

FINAL REPORT

Nagambie Waterways Rules Review 2021-22

Strathbogie Shire, 26 April 2022

Contents

1. Introduction	1
2. Waterway Management Responsibilities	2
3. Prior strategic work	3
4. Nagambie Waterways Review	4
5. Proposed rule changes	6

1. Introduction

The Nagambie Waterways, comprising parts of the Goulburn River, Lake Nagambie, the Backwaters and the Goulburn Weir pool, are an important tourism and recreation asset in northern Victoria. The waterway is one of Victoria’s premier boating destinations offering good facilities, constant water levels and sheltered waters. The waterways are extremely popular with both locals and tourists for a variety of boating activities and pursuits such as fishing, swimming, cycling, walking, hunting, towed sports and camping. Several major sporting events are held annually on the waterways, including rowing regattas and water skiing.

Improved and diverse boating technologies, increased leisure time and proximity to Melbourne has increased the number of powered and non-powered vessels sharing the waterways. This has triggered safety concerns from the community and the visiting public. A review of waterway rules was required to better meet the demand for water access, improve the safe sharing of the waterways and responsibly plan for sustainable growth.

The recreational values of the Nagambie Waterways need to be managed against its primary role of regulating the Goulburn River for consumptive (i.e. irrigation, urban, domestic and stock purposes) and environmental uses.

2. Waterway Management Responsibilities

- **Victorian water safety management**

Transport Safety Victoria (TSV) is the integrated safety regulator for bus and maritime. TSV through its maritime safety section, Maritime Safety Victoria (MSV) is responsible for determining standards and procedures for navigation and maritime, safety on state waters, including all inland waters such as, rivers, creeks, canals, lakes and reservoirs and assists the appointed waterway managers for many of Victoria's waterways.

Maritime Safety Victoria staff provide support, audits and advice for local waterway managers to ensure consistency across Victorian waterways. Other MSV responsibilities also include qualifications and boating safety, as well as licensing and registration for recreational vessels.

- **Nagambie Waterways Manager**

Strathbogie Shire is the appointed manager for Nagambie Waterways that include the Goulburn River between Hughes Creek and the Goulburn Weir including Lake Nagambie.

The role of the waterway manager includes:

- Managing vessel activities on waters under their control.
- Providing and maintaining navigation aids, appropriate signage of water levels, managing hazards and rules applying to the waters.
- Controlling navigation and vessel movement.
- Removing or marking obstructions.

- **The Nagambie Waterways Advisory Committee**

The committee was formed to create and implement more significant strategic development plans including improving water safety in the area and to ensure that the community and relevant agencies are engaged with the long-term vision for the waterway. The ongoing sustainable management of the waterway recognises its role as a water supply, a natural environment and a place for commercial and recreational activity.

Council has endorsed the Committee appointments of representatives from:

- Nagambie Lakes Tourism and Commerce
- Nagambie Angling Club
- Nagambie Riparian Landowners Association Inc.
- Nagambie Rowing Club and Rowing Victoria
- Licensed commercial business operators
- Nagambie Action Group
- Strathbogie Shire Ward Councillors and council officers
- Goulburn Murray Water
- Goulburn Valley Water
- Goulburn Broken Catchment Management Authority.

3. Prior strategic work

- **Nagambie Waterways Land and On-Water Management Plan 2012.**

A focus for the committee is to contribute to the implementation of the Nagambie Waterways Land and On-Water Management Plan 2012.

Appendix E lists the following actions:

- Action 7: Develop a Code of Conduct for users of the waterways that covers the following areas; the boating rules for the waterways, the locations where they apply and the behaviour expected of users, education and awareness for landholders adjacent to the waterway and health, safety and emergency response issues.
- Action 8: Implement communication actions (e.g. brochures and signage) to promote knowledge of boating rules and to highlight the behavioural expectations of boaters.
- Action 15: Support investigations to open other areas of Nagambie Waterways for high-speed boating

- **The Draft SCC Waterways Strategic Plan Review 2015**

This plan detailed more specific actions in Section 6.2- A Safe and Vibrant Waterway. actions included:

1. To address immediate and/or short-term issues. Recommend to the director of Marine Safety that the rules be adopted or amended as appropriate so as to provide for the following (abbreviated)

- a) No Wash zones
- b) reduction in the length of some 5 Knot Zones
- c) allow towing of persons in the Lake Nagambie 5 knot Zones
- d) prohibit aerial towing activities
- e) create 5 knot zones downstream of the water ski area

2. Undertake further research and discussion on the following issues, with the view to make recommendations to the Director of Marine Safety about possible rule changes. (abbreviated)

a) A 20 Knot passage downstream of Teddy Bear Island if a safe channel could be identified.

b) Option for multiple uses down stream of Lake Nagambie.

c) Use of the Goulburn Weir for water skiing and high-speed activities.

3. Maintain an ongoing review of waterway boating, operating and zoning rules to ensure that appropriate recommendations are made to the Director of Marine Safety as development of new infrastructure change the dynamics of the waterways.

9. Explore options to ensure that the safe carrying capacity of the waterway is not exceeded and work with marine safety to develop recommendations to be submitted to the director of Marine Safety.

10. Work with Marine Safety Victoria on development of ‘no wake enhanced activity zones’ to minimise the safety and environmental impact from vessels causing undue wakes resulting from hull displacement.

- **Waterway Audit Goulburn River-Lake Nagambie February 2020 MSV**

Maritime Safety conducted an audit of the rules and associated infrastructure on the waterway.

The auditors’ main comments focused on:

- On-water navigational aids marking the channel in Goulburn Weir are not at an appropriate standard nor do they give a clear direction of travel through the channel.
- The S-bend channel must be realigned and marked to a navigational standard, with red and

- green buoys including top markers . A number of the buoys currently in place could potentially be removed to help make the channel a little clearer for boaters.
- At Delia Island the distance from the middle of the water to the water’s edge appears appropriate for boating, however there appear to be a number of blind spots for boaters when travelling around the island. The water depth appears quite shallow for water skiing. The water depth on the lake (around Delia Island) is beneath the level of 1.8m in parts which is under the recommended depth for safe skiing.
- Undertake the marking dangerous stumps in the water that are known to be a risk to boating safety outside of obvious boating channels, particularly downstream of Kirwans Bridge in the unrestricted boating area.

4. Nagambie Waterways Review

The review was commenced in October 2019. Life On The Water was contracted to assist with the review.

Key steps included:

- A tour of the waterway with the Advisory Committee.
- **Lake Nagambie and the Goulburn River Risk Review (2020-21)** – Provided an objective physical assessment of the current river conditions and a factual basis for discussions regarding appropriate boating behaviours and development of contemporary strategies to shape future boating behaviours. Reviewed by the Advisory Committee.
- **Lake Nagambie and Goulburn River Issues Paper (2020-21)** – Consolidated waterway section risks and issues into a cohesive and objective issues summary that captured suggestions and discussions by the waterway manager, agencies and stakeholders. The aim was to improve waterway safety by clarifying issues and identifying mitigation options for community consultation. Reviewed by the Advisory Committee.
- **Waterway Audit - Goulburn River/Lake Nagambie Waterway**
Maritime Safety Victoria (MSV) Conducted on 14/2/20
MSV conduct audits of Victoria’s ports and waterways and work with the entities that manage them to ensure they are safe for all waterway users. (See previous Section 3)
- **Labour Day March long weekend 2020: On-water Survey** - Solid visitation numbers and fine boating weather provided an opportunity for 75 on-water users to respond to the survey. Thirty questions focused on frequency of use, type of user/vessels, user origins, understanding of the current rules and compliance. The results reinforced the perspective provided by the Risk Review and Issues Papers that highlighted nine major safety themes. User groups on the busy weekend included towed sports enthusiasts, fishers in tinnies and larger boats, paddle craft, rowers and PWC riders. Swimming was also very popular.
- **Development of potential new rules**
Potential rules addressed the issues detailed in the Lake Nagambie and Goulburn River Issues Paper (2020-21). The potential rules were presented to the Advisory Committee in March 2021. It was emphasised that the Marine Safety Act provided opportunities to improve waterway safety and that environmental improvements were best addressed using other appropriate legislation. Monitoring the effects of any changes to the rules on the waterway was included as a significant aspect of the process.

