

TWEED ESTUARY BOATING PLAN

STAKEHOLDERS' SUBMISSIONS MATRIX - NSW MARITIME'S RESPONSE

ISSUE	STAKEHOLDERS' SUBMISSIONS	NSW MARITIME REPOSE
<p>1. <i>Creation of a jointly funded Riverkeeper position.</i></p>	<ul style="list-style-type: none"> ▪ Responses indicated support both for and against this proposal. Responses against included: <ul style="list-style-type: none"> ○ Proposed Riverkeeper will represent another tax on boat operators. No costings have been identified in the plan. ○ Maritime should increase BSO presence on the water – not a riverkeeper 	<ul style="list-style-type: none"> ▪ In addition to assisting with safety compliance work, the Tweed Riverkeeper will be heavily focussed toward environmental compliance, and will be responsible for identifying gaps in community awareness and providing education on the appropriate use and protection of the Tweed Estuary. (Refer Section 6.7) ▪ The cost of the Riverkeeper position will be absorbed within the budgets of participating agencies. No additional fees/taxes will be charged on boat operators. ▪ An additional Boating Officer commenced on the Tweed in November 2004.
<p>2. <i>Restriction on wake-boarding to areas below Barneys Point Bridge.</i></p>	<ul style="list-style-type: none"> ▪ Responses indicated support both for and against this proposal. ▪ Those against included: <ul style="list-style-type: none"> ○ Objections over the suggested damage vessel wakes cause to the environment; ○ Restricting the activity to below Barneys Point Bridge compromises user safety in that area; ○ Barneys Point Bridge is too far away from upper reaches where families have been skiing; 	<ul style="list-style-type: none"> ▪ The consultation process has shown that such an extensive restriction of an activity such as wake-boarding should not be implemented at this time. ▪ It should be noted, however, that NSW Maritime is concerned over vessels producing large wakes and making repeated passes in areas where there is high erosion potential and/or impacting on the safety of other river users. As a result a small number of “minimal wash” zones have been identified in appropriate areas to alleviate safety and

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	<ul style="list-style-type: none"> ○ Concerns over the definition of the term wake-boarding. 	<p>environmental concerns.</p>
<p>3. <i>Banning of power boating in the Ukerebagh Passage, Kerosene Inlet, Wommin Lake and Wommin Lagoon.</i></p>	<ul style="list-style-type: none"> ▪ Concern was expressed that small vessels with electric motors cannot access Ukerebagh Passage for small scale recreational fishing or for scientific and educational purposes. 	<ul style="list-style-type: none"> ▪ The plan has been amended to permit the use of electric motors in Ukerebagh Passage.
<p>4. <i>Implementing a "No Waterskiing or Aquaplaning before 8:00am" restriction to the urban areas from Tumbulgum to Murwillumbah</i></p>	<ul style="list-style-type: none"> ▪ Responses indicated support both for and against this proposal. ▪ Responses for this issue indicated that this is a reasonable initiative as large areas of the river are still available prior to 8:00am. Some suggested the time proposed be extended to 9:00am, 10:00am or 11:00am. ▪ Those against suggested: <ul style="list-style-type: none"> ○ Restrictions will impact on barefoot and trick skiers; ○ Proposed curfew should cover all vessels; ○ "If curfew is noise related then it should be in line with acceptable social standards for noise e.g. lawn mowing, building etc"; ○ waterskiing residents purchase waterside properties "specifically to enjoy sunrise to sunset access as available to other residents including fishermen" 	<ul style="list-style-type: none"> ▪ This initiative is in-line with the objectives of the Protection of the Environment Operations (POEO) Act 1997. ▪ The 8:00am curfew is restricted to urban areas only, thus it applies to a one kilometre stretch of river at Tumbulgum and a further three kilometre stretch at Murwillumbah. <p>The proposed restriction is designed to protect the amenity of riverside residents from all boating activity that lends itself to repeat passes in a confined area prior to 8:00am.</p> <p>This restriction does not however preclude residents from 24 hour access of the water from their backyard, motoring a short distance to an unrestricted area, undertaking their desired boating activity and then returning to continue their activity after 8:00am.</p>

