMWL	\$1000 per year would be a fair rate for mooring rental...any more would be nothing other than a cash grab or "jobs for the boys" arrangement.
218	BMWL	I hope after being on the waiting list for so many years now, that the price of the moorings will rise so much because of the change, that it will not have been worth the long wait. People should receive an update via e-mails on positions on the waiting list each time it changes, especially say the top 10 or 20, the waiting list should be more transparent.
39	BO	I think we have to balance density and numbers it seems the more moorings the more 6 knot zones and in a rapidly growing boating environment that's not fair on other users
69	BO	I have been following SEC Catchments trials on screw moorings and believe this type of mooring should be installed in all areas ASAP. It is effective, safe, and environment friendly.
70	BO	The scale pages didn't work and couldn't change the numbers.
130	BO	Moorings are essential but they can and so should be designed to minimise impact on the seabed whilst providing security for a vessel and they should definitely not be subsidised by the taxpayer
229	BO	There is a need to swiftly deal with those who are non compliant. Cancellation takes too long, too many chances to make good.
101	PMM	The issue of mooring availability for visiting boats does not seem to be covered.
36	Oth	Policing of ship sourced sewage needs to be more vigilant with respect to un-powered permanently moored vessels
63	Oth	The new speed limit review will impact on placement, number and location of moorings.
81	Oth	Pile mooring similar to the Brisbane river who be good, this keeps all vessel in line. This would also eliminate mooring holders placing mooring in the wrong spot. Penalties should be given to mooring holders who clearly have not maintained there mooring.
89	Oth	Moorings in prime positions should pay much more.
105	Oth	Moorings are 1950s technology and are an inefficient use of valuable marine space. They encourage theft and attract floating wrecks that are poorly maintained. If you want to increase private mooring availability, like Sydney harbour, you need to provide more public wharves, water supply, pump out etc. for the mooring holders to use
114	Oth	Unable to select my response to question 14 It just defaults to a 123 in question number order. I use an Apple.
119	Oth	Progressive update of equipment and consideration of a charge which reflects the value of the service is important. Consider the history behind publicly provided moorings which was a service to the marine industry and fishing industry to provide safe harbour and minimise vessel drift and endangerment to life/property. Those living or conducting business from a mooring should be given higher access than those merely for recreation.
125	Oth	In the Broadwater there are numerous vessels on moorings that are inadequately maintained. The owners need to be contacted & advised to clean up their vessels.
180	Oth	A fee of several thousand dollars should be charged to be able to moor in the Broadwater. This is prime real estate.

ID#	Resp. Type	Q15: Comments (Table C.56)
223	Oth	boats rule!

Legend: Resp. Type = Respondent Type; BMH = Current buoy mooring authority holder; BMWL = On waiting list for a buoy mooring; BO = Boat Owner; PMM = Potential mooring manager/service provider; Oth = Other; (blank) = No response provided (i.e. question left blank).

Table B.57: Cross tabulation and Chi-square results of 'Q15: Comments Provided' and 'Boat Owner'.

Q15: Comments Provided	Yes	No	Total		χ^2	df	p	Exp. < 5 (%)
Yes	5	103	108		10.993	1	0.0009	0.00
No	23	98	121					
Total	28	201	229					

7.4 Appendix D: Buoy mooring area maps

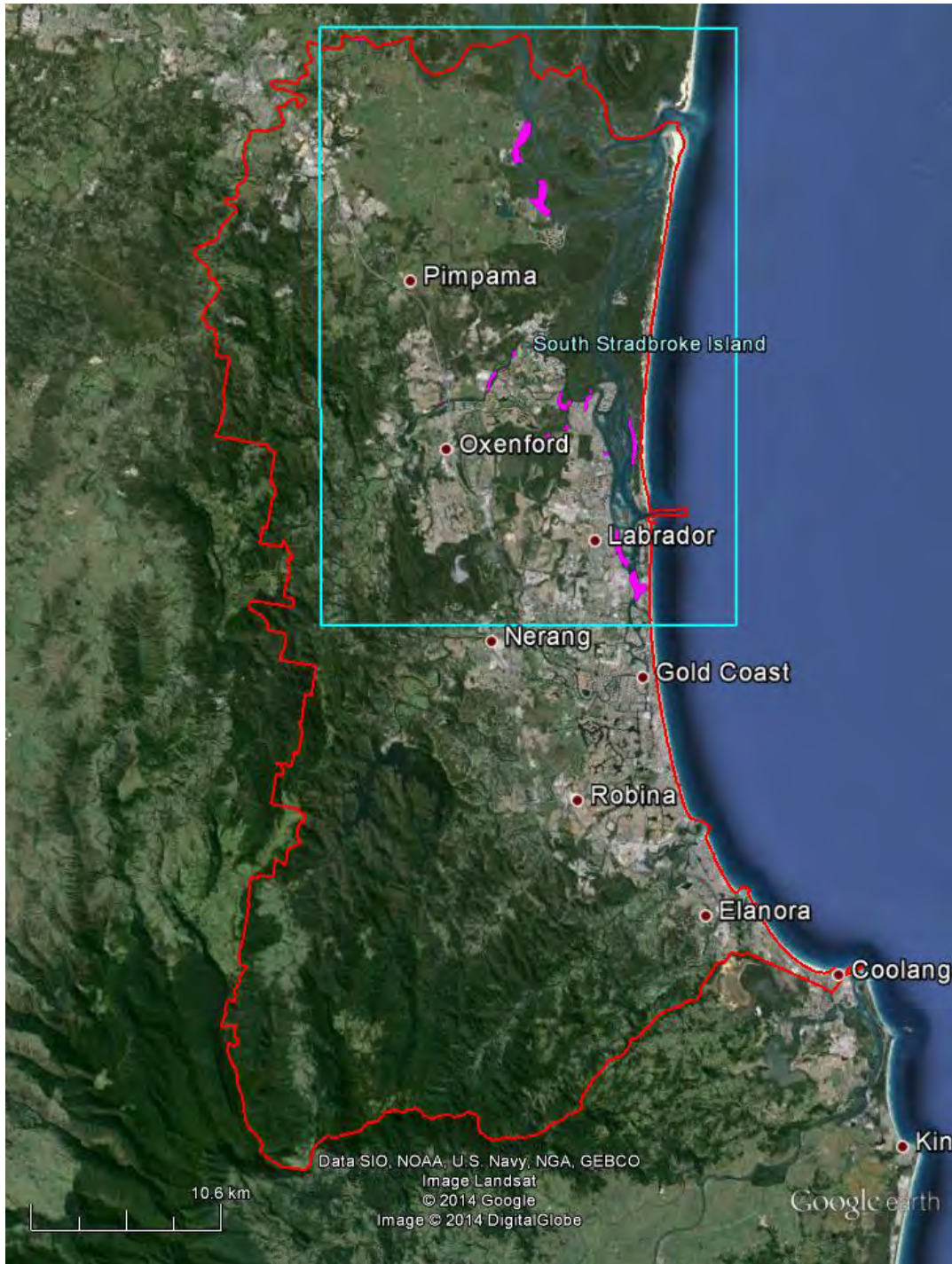


Figure D.1: Relative location of Gold Coast Waterways Authority (GCWA) 'Buoy Mooring Review' area of interest (View Location: 27°59'44.62" S 153°19'55.13" E).

Legend:

Red line = GCWA boundary

Pale blue line = 'Buoy Mooring Review' area of interest

Pink areas = GCWA mooring areas.

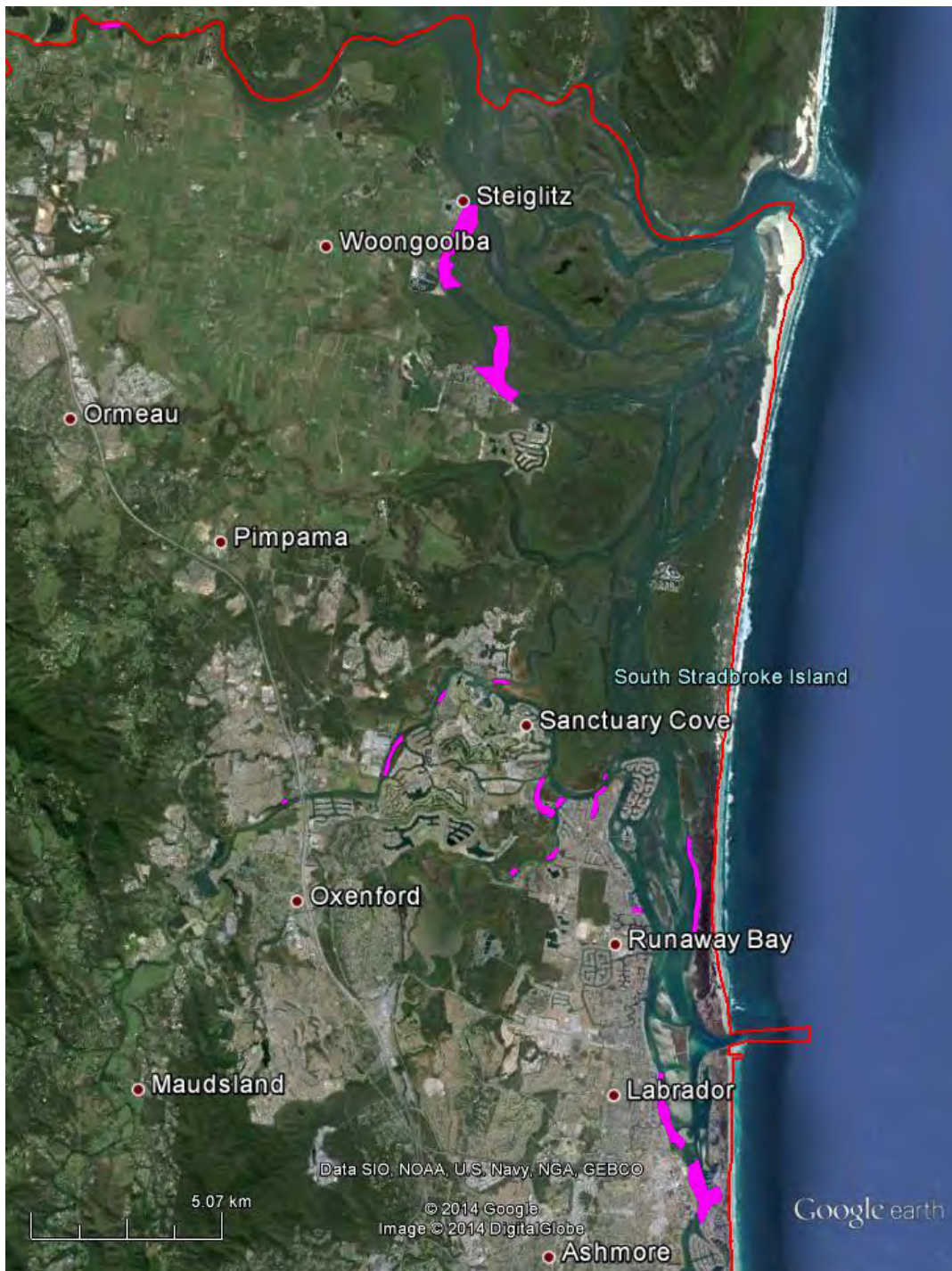


Figure D.2: Relative location of GCWA mooring areas within the 'Buoy Mooring Review' area of interest (View Location: 27°50'22.21" S 153°21'45.84" E).

Legend:

Red line = GCWA boundary

Pink areas = GCWA mooring areas.

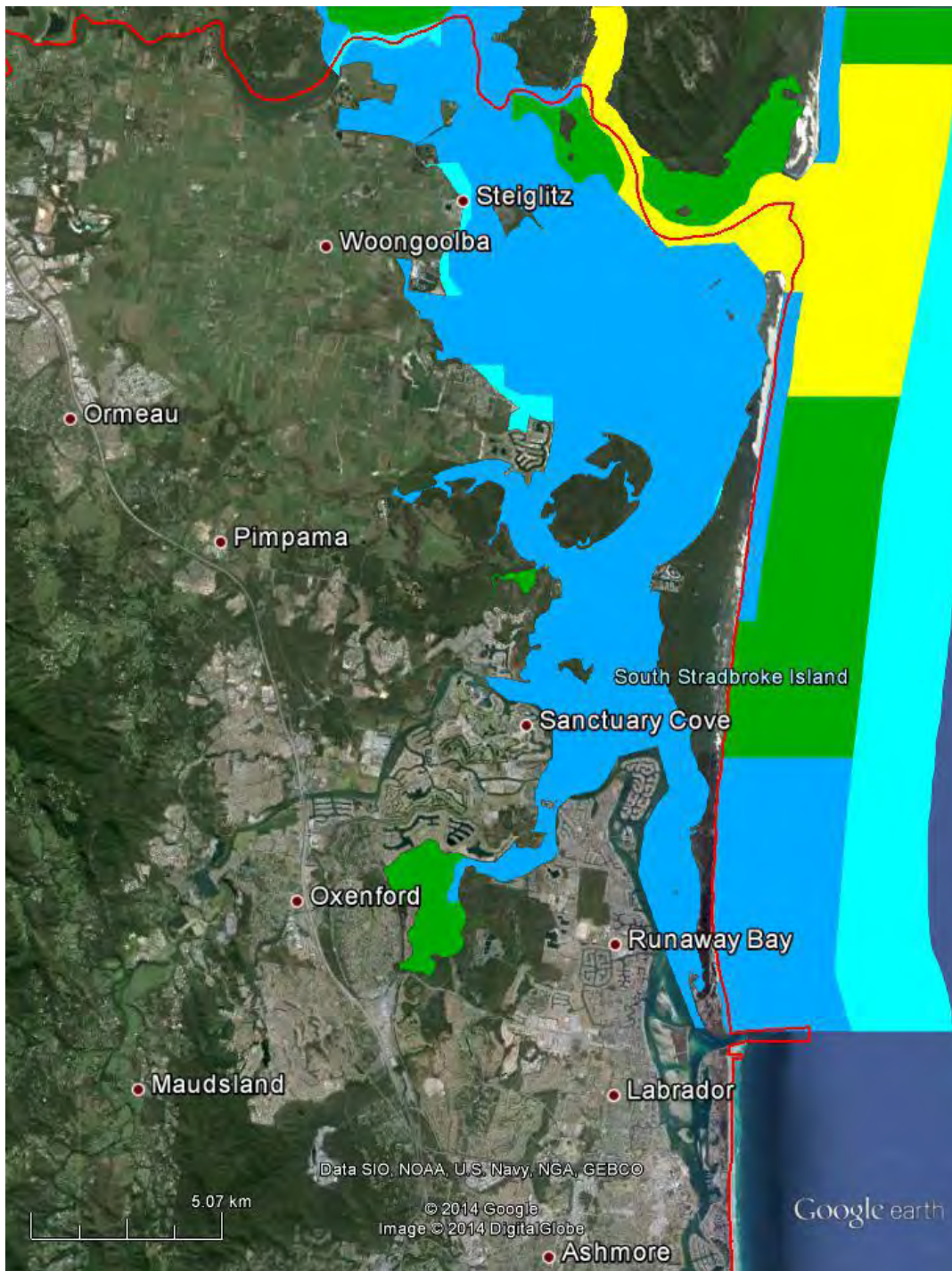


Figure D.3: Relative location of Moreton Bay Marine Park (MBMP) (showing the various zones) within the 'Buoy Mooring Review' area of interest (View Location: 27°50'22.21" S 153°21'45.84" E).