The committee provided extensive feedback that resulted in a comprehensive strategy and key directions for new rules that could address the major safety challenges before the waterway. The potential rules and revisions were circulated to the advisory Committee as a PowerPoint presentation to keep them abreast of the strategic directions and specific rules.

- **Bathymetric survey and sub-surface feature detection of Nagambie Waterways August and September 2021.** Funded by Better Boating Victoria. This survey was undertaken (during normal water levels) using two echo-sounders, a motion reference unit and hull mounted side scan sonar. The survey provided a detailed view of the Goulburn River bed, banks and underwater hazards between Hughes Creek and Goulburn Weir including Lake Nagambie. Sections of the old river bed in the Goulburn Weir were also documented. The digital report takes the form of a high resolution, colour coded waterway map and includes data on the existing standing and fallen river bank trees. The survey results generally supported the assessment of the river bed provided in the [Lake Nagambie and the Goulburn River Risk Review](#).

- **Application to Maritime Safety Victoria (MSV) and consultation on proposed rules**

To propose or amend a permanent waterway rule, the waterway manager must first complete the [Notice of Intention to Request a Waterway Rule](#). (WM1)

Following acknowledgement from Maritime Safety Victoria, the waterway manager needs to conduct a minimum of 4 weeks public consultation, inviting comments from the public and consider every submission.

The WM1 was submitted prior to the summer break in 2021.

MSV acknowledged the WM1 and 6 weeks of consultation was facilitated.

Consultation included over 40 letters to:

- Relevant state government authorities
- Registered Aboriginal Parties
- Relevant peak bodies
- Waterway stakeholder groups

A descriptive section of the Share Strathbogie website inclusive of a survey focused on the key changes and was supported by short and more detailed information. An opportunity to email feed back additional to the survey responses was also included on the website. The website received 874 views and 150 contributions.

A [Engagement Report for the Nagambie Waterways Review](#) was prepared in February 2022.

Broadly there was strong support (70%+) for most of the changes put forward to address the waterway issues.

Supported changes (as set out in the WM1) included:

- Reducing the speed limit on Lake Nagambie to 20 knots.
- Utilising 3 speed zones across the whole waterway.
- A new rule requiring 'NO WAKE-Maximum 5 Knots' in areas that are currently just 5 Knots.
- Provide towed sports areas with speed limits.
- Reduce the maximum speed to 30 knots.

Three potential strategies/rules received significantly less support:

- Trialling confining wake surfing to two areas at the extreme ends of the waterway.
Most feedback asserted that the practice of wake surfing (using the boats wake as the primary method of propelling a towed sport participant) should not be allowed on the waterway.

- Providing a new 20 Knot ‘novice’ towed sports area in the former “Barefoot Straight” immediately south of Chinamans Bridge; with mixed results when the survey and emailed submissions were reviewed.
- Providing a towed sports area up stream of the Mitchellstown Bridge; with mixed results when the survey and emailed submissions were reviewed.

- **Strathbogie Shire Council Briefing**

Council was briefed using the [Engagement Report for the Nagambie Waterways Review](#) and noted progress towards a more cohesive and appropriate set of rules for the waterway.

- **Waterway Advisory Committee meeting 11th April 2022**

A regular meeting of the Waterway Advisory Committee was briefed by Life On The Water and the Project Manager. Less committee members attended than at previous meetings. A Victoria Police representative was present. A representative of the Nagambie Water Ski Club was also invited. Catchment and water resource representatives were unable to attend.

The purpose of the briefing was to inform the committee of progress of the review, in particular the consultation results and to seek endorsement of rules proposed. It was reiterated that the broader consultation process is not a ‘vote’, but it does provide important feedback on the communities’ appetite for changes to rules and also whether the review had overlooked any pressing safety issues. The meeting acknowledged the general community support for the potential rule changes and where the approach was less supported.

The briefing focused on the [Fact Sheet](#) presented at the previous advisory meeting (renamed Briefing Document on the Share Strathbogie website) and the [Engagement Report for the Nagambie Waterways Review](#). The process has been long and intermittent due to council elections and the two-year impact of the Covid Pandemic on the community and government. Had more time been available, a more extensive recap on the process, progress to date and the content of key documents would have assisted. Alternate strategies and rules regarding environmental solutions and PWC behaviours were also briefly explored, but these discussions were outside the project progression and not consistent with the formal approach to date.

Three key directions were noted, and it was agreed not to include them in the proposed rules, these were:

- Community concerns regarding allowing wake surfing and a trial meant that this activity needed to be properly defined and was not appropriate for the waterway.
- A general lack of support for introducing towed sports in the straight immediately south of Chinamans Bridge. A trial was also not supported and will not proceed.
- Concern expressed in emailed submissions regarding allowing towed sports south of Mitchellstown Bridge. This introduction was not supported. A trial was discussed but also rejected.

The above directions reduce the options dispersing towed sports along the waterway.

5. Proposed rule changes

The changes proposed were driven by the pressing need to improve safety on the waterway. Strathbogie Shire understands the diverse users of the waterway has broad appeal to a wide range of user groups. Visitation from Melbourne and the regions is increasing and improved facilities have been added.

State and National events as well as international training regularly occur on the waterway. The proposed rules below are a significant step towards safer boating while still retaining the opportunities that bring prosperity to the local area and provide great waterway recreation to many Victorians. Community consultation and feedback has played an important role in shaping proposed new rules for the waterway.

The Waterway Manager’s (Strathbogie Shire’s) approach to the proposed rules is presented below:

- A summary **Table 1: Overview of the proposed changes** - grey shaded.
- **Table 2: Geographic and legislative detail of changes** that enables the development and submission of a Request to Make a Waterway Rule (WM2) to MSV.

This form initiates the development of new rules for the waterway. In the submission the waterway manager needs to explain how the rule will minimise risks, any alternative ways to address the matter and the expected benefits and costs of the proposed rule.

Life On The Water is contracted to prepare the WM2 submission for Strathbogie Shire for submission to MSV. The Safety Director can accept, reject or modify the suggested approach.

Table 1: Overview of the proposed changes

Existing	Proposed	Why	Initially reviewed by Waterway Advisory Committee Late 2021	Presented to Council	Community support via survey	Reviewed and supported by Waterway Advisory Committee	Advisory Committee advice to include in WM2
Lake Nagambie has unrestricted speed, with 5 Knots shoreline zone around important facilities and confined areas, No Boating-Swimming Only Zones protect swimmers and No Boating Zones to protect water resource infrastructure.	Reduce the speed limit on Lake Nagambie to 20 Knots. Allow towed sports. Minor realignments to the shoreline ‘5 Knot’ ‘No Boating’ and ‘No Boating-Swimming Only Zones’ to make them easier to recognise. Create a ‘Powerboating Only Zone’ between Deliah Island and the Leisure Park to ensure a smooth traffic flow around the lake. Provide clearer direction for people doing lake laps located in the deeper sections of the lake. Allow low speed PWC freestyling 50m inside the lake laps course at a	Recent and very accurate hydrography has shown that the lake is as shallow as 1.5m in many places. A circuit of the lake that directs vessels to a path that is generally 1.8m or deeper and is always over 1.5m can be delivered. Interstate and Victorian waterway managers have focused on slower speeds to reduce risk in shallower areas. Lower boating speeds are safer.	YES	YES	YES	YES	YES