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<p>5. Risk mitigation regarding navigation under the seven major traffic bridges over the Tweed Estuary.</p>	<ul style="list-style-type: none"> ▪ A small number of submissions were received including: <ul style="list-style-type: none"> ○ Water skiing under bridges should be approved, but restriction placed on boats towing uncontrollable devices eg. Tubes ○ Agreement with no skiing under bridges so long as the rest of the river is left open for skiing and wakeboarding ○ Suggest a 2-way traffic rule under bridges 	<ul style="list-style-type: none"> ▪ Clause 6 of the Water Traffic Regulations-NSW applies to navigation under bridges and is designed to reduce the risk of incidents and accidents: <ul style="list-style-type: none"> ○ Part 2 Clause 6 Sub-clause (4) - <i>A person shall be guilty of an offence against this regulation if he navigates on any navigable waters a vessel (other than a personal watercraft) which is towing a water skier or aquaplaner so that either the vessel or the person being towed is within 30 m from any vessel which is not engaged in water skiing or aquaplaning activities, any pile or structure...</i> ○ Part 3 Clause 15 Sub-clause (3) - <i>A person shall be guilty of an offence against this regulation if he navigates a vessel (other than a personal watercraft) at a speed of or exceeding 10 knots on any navigable waters within 30 m from any vessel or any pile or structure...</i> <p>Thus, there is no towing of waterskiers or aquaplaners under these bridges, and all other vessels are restricted to a maximum speed of 10 knots; this is a state-wide regulation.</p> ▪ See relevant management sections for specific actions relating to two-way navigation under bridges.

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<p>6. <i>Removal of 8 knot speed restriction on the Rous River</i></p>	<ul style="list-style-type: none"> ▪ A small number of submissions, including: <ul style="list-style-type: none"> ○ Suggestions of 4 knots for whole Rous ○ Removal of restriction will result in numerous safety incidents & complaints from boaters & residents; 	<ul style="list-style-type: none"> ▪ The 8 knot speed restriction was designed to mitigate bank erosion from river steamers back in 1947. Subsequent studies indicate modern vessels cruising at 8 knots produce high energy wave action which has the most impact on bank stability, particularly in areas identified as having a high potential for erosion. (Section 13) ▪ The Rous will continue to be a “No Skiing or Aquaplaning” and “No Freestyling” zone and will have a 4 knot restriction for the first 800 metres from its mouth. See following issue. ▪ NSW Maritime will educate boaters in relation to proceeding at a safe speed outside speed limit areas.
<p>7. <i>Creation of a 4 Knot speed restriction from the Rous River / Tweed River confluence and extending 800 metres upstream along the Rous.</i></p>	<ul style="list-style-type: none"> ▪ There were no submissions received specifically discussing this issue. 	<ul style="list-style-type: none"> ▪ This restriction will mitigate the impact of vessels in this ecologically sensitive area, and address safety concerns for boaters stemming from the blind bends in this narrow section of river. (Section 13)
<p>8. <i>Prohibit all towing activities and anchoring in the area between the north-east corner of Stotts Island and Pelican Island.</i></p>	<ul style="list-style-type: none"> ▪ The following comments were received: <ul style="list-style-type: none"> ○ Plan does not provide enough evidence of accidents etc to close any part of the river. The entire river should stay open to all water sports. ○ Disagrees with skiing ban around Stotts Island. No anchoring and increased patrolling would fix this. 	<ul style="list-style-type: none"> ▪ Management strategies such as navigation restrictions were determined as a result of consideration of a wide range of relevant issues and were not the sole outcome of statistical information. Such issues included NSW Maritime’s management experience on this and other rivers, stakeholder consultation (both