Legend:

Red line = GCWA Boundary

Green areas = Moreton Bay Marine Park (MBMP) 'Marine National Park Zone'

Yellow areas = Moreton Bay Marine Park (MBMP) 'Conservation Park Zone'

Darker blue areas = Moreton Bay Marine Park (MBMP) 'Habitat Protection Zone'

Lighter blue areas = Moreton Bay Marine Park (MBMP) 'General Use Zone'.

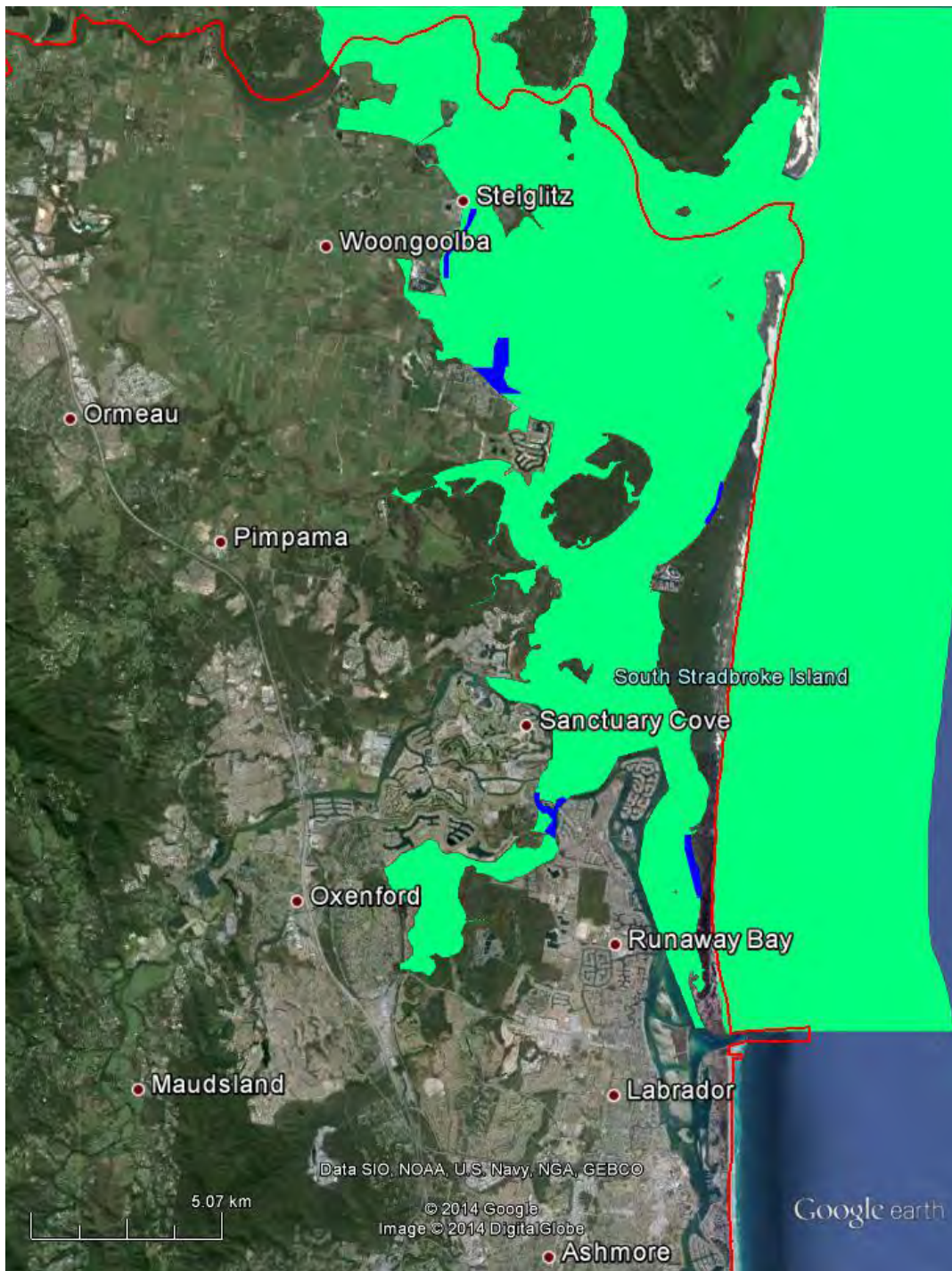


Figure D.4: Relative location of the Designated Mooring Areas (DMAs) of the Moreton Bay Marine Park (MBMP) within the 'Buoy Mooring Review' area of interest (View Location: 27°50'22.21" S 153°21'45.84" E).

Legend:

Red line = GCWA boundary

Pale green areas = Moreton Bay Marine Park (MBMP)

Dark blue areas = Designated Mooring Areas (DMAs).

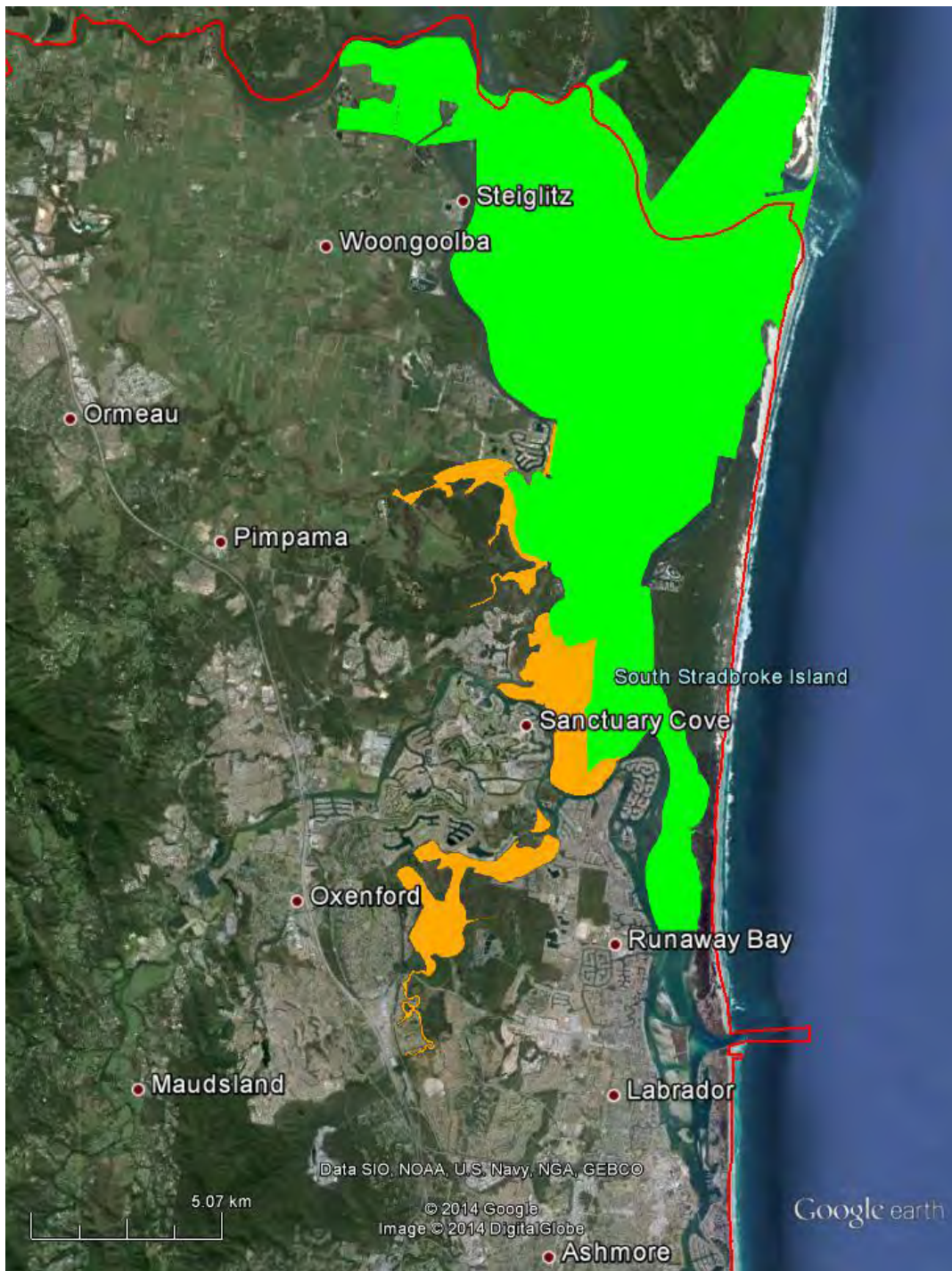


Figure D.5: Relative location of Fish Habitat Areas (FHAs) within the 'Buoy Mooring Review' area of interest (View Location: 27°50'22.21" S 153°21'45.84" E).

Legend:

Red line = GCWA boundary

Bright green areas = Fish Habitat Area 'A'

Sandy coloured areas = Fish Habitat Area 'B'.

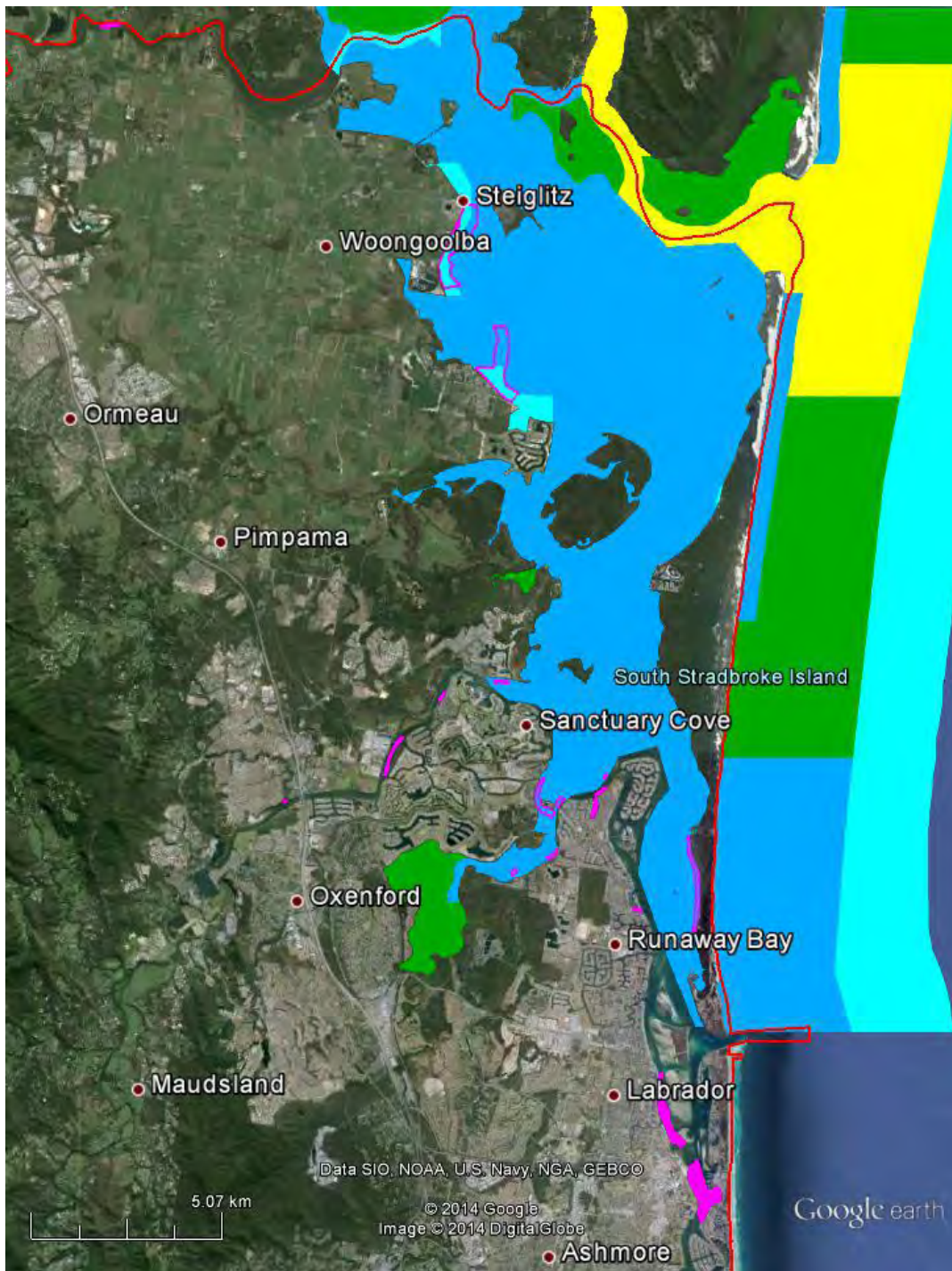


Figure D.6: Overlay of relative locations, showing overlap of the Moreton Bay Marine Park (MBMP) (showing the various zones) and the GCWA mooring areas within the 'Buoy Mooring Review' area of interest (View Location: 27°50'22.21" S 153°21'45.84" E).