	maximum speed of 20 Knots.							
<p>Essentially three speed zones</p> <ul style="list-style-type: none"> • 5 Knots • 20 Knots • Unrestricted Speed 	<p>Utilize the following three speed zones across the whole waterway</p> <ul style="list-style-type: none"> • NO WAKE – Maximum 5 Knots • 20 Knots • 30 Knots <p>Where possible, rationalise and consolidate geographic speed zones to reduce the number of zones and improve traffic flow.</p>	<p>A diverse range of vessels can now easily exceed 60 knots. Reducing speeds on an often busy, confined waterway to improve safety is a priority issue.</p> <ul style="list-style-type: none"> • NO WAKE – Maximum 5 Knots Zones in high traffic and hazardous areas, around ramps and docking infrastructure. • 20 Knots on the shallower Lake Nagambie and river sections that are narrow and or have sharp bends. • The option of 30 Knots where there are extended sight lines, deep water and minimal midstream hazards. 	YES	YES	YES	YES	YES	
<p>Rowing Course that generally excludes powered vessels apart from rowing officials, water resource managers and vessels departing Buckley Park Ramp.</p>	<p>No significant change to the Rowing Course delivery</p> <p>Ensure rules continue to facilitate rowing event management as well as coaching and training.</p>	<p>Functioning well for training, coaching and events at a state and national level.</p>	YES	YES	YES	YES	YES	
<p>Vessels are required to slow to 5 Knots when</p> <ul style="list-style-type: none"> • Within 50m of a person in the water. • Within 50m of another vessel. • A 5 Knot Zone is signed. • Within 50m of a fixed or floating structure. • Within 50m of a boat ramp. 	<p>A new rule will require <u>NO WAKE- Maximum 5 Knots</u> when</p> <ul style="list-style-type: none"> • Within 50m of a person in the water. • Within 50m of another vessel – (Vital for rowing and paddle craft safety). • A NO Wake-5 Knot Zone is signed. • Within 50m of a fixed or floating structure. 	<p>Larger more powerful vessels and some PWCs can generate disruptive wakes at 5 Knots.</p> <p>Large wakes can; create difficulties for people in rowing and paddlecraft, swamp other vessels, make retrieving towed sports participants more hazardous, damage vessels and assets along the shoreline, increase bank erosion, make launching and</p>	YES	YES	YES	YES	YES	

	<ul style="list-style-type: none"> Within 50m of a boat ramp. <p>An exemption may be provided for</p> <ul style="list-style-type: none"> Vessels engaged in towed sports and approaching another powered vessel, to pass at speed however the other powered vessel would be required to slow to No Wake-Maximum 5 Knots if not engaged in towed sports. 	<p>retrieving vessels at ramps dangerous.</p> <p>NO WAKE can be more effectively policed than estimating/measuring vessel speeds for 5 Knots and greater speeds.</p> <p>(Reiterating) - ALL POWERED VESSELS must always slow to NO WAKE-Maximum 5 Knots within 50m of paddle craft, rowing sculls and sailing craft.</p>					
<p>20 Knot Zones in narrower sections or where there are tighter bends.</p> <p>These serve as transiting zones and enable recreational and commercial vessels to travel the waterway at moderate speeds.</p>	<p>20 Knot Zones in narrower sections with sharper bends to remain similar to what is in place.</p> <ul style="list-style-type: none"> Opportunity to include ‘The S-Bends’ north of Heath Island and west of Teddy Bear Island once a safe course is marked with pairs of red and green buoys. Opportunity to change speed to 30 Knots or 30 and 20 Knots in long straight sections upstream of Mitchellstown Bridge. 	<p>These Zones are functioning well. Some of the 20 Knot Zones closer to Nagambie are often used by commercial vessels providing river tours and winery trips.</p> <p>Appropriate buoys have been funded by a 2021 Better Boating Victoria Grant.</p> <p>Hydrography revealed a clear course of similar proportions to most of the river sections.</p> <p>NOT TO BE INCLUDED IN CHANGES OR TRIALLED</p> <ul style="list-style-type: none"> Area is only accessed by small numbers of vessels. Towed sports are currently and will continue to be prohibited. No real benefit in changing speed 	YES	YES	YES	YES	YES
			YES	YES	YES	NO	NO

		limit if towed sports are not allowed.					
Unlimited Speed areas <ul style="list-style-type: none"> North and downstream of Kirwans Bridge Lake Nagambie The existing water ski area associated with the Nagambie Water Ski Club 	Reduce maximum speed to 30 Knots Zones where there are extended sight lines deep water and minimal midstream hazards.	Most intermediate and advanced towed sports are challenging and enjoyable up to 30 Knots. 30 Knots still represents a significant risk reduction when many vessels are now capable of double that speed. The waterway is confined and at times and can be very congested in good boating weather. Current very high-speed operations have led to multiple incidents and near misses. In areas where they are allowed, towed sports can be undertaken at below 30 Knots (41.4 MPH, 66.7 KPH)					
	30 Knots north and downstream of Kirwans Bridge Long straights. Good sight lines on bend connecting two straights.	<ul style="list-style-type: none"> Currently unrestricted Speed. Will benefit from consistent compliance information. 	YES	YES	YES	YES	YES
	Lake Nagambie reduced to 20 Knots	<ul style="list-style-type: none"> Widespread support for a reduced speed. Multiple shallower areas need to be avoided. MSV advises that a reduced Towed Sports speed is acceptable given some sections are 1.5m deep rather than the advised 1.8m deep. 	YES	YES	YES	YES	YES

	<p>Lake Nagambie reduced to 20 Knots (continued)</p>	<ul style="list-style-type: none"> • Seasonal inflatable turn buoys will guide users to a safer, deeper circuit of the lake. • PWC use can continue but at safer reduced speeds. 'Freestyling' (at 20 knots) will be permitted 50m inside the lake circuit but PWCs will be required to slow to NO WAKE- Maximum 5 Knots when within 50m of other vessels as per State and new local rules. • Towed sports will be allowed as there is good visibility around the entire lake circuit. (See next section) • A Boating Only Zone between the Leisure Park and Deliah Island will redirect swimming to the extensive NO WAKE 5 Knot Zone in the adjacent river. Paddle sports also can make use of this area. • The Rowing course delivery continues as is, but with much slower vessel speeds adjacent. 					
	<p>The existing water ski area associated with the Nagambie Water Ski Club reduced to 30 Knots.</p>	<ul style="list-style-type: none"> • Enables all modes of competitive and recreational towed sports 30 Knots = 41.4 MPH= 66.7 KPH • Event Permits can request higher speeds if required. 	<p>YES</p>	<p>YES</p>	<p>YES</p>	<p>YES</p>	<p>YES</p>

<p>Limited opportunities to disperse when undertaking towed sports.</p> <p>Currently only one Water Ski Area south of Chinamans Bridge. Only water skiing is referred to which can be interpreted as not inclusive of many other towed sports.</p> <p>Unrestricted Speed areas on Lake Nagambie and downstream of Kirwans Bridge are also utilised.</p> <p>Parts of the Goulburn Weir used by towed sports enthusiasts. Extensive local knowledge required.</p>	<p>Provide Towed Sports Areas with speed limits. Establish these areas strategically along the waterway. Consistently name and sign these areas.</p> <p>• Creating a 20 Knot towed sports circuit in the Goulburn Weir</p>	<p>Bathymetric survey work undertaken in 2021 has shown the river sections listed (at left) to be very similar and relatively hazard free midstream.</p> <p>Currently the sections close to Nagambie are very congested on popular boating days with limited options to disperse. More areas available can lead to less vessels in each area and increased safety.</p> <p>Widespread support for a reduced speed.</p> <p>Exemption from 30 Knot Rule for bare foot skiing.</p> <p>NOT TO BE INCLUDED IN CHANGES Bathymetric survey indicates this is possible. The old river bed is of similar width to much of the waterway.</p> <p>The Zone would be adjacent and accessible from the upstream initial weir and river 30 Knots Towed Sports Zone (see below)</p> <p>The zone would generally be located centrally in the weir, however an exclusion from the 50m from the inland waterway shoreline rule would be required at Cozens Lane and the amenity for owners of the property would need careful consideration</p>	YES	YES	YES	NO	NO

		and further consultation. Installation would be expensive as many pairs of red and green buoys would be required. Funding has not been identified.					
	<ul style="list-style-type: none"> Initial sections of the Goulburn Weir - 30 Knots. Once funded buoys are in position. 	<p>Currently allowed but rules are unclear and inconsistent with the waterway upstream of Kirwans Bridge. Appropriate buoys have been funded by a 2021 Better Boating Victoria Grant. Towed sports can be directed to a safe course that reaches mid weir with room to turn or drop towed sports participants.</p>	YES	YES	YES	YES	YES
	<ul style="list-style-type: none"> The main straights between Goulburn Weir and Kirwans Bridge 30 Knots 	<p>Currently allowed but rules are unclear and inconsistent with upstream waterway.</p> <ul style="list-style-type: none"> Popular towed sports area. An informal water ski slalom course has been temporarily installed in the past. <p>30 Knots would be an initial step to enable the waterway manager to permission the occasional setting of the slalom course.</p>	YES	YES	YES	YES	YES
	<ul style="list-style-type: none"> Lake Nagambie, 20 Knots. (also detailed in previous section) 	<ul style="list-style-type: none"> MSV advises that a reduced Towed Sports speed is acceptable given some sections are 1.5m deep rather than the advised 	YES	YES	YES	YES	YES