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	<ul style="list-style-type: none"> o Agrees with no anchoring at Stotts Island. 	<p>government and non-government), current and projected increase in vessel activity, management strategies in adjacent waterways, the prevailing safety, environmental and equity issues as well as accident and complaint statistics.</p> <ul style="list-style-type: none"> ▪ Restrictions in this area are related to safety and environmental concerns: <ul style="list-style-type: none"> o Safety: The channel is narrow and has a blind corner. It is considered by NSW Maritime and a number of key stakeholders as being of high risk in terms of accident potential. <p>It should be noted that a recommendation to dredge an alternative navigation channel on the western side of the island is an action of this plan.</p> <ul style="list-style-type: none"> o Environment: Stotts Island Nature Reserve is listed in the Australian Heritage Commission's Register of National Estate. It contains the last remnant of Tweed River subtropical rainforest. Also, the National Parks and Wildlife Service has identified the Stotts Island Nature Reserve as "critical habitat" pursuant to the Threatened Species Conservation Act 1995. This area is of high environmental significance and concerns were raised in relation to "the erosion of riverbanks from the wake of boats which may impact on riparian vegetation".

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9. Creation of a 4 Knot speed restriction in the area from Wyuna Canal (north of Caddys Island) to the Cobaki Creek / Terranora Creek confluence	<ul style="list-style-type: none"> ▪ A submission was received expressing concern over this restriction as it will affect the time it will take to navigate this section of Terranora Creek 	<ul style="list-style-type: none"> ▪ It should be noted that this restriction only applies to a small area of limited navigation due to shallow water north of Caddys Island. It contains significant seagrass beds, is an important benthic nursery and has areas with varying degrees of erosion. This restriction will address environmental, navigational safety and bank stability issues.
10. Creation of a 4 knot speed restriction from the entrance to Endless Summer Canal to Terranora Inlet.	<ul style="list-style-type: none"> ▪ The only submissions received relating to this issue were critical of the proposed initiative, as follows: <ul style="list-style-type: none"> ○ An unjustifiable & unreasonable impost on responsible boating operators ○ Tweed River commercial operators stated it would adversely affect the operation of their business. 	<ul style="list-style-type: none"> ▪ Following consultation with stakeholders it was decided that the proposed 4 knot speed restriction be replaced with a 6 knot speed restriction extending only from the port beacon immediately upstream from Boyds Bay Bridge to the line of buoys on the inlet side of the Bridge. <p>This is a safety issue as it is a high traffic area with conflicts occurring between power boats, generally with an offshore destination, and local aquatic sport users including dinghies, sailors and rowers. This restriction seeks to reduce the risk of incidents around Boyds Bay Bridge where a number of accidents and incidents have been recorded, generally relating to vessel speed, line of sight and anchoring issues.</p>
11. Holding Tank Audit	<ul style="list-style-type: none"> ▪ Submissions against the proposed holding tank audit included: <ul style="list-style-type: none"> ○ Holding tanks of commercial vessels are checked as part of the regular survey and therefore audits are 	<ul style="list-style-type: none"> ▪ The audit program is aimed at ensuring compliance with the holding tank requirements under the Protection of the Environment (Operations) Act 1997. This initiative, which commenced in 2002, will be expanded during the life of this plan to encompass