Legend:

Red line = GCWA boundary

Pink areas/lines = GCWA mooring areas

Green areas = Moreton Bay Marine Park (MBMP) 'Marine National Park Zone'

Yellow areas = Moreton Bay Marine Park (MBMP) 'Conservation Park Zone'

Darker blue areas = Moreton Bay Marine Park (MBMP) 'Habitat Protection Zone'

Lighter blue areas = Moreton Bay Marine Park (MBMP) 'General Use Zone'.

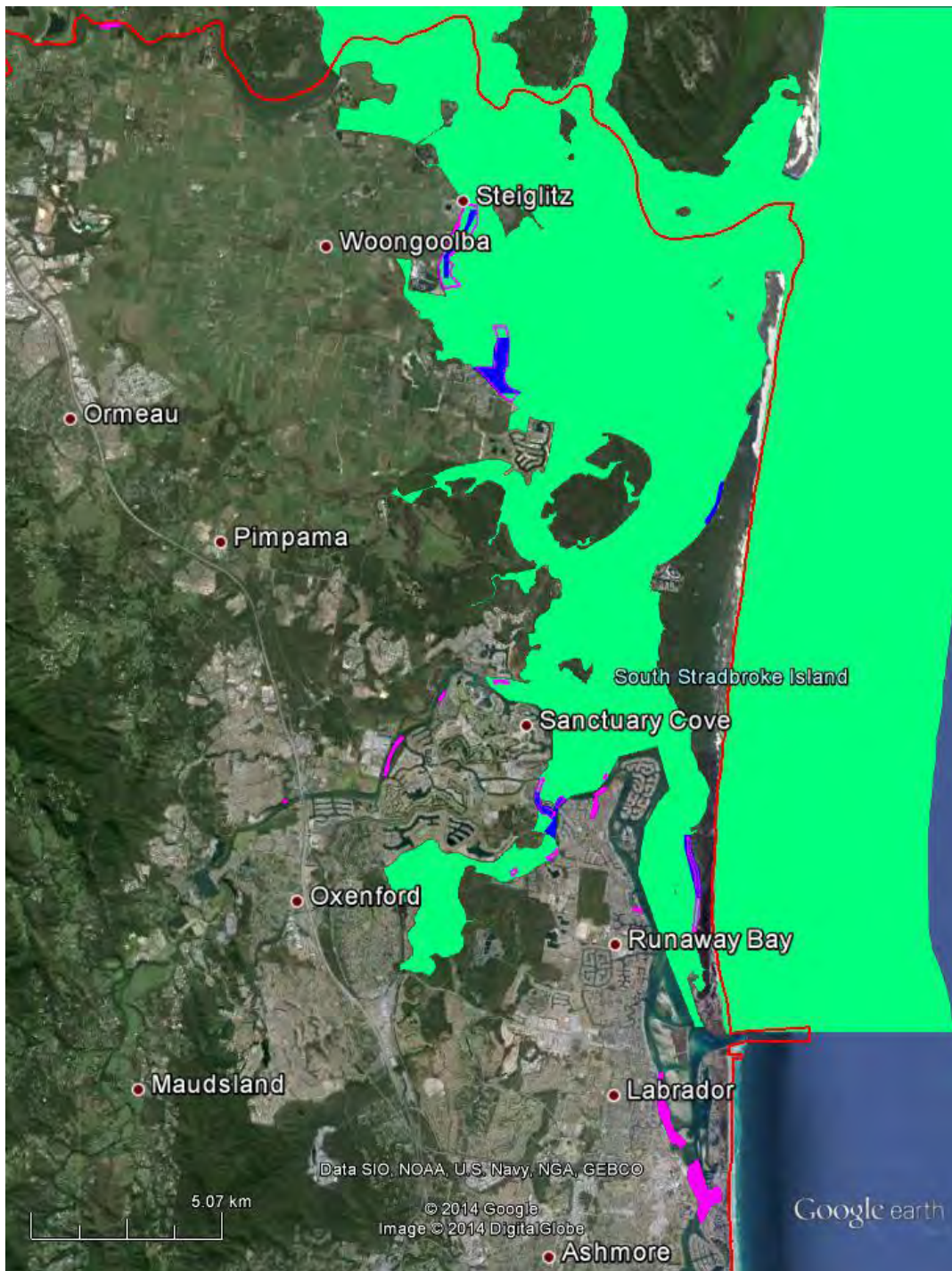


Figure D.7: Overlay of relative locations, showing overlap of the Moreton Bay Marine Park (MBMP) Designated Mooring Areas (DMAs) and the GCWA mooring areas within the 'Buoy Mooring Review' area of interest (View Location: 27°50'22.21" S 153°21'45.84" E).

Legend:

Red line = GCWA boundary

Pink areas/lines = GCWA mooring areas

Pale green areas = Moreton Bay Marine Park (MBMP)

Dark blue areas = Designated Mooring Areas (DMAs).

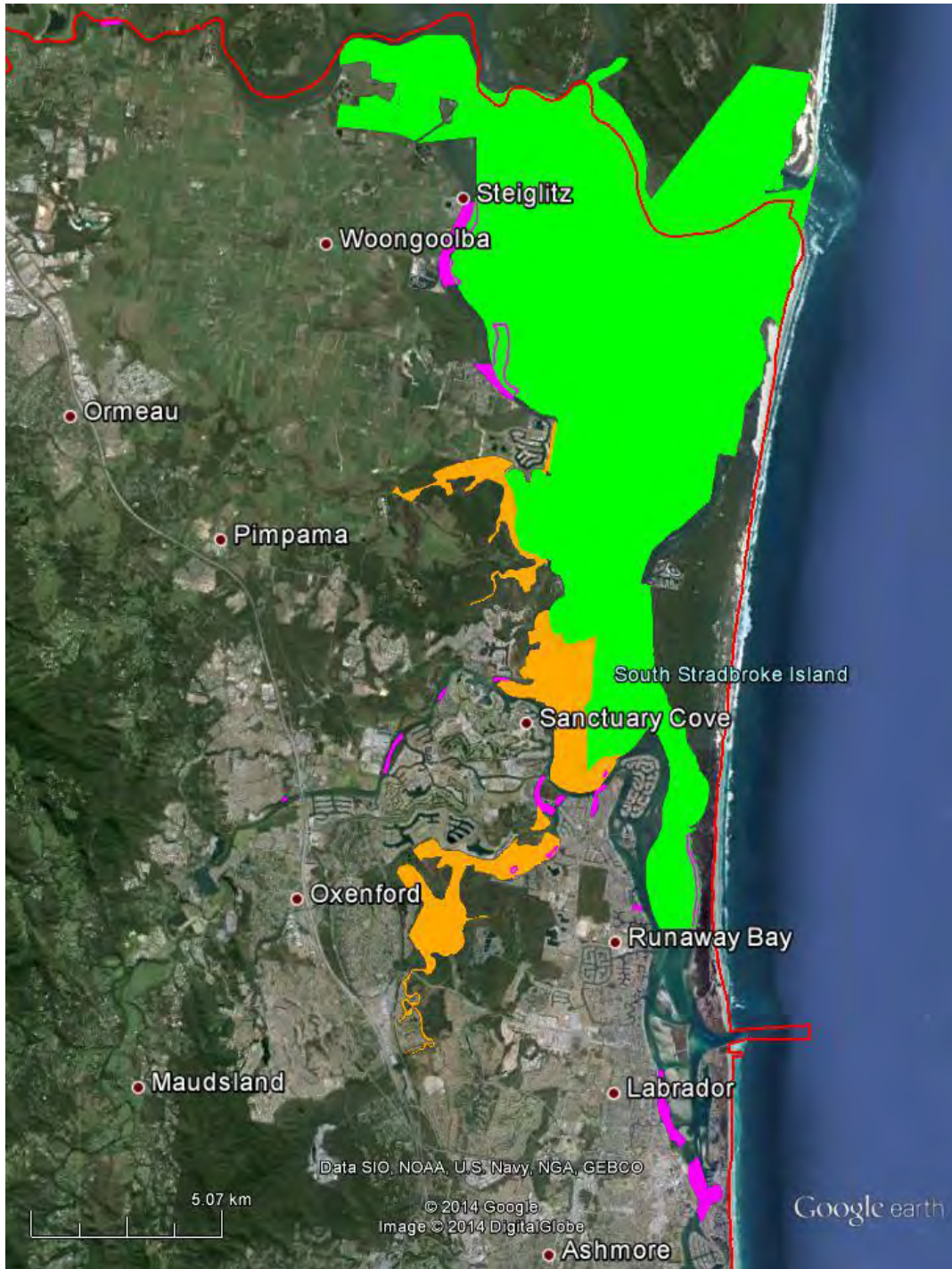


Figure D.8: Overlay of relative locations, showing overlap of Fish Habitat Areas (FHAs) and GCWA mooring areas within the 'Buoy Mooring Review' area of interest (View Location: 27°50'22.21" S 153°21'45.84" E).

Legend:

- Red line = GCWA boundary
- Pink areas/lines = GCWA mooring areas
- Bright green areas = Fish Habitat Area 'A'
- Sandy coloured areas = Fish Habitat Area 'B'.

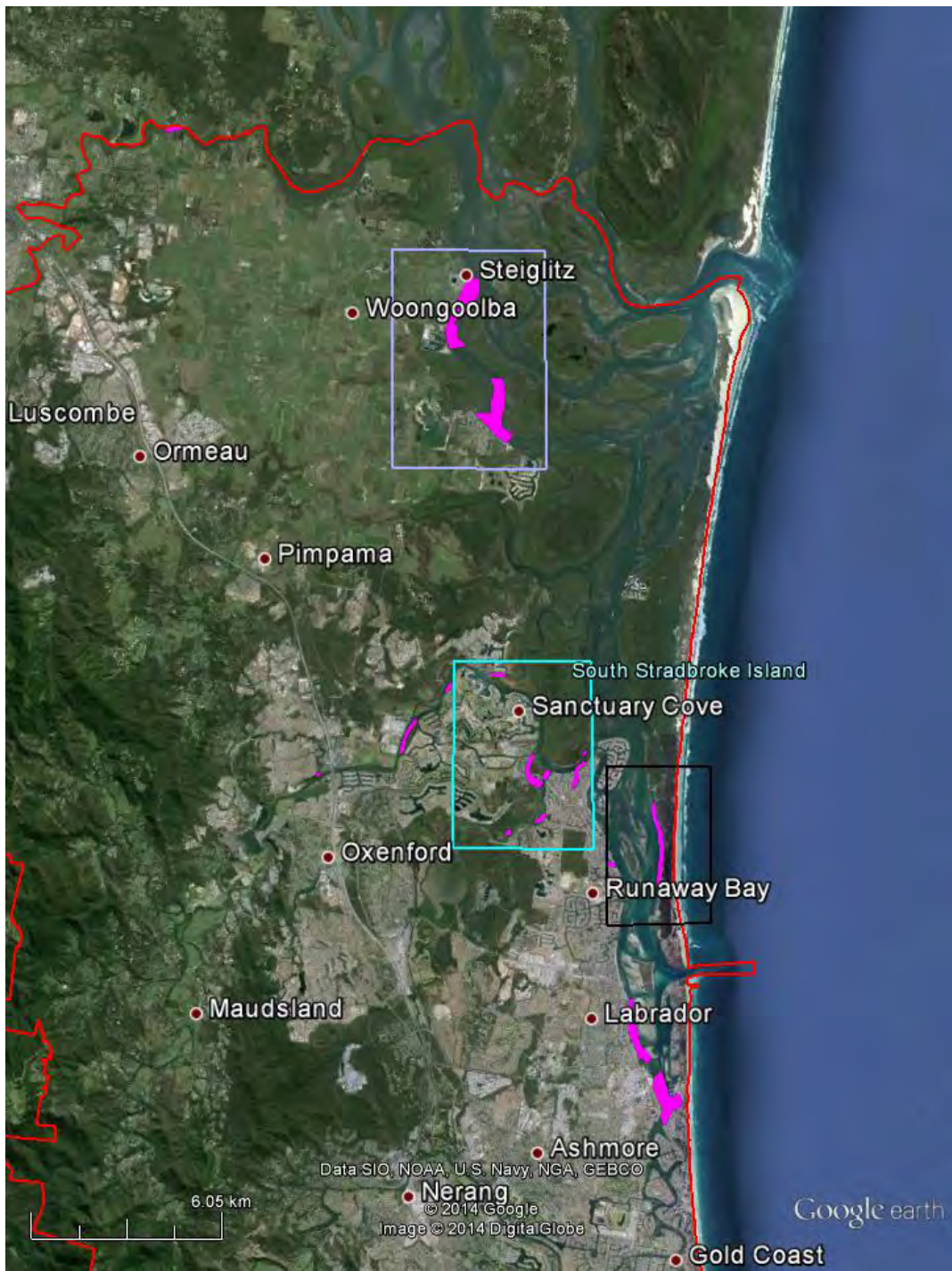


Figure D.9: Relative locations of three areas ('Zoom Areas') within the 'Buoy Mooring Review' area of interest warranting closer inspection (View Location: 27°50'22.21" S 153°21'45.84" E).