		<p>1.8m deep.</p> <ul style="list-style-type: none"> The lake, close to the Nagambie Lakes Leisure Park provides a good venue for slow speed family towed sports like learning to ski or wake board, knee boarding, tubing etc. 						
	<ul style="list-style-type: none"> Trial use of the wide 1.4km straight 1.5km upstream of Vickers Road Chinamans Bridge, 20 Knots 	<p>NOT TO BE INCLUDED IN CHANGES OR TRIALLED</p> <ul style="list-style-type: none"> Lack of community support. Safety concerns regarding significant increases in boating traffic in this section as towed sports vessels circulate. Safety concerns regarding the proximity to areas with more frequent rowing and paddle sports activity. 	YES	YES	Yes and No	NO	NO	
	<ul style="list-style-type: none"> The existing Water Ski Area, 30 Knots. 	<p>Re-designate this area from Water Skiing to a 30 Knots Towed Sports area consistent with a whole of waterway approach.</p> <ul style="list-style-type: none"> Competitive towed sports are undertaken at below 30 Knots (41.4 MPH, 66.7 KPH) Event permits may allow higher speeds for specialised events. Barefoot exemption (see below) 	YES	YES	YES	YES	YES	

	<ul style="list-style-type: none"> The two main straights upstream of Mitchellstown Bridge, 30 Knots or 30 and 20 Knots. 	<p>NOT TO BE INCLUDED IN CHANGES OR TRIALLED</p> <ul style="list-style-type: none"> Introduces additional traffic to the area. Increase in traffic past Water Ski Club, Tabilk and Mitchelton Wineries to access a new towed sports area. Lack of river and bank health data for this area. By not including this area there is potentially less dispersal of some towed sports activity to upstream from the current 'water ski' area. 	YES	YES	YES	NO	NO
	<ul style="list-style-type: none"> Provide and an exemption to the 30 Knot rule for Bare Foot Skiing enabling them to exceed 30 Knots. 	<p>Supported. Requires excellent conditions with minimal breeze and very few other boat wakes. Generally undertaken by vessel operators and enthusiasts with a very advanced skill set. Australia is a competitive bare-footing nation and opportunities to refine skills on flat water are limited in Victoria.</p>	YES	YES	YES	YES	YES
<p>Wake-Surfing behind specialised boats is increasing and the activity significantly disrupts other users</p> <p>The activity is currently poorly defined and not easily regulated.</p>	<p>Wake-Surfing can be defined as the rider primarily using the wake as propulsion rather than a tow rope from the vessel.</p> <p>Exclude it form the definition of towed sports.</p> <p>PROPOSED:</p> <ul style="list-style-type: none"> Trial a separate rule to confine Wake-Surfing to a list of 	<p>As a result of community feedback define and prohibit wake surfing on the waterway.</p>	YES	YES	YES	YES	YES
			YES	YES	NO	NO	NO

	<p>suitable towed sports areas. Assess community support for this approach. Monitor bank and boating impacts of the trial. Areas that could be <u>triallyed</u> include:</p> <ul style="list-style-type: none"> - a section closer to the weir in the proposed 30 Knot Zone North of Kirwans Bridge (most boats have towers that can be lowered). - a section of the proposed 30 (or 20) Knot Zone south of Mitchelton Bridge – south of the marked gravel bank hazard. 	<p>NOT TO BE INCLUDED IN CHANGES OR TRIALLED</p> <ul style="list-style-type: none"> • The large wakes generated can be a significant hazard to other vessels and can damage shoreline infrastructure moored vessels and contribute to riverbank instability. • One wake surfer vessel can render whole sections of the waterway unusable and potentially unsafe for multiple other users by generating a very large 1.5m + waves/wakes. This is inequitable. • Wake-Surfing is not compatible with intense use by other vessels or being undertaken closer to shore infrastructure. • Opportunities for wake surfing at other potentially more appropriate and relatively open waterways in central Victorian waterways include Waranga Basin and Lake Eildon. • Wake enhanced vessels transiting to each end of the waterway would need to pass by all other users and key visitor locations like the wineries. 					
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Rule Change Strategies

Rule changes need to be comprehensively communicated.

There is a suite of strategies that set the scene for improved compliance with the public accepting ‘common sense’ boating rules. The summer 2021-22 survey has demonstrated there is a public appetite for change.

Strategies include:

- Maximise situational awareness by using informative, easily visible, unambiguous signs in a totally consistent approach. Broader waterway safety signs need to set the scene at boat ramps and possibly key docks. On the waterway zones must be informative, accurately marked and highly visible.
- Ensure consistent online information about the changes. Provide prepared up-to-date web information for:
 - The Strathbogie Boating Page and Boating Guide on Council website,
 - The MSV website,
 - The Goulburn Murray Water site,
 - Local Tourism sites,
 - Commercial websites directly associated with river boating. Leisure Park & Café, wineries, commercial boat tours etc.
- Provide accurate information to ensure digital navigation platforms such as the MSV boating maps, Navionics and possibly Google Maps show the location of zones and rules.
- Prioritise enforcement work. Organise cross-government cooperation on water enforcement days. The NO WAKE- Maximum 5 Knot Rule, Slowing to 5 Knots within 50 metres of another vessel or a person in the water are the most important safety improvements. Ensure all users are aware that Infringement Penalties and Court Penalties will be imposed on people disregarding rules.
- Follow up all enforcement work with regular media releases that reinforce why the rules are in place and compliment compliant vessel operators. Occasionally refer to enforcement statistics and compliance results that demonstrate a long-term approach.
- Accurate monitoring of Goulburn River and Lake Nagambie boating numbers is an ongoing requirement. Camera recording of trailer numbers at ramp parking is a simple approach. Boating numbers need to be reviewed in conjunction with accurate river health monitoring. The partnership with water resource managers to understand river health is important when adjusting boating rules. River health can include water quality, the rate of bank accretion and erosion, increases and decreases in river habitat, the number of trees falling into the river and impacts of ongoing development adjacent to the waterway.

Table 2: Geographic and legislative detail of changes

Rule Change and improvements	Location and key risks addressed
<p>CURRENT: 5 Knot Zones</p> <p>PROPOSED: NO WAKE - 5 Knot Zones and re-signed. Confined high traffic areas, areas with multiple hazards and around ramps and docks.</p> <p>Current zone signage is provided at a variety of angles to travel up and down the river.</p> <p>Final zone information sign positions should be at 90 degrees to the direction of travel. The signs need to</p>	<ul style="list-style-type: none"> • NO WAKE- Maximum 5 Knots is straightforward to enforce with photography and an expert witness and does not require speed detection equipment. • Safety for swimmers, towed sports participants in the water, paddlecraft, rowers, fishers, launching and retrieving is extremely important. • Damage to riverbanks, bank moored and docked vessels is reduced. The rule potentially reduces erosion and the frequency of falling tree navigation hazards. • Shallow backwaters and creeks with extensive and obvious tree hazards do not require comprehensive signage, however some NO WAKE - Maximum 5 Knots signs could be placed at common fishing and hunting entry points from the Goulburn River.