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	<p>not warranted;</p> <ul style="list-style-type: none"> ○ Holding Tank audits should be extended to include recreational vessels 	<p>Class 1 – 4 commercial vessels, as well as recreational vessels. (Section 6.1).</p> <ul style="list-style-type: none"> ▪ With minimal impost on operators, the holding tank audit will also serve to reassure all user groups that the river’s commercial industry is active in ensuring that the river continues to support the livelihoods and lifestyles of all residents for generations to come.
<p>12. A 75 dB(A) (measured at 30 metres) noise restriction adjacent to the urban areas at Tumbulgum and Murwillumbah</p>	<ul style="list-style-type: none"> ▪ Responses indicated support both for and against this proposal. ▪ Those against included the following comments: <ul style="list-style-type: none"> ○ Opposition to any restriction when there is a legislated state noise limit; (There is none!!) ○ 75dB(A) is unworkable and inconsistent with Council and RTA levels for road noise at 95dB(A) ○ Wants a mandatory limit for all vessels not just skiers; ○ If 75dB(A) limit is imposed then skiing should be available over the entire river from sunrise to sunset; ○ Limit should be 85dB(A) ○ Limit should be 95dB(A) ○ Manufacturers cannot comply with 75dB(A) 	<ul style="list-style-type: none"> ▪ Prior to the introduction of the Protection of the Environment Operations Act 1997, the noise levels adopted by NSW Maritime were set in 1996 and stated; <i>“for recreational vessels (including PWCs), the maximum noise level for engines is 85 dB(A) at 30 metres. Engines built on or after 1/1/2000 will be required to meet a maximum noise level of 80 dB(A).”</i> ▪ The Protection of the Environment Operations Act 1997 and the Protection of the Environment Operations (Noise Control) Regulation 2000 are now the primary legislative means of controlling noise on NSW waterways. The principal factor under noise legislation is the concept of offensive noise. The test for offensive noise is one of a "reasonable person" and can vary dependent upon a number of factors. For example, a vessel operating at 80dB(A) in the middle of a large body of water may not be emitting "offensive noise" because it is not affecting another person. However, a vessel operating at 75dB(A) at 6am in a narrow waterway close to residential property may be emitting "offensive noise" because it

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	<ul style="list-style-type: none"> ▪ Submissions from a number of residents in these urban areas consider noise emanating from vessels to be offensive and unacceptable. 	<p>is disturbing other people's amenity.</p> <ul style="list-style-type: none"> ▪ The 75dB(A) at 30 metres noise restriction will only apply to the urban areas at Tumbulgum and Murwillumbah as the river in this reach is narrow and in close proximity to waterside residents. ▪ POEO Regulations include protocols for measuring noise and noise limits. For example, the noise level for motor cars built after 1 January 1983 is 90dB(A) measured at 500mm from the exhaust outlet. ▪ There is an inverse square relationship between sound intensity and distance. Noise from a point source will increase by up to 6dB if the distance to the receiver is halved. So the proposed 75 dB(A) at 30 metres will become 81 dB(A) at 15 metres, 87dB(A) at 7.5 metres, 93 dB(A) at 3.75 metres and so on, and thus is consistent with motor vehicle noise as stated in the POEO Regulations and recommended in a number of submissions. ▪ It should also be noted that each 10 dB increase in noise levels is equivalent to a doubling of the perceived loudness.
<p>13. Safe Boating Practices</p>	<ul style="list-style-type: none"> ▪ Concern was expressed in relation to a number of irresponsible boating practices observed on the estuary eg, contravening the "distance off" regulation and acting contrary to the prevailing conditions/restrictions. 	<p>These practices are of major concern and stakeholders are encouraged to contact NSW Maritime immediately such behaviour is observed. Additional compliance resources on the river and enhanced education campaigns focussed on safe boating practices are an integral part of this BPOM.</p>

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		<p>NSW Maritime has adopted the recommendation of the Alcohol Summit to enable random breath testing to be carried out on NSW waterways. This initiative received Royal Assent on 10 March 2005 with the proclamation occurring on 29 April 2005.</p>
<p>14. The Boating Plan of Management Process</p>	<ul style="list-style-type: none"> ▪ A number of stakeholders suggested that: <ul style="list-style-type: none"> ○ There was a lack of community consultation ○ There was too much community consultation ○ The process needed to be more transparent ○ More time was needed to enable sufficient coverage and response. 	<p>The community consultation phase involved:</p> <ul style="list-style-type: none"> ▪ The release of a Discussion Paper on 28th October 2003 inviting all stakeholders to contribute to the planning process. ▪ Advertisements for the Discussion Paper were placed in two issues of the Tweed Link (Tweed Council's weekly newsletter), and publicised via a media release in SEQ and northern NSW newspapers. ▪ Copies of the Discussion Paper were mailed, on request, from Waterway's Regional Office at Coffs Harbour; could be downloaded from the Authority's website; and were placed at the Tweed Council, the Tweed Civic Centre, and the Waterways Tweed Heads Service Centre. ▪ The Discussion Paper was presented to members of the Tweed River Committee by the Tweed Estuary Boating Plan of Management team. ▪ A presentation outlining the objectives of the plan and the planning process was given to interested community members by the NSW Maritime's North Coast Regional Manager at the Tweed River Forum in