Legend:

- Red line = GCWA boundary
- Pink areas = GCWA mooring areas
- Pale purple line = 'Zoom Area 1'
- Pale blue line = 'Zoom Area 2'
- Black line = 'Zoom Area 3'.



Figure D.10: Overlay of relative locations, showing overlap of the Moreton Bay Marine Park (MBMP) (showing the various zones) and the GCWA mooring areas within 'Zoom Area 1' (View Location: 27°45'32.85" S 153°21'32.85" E).

Legend:

Pink areas/lines = GCWA mooring areas

Darker blue areas = Moreton Bay Marine Park (MBMP) 'Habitat Protection Zone'

Lighter blue areas = Moreton Bay Marine Park (MBMP) 'General Use Zone'.

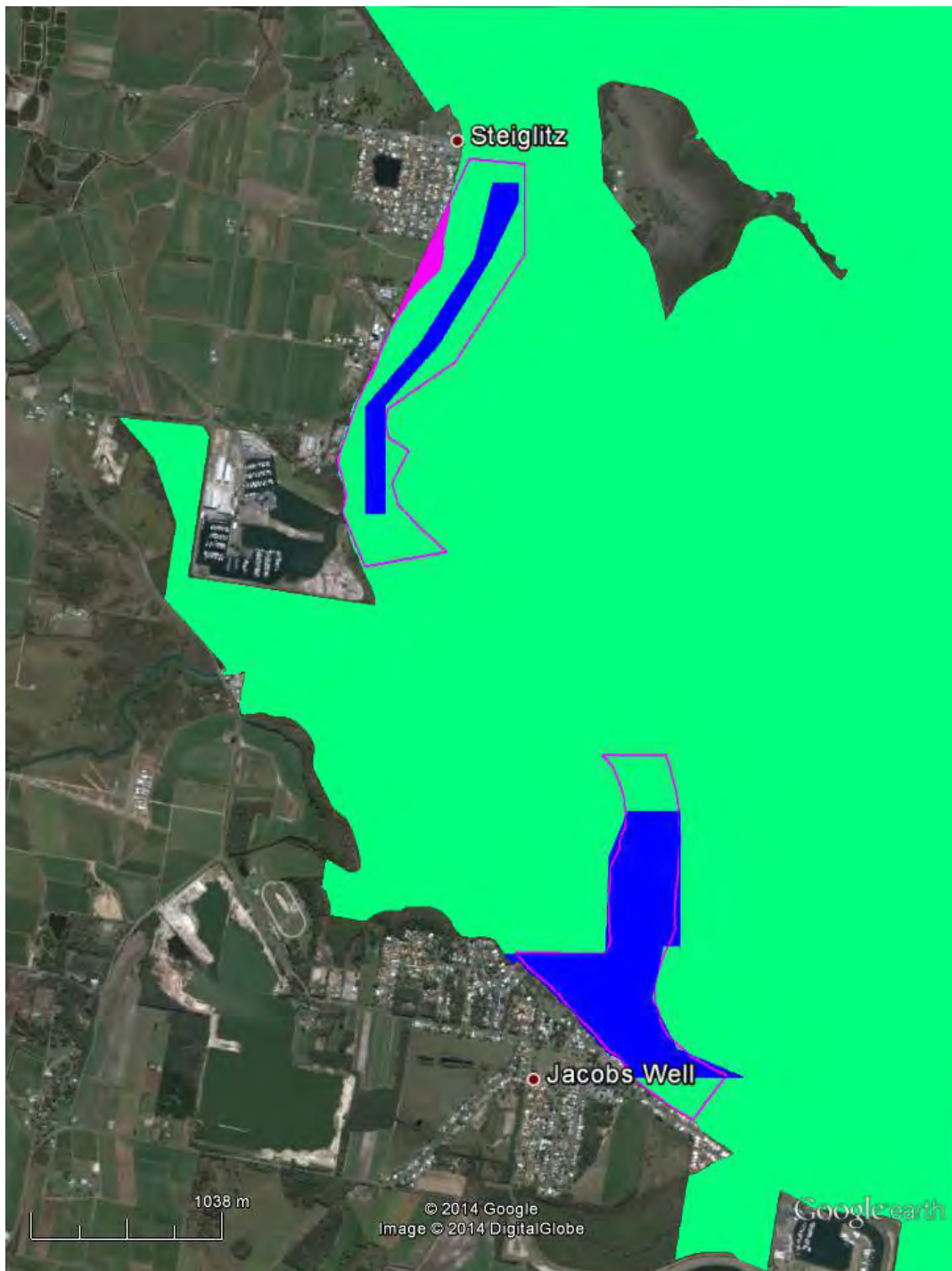


Figure D.11: Overlay of relative locations, showing overlap of the Moreton Bay Marine Park (MBMP) Designated Mooring Areas (DMAs) and the GCWA mooring areas within 'Zoom Area 1' (View Location: 27°45'32.85" S 153°21'32.85" E).

Legend:

- Pink areas/lines = GCWA mooring areas
- Pale green areas = Moreton Bay Marine Park (MBMP)
- Dark blue areas = Designated Mooring Areas (DMAs).



Figure D.12: Overlay of relative locations, showing overlap of Fish Habitat Areas (FHAs) and GCWA mooring areas within 'Zoom Area 1' (View Location: 27°45'32.85" S 153°21'32.85" E).

Legend:

- Pink areas/lines = GCWA mooring areas
- Bright green areas = Fish Habitat Area 'A'
- Sandy coloured areas = Fish Habitat Area 'B'.

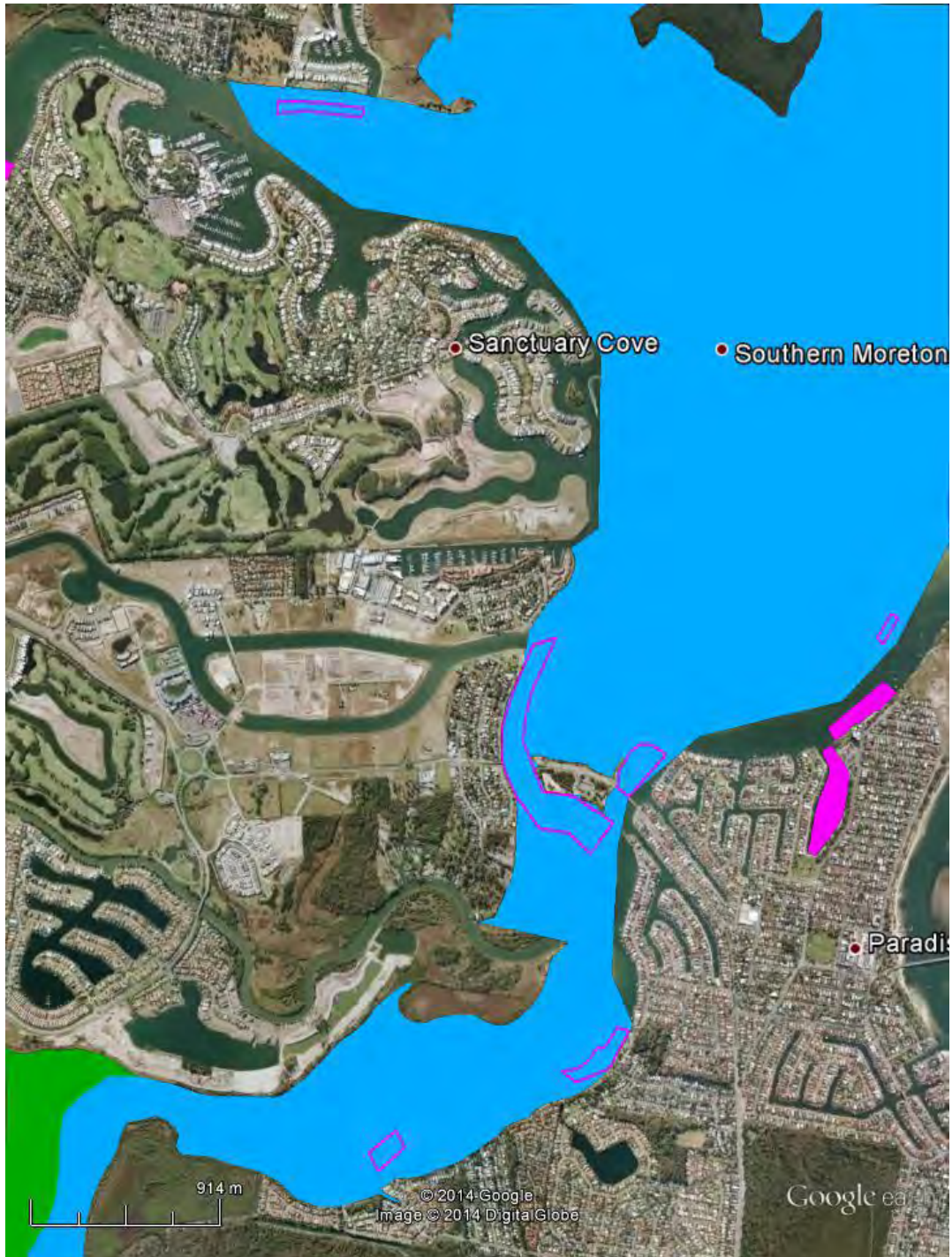


Figure D.13: Overlay of relative locations, showing overlap of the Moreton Bay Marine Park (MBMP) (showing the various zones) and the GCWA mooring areas within 'Zoom Area 2' (View Location: 27°52'19.38" S 153°22'32.93" E).

Legend:

Pink areas/lines = GCWA mooring areas

Green areas = Moreton Bay Marine Park (MBMP) 'Marine National Park Zone'

Darker blue areas = Moreton Bay Marine Park (MBMP) 'Habitat Protection Zone'.

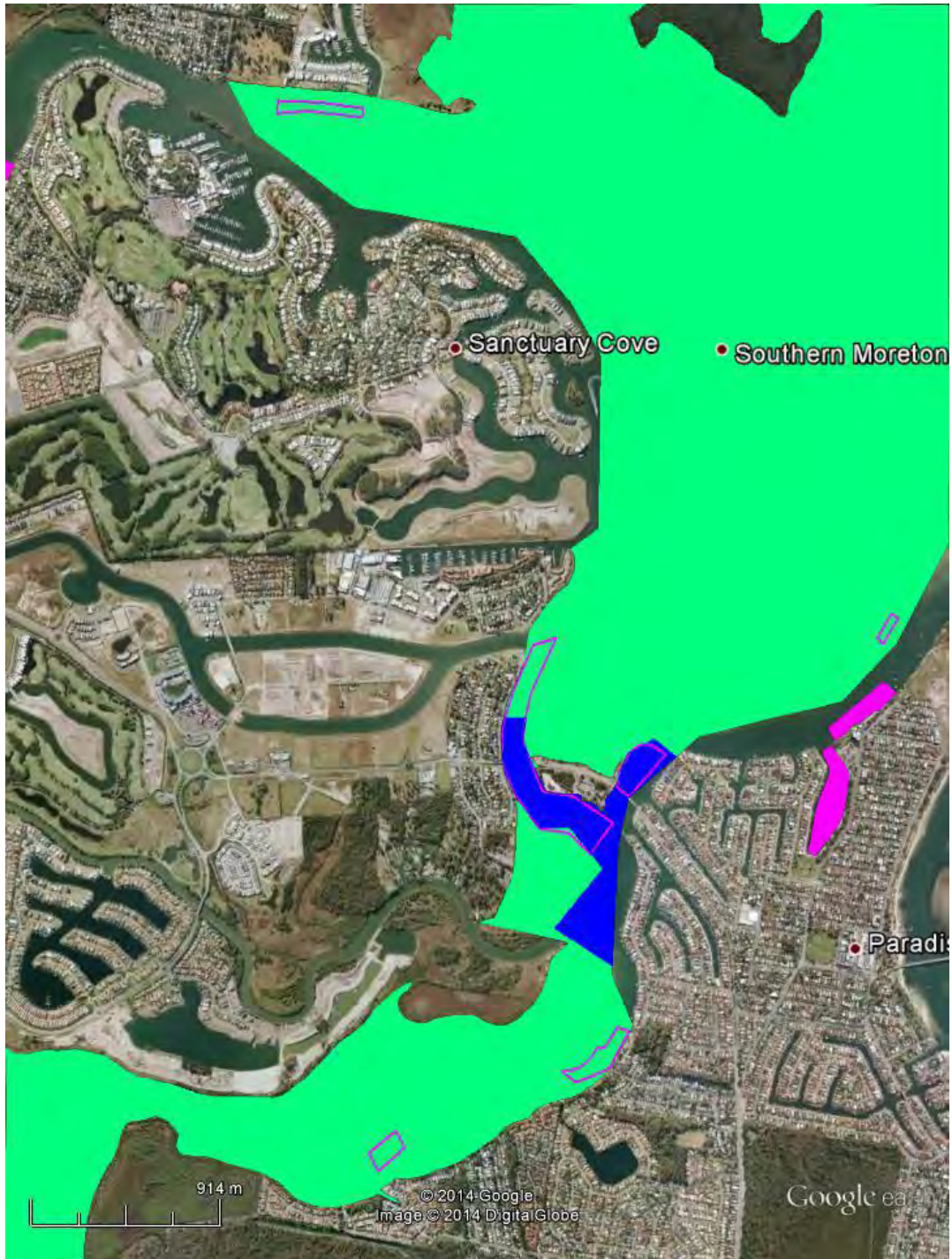


Figure D.14: Overlay of relative locations, showing overlap of the Moreton Bay Marine Park (MBMP) Designated Mooring Areas (DMAs) and the GCWA mooring areas within 'Zoom Area 2' (View Location: 27°52'19.38" S 153°22'32.93" E).

Legend:

Pink areas/lines = GCWA mooring areas

Pale green areas = Moreton Bay Marine Park (MBMP)

Dark blue areas = Designated Mooring Areas (DMAs).