Rule Change and improvements	Location and key risks addressed
<p>be double sided with the relevant speed in Knots shown for each direction. Duplicating this signage on both sides of the river will further reinforce the need to comply with the zones.</p> <p>If NO WAKE - 5 Maximum Knots signs are to be deployed for East and West Backwaters they should be placed at the back water/river interface facing the river with a qualifier such as 'beyond this point' to ensure they are not taken as applying to the river. The zone boundary should be the drowned river bank, where the water becomes shallow, and more hazards are present.</p> <p>On the Lake Nagambie shore the signs need to be placed parallel with the bank relatively close to the water's edge. Where zones are adjacent directional arrows should indicate where the zones apply.</p>	<ul style="list-style-type: none"> • Existing zone modifications proposed: <ul style="list-style-type: none"> - <u>Goulburn Weir</u> – Most of the weir is 5 knots, importantly it includes the areas adjacent to No Boating Zones associated with water resource infrastructure. Realign the current 5 Knot Zone within the weir to continue to buffer No Boating Zones and better reflect shallow areas adjacent to the old, deep river bed in the central part of the weir. - <u>Kirwans Bridge</u> - Zone boundaries 50m up and down stream of the bridge. - <u>Turner Island remnant bridge piles, local boat ramps</u> - Zone boundaries at the further extent of 50m up and down stream of the bridge and docks adjacent to the old bridge and informal ramp. - <u>Eastern and Western Backwaters</u> - Zone boundaries out of river remain unchanged. - <u>North of Heath Island</u> - (also known as 'The S-Bends'). Zone starts about at the western end of Teddy Bear Island, about 0.7 km from entrance to Lake Nagambie and extends for about 1 km towards the Goulburn Weir. Remove this 5 Knot Zone. Recent bathymetric data show there is a safe width and deep path that can be appropriately marked with pairs of red and green lateral buoys consistent with Audit recommendations and other inland waterways in Victoria. Zone would be changed to 20 Knots (No towed sports). - <u>Goulburn River adjacent to Lake Nagambie</u> - One continuous Zone commencing northwest of the eroding northern banks/small cliffs about 400m north of the main entry to Lake Nagambie. Zone is continuous to 50m south of the Heathcote-Nagambie Road /Vickers Road Bridge/Chinamans Bridge. Entry to the Lake Nagambie speed zone to be defined by Speed Limit signs and a pair of red and green buoys. This provides less zone changes and better safety for Leisure Park, Café dock, moored vessels and boat ramp users. The zone is approximately 3 Km long and would take about 20 to 30 minutes to transit. During summer this stretch of river is very busy with swimmers, paddlecraft, rowers, commercial vessels and powerboats visiting the café or transiting north or south. - <u>Lake Nagambie</u> The zones would remain relatively unchanged apart from finding the best location for signage near to where it exists now. There should be minor repositioning of the boundaries near the north eastern No Boating-Swimming Only Zone and the north western No Boating-Swimming Only Zone to ensure there is a 5 Knot buffer between swimming and 20 Knot vessel activities. Intermediate NO WAKE - 5 Knot Buoys should be positioned along the Zone boundaries closest to the middle of the lake. These boundaries should be straight and their alignment as obvious as possible. Swimming from Buckley Park and the Nagambie Township occurs well within the zone and vessels transit from the Buckley Park launching facility around the eastern end of the Rowing Course to the Nagambie Township and river. Vessels must stay

Rule Change and improvements	Location and key risks addressed
	<p>safely clear of swimmers.</p> <p>Continuing to allow vessels in this part of the zone enables servicing the rowing course, managing water resource infrastructure in the area, ongoing launching of smaller vessels for rowing and general waterway use from Buckley park Ramp and the use of small vessels to service/manage the proposed waterpark infrastructure.</p> <ul style="list-style-type: none"> - <u>The housing estate on Wattlevale Road 1680m north (by river) from Sandy Creek (northwest bank)</u> The Zone would remain unchanged apart from finding the best location for signage near to where it exists now. <p>An opportunity was flagged to slightly reduce the zone in the south and extend the existing Water Ski Zone (renamed to Towed Sports Area) north around 100-120m to increase its capacity and find the prominent position for Speed Zone signs. This will not proceed. Providing a standard 50m buffer for multiple private ramps and docks is important. Future housing and river infrastructure at the south of the estate was a consideration. The zone is about 600m long. The boundaries will stay similar to the existing Water Ski Zone.</p> <ul style="list-style-type: none"> - <u>Tahbilk Winery</u> - The Zone would remain similar apart from finding the best location for signage near to where it exists now. The Zone should commence about 400m northwest of the winery and protects a heavily eroded northern bank/small cliffs. Currently the zone is described as commencing 170m north of the winery landing, but this incorporates a sharp bend, an approach to a commercial destination and an eroded eastern bank into the ski zone. The zone will be slightly extended. - The zone protects commercial vessels and improves passenger safety when embarking/disembarking. - The zone also protects more vulnerable, heavily trafficked riverbanks and private vessel docking or tying to the banks to visit the winery. The slightly lengthened zone is about 450m long and takes about 5 minutes to transit. - <u>Mitchelton Winery</u> - The Zone would remain unchanged apart from finding the best location for signage near to where it exists now. The Zone commences about 50m west of the winery and protects commercial vessels and improves passenger safety when embarking/disembarking from the new dock infrastructure. The zone also protects more vulnerable, heavily trafficked riverbanks and private vessel docking or tying to the banks to visit the winery. - <u>Mitchellstown Bridge</u> - Zone boundaries 50m up and down stream of the bridge and the informal boat ramp used to launch paddlecraft and fishing tinnies on the northeast side of the bridge. Use of the informal ramp is likely to be discouraged due to road traffic constraints. - <u>Approaching Hughes Creek</u> - The final approximately 1.3km approach upstream to the Hughes Creek Junction will remain unchanged apart from finding the best location for signage near to where it exists now. The river current is often considerably stronger in this section and there is a large underwater obstruction extending well out from the southern bank about 500m west of the Hughes Creek Junction.

Rule Change and improvements	Location and key risks addressed
<p>CURRENT: 5 Knots within 50 metres of the waters' edge.</p> <p>State Rules Clause 3(a) requires any vessel to be operated at a maximum of 5 Knots within 50 metres of an inland waters' edge.</p> <p>Most of the Goulburn River shorelines are Excluded from the shoreline speed limit starting south of Kirwans Bridge and south to Hughes Creek, however the river banks north of Kirwans Bridge are subject to this rule and the river course does not allow vessels to be 50m from both shores. Estimating distances in this section is difficult.</p> <p>Although the waterway upstream of Kirwans Bridge is exempt from 5 Knots within 50 metres of the waters' edge, there is a blanket 5 knot speed limit except for 20 Knot Zones and the Special Purpose Water Ski Zone</p> <p>Lake Nagambie is excluded from the shoreline speed limit however specific areas are established as 5 knot zones.</p> <p>PROPOSED: Exclusion from 5 Knots within 50 metres of the waters' edge from Hughes Creek to Goulburn Weir. 5 Knot, 20 Knot and 30 Knot Zones applied to the whole waterway.</p>	<p>The area is popular with fishers in smaller tinnies and some transiting paddlecraft.</p> <ul style="list-style-type: none"> • This rule EXCLUSION can be updated to include all the Goulburn River between The Goulburn Weir and Hughes Creek. The river widths and depth have been shown (in a recent 2021 bathymetric survey) to be remarkably similar above and below Kirwans Bridge. This will better reflect the regular use of the river north of Kirwans Bridge and provide consistent messaging for the whole waterway. • The EXCLUSION needs to be clear that it is not applied to the shoreline of Lake Nagambie where Non-Powered Vessels Only, No Boating, No Boating-Swimming Only and specific 5 Knot Zones in busy areas better regulate vessel behaviours and are easier to adjust in the future. • A reference to the definitions of Lake Nagambie and the Goulburn River at the start of Schedule 91 is likely to assist. Marking the entrance to Lake Nagambie with port and starboard lateral marks can clarify the intersection of the two areas.
<p>CURRENT: The waters of the special purpose water ski zone at the Nagambie Water Ski Club are excluded from the state rules requiring 5 knots within 50 metres of a fixed or floating structure.</p> <p>PROPOSED: Rename the water ski zone to a Towed Sports zone in the Exclusion.</p>	<ul style="list-style-type: none"> • The EXCLUSION can be updated to service a zone for all towed sports. The Exclusion is required in this busy area to enable towed sports to commence from the purpose-built dock and to operate at speed on the section of river near the club ramp. • The ramp is an important asset in the efficient running of multiple events at the club.