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		<p>2004.</p> <ul style="list-style-type: none"> ▪ A meeting was held with water skiing representatives at Tweed Heads Bowling Club on 21st September 2004. ▪ A meeting with Tweed River Charter Operators Association on 21st September 2004. ▪ Meetings with Tweed River Committee on 9th June and 13th October 2004. ▪ A structured campaign for the release of Draft BPOM including: <ul style="list-style-type: none"> ○ 3 successive weekly advertisements in the Tweed Link ○ Articles in Tweed Heads and Gold Coast print media ○ News item on Prime TV ○ Meetings with residents, the Murwillumbah Rowing Club and Houseboat operators. ▪ The Draft Plan was released on 20 August 2004 with a closing date for submissions on 8 October 2004. After requests for more time from various stakeholders the closing date was extended to 31 October 2004. In fact, NSW Maritime continued to accept late submissions well into 2005.
<p>15. Establishment of a private mooring precinct in the bend area</p>	<ul style="list-style-type: none"> ▪ Stakeholders were opposed to opening up moorings north of Murwillumbah Bridge as this would increase the risk of accidents as the river is not wide enough for 	<ul style="list-style-type: none"> ▪ No moorings will be allocated upstream of Stotts Island until a Mooring Management Plan has been produced and has been through the public consultation

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<p><i>immediately downstream of Murwillumbah Bridge.</i></p>	<p>moorings. Also, it was suggested that large vessels use moorings and these vessels produce the most wash.</p>	<p>process (Refer Section 6.5.2).</p>
<p>16. Wash issues at Tumbulgum</p>	<ul style="list-style-type: none"> ▪ Stakeholders have suggested a NO WASH area be created just south of the floating public jetty to the north of the boat ramp, and all the way across the river at Tumbulgum. This area is high traffic and a diverse range of activities, such as: <ul style="list-style-type: none"> ○ Loading and unloading of children and elderly passengers at public floating jetty from tourist boats. ○ Launching of private boats at boat ramp ○ People trying to load into small tinnies from the beach or jetty ▪ Stakeholders have expressed concern over the safety of people travelling across the river in small boats ▪ Concern was expressed in relation to bank erosion issues at Tumbulgum ▪ Stakeholders have also questioned why personal water craft, also known as jet skis, have not been banned like they have on Sydney Harbour. 	<ul style="list-style-type: none"> ▪ NSW Maritime agrees that the section of the river from the Tumbulgum Bridge to Government Road will become a designated 'minimal wash' zone. ▪ With regard to personal water craft, NSW Maritime does not believe there are significant non-compliance issues sufficient to warrant restrictions. Any compliance issues that do exist can be managed under existing legislation.
<p>17. Tumbulgum Boat Ramp</p>	<ul style="list-style-type: none"> ▪ Stakeholders strongly oppose any attempt to close the Tumbulgum boat ramp. ▪ One stakeholder proposes an area in North Tumbulgum previously used for farmers markets be developed as a 	<ul style="list-style-type: none"> ▪ NSW Maritime supports the retention of launching facilities at Tumbulgum. ▪ NSW Maritime recognises the importance of boat launching facilities at Tumbulgum but concerns have