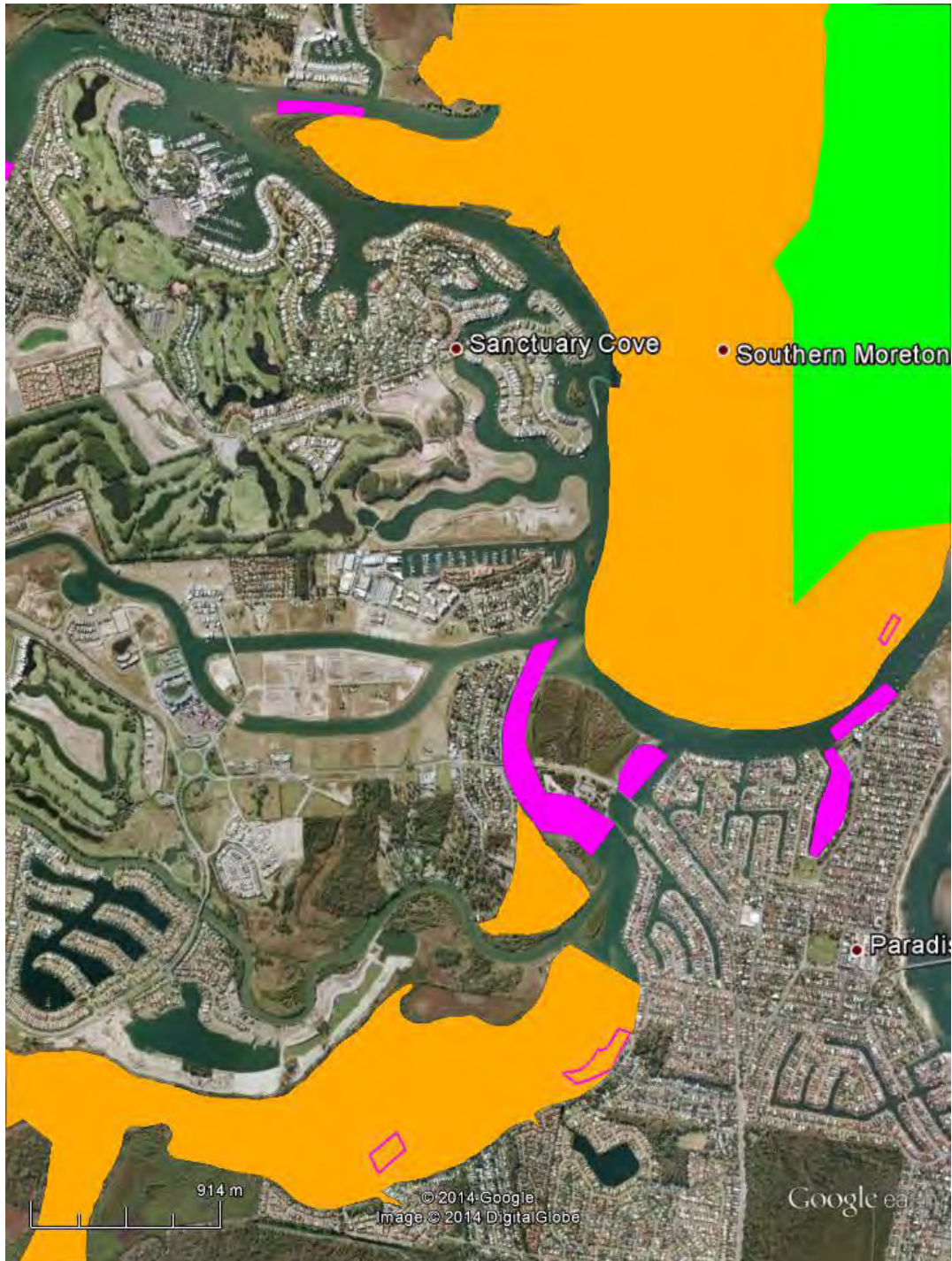


Figure D.15: Overlay of relative locations, showing overlap of Fish Habitat Areas (FHAs) and GCWA mooring areas within 'Zoom Area 2' (View Location: 27°52'19.38" S 153°22'32.93" E).

Legend:

- Pink areas/lines = GCWA mooring areas
- Bright green areas = Fish Habitat Area 'A'
- Sandy coloured areas = Fish Habitat Area 'B'.

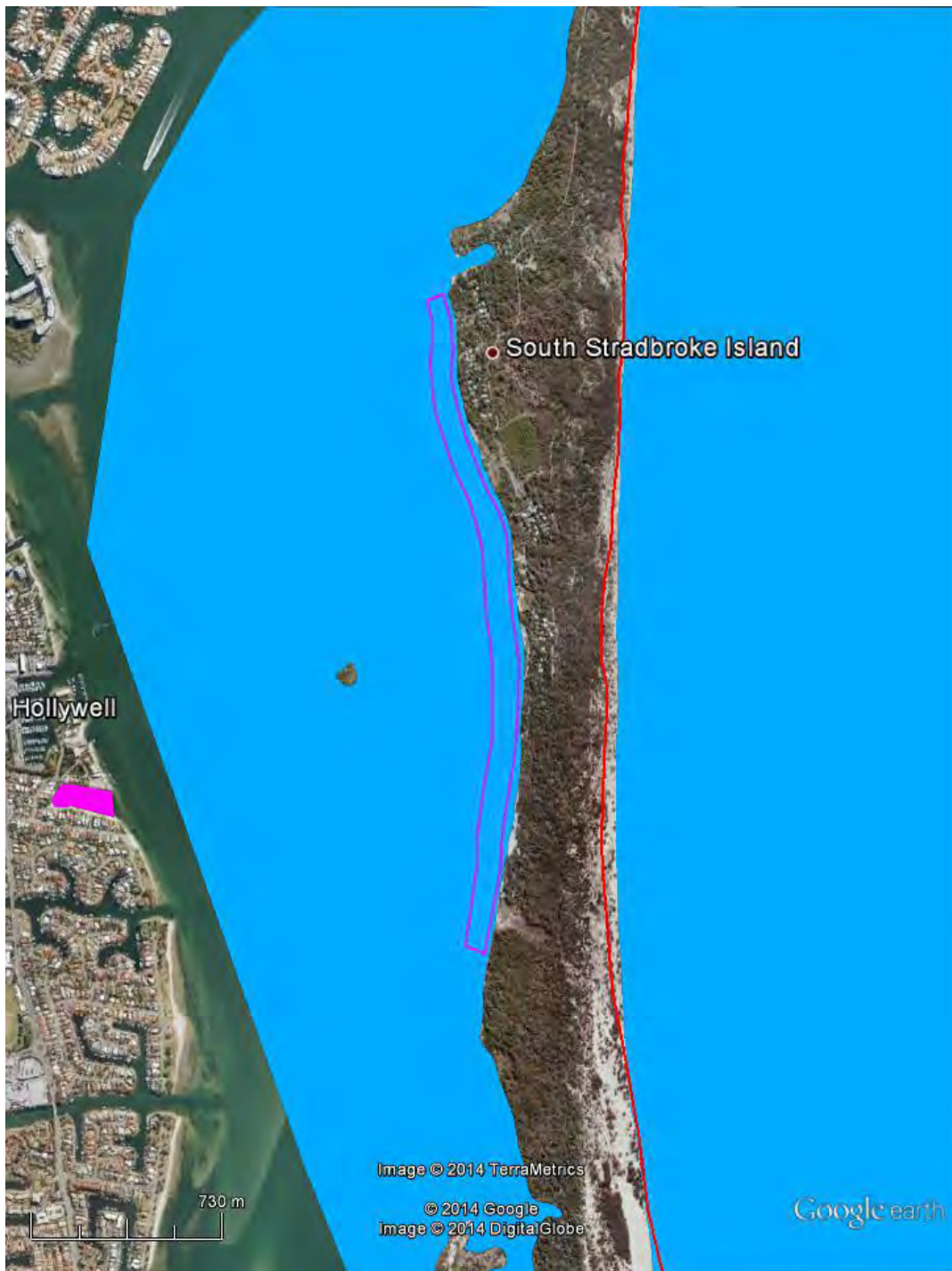


Figure D.16: Overlay of relative locations, showing overlap of the Moreton Bay Marine Park (MBMP) (showing the various zones) and the GCWA mooring areas within 'Zoom Area 3' (View Location: 27°53'53.61" S 153°25'12.56" E).

Legend:

Red line = GCWA boundary

Pink areas/lines = GCWA mooring areas

Darker blue areas = Moreton Bay Marine Park (MBMP) 'Habitat Protection Zone'.

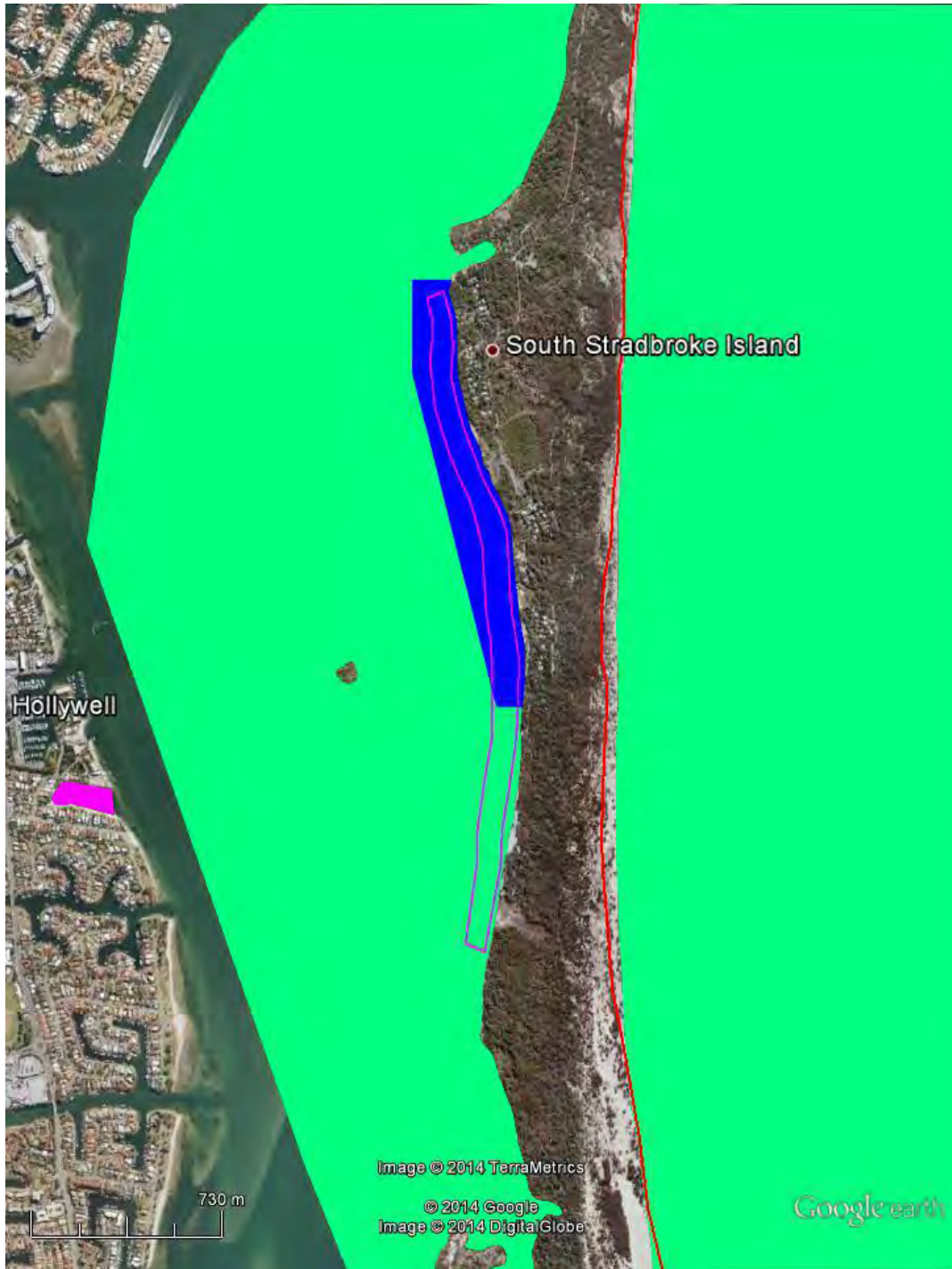


Figure D.17: Overlay of relative locations, showing overlap of the Moreton Bay Marine Park (MBMP) Designated Mooring Areas (DMAs) and the GCWA mooring areas within 'Zoom Area 3' (View Location: 27°53'53.61" S 153°25'12.56" E).

Legend:

Red line = GCWA boundary

Pink areas/lines = GCWA mooring areas

Pale green areas = Moreton Bay Marine Park (MBMP)

Dark blue areas = Designated Mooring Areas (DMAs).