Rule Change and improvements	Location and key risks addressed
<p>CURRENT: 5 knots within 50m of person in the water or another vessel. This state rule is regularly ignored or ‘pushed’ by vessel operators.</p> <p>PROPOSED: NO WAKE – Maximum 5 Knots within 50m of person in the water or another vessel.</p>	<ul style="list-style-type: none"> • Currently all vessels are expected slow to 5 knots to pass another vessel - underway or not. There is regular non-compliance with this State rule, particularly closer to Nagambie and on busy days. • This is an important safety rule particularly for rowers, fishers in smaller vessels, sail craft, paddle craft and swimmers. • The lack of separation between vessels at speed lapping Lake Nagambie needs urgent attention. • The navigable river width is generally 40 to 70m wide. In many cases there is not sufficient navigable river width for two vessels to pass more than 50m apart at speed. • Including NO WAKE in the rule reduces the risk to rowers, fishers in smaller vessels and paddle craft. • Looking after towed-sports participants in the water is safer and easier.
<p>CURRENT: Schedule 91 (91.8ii) of the Vessel Zoning and Operating Rules currently provides an Exemption from the 50m - 5 Knot rule when both vessels are engaged in water skiing. This means a single vessel undertaking towed sports needs to slow to 5 Knots when passing any vessel, except another vessel engaged in water skiing. There is significant non-compliance by single vessels undertaking towed sports.</p> <p>PROPOSED: Modify this rule to an Exemption from the NO WAKE- Maximum 5 Knot rule when a vessel is engaged in Towed Sports and passing stationary or approaching POWERED VESSEL ONLY. The other powered vessel would be required to slow to NO WAKE- Maximum 5 Knots, if underway. Two towed sports vessels may pass under this exemption.</p>	<ul style="list-style-type: none"> • ALL vessels engaged in Towed Sports MUST continue to slow to NO WAKE- 5 Knots Maximum when within 50m of people in the water and non-powered vessels like rowing sculls and paddle craft. • The operator is responsible for making safe decisions about a course and speed within the rules. • Towed sports are only permitted when there is long range visibility up and down the waterway. • Towed sports generally mean slower speeds and better skipper skills. • Single towed sports vessels slowing to 5 Knots passing another powered vessel and putting a participant and ropes in the water can lead to unnecessary congestion and increase risks for participants in the water who are being retrieved or restarted. • There is little difference between letting two towed sport vessels pass at speed and a towed sports vessel and a powered vessel passing at speed. Congestion with multiple ropes and participants in water can be avoided if the towed sports vessel can continue at speed. • Overtaking in the same direction would remain as it is - only where there is section of waterway that enables 50m separation between vessels. • A companion ‘Nagambie Waterway Code’ could promote staying toward the starboard side riverbank. A reasonable portion of users on Nagambie Waterways revert to Victorian road rules and pass ‘starboard to starboard’ rather than the maritime preferred ‘port to port’. The lack of a well described river convention can lead to close quarter incidents. The code could also encourage non toed sports vessels in towed sports areas to slow and let slowing to let faster towed sports vessel pass.
<p>CURRENT: 20 Knot Zones The existing 20 Knot Zone locations will remain generally unchanged apart from finding the best location for signage near to where it exists now.</p> <p>The 20 Knot Zones are in place where the Goulburn River has sharper bends and/or fallen trees that reduce the width of usable river. The use of the Goulburn River</p>	<p>State and Local rules regarding vessels passing and people in the water would apply i.e. slowing to No Wake-Maximum 5 Knots within 50m of another vessel or person in the water would ALWAYS apply. In the 20 Knot Zones the 5 Knots within 50m of a person in the water and ALL other vessels has always applied and vessels should slow to pass as often there is not more than 50m of navigable river. This rule is particularly important for the safety of training rowers and schools using paddlecraft.</p> <ul style="list-style-type: none"> • <u>The S-Bends</u> - The section from 50m southwest of Kirwans Bridge to northern banks/small cliffs about 400m north of the entry to Lake Nagambie can include ‘The S-Bends’ north of Heath Island and west

Rule Change and improvements	Location and key risks addressed
<p>20 Knot Zones is for transiting only and towed sports are not permitted.</p> <p>PROPOSED: Once the river bed is appropriately marked 'The S-Bends' just north of Teddy Bear Island will be changed to be included in the adjacent 20 Knot Zone.</p> <p>Lake Nagambie - Lake Nagambie speed limit would be reduced to 20 Knots.</p> <p>Lake Nagambie apart from the Zones associated with the Rowing Course and shore zones is currently 'Unrestricted Speed'.</p> <p>The shore zones will be adjusted to reflect easier to see boundaries as well as new and increased usage. The majority of the lake would Change from 'Unrestricted Speed' to be a 20 Knot Zone that allows Towed Sports.</p> <p>Following community consultation, the two long straights upstream of Mitchellstown Bridge will remain a 20 Knots Zone and towed sports will continue to be prohibited.</p>	<p>of Teddy Bear Island, once a safe course is marked with pairs of red and green buoys consistent with Audit observations and other inland waterways in Victoria. This will better disperse boating away from the very busy Lake Nagambie and Goulburn River immediately north of Lake Nagambie.</p> <p>Vessels would be permitted to maintain 20 Knots when closer than 50m to the Lateral Marks.</p> <ul style="list-style-type: none"> • The entry from the Goulburn River to Lake Nagambie can be unambiguously marked with a pair of red and green lateral buoys consistent with other Victorian inland waterways. This would make a transition between speed zones unambiguous. • <u>Lake Nagambie</u> - Lake Nagambie is currently an Unrestricted Speed Zone and the speed limit would be reduced to 20 Knots. <ul style="list-style-type: none"> - A 2021 professional bathymetric survey shows much of Lake Nagambie is around 1.6m deep and while some parts are much deeper there are patches of underwater obstructions that sometimes reduce the depth further. - Maritime Safety Victoria has confirmed that the view of the Safety Director is consistent with neighbouring states - that unrestricted speed with or without Towed Sports is less safe in water under 1.6m. - Reducing the speed for towed sports is seen as a prudent approach to continue allowing this activity on Lake Nagambie. - Enthusiast towed-sport users comment that the lake is often too 'chopped up' with vessel wakes to undertake higher speed towed sports. However, the lake is popular with families (often based at the Leisure Park) providing Ski Tube, Knee Board, Wake Boarding and Water Skiing for beginners and novices who are often young children or teenagers. Towed sports at 20 knots or less would be permitted. - Currently highspeed operations by powerboats and PWCs on the lake can make family activities harrowing and there have been many complaints and several incidents reported to the waterway manager, Victorian Water Police and Maritime Safety Victoria. - Slowing traffic from Unrestricted Speed to a 20 Knot Zone that also allows towed sports on the lake is an appropriate way to deal with shallower depths, increase reaction times and reduce the chances of a highspeed vessel hitting another vessel or a person in the water. - Towed sports, particularly for novices and learners are still rewarding at up to 20 Knots. The venue would be a less intimidating place to improve on the basics of PWC use in a family friendly environment. - Vessels wishing to exceed 20 Knots can use longer, straighter sections of the river that have good sight lines and are proposed to be zoned as 30 Knot Zones. - Vessels wishing to exceed 30 Knots can utilise Waranga Basin 40 minutes to the north by road or Lake Eildon about one and a half hours away and a similar distance from the metropolitan area to Nagambie. • <u>West and upstream of 50m from the Heathcote-Nagambie/Vickers Road Bridge</u> - The boundaries of this zone are proposed to be largely unaltered. It commences 50m upstream of Heathcote-Nagambie Road /Vickers Road Bridge/Chinamans Bridge. A new ramp has been installed here and the need for a NO WAKE - Maximum 5 Knots Zone makes it impractical to enforce stopping and