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	<p>park/boating facility.</p> <ul style="list-style-type: none"> ▪ Another suggests an upgrade of the old ramp on the western side at Tumbulgum and accompanying dredging of the adjacent area. 	<p>been raised about the congested nature of activity around the ramp and the lack of appropriate off-street parking for cars and trailers.</p> <ul style="list-style-type: none"> ▪ NSW Maritime will recommend the investigation of additional launching and parking facilities to the Tweed Shire Council as Council is the agency responsible for decisions regarding such issues at Tumbulgum.
<p>18. Heritage issues of significance</p>	<ul style="list-style-type: none"> ▪ The NSW Heritage Office expressed concern that the plan's list of relevant legislation does not include the Heritage Act 1977; and that there is a gap between the plan's objectives and the consideration of heritage matters. 	<ul style="list-style-type: none"> ▪ The Heritage Act 1977 will be included in the final plan's list of relevant legislation. ▪ The plan recognises a number of sites of significance including those appearing on the Australian Heritage Commission's Register of National Estate such as Stotts Island Nature Reserve, Ukerebagh Nature Reserve, Ukerebagh Ornithological Area and TS Vampire Dry Dock. For issues and initiatives relating to boating activities in these areas see the relevant management sections.
<p>19. Navigational Aids</p>	<ul style="list-style-type: none"> ▪ A number of commercial operators have suggested that navaids be numbered so that they can be included on maps so users can know where they are at all times. Also suggests kilometre signs be installed on banks; ▪ Stakeholders expressed a need for more navaids on the estuary and that existing ones may need repositioning; ▪ The following outlines stakeholders' additional navaid 	<ul style="list-style-type: none"> ▪ While some navaid numbers appear on NSW Maritime boating maps, it is agreed that all should be reviewed and maps updated accordingly. (Refer Plan of Management Section 6.5.2). ▪ Also, kilometre signs will be placed at regular intervals along the main river. ▪ NSW Maritime will review the existing configuration of

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	<p>suggestions – listed in management section order:</p> <ul style="list-style-type: none"> ○ B004AA - a large sign south of Jack Evans boatharbour proclaiming a ban on irregular driving, freestyling & skiing ○ B004AA – relocation of existing markers required. ○ B004AA – Move the “No Hire Boat Past This Point” sign from its current location up to the Terranora Inlet / Tweed confluence. ○ B004AB – more nav aids required to keep the boating traffic to the eastern side of the river. Mark the rocky shoal just north of Rocky Point. ○ B004AC – an extra port marker just north of the bridge will help keep boats on line. ○ B004AC - Review the need for a port marker just north of Barneys Point Bridge as an interim measure pending dredging. ○ B004AD – place a starboard marker south of Barneys Point Bridge to keep boats from going off course into Chinderah Bay. ○ B004AD - Place a starboard marker in Tweed Broadwater to stop boats missing the channel and heading off into the shallow span of water. Both areas are common run-aground spots. ○ B004AE – a clearer channel needs to be marked to go around Pelican Island. ○ B004AF - Starboard marker or isolated danger 	<p>nav aids on the estuary in consultation with interested stakeholders and where necessary replace and/or install new marks.</p> <ul style="list-style-type: none"> ▪ Changes will be prioritised and made within budgetary constraints.

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	<p>marker required at shallow section northern side of Tumbulgum Bridge near drain.</p> <ul style="list-style-type: none"> o B004AH - More navigation markers required. Highest traffic flow of boats, used day and night, but with very little markers o B004AJ - more prominent No Towing signage required. o B004AJ - a danger mark needs to be installed marking the "gravel pit" opposite Commercial Road Ramp. o B004BA – busiest section of the river and needs more nav aids separating anchored vessels from river traffic. o B004BA - Navigation aids required to separate vessels on moorings from river traffic o B004BA - Navigational markers required between Ukerebagh Island and the Anchorage Island Estate o B004BB - A starboard marker needed between the Bypass Bridge and Caddys Island as a lot of boaties run aground on the northern side of Caddys Island at high tide. o B004BC – The marking of a channel in Birds Bay from Seagulls Public Wharf to the SE corner in Birds Bay. 	