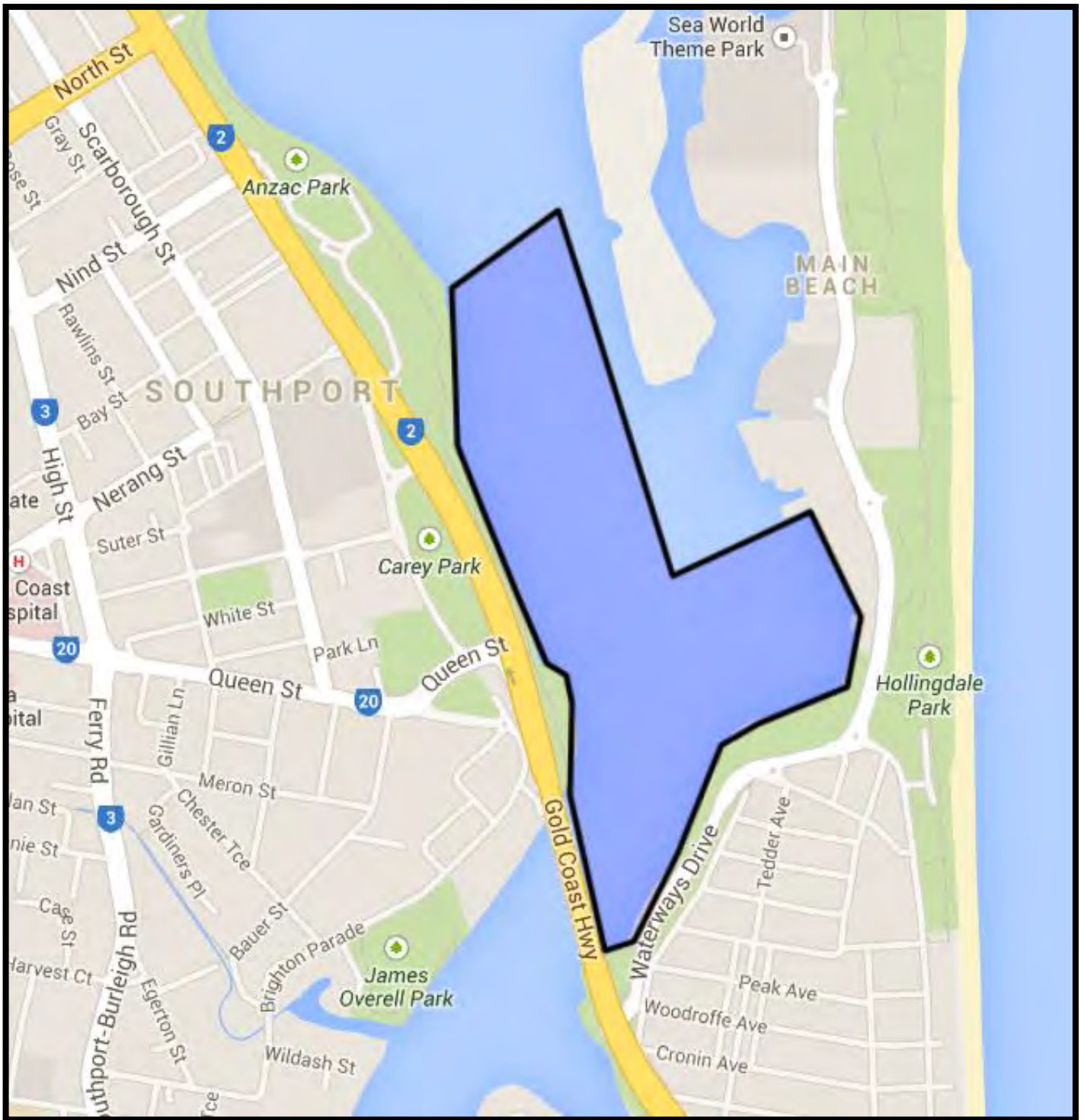
Figure D.18: Overlay of relative locations, showing overlap of Fish Habitat Areas (FHAs) and GCWA mooring areas within 'Zoom Area 3' (View Location: 27°53'53.61" S 153°25'12.56" E).

Legend:

Red line = GCWA boundary

Pink areas = GCWA mooring areas

Bright green areas = Fish Habitat Area 'A'.



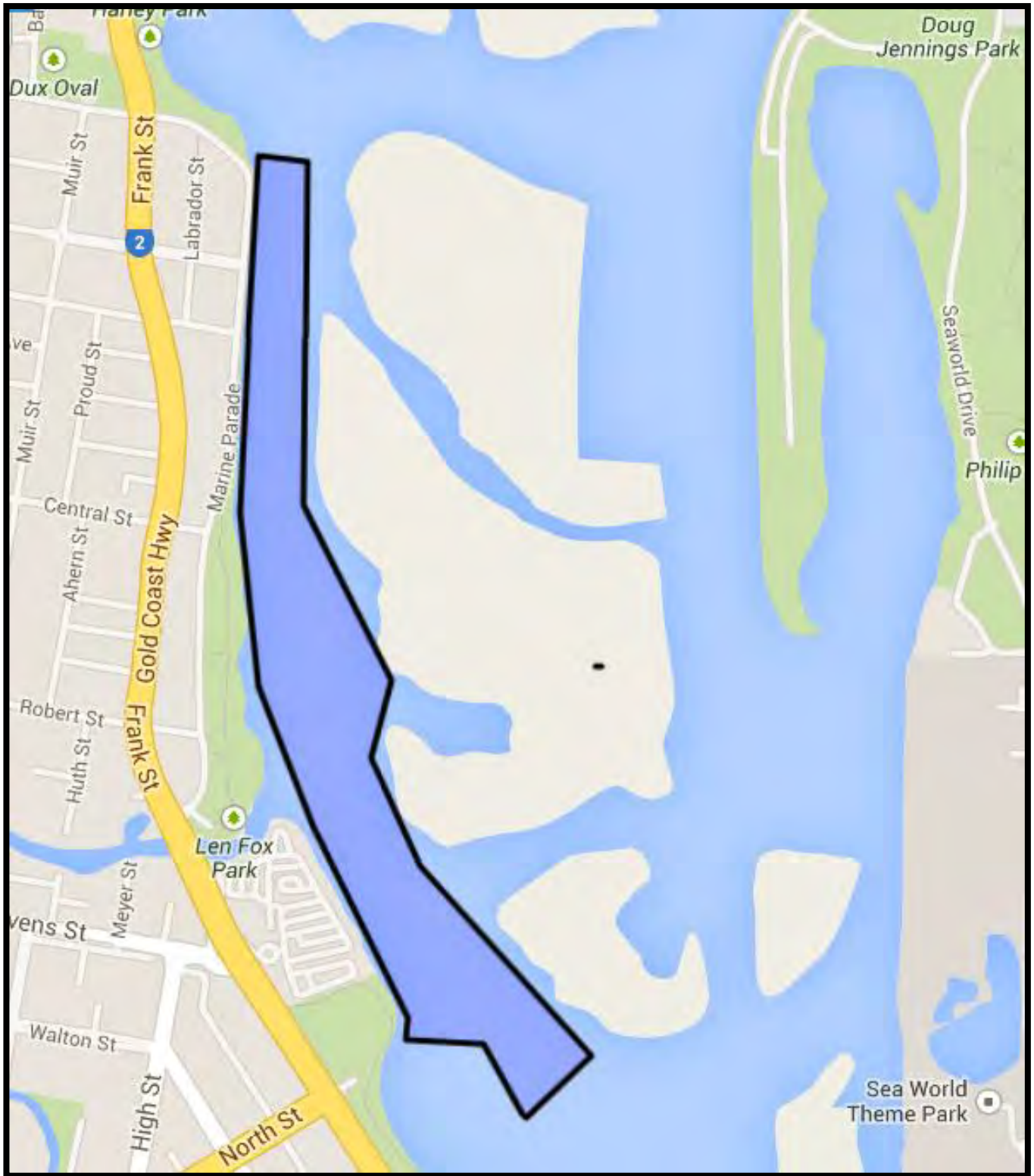
Native Title Notification – Buoy Moorings

Location: Southport (adjacent to the Main Beach and Nerang St, Southport)

Southern Broadwater Specified Buoy Mooring Area
(depicted by blue shaded area)

Prepared on
21 March 2014
by Gold Coast Waterways
Authority





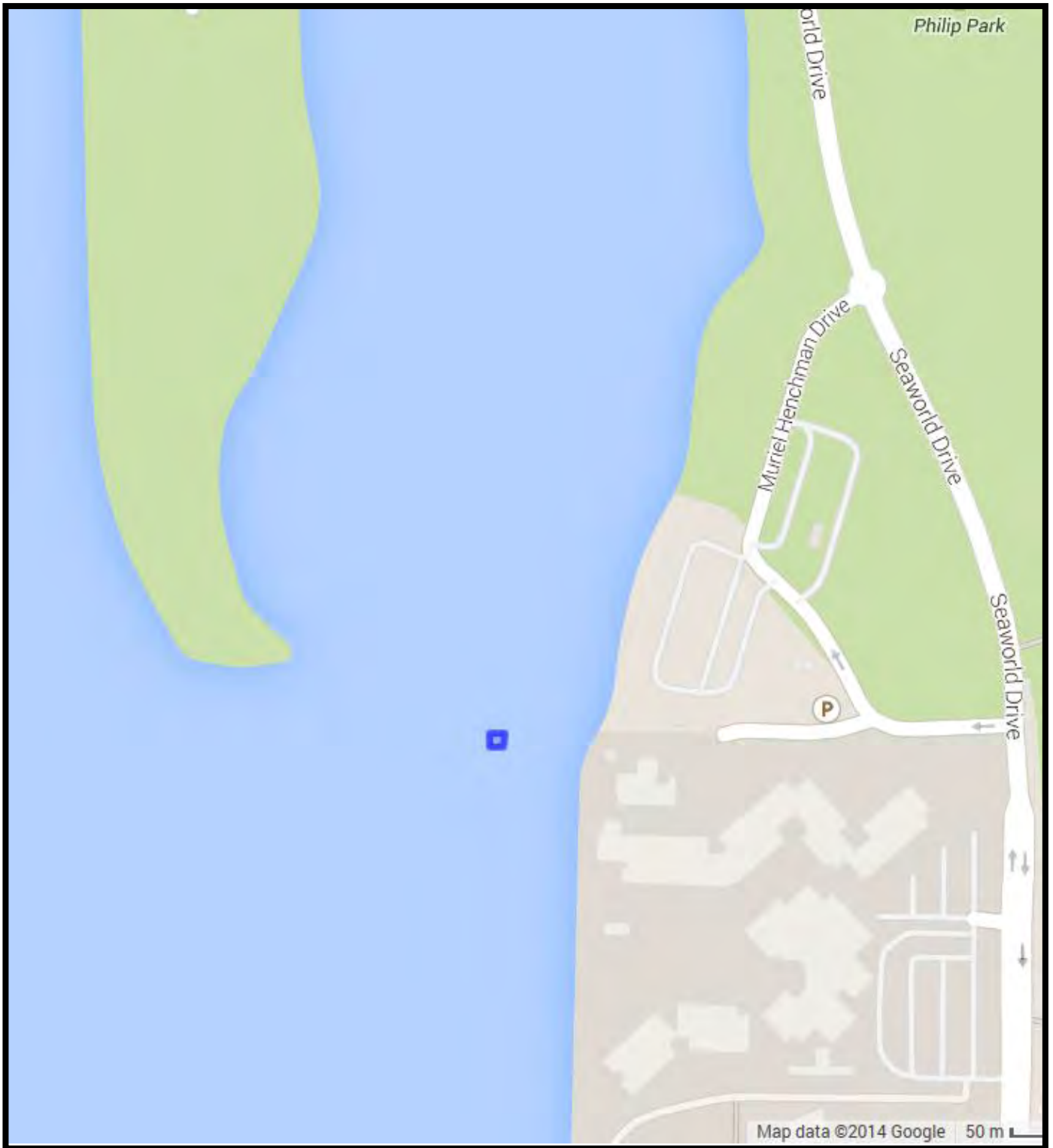
Native Title Notification – Buoy Moorings

Location: Labrador (adjacent to the North Street, then northwards with intermittent open spaces to Harley Park, Labrador)

Labrador Specified Buoy Mooring Area (depicted by blue shaded area)

Prepared on
21 March 2014
by Gold Coast
Waterways Authority





Native Title Notification – Buoy Moorings

Location: The Spit (adjacent to the Volunteer Marine Rescue (VMR) facility – 1 only emergency buoy mooring, Muriel Henchman Dr, Main Beach)

VMR Specified Buoy Mooring Area (depicted by blue shaded area - 1 only emergency buoy mooring)





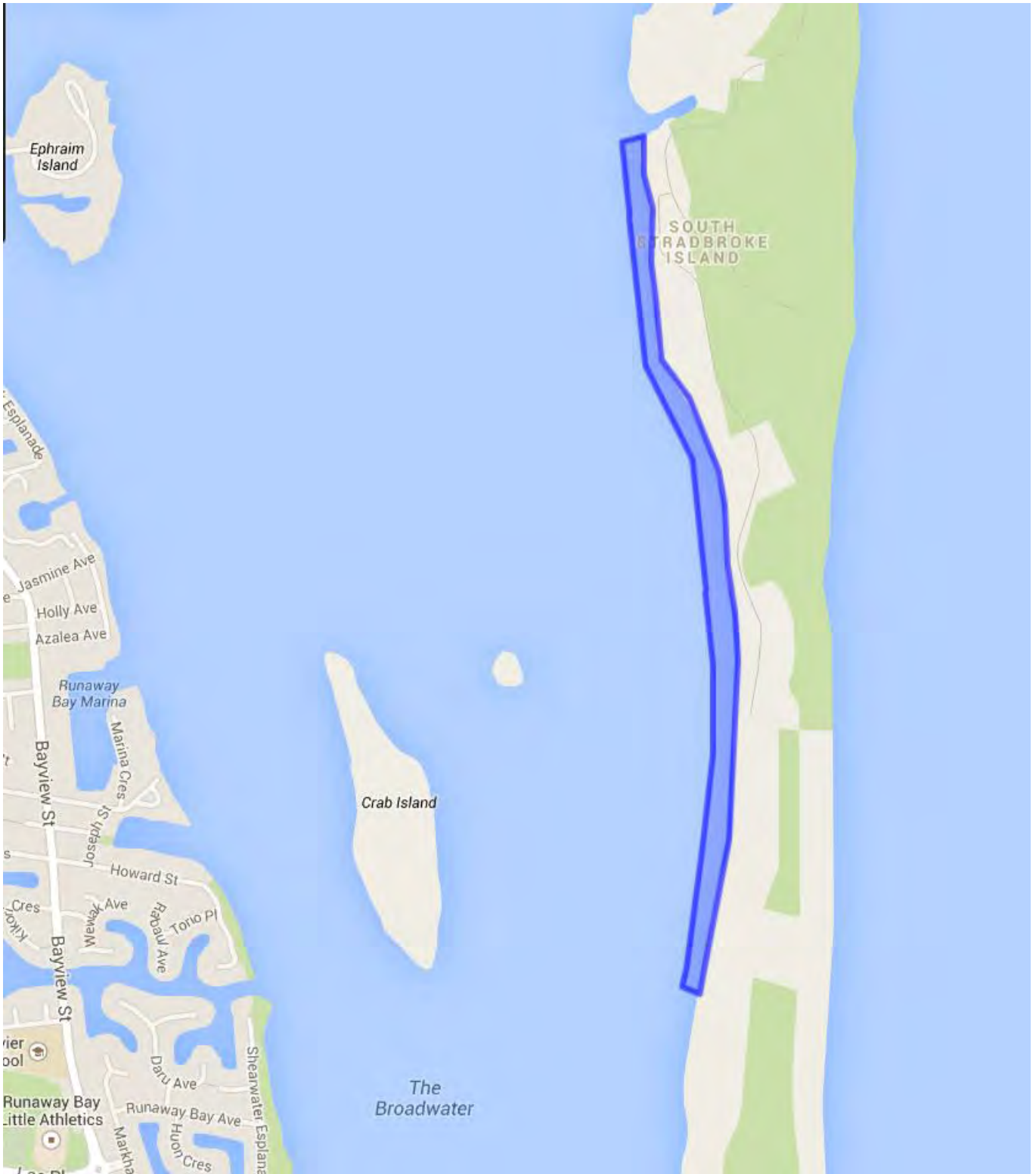
Native Title Notification – Buoy Moorings