Rule Change and improvements	Location and key risks addressed
	<p>starting the zone on either side of the bridge. As before the Zone continues about 4 km upstream to the housing estate on Wattlevale Road 1680m north (by river) from Sandy Creek (northwest bank) the start of the existing Water Ski Zone. The zone is popular with fishers who drift or tie up near the drowned riverbanks. The zone is easily accessible from Nagambie. Commercial and recreational vessels routinely use the zone to access the wineries.</p> <ul style="list-style-type: none"> • <u>South and upstream of 50m south of Tahbilk Winery to 50m west and downstream of Mitchelton Wines</u> - This zone is proposed to be largely unaltered. As before the Zone passes by Major Creek which is a wide confluence with good sightlines. The section is popular with fishers who drift or tie up near the drowned riverbanks. Commercial and recreational vessels routinely use the zone to access the wineries. There are tighter bends and slightly narrower sections and the 20 Knot zone has been in place without incident in recent years.
<p>CURRENT: Areas used for Towed Sports are either Unrestricted Speed or a Special Purpose Water Ski Area. No Towed Sports upstream of the Special Purpose Water Ski Area.</p> <p>Currently there are four areas that allow Unrestricted Speed. These areas are proposed to be designated 30 Knot Zones and suitable for towed sports with exception of Lake Nagambie (20 Knots) due to its shallower water.</p> <p>Additionally, all the waters of Goulburn River and backwaters south of Kirwans Bridge to Hughes Creek are prohibited to water skiing, excluding the special purpose water ski zone.</p> <p>PROPOSED: Removing Unrestricted Speed area and replacing them with 30 Knot Zones or 20 knot Zones that allow towed sports.</p> <p>Goulburn Weir, where marked by Red and Green buoys to include a continuation of the adjacent 30 Knot Zone that allows towed sports .</p>	<p>An Exemption from the NO WAKE - 5 Knot rule when a vessel is engaged in Towed Sports and passing STATIONARY or APPROACHING A POWERED VESSEL ONLY is proposed to be applied to these Zones.</p> <p><u>Circuit of the Goulburn Weir: 20 knots - Towed Sports Allowed</u> NOT PROCEEDING AT PRESENT. More planning, specific consultation and substantial funding are required. Listed here to document a potential strategy and future rule change for ongoing dispersal of towed sports if monitoring shows increased pressure on the proposed towed sports areas. Currently the Unrestricted Speed area extends approximately halfway across the weir in a north-easterly direction. A 2021 bathymetric survey reveals only a portion of the zone approximates the course of the old river bed.</p> <ul style="list-style-type: none"> - When compared with Unrestricted speed, a 20 Knot or 30 Knot Zone would have decreased risks in terms of higher speed navigation and undertaking towed sports. - Currently users rely on a series of informal marks and memory to access the weir for fishing or in some cases towed sports. - Some 5 Knot marks were placed mid-weir in conjunction with the zone margins, but these have not been renewed. - The submerged horseshoe bend is large and regular, with depths well over 6m apart from a 2.2m deep 100m link. It is in the eastern side of the weir. It's generally well away from the weir wall and other infrastructure by greater than 200m, except for a 250m section that runs close to the shore and adjacent to a dwelling at the end of Cozens Lane. - Consultation flagged that a circuit of the weir could be supported. It was proposed to reduce the Unrestricted Speed area in the horseshoe bend to 20 Knots and reorientate it to the deep river bed. - Currently there is little to orientate operators other than informal marking of the river bed. The weir has plenty of drowned tree hazards outside the old river course. The zone could meet the adjacent 30 Knot up river/initial weir zone near the northern land spit, about 500m into the weir near where the shallower 2.2 m link in the horseshoe occurs.

Rule Change and improvements	Location and key risks addressed
<p>PROPOSED Lake Nagambie to be 20 Knot Zones that allows towed sports. A safer circuit will be seasonally marked by buoys.</p> <p>NO WAKE Maximum 5 Knots is important regarding being closer than 50m to people in the water and vessels such as paddle craft. It will make transiting safer for paddle craft and rowers and must apply in conjunction with 30 Knot Zones</p>	<ul style="list-style-type: none"> - While consultation showed there is sufficient demand significant funding needs to be identified. It is possible to mark the mid weir, horseshoe river course with pairs of red and green buoys and utilise it as a circuit for towed sports. - An exclusion from the 50m from the inland waterway shoreline rule would be required at Cozens Lane and the amenity for owners of the property would need careful consideration and further consultation. <ul style="list-style-type: none"> • <u>Goulburn Weir southwest and upstream to 50m from Kirwans Bridge 30 Knots, Towed Sports Allowed</u> <ul style="list-style-type: none"> - The zone currently commences approximately half to two thirds across the weir, heading in a south-westerly direction to meet the Goulburn River. It finishes 50m north of Kirwans Bridge. - The northern section of the zone in the weir is not marked or occasionally informally marked, and users are less inclined to follow the 6m deep 60m wide old river bed into the weir. - The weir is less usable on windy days. At the northern end and initial section joining two sides of a horseshoe bend (described above) is around 2 m deep. To maximise the zone length pairs of red and green buoys will be installed to mark the old riverbed loop to the link across the horseshoe bend. - The Weir 20 Knot Zone (above) will not proceed at present. Marking the river bed with several pairs of red and green marks, to near the protruding northern land point would maximise the proposed zone. This is where the 2m deep link between the horseshoe bend occurs and the approach to this would be a suitable place to end the zone with a 5 Knot buoy. (Or transition to 30 Knots if eventually the weir zone proceeds). - Upstream from the weir, two open reaches of the river with wider flooded riverbanks provide good sightlines and smoother water, when it's not windy, for towed sports. - There is ample space for dropping towed sports participants in the water and retrieving them. - River widths can enable 180 degree turns by some vessels when other vessels are not nearby. - On windier days one reach is usually more protected than the other, orientated at about 135 degrees to each other. - It is proposed to make this zone a 30 Knot Zone to enable towed sports. • <u>Lake Nagambie</u> (As per previous 20 Knot section). Lake Nagambie is currently an Unrestricted Speed Zone and the speed limit would be reduced to 20 Knots. <ul style="list-style-type: none"> - A 2021 professional bathymetric survey shows much of Lake Nagambie is around 1.6m deep and while some parts are much deeper there are patches of underwater obstructions that sometimes reduce the depth further. - Maritime Safety Victoria has confirmed that the view of the Safety Director is consistent with neighbouring states - that unrestricted speed with or without Towed Sports is less safe in water under 1.6m. - Reducing the speed for towed sports is seen as a prudent approach to continue allowing this activity on Lake Nagambie. - Enthusiast towed-sport users comment that the lake is often too 'chopped up' with vessel wakes to undertake higher speed