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20. Pump-out Facilities	<ul style="list-style-type: none"> ▪ A number of commercial stakeholders expressed concern that the only pump-out facilities on the Tweed are located on the lower estuary. It was suggested that additional pump-out facilities should be installed on the upper estuary, for example, at Tumbulgum. 	<ul style="list-style-type: none"> ▪ NSW Maritime will recommend the installation of an additional pump-out facility in the mid to upper reach of the estuary, with preference given to its location at Tweed Shire Council's proposed Condong Regional Boating Facility. Council may need to undertake further consultation on this issue.
21. Toilet Facilities	<ul style="list-style-type: none"> ▪ Stakeholders expressed concern that there are no public toilet facilities at boat ramps from Fingal to the Weir. 	<ul style="list-style-type: none"> ▪ NSW Maritime will liaise with the Tweed Shire Council and its Tweed River Committee to relay stakeholders concerns.
22. Condong Bridge to Dunbible Creek.	<ul style="list-style-type: none"> ▪ The following comments from stakeholders are indicative of the potential for conflict that exists in this area. ▪ Comments from one group of residences include: <ul style="list-style-type: none"> ○ The plan is biased heavily in favour of users, not residents' amenity. ○ No reference in the plan to residents concerns regarding <ul style="list-style-type: none"> - irresponsible behaviour & intimidation of boating operators, - unsafe practices & regular breaches of regulations, - erosion impacts of waterskiing on riverbanks, - growing ambient noise & frequency of noise from V8s, 	<ul style="list-style-type: none"> ▪ Submissions received accused NSW Maritime of being both biased towards skiers, and biased against skiers! ▪ The variety of activities undertaken in this area and the proximity of residences to the foreshore contribute to a major challenge faced by NSW Maritime to arrive at a solution based on compromise for all users of this reach. ▪ The full plan for this reach can be viewed in Management Sections B004AI – AJ, however the following gives a brief outline: <ul style="list-style-type: none"> ○ A 75dB(A) noise limit for all vessels (see point 12 above re: POEO Act and Regulations); ○ A time curfew, see point 4 above. ○ Installation of a number of yellow aquamarks placed along the south-eastern bank marking the distances that vessels are required to stay from the

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	<ul style="list-style-type: none"> - restricting waterskiing to downstream from Condong Bridge, - prohibiting waterskiing on Sundays & public holidays & after 10am, - the need to undertake an independent survey of residents to ascertain their views, as the vast majority want waterskiing banned. ▪ Other residents support the plan, particularly the proposed noise limit and the distance-off buoys that have been placed adjacent to the southern bank. ▪ A further group of residences and a number of water skiing stakeholders reject any proposals to place restrictions on noise, time, speed, and wash intensive activities such as wakeboarding. Submissions from this group believe the plan is biased against watersports. ▪ Users participating in rowing: <ul style="list-style-type: none"> ○ Want power boating restricted between Condong and Murwillumbah Bridges. ○ If a total restriction is not possible, suggest a time restriction on Sundays and public holidays. 	<p>bank.</p> <ul style="list-style-type: none"> ○ Introduction of a “Minimal Wash” restriction. ○ Bank remediation work to be assisted by the proposed appointment of a river keeper.
<p>23. Jack Evans Boat Harbour</p>	<ul style="list-style-type: none"> ▪ Stakeholders were divided concerning initiatives proposed for Jack Evans Boat Harbour: <ul style="list-style-type: none"> ○ Those in support agreed that this harbour is ideal for 	<ul style="list-style-type: none"> ▪ NSW Maritime considers the boat harbour to be an area of “primary contact” and therefore represents a risk to passive users due to potential sewage and waste issues emanating from vessels. Consequently,

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	<p>passive recreational activity and powered vessels should be restricted;</p> <ul style="list-style-type: none"> o Those against suggested there is no logical or reasonable justification for banning overnight anchoring in the boat harbour. 	<p>the practice of overnight anchoring will be prohibited.</p>
<p>24. Infrastructure</p>	<ul style="list-style-type: none"> ▪ A number of submissions wanted improvements to existing facilities and in some cases additional facilities such as ramps and beaches. The question was raised as to "<i>where are our rego dollars going?</i>" 	<ul style="list-style-type: none"> ▪ NSW Maritime will pass on stakeholders' concerns regarding boat ramps and beaches to the Tweed Shire Council, the agency responsible. ▪ NSW Maritime has provided \$66,185 on average over each of the last six years as 50% grant funding under NSW Maritime's Maritime Infrastructure Program (formerly known as WADAMP) for projects such as public wharves and boat ramp upgrades. Total WADAMP grant funding provided to Tweed projects since 1998/9 is \$397,112. ▪ In addition to infrastructure, boating fees are used to fund a range of annual activities including: <ul style="list-style-type: none"> o Servicing boat owners and licence holders; o Conducting safety checks; o Providing navigation aids and their ongoing servicing; o Conducting safety awareness and education publicity programs; o Maintaining patrol vessels and vehicles to allow compliance and education efforts;