Location: Hollywell (adjacent to the Howard and Joseph Streets, Hollywell)

Hollywell Specified Buoy Mooring Area (depicted by blue shaded area)

Prepared on
21 March 2014
by Gold Coast
Waterways Authority





Native Title Notification – Buoy Moorings

Location: Currigee, South Stradbroke Island (Western side of South Stradbroke Island at Currigee)

Currigee Specified Buoy Mooring Area (depicted by blue shaded area – limited to land owners to access their properties)

Prepared on
21 March 2014
by Gold Coast
Waterways Authority





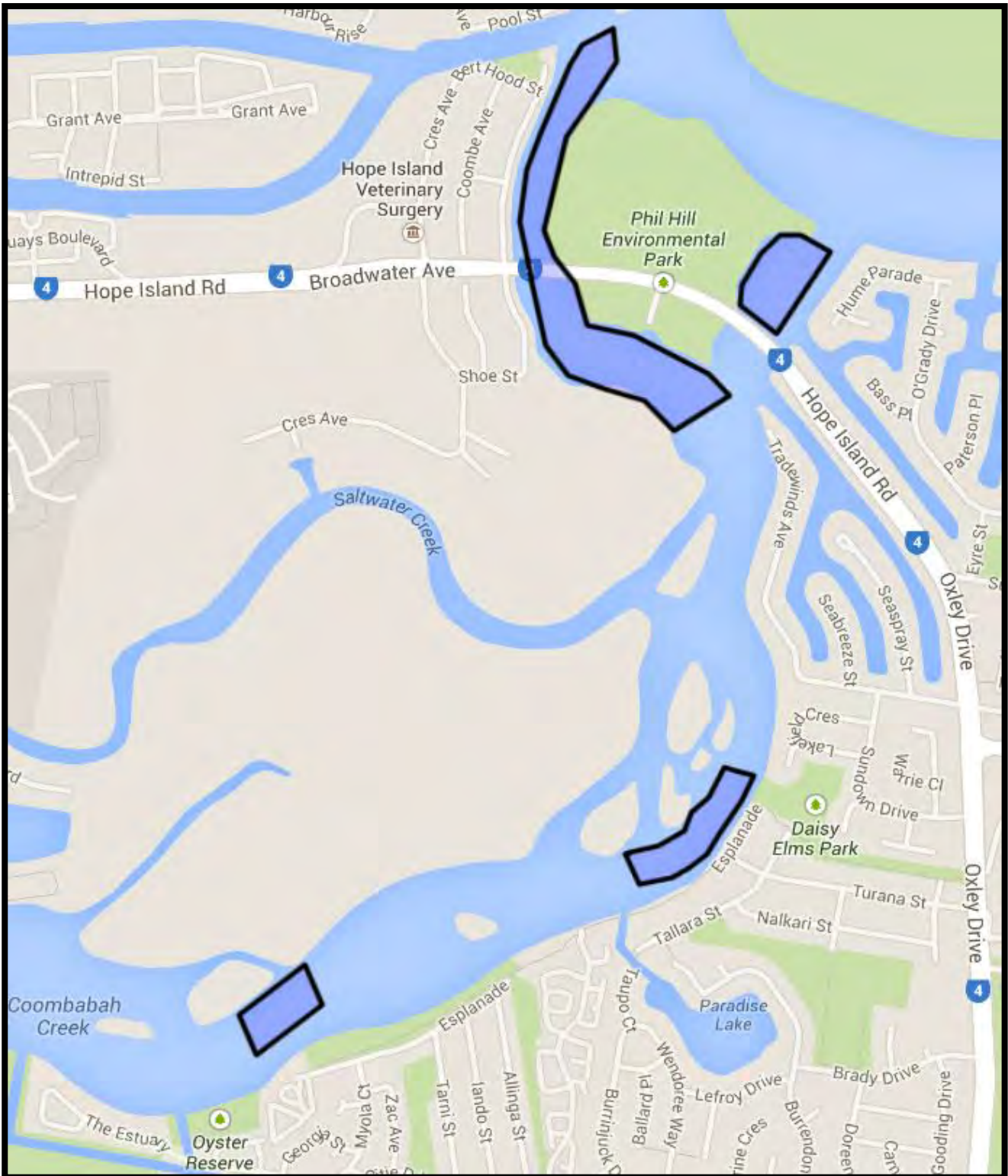
Native Title Notification – Buoy Moorings

Location: Paradise Point Coomera River (adjacent to the Esplanade West, Paradise Point)

Paradise Point Coomera River Specified Buoy Mooring Area (depicted by blue shaded areas including a few remnant moorings on the opposite bank that will be closed when surrendered)

Prepared on
21 March 2014
by Gold Coast
Waterways Authority

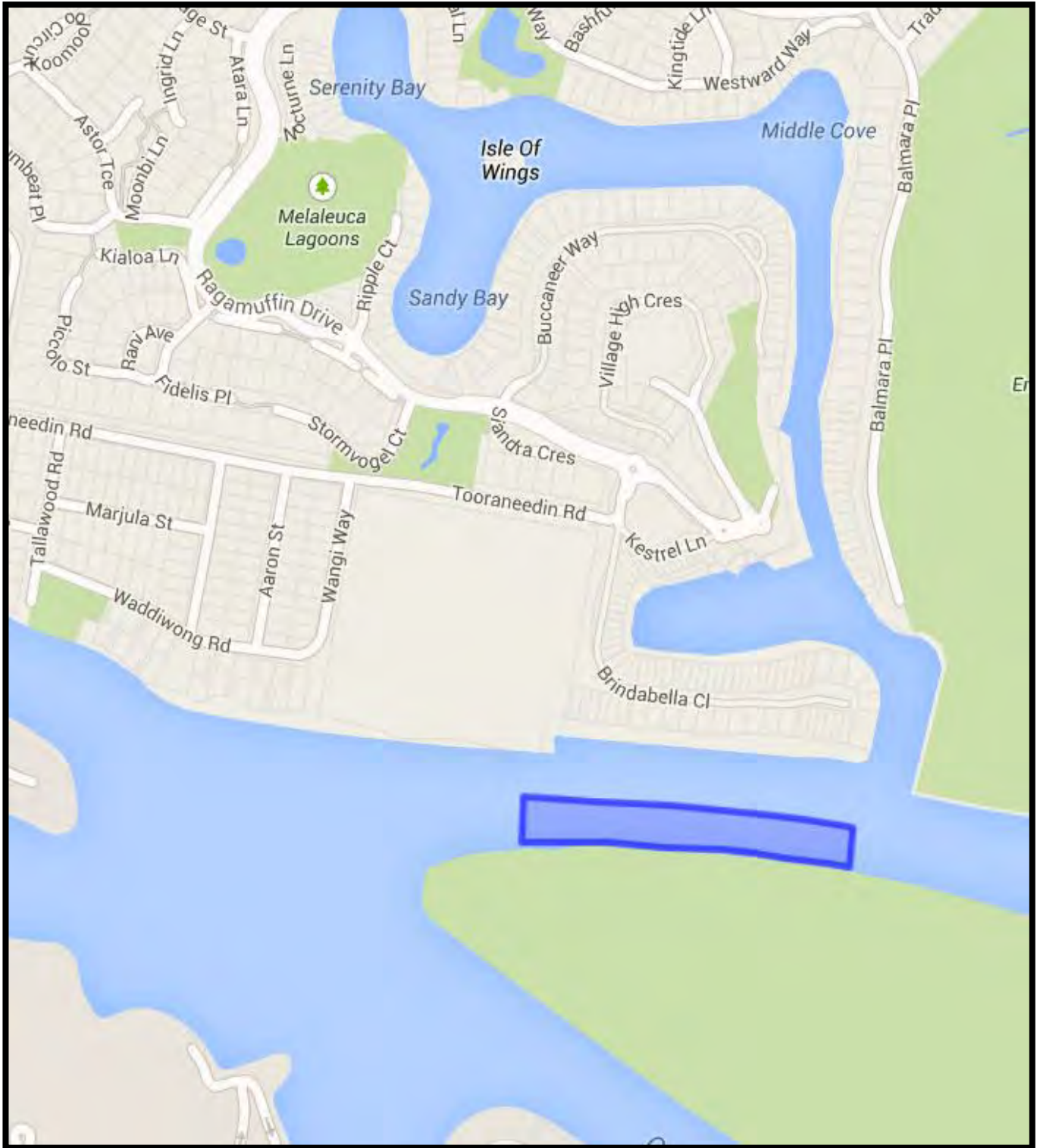




Native Title Notification – Buoy Moorings
Location: Coomababah Creek and Jabiru Island Coomera River (adjacent to the Hope Island Road, Paradise Point)
Jabiru, Boykambil and Turana Street Specified Buoy Mooring Area (depicted by blue shaded areas)

Prepared on
 21 March 2014
 by Gold Coast
 Waterways Authority





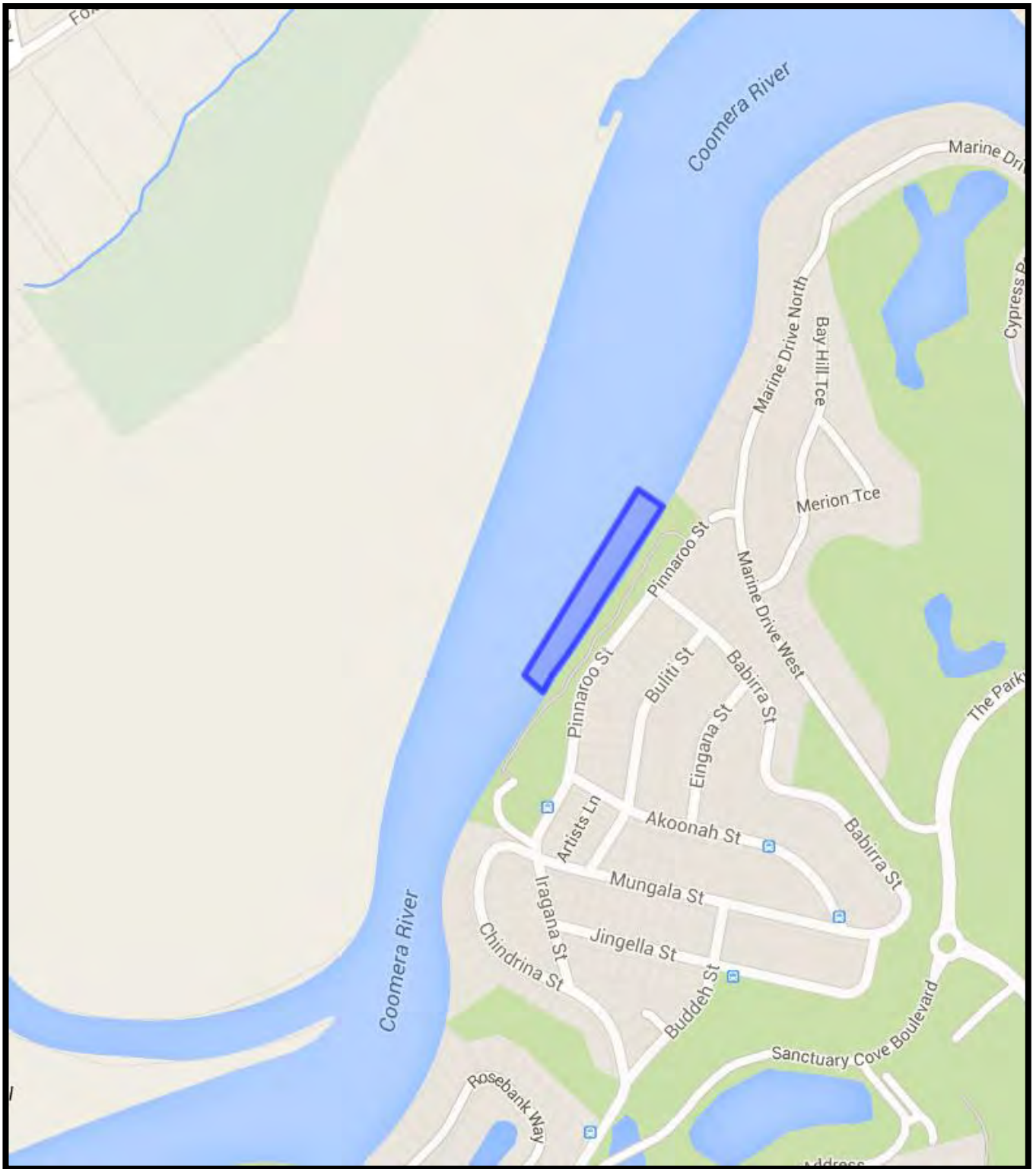
Native Title Notification – Buoy Moorings