Rule Change and improvements	Location and key risks addressed
<p>PROPOSED Redesignating the Water Ski area to a 30 Knot Zones that allows towed sports.</p> <p>Towed sport enthusiasts in the water are likely to be safer and find it calmer when preparing to get on board or start a towed sport. This can further reduce congestion in the zones.</p> <p>Enabling towed sports vessels to pass approaching powered vessels and powered vessels that do not have a towed sport participant in the water at speed, should reduce congestion.</p> <p>Depending on other river boating traffic, dropping a participant in the water maybe preferable and safer than 180 degree turns. A companion 'Nagambie Waterway Code' could suggest planning runs to start and end at the commencement of the river zones and to avoid congesting the mid-zone area. Similarly starting and finishing points could be suggested for Lake</p>	<p>towed sports. However, the lake is popular with families (often based at the Leisure Park) providing Ski Tube, Knee Board, Wake Boarding and Water Skiing for beginners and novices who are often young children or teenagers. Towed sports at 20 knots or less would be permitted.</p> <ul style="list-style-type: none"> - Towed sports, particularly for novices and learners are still rewarding at up to 20 Knots. The venue would be a less intimidating place to improve on the basics of PWC use in a family friendly environment. <ul style="list-style-type: none"> • <u>Water Ski area revised to 30 Knots, Towed Sports Allowed</u> The current zone is located approximately 4 kilometres upstream and south-west of Chinamans Bridge that is near Nagambie. At 20 Knots it takes about 12 to 15 minutes to access by boat. <ul style="list-style-type: none"> - There are excellent facilities including a ramp midway in the Zone at the Nagambie Water Ski Club. The zone is approximately 3km in length. - The zone extends south along open straights to the 5 Knot Zone associated with Tabilk Winery. - Past casual and event use has shown there is ample room for one vessel while two vessels approaching each other will be subject to the proposed NO WAKE-Maximum 5 Knots 50m from another vessel rule and the proposed towed sport and powerboat exemptions. - To maintain consistency and improve communication of improved zones it is proposed that the Water Ski Zone be renamed as 30 Knot Zone – Towed Sports Allowed. - Events would continue under rules and Event Permits comparable to those in use now. - Converting the Special Purposes Water- Ski Zone to 30 Knots, Towed Sports allowed is inclusive of a wide range of towed sports and makes compliance more straightforward

Rule Change and improvements	Location and key risks addressed
<p>Nagambie away from turns and Delia Island.</p> <p>The code would suggest keeping to starboard and passing 'port to port' with other powerboat and other towed sport users.</p>	
<p>CURRENT: No definition of Wake Surfing. The large wakes generated can be a significant hazard to other vessels and can damage shoreline infrastructure, moored vessels and contribute to riverbank instability.</p> <p>PROPOSED: Define and prohibit Wake Surfing. Defined as the rider primarily using the wake as propulsion rather than a tow rope from the vessel. Note that towropes are occasionally utilised as well, particularly when learning.</p> <p>During community consultation, a trial was suggested to confine Wake Surfing to less used sections of the waterway. Due to a lack of support this will not proceed.</p>	<ul style="list-style-type: none"> Formally define the activity of Wake Surfing. Exclude wake surfing from the definition of towed sports. Use a separate rule to prohibit Wake Surfing on the waterway. Ensure safety is monitored in relation to this prohibited activity. Compliment the Rules with advice about wake surfing to wake boats owners via the Waterway Code. If funding can be raised to mark the deep horseshoe bend on the eastern side of the Goulburn Weir, wake surfing may be reconsidered after further consultation with water resource managers and local land holders. The shallow water, extensive drowned trees and shoreline reed banks may absorb a portion of the wave energy produced, however adding additional wave energy relatively close to water resource infrastructure would need careful investigation.
<p>CURRENT: 91.2 Prohibition of Specific Activities for the purposes of Clause 12.</p> <p>PROPOSED: Retain the current rule.</p>	<ul style="list-style-type: none"> The operation of vessels involved in aerial related activities, including parasailing, hang-gliding, kite boarding or similar is prohibited on the waters of this Schedule.
<p>CURRENT: Occasional Bare Foot Skiing in Unrestricted Speed Zones</p> <p>PROPOSED: Provide an exclusion from the 30 Knot Speed Limit – Towed Sports for vessels engaged in Bare Foot Skiing.</p>	<ul style="list-style-type: none"> Water conditions required for this activity are very specific. Bare foot Skiing can require speeds of greater than 30 Knots for some participants to undertake this activity safely. Australia is a leading competitive Bare Foot Skiing nation. Considerable skill is required to operate the vessel safely. Although only a small user group, Bare Foot Skiing should still be enabled.
<p>CURRENT: Three NO BOATING Zones protect users and weir infrastructure at the Goulburn Weir and Lake Nagambie.</p> <p>Swimmers and vessel users at Nagambie are protected by two NO Boating Zones</p> <p>PROPOSED: No Change apart from minor repositioning to improve</p>	<p>At the Goulburn Weir</p> <ul style="list-style-type: none"> From the Goulburn Weir Wall extending 220 metres. The Cattanach Canal Offtake and extending 90 metres radius. East Goulburn Channel Offtake and extending 90 metres radius as marked. <p>On Lake Nagambie No Boating on</p> <ul style="list-style-type: none"> the waters near River Street between two signs on the shore 150 metres apart and extending 50 metres from the water's edge.

Rule Change and improvements	Location and key risks addressed
alignments, increase visibility and ensure a NO WAKE-5 Knot buffer zone adjacent to swimming.	<ul style="list-style-type: none"> the waters adjacent to Jacobsons Outlook between two signs on the foreshore 50 metres apart and extending 20 metres from the water's edge.
<p>CURRENT: Areas where vessels with engines are prohibited on Lake Nagambie are prohibited to vessels with engines.</p> <p>PROPOSED: No Change</p>	<p>Vessels with engines are prohibited on Lake Nagambie</p> <ul style="list-style-type: none"> The waters 150 metres south of the Nagambie Lake Leisure Park boat ramp between two signs on the shore 100 metres apart and extending 25 metres from the water's edge.
<p>CURRENT: Exclusive use and special purpose areas. The waters of Lake Nagambie defined as the 'Rowing Course Area' are designated as an Exclusive Use and a Special Purpose Area.</p> <p>PROPOSED: Boundaries unchanged, minor changes to enable powered vessels coaching, training or delivering rowing events to travel at rowing speeds (maximum 15 knots).</p>	<p>The water can only be used for</p> <ul style="list-style-type: none"> Un-powered vessels with a draught of less than one metre. Vessels with a draught of less than one metre travelling at less than 5 knots directly accessing structures licensed by the Shire of Strathbogie or Goulburn Murray Water. Domestic commercial vessels, excluding "hire & drive vessels", when crossing the zone opposite Buckley Park.
<p>CURRENT: Vessels on Lake Nagambie are required to circulate in an anti-clockwise direction.</p> <p>PROPOSED: Install multiple inflatable Special Marks to act as turn buoys. Commencing the Cup Weekend to the end of the Easter and ANZAC Day period.</p> <p>The anti-clockwise rule would stay in place but specifically mention completing laps outside the turn buoys. Users could pass closer than 50m to buoys at speed.</p> <p>The addition of Turn buoys will serve to</p> <ul style="list-style-type: none"> Maximise lap length and provide more opportunity for vessel separation. Direct vessels to deeper water in the lake. Reduce intersecting vessel paths that result from 'short laps'. <p>The section of waterway between the Leisure Park and Deliah Island would be made a 'Boating Only-No Swimming Zone' to reduce the risk of vessels at speed needing to stop or change course for swimmers in the narrower section.</p> <p>Non-powered vessels like SUPs and kayaks would also be excluded to ensure steady boating traffic flows.</p>	<ul style="list-style-type: none"> Approximately 6 inflatable Special Marks would be required. As for the rest of the waterway, vessels must slow to 5 Knots within 50m of a person in the water or any vessel. The pathway is wide enough to enable some overtaking. The pathway would include going between the Leisure Parks and Deliah Island at up to 20 Knots. The Waterway Code could encourage beginners to stay to the outside of the pathway. More experienced users would be encouraged to operate closer to the buoys. PWCs undertaking laps of the pathway would be required to hold a predictable course. 'Freestyling' by PWCs which includes manoeuvres such as sharp turns, circular or semi-circular operation of the PWCs would only be allowed 50m inside the buoyed course. Maximum speed 20 Knots. State speed and distance rules apply in the freestyling area. <ul style="list-style-type: none"> Minimum distance of 50m between PWCs if travelling at more than 5 Knots and within 50m of another vessel. Closer than 50m requires NO WAKE- Maximum 5 Knots. All PWCs to reduce speed to NO WAKE- Maximum 5 Knots within 50m of a person in the water.

Rule Change and improvements	Location and key risks addressed
There are ample opportunities to swim and undertake paddle sports in the river adjacent to the Leisure Park.	

End of document.