ISSUE	STAKEHOLDERS' SUBMISSIONS	NSW MARITIME REPOSE
		<ul style="list-style-type: none"> ○ Operating a service centre; ○ Conducting boating seminars; ○ Managing aquatic events; ○ Managing and coordinating moorings;
<p>25. Kerosene Inlet</p>	<ul style="list-style-type: none"> ▪ The Estuarine Bird Monitoring Report (Rohweder 2003) recommends the sand bar at Kerosene Inlet be designated a 'No Beaching Zone' and explanatory / educational signage be provided. 	<ul style="list-style-type: none"> ▪ No beaching of vessels on the sand bar would have little impact while ever there is vehicular access permitted on Letitia Spit. ▪ Maritime will however designate Kerosene Inlet a "No Power Boating" zone, erect appropriate signage on the spur wall and place aquamarks indicating "No Power Boating" at both ends of the Inlet.
<p>26. The Wave Zone opposite Jack Evans Boatharbour</p>	<ul style="list-style-type: none"> ▪ Residents complained of noise emanating from PWCs and other craft making use of the wave zone on the eastern side of the river opposite their residences. As already stated, NSW Maritime's complaint system confirms that the majority of noise complaints in this management section are related to this activity. ▪ There were, however, a small number of stakeholders that suggested the wave zone is the only one of its type on the Tweed and as such should be available for freestyling PWCs and inflatable vessels. 	<p>Maritime will implement the following management strategies in the interest of river-side residents in this area:</p> <ul style="list-style-type: none"> ▪ Improve and relocate existing "No Irregular Driving / No Freestyling" signage on the Western Training Wall. ▪ Install aquamarks near the wave-zone indicating "No Wave Jumping", "No Irregular Driving" and "No Freestyling" ▪ Regular use of a light-board trailer promoting appropriate PWC behaviour. ▪ Monitor compliance.

ISSUE	STAKEHOLDERS' SUBMISSIONS	NSW MARITIME REPOSE
<p>27. Fingal Head Boatharbour and Old Fingal Head Boatharbour</p>	<ul style="list-style-type: none"> ▪ Concerns re destructive behaviour of boat owners in this area. Pollution from boats / jetskis in the Old Boat Harbour as well as safety issues. Suggests a complete ban of all motorised activity in the Old Boat Harbour with physical restrictions at the entrance. Complaints re noise associated with "speed boat races festival" 	<ul style="list-style-type: none"> ▪ Tweed Shire Council has resolved to divide the boatharbour in half for swimmers and boat beaching and have erected signs accordingly. ▪ Noise issue from speed boat races will be managed in consultation with the licence holder, Tweed Water Ski Club.
<p>28. Dredging</p>	<ul style="list-style-type: none"> ▪ Investigate alternative channel options in the wider stretch of river north of Pelican Island. ▪ Draft plan does not address satisfactorily the issue of dredging. ▪ The following are area specific dredging submissions: <ul style="list-style-type: none"> ○ B004AB – review dredging regime in the main navigational channel. ○ B004AC – review dredging regime in the main navigational channel. ○ B004AC – removal of sand build-up just north of Barneys Point Bridge. ○ River becoming too narrow, especially in two areas: Piggery Straight from Chinderah to Blackwatch, and north of Barneys Point Bridge. Wants these areas dredged. 	<ul style="list-style-type: none"> ▪ NSW Maritime is not the responsible agency for dredging. Maritime's role is to comment on navigational aspects of proposals and to provide a "watch and notify" service to the appropriate state and local government agencies. ▪ Maritime will support and encourage dredging of navigational hazards in main channels by Tweed Shire Council, Department of Lands and DIPNR.

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