Location: Coomera River, North Arm (Brindabella Close, Coomera Waters)

North Arm Coomera Specified Buoy Mooring Area
(depicted by blue shaded area)

Prepared on
21 March 2014
by Gold Coast
Waterways Authority

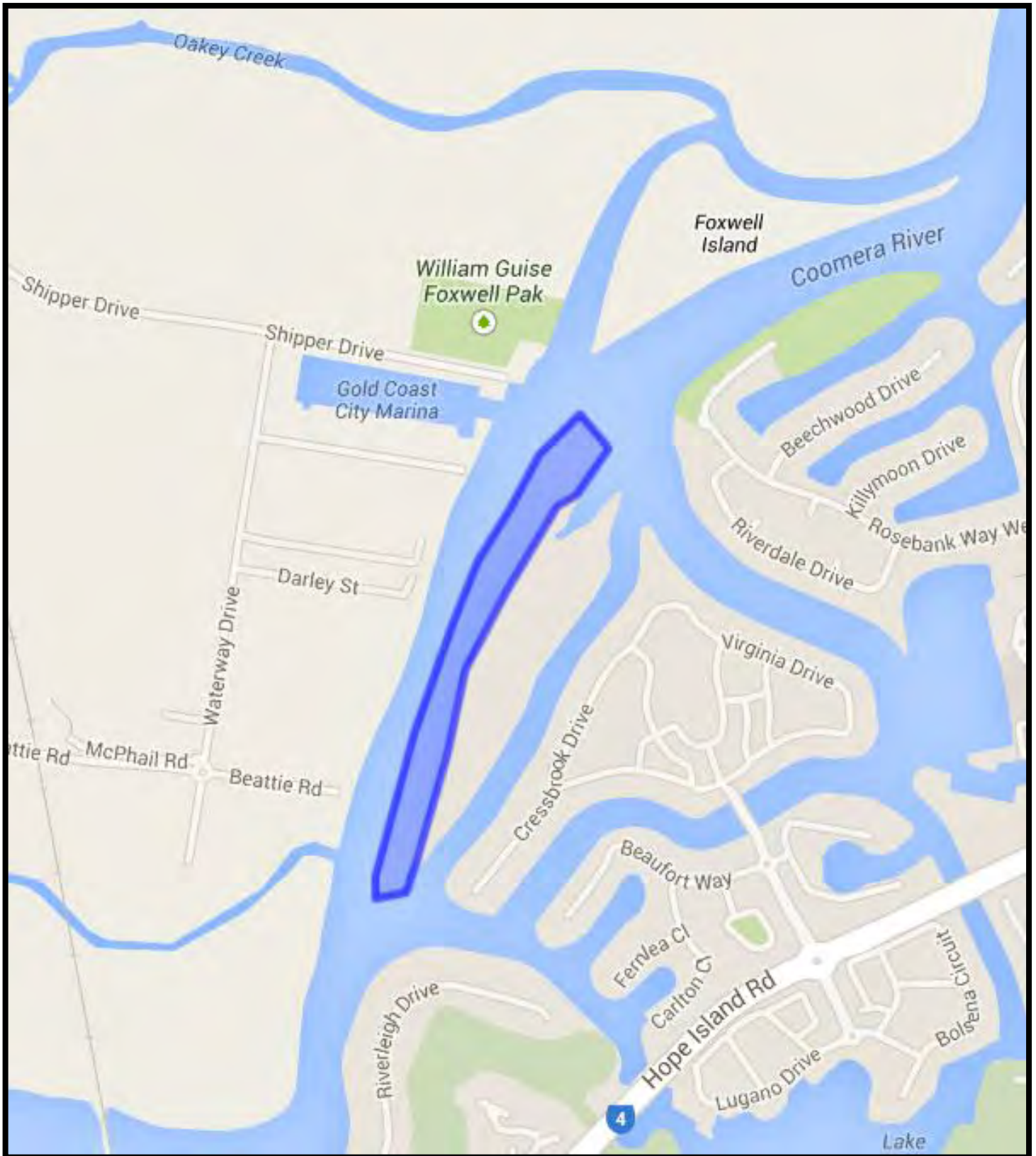




Native Title Notification – Buoy Moorings
Location: Santa Barbara, Coomera River (Adjacent to Pinaroo Street, Santa Barbara)
Santa Barbara Coomera Specified Buoy Mooring Area
(depicted by blue shaded area)

Prepared on
21 March 2014
by Gold Coast
Waterways Authority





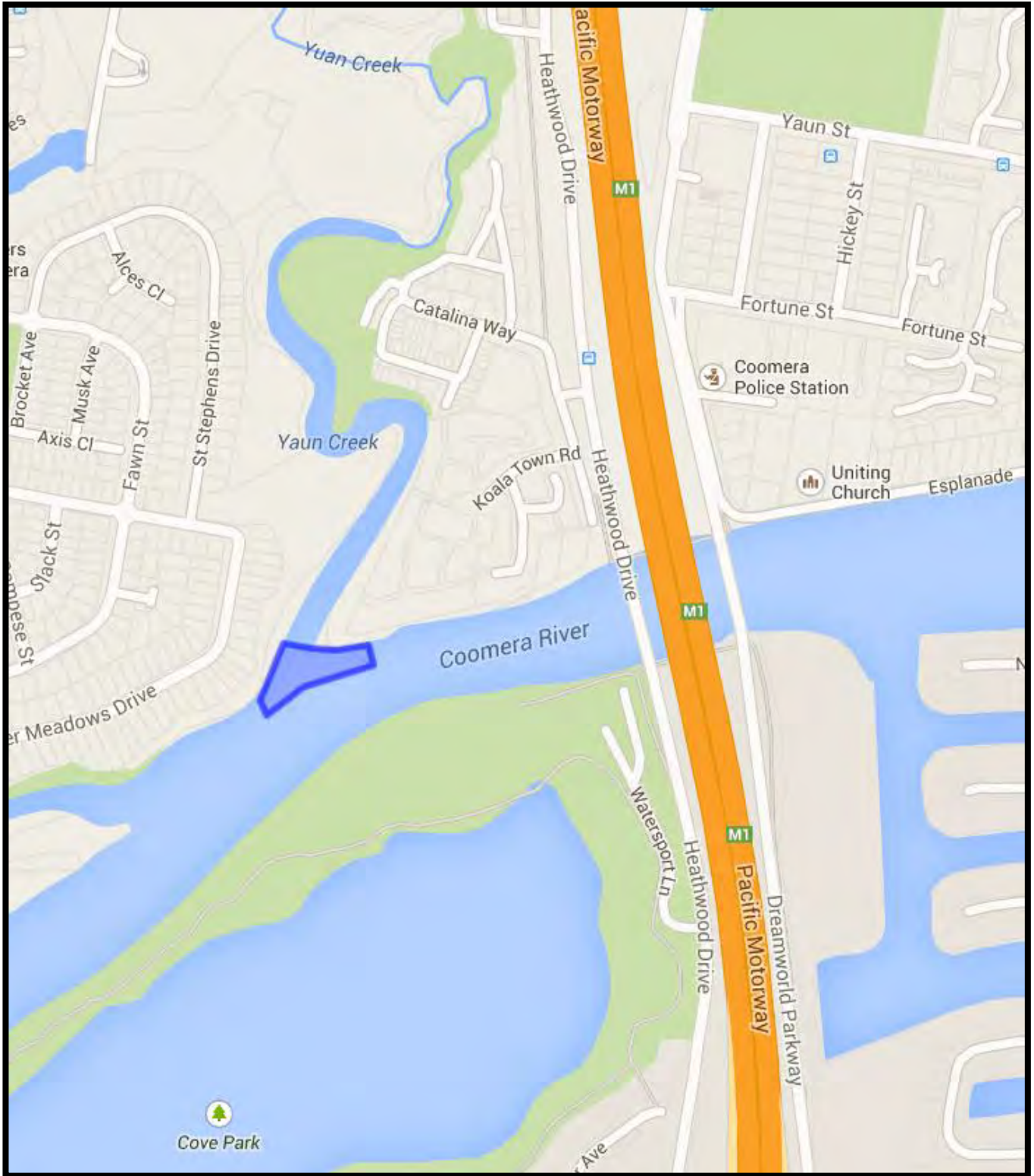
Native Title Notification – Buoy Moorings

Location: Coomera River, Coomera (adjacent to the Gold Coast City Marina)

Beattie Road Specified Buoy Mooring Area (depicted by blue shaded area)

Prepared on
21 March 2014
by Gold Coast Waterways
Authority





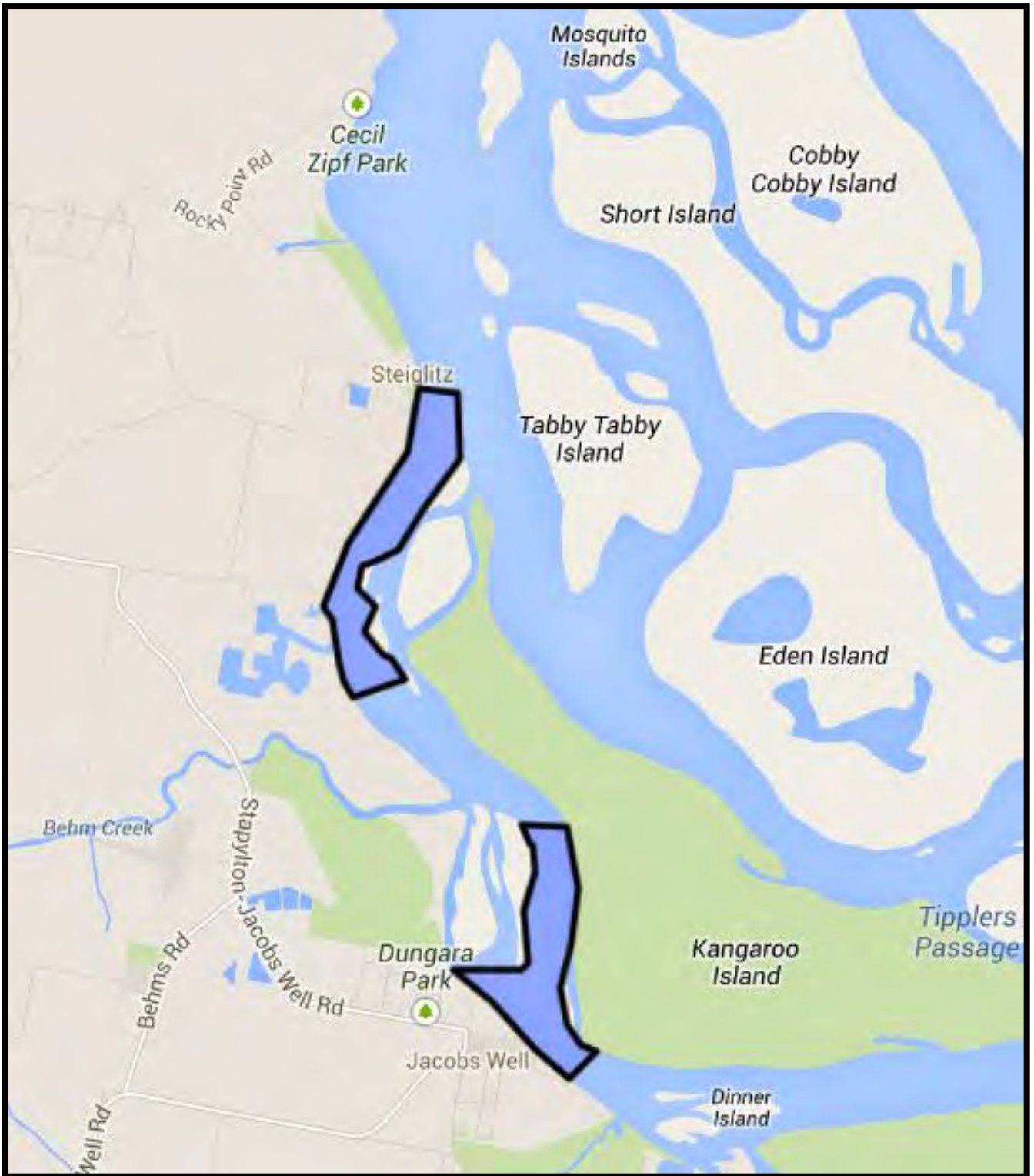
Native Title Notification – Buoy Moorings

Location: Upper Coomera River (Adjacent to River Meadows Drive and Pacific Hwy Road Bridge)

Upper Coomera Specified Buoy Mooring Area (depicted by blue shaded area – this area accommodates very few moorings)

Prepared on
21 March 2014
by Gold Coast
Waterways Authority





Native Title Notification – Buoy Moorings

Location: Jacobs Well and Steiglitz (Adjacent to Jacobs Well & Cabbage Tree Point)

Jacobs Well and Steiglitz Specified Buoy Mooring Area
(depicted by blue shaded area)

Prepared on
21 March 2014
by Gold Coast
Waterways Authority





Native Title Notification – Buoy Moorings

Location: Logan River, Carbrook (adjacent to the Carbrook Marine Sports Centre)

Ferry Road, Carbrook Specified Buoy Mooring Area
(depicted by blue shaded area)

Prepared on
21 March 2014
by Gold Coast Waterways
Authority





Contact

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